

Executive

Minutes of the meeting held on Friday, 22 July 2022

Present: Councillor Craig (Chair)

Councillors: Akbar, Bridges, Hacking, Midgley, Rahman, Rawlins, T Robinson and White

Also present as Members of the Standing Consultative Panel:
Councillors: Douglas, Foley, Johnson, Leech, Lynch and Stanton

Apologies: Councillor Igbon, Ahmed Ali, Butt and Collins

Also present: Councillors:

Exe/22/58 Minutes

Decision

The Executive approved as a correct record the minutes of the meeting on 29 June 2022.

Exe/22/59 Our Manchester Progress Update

The Executive considered a report of the Chief Executive which provided an update on key areas of progress against the Our Manchester Strategy – Forward to 2025 which reset Manchester’s priorities for the next five years to ensure the Council could still achieve the city’s ambition set out in the Our Manchester Strategy 2016 – 2025.

The Leader placed on record her thanks to all Council staff, partners and residents of the city who worked with the Council in recognition of the Council winning the LGC Council of the year Award 2022.

The Executive Member for Early Years, Children and Young People reported on the planned opening of a new High School, to be run by Dixons Academies Trust and serving the community in and around Newall Green and Wythenshawe in September 2023. The new co-educational free school – to be known as Dixons Newall Green – would open to pupils in Year 7 from next September on the site of the former Newall Green High School. He also reported on a programme of events that took place 11-16 July to celebrate and promote the importance of a child’s early life. Free activities and events took place in cultural and leisure venues across the city, as well as Sure Start centres, for 0-2 year olds and their families with information and advice provided. In addition, the Executive Member reported on the Bee Green Summit, for school and college leaders who wanted to cut carbon emissions in their institutions which attracted more than 100 delegates representing 80 educational settings.

Councillor Leech queried what the cost had been to the Council’s Education Services

for the closure of the former Newall Green High School. He asked if a progress report could be provided to a future meeting on the impact of the Bee Green Summit.

The Executive Member for Environment and Transport reported on the proposals that had been put forward for Deansgate, which would keep in place measures to reduce the amount of vehicular traffic using Deansgate. The proposals for Deansgate aimed to maintain a balance between the space already given over to cyclist and pedestrians and the infrastructure still required for public transport and taxis.

Councillor Leech asked if there was any empirical evidence of what had happened to the traffic that was no longer travelling along Deansgate and what potential impact these proposals would have on Clean Air Plans.

The Deputy Executive Member for Skills, Employment and Leisure reported on the success of the city, as one of nine host cities of the UEFA Women's European Championships. From 6 July to 31 July, Piccadilly Gardens was hosting a fan festival, welcoming fans from competing nations, showing games on a big screen, offering food and drink and a range of events and activities including football taster sessions. The fan zone had welcomed fans from a variety of European countries – all of whom had played group games in Greater Manchester.

The Executive Member for Healthy Manchester and Adult Social Care reported that Manchester's Health and Wellbeing board had given its support to a Greater Manchester Integrated Care Partnership project on smoke free outdoor spaces. The partnership would begin public consultation on 8 August 2022 and as part of this consideration would be given to a number of potential pilot sites in the city centre. The project was intended to complement work currently being undertaken on Manchester's Outdoor Spaces Strategy and wider health campaigns to encourage people to stop smoking.

Councillor Leech commented that he hoped this pilot would not impact on smokers behaviour with a rise in people smoking at home amongst family members and sought clarity around the enforcement of smoking in open public spaces.

Decision

The Executive notes the report.

Exe/22/60 Revenue Budget Monitoring

The Executive considered a report of the Deputy Chief Executive and City Treasurer, which outlined the projected outturn position for 2021/22, based on expenditure and income activity as at the end of May 2022 and future projections.

The Executive Member for Finance and Resources advised that the current budget monitoring forecast was estimating an overspend of £4.523m for 2022/23, based on activity to date and projected trends in income and expenditure, and includes the financial implications of COVID-19, government funding confirmed to date and other changes.

The overspend predominately related to a corporate £1.6m pressure on inflation requirements, a £3.7m shortfall in income in the Neighbourhoods directorate, driven by income shortfalls in off street parking and Christmas market revenue, offset by a £0.744m underspend in Children's Services

In relation to the delivery of the £7.837m of savings identified as part of the budget process, £3.390m were on track for delivery and £4.447m of these were risk rated amber in terms of the likelihood of delivery.

The report set out the following virements that had been proposed as well as COVID 19 related and non- COVID-19 related grants received:-

Virements

- £2.6m budget for the Children's Legal Service transferred from Children Services to Corporate Core to reflect the ongoing restructure of Children's legal service and its alignment to the Council's Legal Services;
- Within Adult Social Care, long term care budgets had been reset aligned to clients in receipt of care as at 31st March. At the same time, income budgets had also been updated to reflect the level of income being received.

COVID 19 related Grants

- COVID Local Support Grant – £6.453m added to the budget since the budget was set to provide support to households who would otherwise struggle to meet essential living or housing costs in exceptional cases of genuine emergency.

Non COVID 19 related Grants

- Local authority domestic abuse duty - £1.657m;
- Council Tax Energy Rebate Core scheme - £32.488m;
- Council Tax Energy Rebate Discretionary scheme - £1.626m;
- Council Tax Energy Rebate New Burdens initial payment - £295k;
- TfGM Active Travel Complimentary Measures Revenue Fund (School streets) - £50k;
- Establishing Welcome Points for Ukranian Refugees - £140k;
- Rough Sleeper initiative £2.963m; and
- Homes for Ukraine - £1.743m.

Inflation budgets for pay and non pay costs were being held corporately. The 2021/22 pay award had been agreed and paid right at the end of the financial year and after the budget for 2022/23 was set. The £4.549m cost, which included the National Insurance increase, had been allocated to Directorate budgets.

In addition, approval was also sought on the following use of reserves:-

- Development of burial land (Bereavement Services) - £58k;

- Review of City Centre Controlled Parking Zone and on street tariffs (Parking Reserve) - £100k; and
- Domestic Abuse New Burdens 'safe accommodation' funding underspend - £0.866m

The Executive Member for Finance and Resources advised that it was very early in the financial year and vigilance was needed given there were significant uncertainties and risks to the position as cost of living pressures could increase.

Councillor Leech sought clarity on what proportion of the projected overspend was directly or indirectly as a result of inflation; whether there would be any additional costs associated with TRO's arising from the review of City Centre Controlled Parking Zone; was the collection rate for Council Tax achieved and was there a reason for the increased number of voids within the HRA.

The Deputy Chief Executive and City Treasurer commented that almost all of the projected overspend was attributable to inflationary pressures and it was unlikely that there would be any further government support to address this. In terms of a review of City Centre Controlled Parking Zone and on street tariffs, there were still changes in modal shifts from covid impacting on parking revenue alongside cost of living pressures and at present it was just a feasibility study. The Council Tax collection rates were forecasted at 96.5% which was monitored closely across the year. In terms of Voids, these were high at the point Northwards transferred back into the Council but the Deputy Chief Executive and City Treasurer was confident that this alongside the increase in overheads would be addressed.

