

**Manchester City Council
Report for Information**

Report to: Economy Scrutiny Committee – 9 January 2019
Subject: Delivering the Our Manchester Strategy
Report of: Leader of the Council

Summary

This report provides an overview of work undertaken and progress towards the delivery of the Council's priorities as set out in the Our Manchester Strategy Manchester Labour's 2018 Election Manifesto for those area within the portfolio of the Leader of the Council

Recommendations

The Committee is asked to note and comment on the report.

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1.0 Introduction

- 1.1 The Our Manchester Strategy was formally adopted by the Council in January 2016 and sets the ambitions for the city for the next ten years, to 2025, for Manchester to be:
- Thriving – creating great jobs and healthy businesses
 - Filled with talent – both home-grown talent and attracting the best in the world
 - Fair – with equal chances for all to unlock their potential
 - A great place to live – with lots of things to do
 - Buzzing with connections – including world- class transport and broadband
- 1.2 Executive Members are collectively and individually responsible for supporting the delivery of the Our Manchester Strategy and for providing political oversight and direction to officers for better outcomes for Manchester residents. In June this year the Executive adopted the pledges made in Manchester Labour’s 2018 election manifesto “Building Together” as council policy, and it is these along with the Greater Manchester Strategy that will guide our work over the next year.
- 1.3 This report sets out how I, as the Leader of the Council, have sought to deliver Council priorities related to my portfolio over the past six months. A complete list of all my activities on behalf of the Council can be found in my public service contract reports.

2.0 Leader of the Council – Portfolio

- 2.1 As Leader of the Council my portfolio consists of overall policy co-ordination, external relationships, major economic development including City Centre regeneration, legal services, the digital economy (business development) and devolution.

3.0 Report back

- 3.1 The last six months have been dominated by Brexit, not just in the political sphere, but also in organisations like Manchester Airport Group that will fundamentally be affected by any outcome other than ‘remain’. The monthly reports to the Combined Authority (CA) make it clear that a hard/no deal brexit would be very damaging for jobs in Greater Manchester, and although the CA is not enthusiastic about a second referendum, in the absence of a general election, a second referendum including a remain option would be better than no deal.
- 3.2 Staying with the Combined Authority, I have played an active role in making progress on two of the big issues facing the city-region, the Greater Manchester Spatial Framework and Clean Air, and by the time the committee meets, the Mayor and Leaders should have made a statement on direction of travel.

- 3.3 The consultations on both the Good Employment Charter and the Local Industrial Strategy (LIS) have concluded. On the former, a formal draft Charter will now be produced to share with stakeholders. On the latter, the reports from the research carried out by the Prosperity Review Group will be received in January and along with the consultation responses, will feed into the LIS which is still intended to be finalised and published by March 2019. At the end of October, I gave a presentation to the GM APPG on the progress that has been made.
- 3.4 Two significant pieces of work to report on from the LGA's City Regions Board. The first is that I am now co-chairing a Skills Task Force the objective of which is to promote Work Local, the LGA's policy for place-based employment and skills services. The second is two pieces of research work related to devolution. One looked at possible options for fiscal devolution, apportioned income tax and specific local taxes like a tourism tax, the other at public attitudes to devolution. The outcomes from this are now being pursued by other boards within the LGA.
- 3.5 The amount of regenerative development in the city continues to grow at a rate not matched anywhere else in the UK outside London. The amount is now exceeding pre-2008 levels and covers residential, commercial and leisure. This is underpinned by one of the fastest growing economies in Europe with the two biggest growth factors being creative employment and tech including digital. Notable successes include Booking.com agreeing to establish the global headquarters for their transportation business in the city, the Farm relocating their post-production base, Amazon signing up at the Hanover for a new corporate centre and the Hut Group proposing to locate their HQ at Airport City. The new bio-matter company set up as a result of the agreement with Qiagen has now started up. The Masdar building, housing the Graphene Engineering Innovation Centre (GEIC), has now had its official opening. However, alongside these bigger projects, the number of start-ups and growing small businesses is enormous.
- 3.6 We are supporting Manchester University in their plans for North Campus, due to be launched in the spring. Demolition of the 'Fujitsu' tower has been completed at Space Studios which are now fully booked. Re-modelling of One Central Park is well underway and consideration is being given to some refurbishment at the Sharp project. Manchester Life is doing really well and almost overnight Ancoats and New Islington has become a real community. This and the paragraph above are only a sample of what is going on, all of which more than makes up for the disappointment of not landing Channel 4.
- 3.7 The City Centre Accountability Board continues to meet monthly and recently considered a survey of city centre residents, workers and visitors. It was largely positive but did confirm the two biggest negative issues we face are begging and perceptions of cleanliness, the biggest location of concern being Piccadilly Gardens.

- 3.8 Our City Centre Regeneration team did a great job working with the new owners of House of Fraser and the Kendal's building owner to secure the future of the store and the jobs of the people working there.
- 3.9 I have been working with Design Manchester to develop a design manifesto for the city. This is concerned with design in the broadest sense and its relationship to our social and economic agendas and will play a key part in demonstrating our unique characteristics.
- 3.10 At Core Cities I have been pushing for a more focussed approach building on our understanding of cities as prime generators of growth. On the back of this, Core Cities Cabinet has agreed to commission a piece of work exploring the causal relationship between city-growth and the economic well-being of the surrounding region.
- 3.11 The regular Listening in Action sessions with Council Staff are continuing and I have taken part in nearly all of them. The Our Manchester engagement programme has now been extended with the first community based 'Have Your Say' sessions and I took part in these in Moston and Chorlton Park.
- 3.12 Strategic rail issues have continued to consume a lot of time. The disaster of the new rail timetable compounded by ongoing industrial action at Northern Rail is having an enormous negative impact on transport to, from and through the city. At the Mayor's Transport Board it became clear that a major factor behind the timetable problems is the failure to deliver extra capacity at Oxford Road and Piccadilly stations. Proposals for this still sit on Ministers' desks and in the meantime Network Rail are carrying out another study about how to increase capacity around Manchester, particularly the Castlefield Corridor and Ordsall Junction.
- 3.13 I have started to attend the Piccadilly Partnership Board and will take the Chair from its next meeting. The biggest issue is how we deliver an integrated HS2/Northern Powerhouse Rail/Metrolink station at Piccadilly. The last board meeting discussed a study commissioned by Transport for the North. In questioning it became clear that TfN had not evaluated whether or not proposals were future proof i.e. station options were capable of matching available pathways through the HS2 tunnel. They also could not say whether or not proposed platforms were capable of handling the expected number of passengers or even whether or not there was sufficient capacity in the station entrance for passengers to get in or out.