Decisions

The Executive:-

- (1) Note the outturn position which is showing a £4.523m overspend.
- (2) Approve budget virements to be reflected in the budget
- (3) Approve additional COVID-19 grants to be reflected in the budget.
- (4) Approve the use of unbudgeted external grant funding (non COVID-19).
- (5) Approve the use of budgets to be allocated.
- (6) Approve the use of reserves

Exe/22/61 Capital Update Report

The Executive considered a report of the Deputy Chief Executive and City Treasurer, which informed Members of requests to increase the capital programme, sought approval for those schemes that could be approved under authority delegated to the Executive and asked the Executive to recommend to Council proposals that required specific Council approval.

The proposals which required Council approval were those which were funded by the use of reserves above a cumulative total of £2 million, where the use of borrowing was required or a virement exceeded £0.5m. These included the following proposed changes:-

- Neighbourhoods – Manchester Aquatic Centre. A capital budget virement of £0.996m in 2023/24, £1.934m in 2024/25, funded by borrowing via the Inflation Budget and a capital budget increase of £0.070m in 2025/, funded by borrowing, for the rephasing of refurbishment works following the successful application to host the World Para Swimming Championships in 2023.
- Neighbourhoods – Indoor Leisure (Abraham Moss). A capital budget virement of £0.980m in 2022/23 and £0.420m in 2023/24, funded by borrowing via the Inflation Budget to account for additional inflation costs in labour and materials incurred by the main contractor procuring the construction packages in line with the procurement programme following a delay in the project.
- Growth and Development – Hammerstone Road Depot. A capital budget virement of £2.267m in 2023/24 and £0.053m in 2024/25, funded by borrowing via the Inflation Budget and a capital budget increase of £4.280m in 2024/25, funded by borrowing for increased works required alongside inflationary pressures.

The proposals which did not require Council approval and only required Executive approval were those which were funded by the use of external resources, use of capital receipts, use of reserves below £10.0m, where the proposal could be funded from existing revenue budgets or where the use of borrowing on a spend to save basis is required. The following proposals required Executive approval for changes to the City Council's capital programme:-

- Private Sector Housing – Housing Affordability Fund (HAF). A capital budget increase of £9.111m, funded by £1.997m External Contribution – S106 and £7.114m Capital Receipts to help continue to deliver further homes for families and individuals living in temporary accommodation.
- Growth and Development - Essential Remediation Works at the City Art Gallery and Queens Park Conservation Studios. A capital budget increase of £4.5m in 2022/23 funded by Capital Receipts and a capital budget virement of £1.950m funded from the Asset Management Programme (AMP) budget to progress feasibility works and to develop a composite programme of works.
- ICT - Resident and Business Digital Experience (RBDxP). A capital budget decrease of £0.651m and corresponding transfer of £0.651m to the revenue budget, funded by Capital Fund to progress the RBDxP project which would transform the way the Council interacted with residents, businesses, and partners whilst improving efficiency.

- ICT - Legal Services Case Management Replacement. A capital budget decrease of £0.450m and approval of a corresponding transfer of £0.450m to the revenue budget, funded by Capital Fund to progress the scheme.
- Public Sector Housing – Silk Street. A capital budget increase of £0.109m in 2022/23, £0.238m in 2023/24 and £0.153m in 2024/25, funded by HRA Reserve due to increased cost pressures to labour rates, mechanical and electrical works and superstructure work packages.
- Growth and Development – House of Sport. A capital budget reduction of £1.256m funded by borrowing on an invest to save basis. A funding switch of £0.183m External contribution, £0.533m Invest to Save (Waterfall Fund) and £1.990m Capital from a virement from Asset Management Programme (AMP) offsetting £2.706m of Borrowing on an invest to save basis due to changes to the scope changes of the project a consequence of the scheme being reduced in scale in response to the impact of the Covid-19 Pandemic on new ways of working.

The report highlighted that if the recommendations in the report were approved the General Fund capital budget would increase by £14.114m across financial years which would also result in an increase in the prudential indicator for Capital Expenditure in corresponding years.

Approval had also been given for the following capital budget virements:-

- £0.526m to be allocated for SEND Expansions – Birches, Lancs & Rodney House from Unallocated Education Basic Need budget. This project would deliver 44 additional school places across the three locations.
- An allocation from Education Basic Need funding of £2.4m for Manchester Enterprise Academy – September 2022 Bulge Class. This project would create an additional 60 bulge class places at Manchester Enterprise Academy to meet demand for year 7 pupils in September 2022.
- £0.109m for urgent repairs to the heating system at St. John's Primary School funded from grant funding within the Schools Maintenance budget.
- £0.214m from the unallocated Schools Maintenance budget has been approved for urgent repairs to the hall/dining room roof at Broad Oak Primary School.

The report also provided an update on the Levelling Up Fund bid as part of the wider strategic regeneration programme for Wythenshawe Town Centre, and update on the progress of Phase 1 development for This City at Rodney Street (Ancoats and Beswick Ward) and an update on the applicable interest rates now payable in relation to a number of historic mortgages, provided for specific regeneration schemes in the north of the city due to them having reached the end of the intended term

Councillor Leech sought clarification on the proposed length of time to recover the cost of the Hammerstone Road depot refurbishment through savings and was there

any concerns about the potential of being able to meet all the costs over and above the grants that could become available in relation to the Levelling Up bid.

The Executive Member for Housing and Development explained that the proposed redevelopment for Wythenshawe was not solely dependent on the Levelling Up bid and that this would only help accelerate the wider master plan for Wythenshawe, which would be delivered with funding from a number of investors. In addition the Deputy Chief Executive and City Treasurer, in her capacity as the Council's Section 151 officer was confident that the that the Council had sufficient budget to deliver the scheme and that any costs over and above the grant funding could be met by the Council. The Chief Executive added that if the bid was successful, a request for funding would be submitted to the Council's capital approval process and would be reported to the Executive for approval.

Decisions

The Executive:-

- (1) Recommend that Council approve the following changes to Manchester City Council's capital programme:
 - Neighbourhoods – Manchester Aquatic Centre. A capital budget virement of £2.930m, funded by borrowing via the Inflation Budget and a further capital budget increase of £0.070m, funded by borrowing.
 - Neighbourhoods – Indoor Leisure – Abraham Moss. A capital budget virement of £1.4m, funded by borrowing via the Inflation Budget
 - Growth and Development – Hammerstone Road Depot. A capital budget virement of £2.320m, funded by borrowing via the Inflation Budget and a further capital budget increase of £4.280m, funded by borrowing.
- (2) Under powers delegated to the Executive, to approve the following changes to the Council's capital programme:
 - Private Sector Housing – Housing Affordability Fund (HAF). A capital budget increase of £9.111m, funded by £1.997 External Contribution – S106 and £7.114m Capital Receipts.
 - Growth and Development - Essential Remediation Works at the City Art Gallery and Queens Park Conservation Studios. A capital budget increase of £4.5m, funded by Capital Receipts, and a capital budget virement of £1.950m funded from the Asset Management Programme (AMP) budget.
 - ICT - Resident and Business Digital Experience (RBDxP). A capital budget decrease of £0.651m and approval of a corresponding transfer of £0.651m to the revenue budget, funded by Capital Fund.

- ICT – Legal Services Case Management Replacement. A capital budget decrease of £0.450m and approval of a corresponding transfer of £0.450m to the revenue budget, funded by Capital Fund.
 - Public Sector Housing – Silk Street. A capital budget increase of £0.500m, funded by HRA Reserve.
 - Growth and Development – House of Sport. A capital budget reduction of £1.256m funded by borrowing on an invest to save basis. A funding switch with £0.183m External contribution, £0.533m Invest to Save (Waterfall Fund) and £1.990m Capital receipts from a virement from Asset Management Programme (AMP) offsetting £2.706m of Borrowing on an invest to save basis.
- (3) Note the virements in the programme of £3.249m as a result of virements from approved budgets.
- (4) Note the assurances the Deputy Chief Executive and City Treasurer will be required to provide as part of the proposed Levelling Up Fund bid.
- (5) Note the update on This City, and the use of the existing revenue budget to continue to develop proposals for a second site
- (6) Note the change to the applicable mortgage rate.

Exe/22/62 GM Clean Air Plan review

The Executive considered a report of the Deputy Chief Executive and City Treasurer and City Solicitor, which provided an update on progress made on the Greater Manchester Clean Air Plan (GM CAP) policy review prior to its formal submission to government.

Government had issued directions to local authorities in the UK, including those in Greater Manchester, to take action to address illegal exceedances of Nitrogen Dioxide (NO₂) in the shortest possible time and, initially in the case of GM, by 2024 at the latest. In late 2021 GM authorities commissioned an independent review of emerging global supply chain issues and the impact this could have on the cost and availability of vehicles, particularly vans.

The review illustrated that the previous agreed plan would cause businesses and residents financial hardship and the Government agreed with Greater Manchester's assessment that the plan was no longer likely to achieve compliance in 2024 due to the impact of the pandemic and the supply chain issues for compliant vehicles. Subsequently the Government revoked the direction requiring the implementation of a category C charging Clean Air Zone to enable a review of existing measures, in order to determine if any changes should be made and to submit that review to the Secretary of State.

Any new plan would still need to be deliverable and reduce NO2 concentrations to below legal limits in the shortest possible time and by 2026 at the latest, in a way that recognises the cost-of-living crisis and post pandemic economic conditions.

The Leader advised that the proposed new plan would use the £120 million of Clean Air funding that the Government had awarded to Greater Manchester to deliver an investment led approach to invest in vehicle upgrades, rather than imposing daily charges. An investment-led approach would be combined with all the wider measures that GM was implementing and aimed to reduce NO2 emissions to within legal limits, in the shortest possible time and at the latest by 2026. Unlike the previous charging-led scheme defined by Government guidance, the investment-led scheme would seek to factor in the cost-of-living crisis, it would actively consider the impacts of the pandemic and wider global economic instability on supply chains, and crucially considered the significant beneficial effects that the delivery of electric bus could have along key routes

Subject to any comments of Greater Manchester local authorities, the next Air Quality Administration Committee would confirm the final submission and notify the Secretary of State of the change in status. By applying a Participatory Policy Development process, Greater Manchester would develop, assess and agree a package of measures forming a proposed new GM CAP. This package of measures would be consulted upon in early 2023. Greater Manchester would review the responses to the consultation and make any adaptations to the proposals as necessary. It was anticipated that a decision could be made to proceed with the new GM CAP thereafter.

Councillor Leech sought clarity on what the number of NO2 exceedances was based on and whether the Council was going to receive the necessary funding to enable the conversion of other forms of transport, such as HGV's coaches, hackney carriages and private hire vehicles in order to meet the targets that have been set.

Councillor Johnson sought assurance around the ability to deliver the CAP vehicle and other investment measures and cluster measures.

Decisions

The Executive:-

- (1) Note the 'Case for a new Greater Manchester Clean Air Plan' document attached as Appendix 1 and associated appendices 2 to 6 has been submitted to the Secretary of State as a draft document subject to any comments from Manchester City Council ahead of the next Air Quality Administration Committee.
- (2) Note that Cllr Tracey Rawlins as the Manchester City Council appointed representative on the Air Quality Administration Committee will represent Manchester City Council's comments;

- (3) Note the initial screening undertaken to assess which protected characteristics are likely to be impacted by the new GM Clean Air Plan, and in scope for the Equalities Impact Assessment;
- (4) Note the updated Do Minimum position for 2023 and 2025 and the forecasted points of exceedance in GM in 2023 and 2025; and
- (5) Note the participatory policy development approach and the next steps for the GM CAP.
- (6) Note the new 'ask' from Government to remove out-of-area operation by private hire drivers/vehicles to support the new GM Clean Air Plan;
- (7) Note feedback from early engagement activity with vehicle owner representative groups;
- (8) Note the NO₂ monitoring results and the exceedances of the annual mean across sites set up for GM CAP purposes between 2018 and 2021.

Exe/22/63 Manchester Housing Strategy 2022-32

The Executive considered a report of the Interim Director of Housing and Residential Growth, which provided an update on the new Manchester Housing Strategy (2022 – 2032).

The new strategy had been developed against the backdrop of a growing residential and employment offer which had attracted people into the city from both the UK and overseas and resulted in a huge increase in the city's population with exceptionally high associated demand for housing. The strategy set out a long-term vision which considered how best to deliver the city's housing priorities and objectives, building on progress already made, whilst tackling head on the scale and complexity of the challenges ahead. The priorities for the new Housing Strategy had been agreed as follows:-

- Increase affordable housing supply & build more new homes for all residents
- Work to end homelessness and ensure housing is affordable & accessible to all
- Address inequalities and create neighbourhoods & homes where people want to live
- Address the sustainability & zero carbon challenges in new and existing housing stock

The Strategy had been drafted based on the findings of the extensive engagement activity, which captured the views and opinions of key stakeholders in relation to both the housing challenges and opportunities facing the city. This process had been used to establish the above key priority themes and agree practical ambitions to respond to these challenges.

Once the Housing Strategy had been finalised, a delivery plan would be developed. The actions detailed in the delivery plan would set out a clear blueprint for how the

Council would realise this strategy's vision and fulfil the commitments that had been made. The delivery plan would be reviewed on an ongoing basis and refreshed as per the workstreams that sit under it.

Councillor Johnson sought clarity on how the monitoring of outcomes would be achieved and noted that the equality impact assessment did not identify any potential risks of the strategy.

Councillor Leech sought clarity on the number of affordable homes that the strategy would deliver and on what basis was this figure determined.

Councillor Akbar welcomed the positive difference the strategy would make to residents of Manchester, including the tackling of rogue landlords.

Decisions

The Executive agrees to adopt the Manchester Housing Strategy (2022-2032).

Exe/22/64 HS2 Update and Petition

The Executive considered a report of the Strategic Director (Growth and Development), which detailed the current progress of the High Speed (Crewe – Manchester) Bill (known as 'HS2 Phase 2b') in Parliament and outlined the key issues which the Council intended to petition against.

The House of Commons passed the Second Reading of the Bill on 20 June, meaning the Select Committee stage (i.e., petitioning stage) of the parliamentary process had now formally commenced, with a deadline for any petitions to be returned by no later than 5pm on 4 August 2022.

Manchester was continuing to work closely with Greater Manchester (GM) Partners in preparing their respective petitions, as well as with neighbouring authorities, such as Cheshire East on issues of joint concern. The Council's petition would be aligned with those of other GM partners, whilst emphasising and highlighting issues of particular concern for the city.

A number of the key areas that the Council would be petitioning on included:-

- The proposals for a surface terminus station at Manchester Piccadilly;
- The lack of a commitment to remove Gateway House on Station Approach;
- The lack of consideration of local transport and environment, zero carbon and clean air policies in relation to a proposed gyratory junction layout at Pin Mill Brow;
- The proposals for two multi storey car parks with a total capacity of approximately 2,000 parking spaces situated on the proposed Boulevard included in the Piccadilly SRF;
- The relocation of the current ramp used by Network Rail to access the viaduct at Piccadilly Station for maintenance and catering;

- The proposed new sub surface Metrolink Piccadilly stop did not fully integrate Metrolink with the high-speed and classic rail services or provide adequate future-proofing;
- The proposed passive provision for NPR connections to Leeds in the Ardwick area;
- Issues with the Manchester Tunnel ventilation shafts and south tunnel portal;
and
- The need for improved Integration of HS2 and Metrolink with Manchester Airport.

The Council would complete the petition and submit it to the House of Commons by the deadline of 4 August 2022 and would also review the first Additional Provision to identify whether it should also submit a petition on that. Following submission, the Council would prepare to appear before the Select Committee to represent and protect the interests of the Council, its residents, communities and businesses, and ensure the best scheme for the city, the North of England and the UK.

Councillor Stanton endorsed the petition being put forward to ensure HS2 fully mitigated any loss of the flood basin capacity in West Didsbury for the best protection of residents and businesses in the area.

Councillor Johnson supported the reasons for the Council petitioning the Bill, recognising the plans for Piccadilly station did not future proof the station and the need for improved integration with Manchester Airport.

Councillor Leech commented on the large number of vehicle movements that would come as part of the construction works and the need to address these as part of the petition.

Decisions

The Executive:-

- (1) Note the current progress of the High Speed (Crewe - Manchester) hybrid Bill ("the Bill"), as introduced into 24th January 2022 session of Parliament, as detailed in this report.
- (2) Note the proposed key contents of the City Council's petition against aspects of the Bill, set out in this report.
- (3) Note that the Department for Transport is bringing forward 'Additional Provisions' to amend the Bill, and that it may be necessary for the Council to petition against the Additional Provisions in addition to petitioning against the Bill.
- (4) Note the delegated authority approved by Council on 4 March 2022 to the Strategic Director – Growth & Development, in consultation with the Leader and City Solicitor, to take all the steps required for the Council to submit any petition (including petitions against Additional Provisions) and thereafter to maintain and if considered appropriate authorise the withdrawal of any petition points that

have been resolved in respect of the Bill, and to negotiate and/or seek assurances / undertaking/agreements to aspects of the Bill.

- (5) Note that the full petition will be provided to Members following its submission to House of Commons on 4 August 2022.

Exe/22/65 Community Development in Manchester

The Executive considered a report of the Director of Public Health, which set out the context and rationale for the proposal to bring back into Council control the provision of the community development service to be delivered by the Neighbourhoods Directorate.

Community development brought people in a community together to take action on what was important to them. Good quality community development formed the basis of the “communities and power” theme of Manchester’s Building Back Fairer action plan and would also be critical to the success of the entire plan. This would be achieved by helping communities to organise, and to identify the issues they wanted to address or the opportunities they wanted to explore. The intention was that community groups would be supported to use their skills and experiences and make the most of local assets to bring about positive changes and improve community life.

The Council currently had a contract with Greater Manchester Mental Health (GMMH) Foundation Trust, to deliver the Buzz neighbourhood health and wellbeing service (the service has two elements - community development and knowledge and information). The contract with GMMH was scheduled to expire on 31 December 2022.

Although a lot of good work is already happening, many of our current approaches, while well intentioned, still focus on providing some form of service to a community, providing them with information/signposting, or supporting a community to set up a service based on a need we have identified. More could be done to focus on equity, strengthening the focus on what is important to communities and enabling them to take action, and facilitating this way of working across all the social determinants of health.

The ‘new’ community development approach would sit within the Council’s Neighbourhoods Directorate and link with current activities to enable and embed a resource that released the capacity of the whole system to deliver the Building Back Fairer action plan. This proposal sought to strengthen and add value to the work already happening to support a community development approach that was appropriate for Manchester and build capacity to deliver the action plan with local communities. It built on the knowledge and experience of the Buzz Neighbourhood Health and Wellbeing Service, whilst recognizing the civic leadership role of the Council and the new place-based leadership arrangements under the Integrated Care System.

A ‘task and finish’ group had been established to support the design and implementation of the new approach. All relevant stakeholders, including key staff from Population Health, the Neighbourhoods Directorate, Performance Research and

Intelligence, the Manchester Local Care Organisation, Human Resources and Legal Services, VCSE sector and Buzz staff would be consulted, and formal processes undertaken. The Senior Responsible Officers would be the Assistant Director of Population Health and the Head of Neighbourhoods.

Decisions

The Executive:-

- (1) Approve the proposal that the delivery of a Community Development service will be provided by the Council's Neighbourhoods Directorate when the current contract with GMMH for the Buzz Health and Wellbeing service ends on 31 December 2022.
- (2) Agree that the current funding for the community development element of the Buzz service (£1 million in total, including staffing costs of £850k) will fund the community development service in the MCC Neighbourhoods Directorate.
- (3) Agree that GMMH staff currently delivering the Buzz Neighbourhood Health and Wellbeing (community development) function, who are eligible for TUPE, will transfer from GMMH to the MCC Neighbourhoods Directorate to form part of the new community development service, from 1 January 2023.

Exe/22/66 Disposal of Land at Greenwood Road and Gladeside Road, Woodhouse Park

The Executive considered a report of the Strategic Director (Growth and Development), which sought approval to grant a new, overriding development lease to Wythenshawe Community Housing Group of land at Greenwood Road and Gladeside Road, Woodhouse Park, Wythenshawe, to facilitate the delivery of a social tenure housing scheme supported by Homes England funding.

The development would comprise of a new residential scheme of 40 apartments all of which were to be a social rent tenure. The scheme would be low carbon and sustainable, employing technologies such as heat pumps and solar panels.

The proposed lease was for a term of 990 years at a premium of £310,000 which was less than the best consideration that could reasonably be obtained on the basis of an unrestricted disposal. The total reduction in sales price was £125,000. This was considered an acceptable compromise and a good result given the Council would be securing 40 new homes, all for social rent.

Decisions

The Executive:-

- (1) Approve the basis of the land transaction at less than best consideration.
- (2) Authorise the Strategic Director (Growth and Development) to finalise the terms of the transaction as set out in this report.

- (3) Authorise the City Solicitor to enter into and complete all documents and agreements necessary to give effect to the recommendations.

Exe/22/67 Review of Home to School Travel support including draft policies and developing a new approach to improve service delivery

The Executive considered a report of the Director of Education, which set out the proposal to adopt two Home to School travel support policies. These proposals would apply to all applicants for pupils starting at reception in primary schools and year 7 at secondary schools in September 2023. It would also apply to young people entering post 16 or post 19 provision in years 12 and 14

All children and young people would have an Education Health and Care Plan (EHCP) to be eligible for support.

Both policies are based on the following principles:

- A commitment to ensuring children and young people could fulfil their potential and that all children and young people with significant special educational needs or disability should lead lives that were as independent and as free from restriction as possible;
- Promoting inclusive opportunities to enable children and young people to travel to and from school or college independently or using family based approaches similar to those used by other children and young people wherever possible, taking account of their age and needs;
- Promoting sustainable, safe, healthy and appropriate travel solutions by working in partnership with parents/carers to support them with their legal responsibility to make sure their children attend school;
- A commitment to equality of opportunity and the celebration of diversity and an opposition to all forms of discrimination; and
- Efficient use of public resources, delivering better outcomes and providing better value for money.

Feedback from young people through different forums and through the recent OFSTED inspection had been consistent. Young people with SEND wanted to learn to travel independently and where possible travel to school or college in the same way as their peers. Consequently, the policies would introduce a number of new travel solutions to support this principle. The aim was for children and young people with SEND to be able to walk or cycle to school and to travel independently using our public transport to attend education provision. Travel by minibus or taxi would remain an option where families required this transport support.

As part of a review of wider service improvement, a review of current active routes would be undertaken to ensure that vehicles were being fully utilised. In addition discussions with current operators would take place to review their capacity in order to provide additional journeys in September and also review what support would be required from the Local Authority to ensure these journeys could continue into the next academic year.

Decisions

The Executive:-

- (1) Agree in principle the Home to School Travel support policy for 5–16-year-olds, the Home to School Travel support policy for post 16 and the Home to School Travel support summary.
- (2) Agree that the Director of Education consults on the proposed implementation of these policies.
- (3) Authorises the Director of Education to consider any responses received to the consultation and to agree to the implementation of the proposed policies if she considers it appropriate to do so.
- (4) Note the work to date on the wider service improvement programme and agree to progress the identified areas of improvement.

Exe/22/68 Manchester Accommodation Business Improvement District (BID)

This item was deferred to September's meeting.

Executive

Minutes of the meeting held on Wednesday, 14 September 2022

Present: Councillor Craig (Chair)

Councillors: Akbar, Bridges, Hacking, Igbon, Midgley, Rahman, Rawlins, T Robinson and White

Also present as Members of the Standing Consultative Panel:

Councillors: Ahmed Ali, Butt, Collins, Foley, Leech and Stanton

Apologies: Councillor Douglas, Johnson and Lynch

Exe/22/69 Minutes Silence - HRH Queen Elizabeth II

As a mark of respect, all Members and Officers present stood for a minute silence in respect of the passing of HRH Queen Elizabeth II.

Exe/22/70 Minutes

Decision

The Executive approved as a correct record the minutes of the meeting on 22 July 2022.

Exe/22/71 Our Manchester Progress Update

The Executive considered a report of the Chief Executive which provided an update on key areas of progress against the Our Manchester Strategy – Forward to 2025 which reset Manchester’s priorities for the next five years to ensure the Council could still achieve the city’s ambition set out in the Our Manchester Strategy 2016 – 2025.

The Executive Member for Housing and Development reported that planning approval had been granted for the building of 128 properties in relation to the first project by the Council’s This City housing company at Rodney Street in Ancoats. Almost a third of the homes would be made available at the Manchester Living Rent. The development brought back into use a brownfield site in a highly sustainable location close to the city centre enabling residents to walk, cycle and use public transport to access local services and employment.

The Executive Member for Housing and Development also reported that a £20m bid for Levelling Up funding to jump start the transformation of Wythenshawe town centre had been submitted to the government by the Council. If successful it would represent a leap forward for the regeneration of the town centre and help support the creation of hundreds of jobs – and thousands of new homes, including affordable homes, on nearby Council-owned brownfield land.

Councillor Leech sought clarification on when a decision by government on Manchester's bid could be expected and what was the Council's plan for the redevelopment of Wythenshawe if the bid was unsuccessful

The Executive Member for Children and Families reported that as part of the Our Year campaign, a Play festival was hosted last month on National Play Day to celebrate children's right to play. The event, held in partnership between Manchester City Council, the Manchester Play Network and Play England, attracted more than 3,000 attendees. It featured free activities ranging from messy play and sensory activities for toddlers and younger children to a climbing wall and DJ and circus workshops for children of all ages, abilities and backgrounds.

The Executive Member for Children and Families also reported that the provisional A Level and GCSE outcomes for Manchester schools, sixth forms and colleges compared very favourably to the national picture and to the last examined GCSE and A Level results in Manchester from 2019, which was a significant achievement particularly in the light of the considerable challenges of the last two years.

The Deputy Leader informed Members that the latest round of the Our Manchester Voluntary and Community Sector (OMVCS) grants programme had been launched. The refreshed grant programme aimed to support VCS organisations with a track record of delivering services to Manchester people, with a focus on some of the city's key priorities such as inclusion, health, tackling poverty and addressing climate change.

The Executive Member for Environment reported on a scientific study, partly funded by the Council, which involved four Manchester primary schools and demonstrated that selective planting of 'tredges' (trees managed as hedges) between busy roads and playgrounds helped protect children from air pollution. The Council was now considering how learnings from the study could be applied within the city as part of its wider measures to improve air quality.

Councillor Leech commented that given the reported positive outcomes of the study, he hoped the Council would consider selective planting of tredges for schools on main arterial routes.

Decision

The Executive note the update

Exe/22/72 Revenue Global Monitoring

The Executive considered a report of the Deputy Chief Executive and City Treasurer, which provided an overview of the Council's current financial position for 2022/23.

The Executive Member for Finance and Resources advised that since the budget was set in February 2022, there had been several significant changes that were impacting on the Council's financial position which was resulting in a forecast overall position for 2022/23 of an overspend of £20.1m, a deterioration of £15.6m since the last report to Executive in July. This was mainly due to the announcement of a higher

than expected one year pay award offer for 2022/23 (£9.5m), additional utilities inflation (£3.9m), higher than expected price inflation (£3.6m) and other pressures, largely relating to income shortfalls (£3.4m). This shortfall was projected to increase to £33m next year and £73m by 2024/25.

In relation to the delivery of the required £13.4m of net savings, £3.2m were forecast to be delivered and £4.7m considered at medium risk. £5.5m had been mitigated through the use of reserves as part of the budget process, as delivery against the original plan in Adults services was delayed due to the ongoing pandemic in 2021/22. Officers were working to address these to ensure all savings are achieved or mitigated on recurrent basis.

At this stage there was no indication of any financial support from central government, consequently, all directorates were being required to review budgets and identify in year savings and mitigations to support the current year position, including bringing forward savings options being developed for next year, only filling vacancies where necessary for service and savings delivery and discretionary spend to be reduced or delayed amongst other mitigations. Any remaining overspend which could not be mitigated in year would require a call on the smoothing reserve or the general fund reserve.

The inflationary pressures outlined in the report were expected to continue into future years. This coupled with funding uncertainty increased the risks associated with setting a balanced and sustainable long-term financial plan and represented a deterioration of the Council's financial position if no action is taken. It was therefore vital that the Council continued with its programme of innovation and reform and developed its operating model to help tackle these challenges and keep the Council's finances stable and sustainable.

A programme of budget cuts and savings totalling £60m was being developed and would be reported to scrutiny committees in November 2022. To support and mitigate against the high levels of uncertainty a full review of reserves had been undertaken to enable a realistic and resilient budget to be set. Whilst it was early in the financial year, vigilance was needed given there were significant uncertainties and risks to the position and inflationary pressures could increase further.

Officers were working to reduce the overspend through identifying in year efficiencies and working with suppliers to reduce and mitigate inflation requirements. Progress would be reported back to Executive in December.

Councillor Leech sought clarification on the level of inflation officers had used in calculating the Council's financial position, what adjustments would need to be made to future years budgets should revenue income not return to previous levels and whether there was any restrictions on which Parks would be eligible to the Levelling Up Parks fund.

Decisions

The Executive:-

- (1) Note the report and forecast outturn position which is showing a £20.1m overspend.
- (2) Approve the use of unbudgeted external grant funding as set out in Appendix 2 to the report.
- (3) Approve the use of budgets to be allocated as set out in Appendix 2 to the report.
- (4) Approve the use of reserves as set out in Appendix 2 to the report.
- (5) Note that an urgent key decision will be taken in relation to agreeing the energy contracts as set out at paragraph 2.8 of the report.

Exe/22/73 Capital Programme Monitoring 2022/23

The Executive considered a report of the Deputy Chief Executive and City Treasurer, which provided an update on the progress against the delivery of the 2022/23 capital programme to the end of July 2022. The report also provided the latest forecast of capital expenditure and the major variances since the Capital Programme Outturn report submitted in June 2022 and the proposed financing of capital expenditure for 2022/23 and affordability of the Capital Programme.

The Executive Member for Finance and Resources reported that overall, there was underspend of £1.1m against the Capital Programme and consequently the capital budget would be reduced by this amount when it was next revised. There were also a number of projects which were currently forecast to require reprofiling over years and this would also be reflected in the February budget report.

The top 10 projects within the Capital Programme accounted for 79.4% of the total programme and the report provided a focussed look on each of these projects, as well as any other material changes relating to other parts of the programme since the last report to Executive.

The most significant risk facing the programme and major projects overall was the continued high levels of inflation being experienced, particularly where contracts were not yet agreed. There were options available to the Council, such as entering fixed price agreements or elevating risk costs, but the inflationary risk was likely to be priced in a prudent basis. There was also an inflation contingency budget of £28m for the whole programme which could be accessed if inflationary pressures were greater than the contingency budgets built into existing cost plans. Projects had requested drawdown of £6.7m to date to be approved by Council in October following Executive approval in July. Officers would continue to monitor the construction market and seek to mitigate the price risks

The current modelling forecasted that the programme remained affordable within the revenue budget available including reserves. The model forecasted that the capital financing reserves held by the Council would be required to meet the costs associated with the Council's borrowing by 2025/26.

Councillor Leech noted the overall reduction in the Highways budget and sought clarification as to whether the money available in future years for the highways budget would be sufficient. He also expressed concern in relation to a number of

major projects going further over budget in light of increasing inflation, and material costs and questioned whether the amount of contingency funding in these projects was enough.

Decision

The Executive note the report

Exe/22/74 Capital Programme Update

The Executive considered a report of the Deputy Chief Executive and City Treasurer, which informed Members of requests to increase the capital programme, sought approval for those schemes that could be approved under authority delegated to the Executive and asked the Executive to recommend to Council proposals that required specific Council approval.

The proposals which required Council approval were those which were funded by the use of reserves above a cumulative total of £10 million, where the use of borrowing was required or a virement exceeded £1m. These included the following proposed changes:-

- ICT - Future Council Infrastructure Implementation – Hybrid Cloud Programme. A capital budget virement of £0.618m requested, funded by borrowing via the ICT Investment budget. A capital budget decrease of £2.661m was also requested and approval of a corresponding transfer of £2.661m to the revenue budget, funded by Capital Fund, to enable the implementation of the ICT Hybrid Cloud Strategy, which sat under the wider ICT & Digital Strategy (currently in consultation phase) and was a key enabler in the delivery of ICT strategic objectives over the next five years.
- Public Sector Housing – Woodward Court external concrete repairs and Enveloping. A capital budget increase of £0.500m in 2022/23 and £2.505m in 2023/24 requested, funded by HRA Reserves, to deliver external concrete repairs and balcony balustrade repairs alongside a planned programme of enveloping works to ensure clear logistical and economical benefit for the Corporate Estate.
- Public Sector Housing – Fire Risk Assessments Additional Works. A capital budget increase of £4.112m in 2022/23 and £0.773m in 2023/24 requested, funded from HRA reserves to deliver further fire protection/prevention related works beyond those already included in the HRA capital programme

The proposals which did not require Council approval and only required Executive approval were those which were funded by the use of external resources, use of capital receipts, use of reserves below £10.0m, where the proposal could be funded from existing revenue budgets or where the use of borrowing on a spend to save basis is required. The following proposals required Executive approval for changes to the City Council's capital programme:-

- ICT – Mobile Data. A capital budget decrease of £0.161m requested and approval of a corresponding transfer of £0.161m to the revenue budget, funded by Capital Fund to enable the discovery work required to build the specification for the tender documentation for a new contract to be in place by March 2023.
- Growth and Development - House of Sport Fire Mitigation and Roof additional costs. A capital budget increase of £2.260m in 2022/23 requested, funded by Capital Receipts to enable fire remediation works and additional roof works to prevent water damage from roof and gutter leaks.
- Private Sector Housing – This City – Postal Street PCSA Fees. A capital budget increase of £2.4m in 2022/23 requested, funded by Capital Receipts to provide a budget envelope to cover the appointment of a contractor on a Pre-Construction Services Agreement (PCSA) basis until planning permission had been granted whilst options for future funding were being explored with potential third-party investors.
- Public Sector Housing – Collyhurst. A capital budget increase of £6.645m requested in 2023/24, to be funded by Housing Capital Receipts to deliver construction of the new homes, demolition of existing homes and construction of the new park (including all remaining design fees, associated on-costs, legal fees, and site assembly costs)

The report highlighted that if the recommendations in the report were approved the General Fund capital budget would increase by £16.374m across financial years which would also result in an increase in the prudential indicator for Capital Expenditure in corresponding years.

Approval had also been given for the following capital budget virements:-

- £0.200m to be allocated from the Unallocated Education Basic Need funding for Gorton Primary School. This project would add a resource provision of 18 places to the school's capacity and would accommodate children with an Education, Health, and Care Plan (EHCP).
- £0.024m to be allocated from the Education Basic Need funding for Dixons Brooklands Academy to create an additional 30 bulge class places to meet demand for year 7 pupils in September 2022.
- £0.013m to be allocated from the Parks Development Programme budget for an additional Site Investigation (SI) for Heaton Park Overflow Car Park to be carried out as recommended in the previous SI report. The additional report was necessary to identify the outfall options as part of a future submission.
- £1.842m to be vired to the National Cycling Centre from the Public Sector Decarbonisation Fund grant funded programme. Following budget approval, the Council entered into a contract for the refurbishment and carbon works only, whilst the enhancement works scoping was progressing through the design stages to RIBA Stage 4 and cost certainty was being secured from the supply chain. This work had now been completed and following some value

engineering the cost difference from RIBA Stage 2 to Stage 4 still presented a budget shortfall of £1.578m (£160K of this related to inflationary and market pressures). The virement would utilise grant funding to cover additional costs identified of £1.578m and also reduce borrowing of £0.264m.

Decisions

The Executive:-

- (1) Recommend that Council approve the following changes to Manchester City Council's capital programme:-
 - ICT - Future Council Infrastructure Implementation – Hybrid Cloud Programme. A capital budget virement of £0.618m funded by Borrowing via the ICT Investment budget. A capital budget decrease of £2.661m is also requested and approval of a corresponding transfer of £2.661m to the revenue budget, funded by Capital Fund.
 - Public Sector Housing – Woodward Court external concrete repairs and Enveloping. A capital budget increase of £3.005m, funded by RCCO – HRA.
 - Public Sector Housing – Fire Risk Assessment Additional Work. A capital budget increase of £4.885m funded from by RCCO from the HRA.
- (2) Under powers delegated to the Executive, to approve the following changes to the Council's capital programme
 - ICT – Mobile Data. A capital budget decrease of £0.161m and approval of a corresponding transfer of £0.161m to the revenue budget, funded by Capital Fund.
 - Growth and Development - House of Sport Fire Mitigation and Roof additional costs. A capital budget increase of £2.260m funded by Capital Receipts.
 - Private Sector Housing – This City – Postal Street PCSA Fees. A capital budget increase of £2.4m, funded by Capital Receipts.
 - Public Sector Housing – Collyhurst. A capital budget increase of £6.645m funded by Capital Receipts.
- (3) Notes the virements in the programme of £2.079m as a result of virements from approved budgets.

Exe/22/75 Manchester Sport and Physical Activity Refresh

The Executive considered a report of the Strategic Director (Neighbourhoods), which informed which highlighted the progress that had been made to date in delivering Manchester's Sport and Physical Strategy and the amendments that were proposed

to ensure the city remained on target to deliver a sustained increase in participation levels and how the city built back fairer from the impacts of the virus.

The Executive Member for Skills, Employment and Leisure reported that since the launch of the Manchester Sport and Physical Activity Strategy in the summer of 2019, there had been significant progress in the development and achievement of the seven strategic themes. Since the establishment of MCRactive, and despite the many challenges, officers had worked through the covid pandemic, attracted new world-class sporting events to the City, secured investment to deliver an unprecedented number of capital schemes, forged new relationships with health partners and created a one stop digital platform for residents to find activity across the City.

However, some challenges remained, and the COVID-19 pandemic had put Manchester in a very different place. So it was proposed some of the priorities and actions would be refreshed for the next six years to 2028.

In doing so, it was proposed that organisations continued to respond to the outcomes from the consultation in 2017 on the priorities that were important to residents, but also to make sure the city responded to the changes in the landscape arising from the declaration of the Climate Change Emergency, the impact of the Covid-19 outbreak, which exposed and exacerbate the inequalities that already existed across the city, the changing strategic priorities locally and nationally and rising inflation/ cost of living crisis.

Councillor Leech welcomed the steps that the Council had taken in relation to female only swimming sessions at Hough End Leisure Centre but commented that he felt that there was a need for more female lifeguards for these sessions.

Decision

The Executive approve the refresh of the Strategy.

Exe/22/76 Manchester Climate Change Partnership Framework 2022 Update

The Executive considered a report of the Manchester Climate Agency (MCCA), which provided an update on Manchester's Climate Change Framework (2020-25)

The Executive Member for Environment advised that the update of the Manchester Climate Change Framework had been developed to ensure it remained a live document, responsive to the needs of a changing city and the urgency of the climate emergency. The purpose of the 2022 Update was to present the findings of detailed modelling done to identify granular targets for reducing the city's direct emissions by 50%, to help the city stay within its carbon budget; provide an overview of ongoing work carried out in support of the Framework's other headline objectives, notably on adaptation to climate change and recommend specific actions for delivery at local, regional, and national level by government and the wider public sector, private companies and third sector organisations, and communities and individuals, that would support the transition to a zero carbon and climate resilient city.

The Update had co-designed over 150 recommended actions organised into four categories according to where there was direct control to deliver, affect or influence the required change or outcome:-

- To be delivered locally, where direct control lies in Manchester;
- To work on at city-region level, with Greater Manchester partners;
- To advocate for national government to do; and
- To do differently, where there are opportunities to innovate.

It was reported that urgent action was needed to reduce direct emissions from buildings and ground transport, and to increase renewable energy generation, if Manchester was to stay within its carbon budget. Decisive action was also needed to assess the city's vulnerability to climate change and to ensure the city was adapting its infrastructure, buildings, economy, and residents to be resilient to a changing climate.

It was highlighted that everyone had a role to play – individuals, organisations, local and national government and the cost of transitioning to a zero carbon, climate resilient city could not be borne solely by the public purse; there needed to be innovative ways to unlock private finance investment.

It was also noted that tackling the climate crisis brought opportunities to deliver wider strategic ambitions, including improving people's health, reducing fuel and food poverty, creating new jobs and economic growth, and delivering a greener city for everyone.

In essence the update was a call to action for everyone in Manchester. Manchester Climate Change Partnership (MCCP) would champion the delivery of the recommendations set out, but everyone needed to increase the pace and scale of their own activity, and reach out to support and collaborate with others, if the city was to succeed in achieving its ambitions.

To support the prioritisation of effort, in particular for reducing direct emissions, MCCP had asked MCCA to assess the comparative impact of the recommended actions, building on the insights already provided by the detailed emissions baseline and 50% reduction targets.

MCCP had also asked MCCA to develop options for tracking the city's progress towards its zero carbon and climate resilient goals, in a way that enhances the existing Annual Reports. MCCP members and its independent Advisory Groups would support all these activities.

Councillor Leech sought clarification as to when the City's Carbon Budget would expire on its current trajectory.

Decisions

The Executive:-

- (1) Formally adopt the 2022 Update to the Manchester Climate Change Partnership Framework's aim, vision, objectives, and targets as the definition of what Manchester needs to achieve to 'play its full part in limiting the impacts of climate change';
- (2) On behalf of the city, endorse the 2022 Update to the Manchester Climate Change Partnership Framework (2020 – 25) as Manchester's high-level strategy for achieving the aim, vision, objectives, and targets; and
- (3) Support the delivery of the refreshed 2020-25 Manchester City Council Climate Change Action Plan to contribute towards the successful implementation of the citywide Framework.

Exe/22/77 Manchester City Council Climate Change Action Plan: Refreshed Climate Change Action Plan 2020-2025 and Annual Report 2021-22

The Executive considered a report of the Deputy Chief Executive and City Treasurer, which presented a refreshed action plan for delivery of Manchester City Council's Climate Change Action Plan (CCAP) between September 2022 – March 2025 and the latest Annual Report for the year 2021-22 of the CCAP 2020-25.

The Executive Member for Environment reported that the Council had made good progress to date in working towards its target to reduce its direct CO₂ emissions by 50% by 2025 and was on track to meeting its targets. Since 2020, the Council had exceeded its annual reduction targets, achieving 29.4% reductions so far. The refreshed Climate Change Action Plan set out new actions, building on existing ambitions, for example, looking at ways to accelerate reaching net zero carbon even sooner than 2038; identifying opportunities to be bolder and avoiding any risk of complacency.

Having already put in place investment of approximately £192m to deliver the 5-year Plan, a further £800,000 of revenue investment had been secured as part of the 2022/23 budget setting for the Council. In addition to this investment and as part of the CCAP, the Council had established a zero carbon finance and investment subgroup, with the aim of identify funding and finance models and opportunities to secure further resources required to deliver the CCAP.

The refreshed CCAP also linked to other key and relevant city wide strategies and plans, such as the Local Plan, the Green & Blue Infrastructure Strategy, the GM Transport Strategy, Manchester's Work and Skills Strategy and the Manchester Housing Strategy, enabling the Council to be bolder, even more ambitious and deliver even more across the City.

In terms of the Annual Report, updated analysis of the Council's carbon emissions showed that, overall, the Council had remained within budget this year, (against an annual target to reduce emissions by 13%), emitting 22,807 tonnes of CO₂ – 16% under budget. It had also reduced its direct emissions by 10.6% (-2,694 tonnes CO₂) compared to 2020-21. The report went on to detail a selection of key achievements made during this second year (2021-22) as well as overall progress to date for each workstream.

Decisions

The Executive:-

- (1) Notes the Annual Report.
- (2) Approves the refreshed 2020-25 Climate Change Action Plan

Exe/22/78 Moving Traffic Offences Enforcement Overview Report

The Executive considered a report of the Strategic Director (Neighbourhoods), which provided an overview of changes in legislation which allowed local highways authorities to enforce moving traffic offences such as no entry, yellow boxes, banned turns, traffic restrictions and environmental weight limits.

The Executive Member for Environment explained that Government had committed to making the moving traffic enforcement powers, under Part 6 of the Traffic Management Act (TMA) 2004, available to local authorities outside London. The regulations giving effect to these powers were laid in Parliament on 27 January 2022 and came into effect on 31 May 2022. In making these powers available, the legislative opportunity had also been taken to consolidate, under the 2004 Act, the existing civil enforcement regimes for bus lane contraventions (outside London currently under 2005 regulations made under the Transport Act 2000) together with parking contraventions (England-wide currently under 2007 regulations made under the 2004 Act).

These powers enabled the Council as the highway authority to enforce certain moving vehicle offences such as no entry, yellow boxes, banned turns, traffic restrictions and environmental weight limits

An initial list of 15 enforcement sites was identified based on suggested problem areas provided by TfGM, the Neighbourhoods team and GMP. An assessment had been undertaken to determine the initial enforcement sites and using the priority scoring process it was proposed that the following seven sites were selected for implementing civil enforcement of certain moving traffic and parking contraventions. This included the enforcement of yellow box junctions, and restrictions on direction of travel and turning movements as provided for in Part 6 of the Traffic Management Act:

- Stockport Road – Box junction/no right turn
- Cheetham Hill Road / Elizabeth Street. (Near Manchester Fort, near the Lidl)
- Ashton Old Road – Chancellor Lane – Fairfield Street (Pin Mill Brow) – yellow box
- Princess Parkway – Palatine Road – Yellow box
- Great Ancoats Street – Oldham Road – Oldham Street – Yellow box
- Kirkmanshulme Lane / Mount Road – Compulsory Left Turn & Yellow box
- Wilmslow Road / M56 jct 6 – Ahead Only

Before applying to the Secretary of State for a Designation Order to grant the Council powers to undertake the enforcement of Highway Moving Traffic Offences, the Council was required to undertake appropriate consultation with GMP and residents on the proposed sites.

Given the challenges in determining the number of offences that would be committed once enforcement began, and what any 'drop off' rate in offences might be, it would be very challenging to accurately determine the resources required to manage this new area of work. As such a staged approach to implantation was proposed, starting with a couple of locations and gradually increasing resources as more accurate data became available.

Councillor Leech sought clarity as to why a number of the sites identified related to just enforcement of yellow boxes and expressed disappointment that the junction of Princess Road and Nell Lane had not been included.

Decisions

The Executive:-

- (1) Agree that the Director of Highways undertake all steps outlined in the report at paragraph 7.1 (a) to (f) in advance of the Council applying to the Secretary of State for powers under part 6 of the Traffic Management Act to undertake the enforcement of Highway Moving Traffic Offences and the designation of locations where enforcement will be undertaken;
- (2) Agree the seven locations identified in paragraph 6.2 for implementing civil enforcement of certain moving traffic and parking contraventions, including the enforcement of yellow box junctions, and restrictions on direction of travel and turning movements;
- (3) Agree that the Director of Highways undertake a minimum six-week public consultation on the detail of planned civil enforcement of moving traffic contraventions, including the types of restrictions to be enforced and the location(s) in question across the seven identified sites;
- (4) Agree that the Director of Highways then submit the necessary application for a Designation Order to the Secretary of State for Transport;
- (5) Note that the Director of Highways, under delegated powers, will also be required to undertake all of the steps set out in paragraph 7.1 (a) –(f) of the report in respect of any new enforcement locations in the future without the need to seek further approval from the Secretary of State.

Exe/22/79 Manchester Accommodation Business Improvement District (ABID)

The Executive considered a report of the Strategic Director (Growth and Development) and Deputy Chief Executive and City Treasurer, which outlined proposals for an Accommodation Business Improvement District (ABID) covering

Manchester city centre and an area of Salford in the regional centre. The report also sought confirmation that the proposals did not conflict with Council policy and that the Council put in place arrangements for the Chief Executive (as Ballot Holder) to hold the ABID ballot.

In recent years the city centre as the region's economic hub has undergone transformational regeneration and benefitted from significant inward investment. The visitor economy across Greater Manchester was worth £9.5billion and supported over 102,000 jobs, accounting for 8% of the people working in Greater Manchester, with most of this tourism activity clustered within the city centre.

Over the next five years, the tourism sector across Greater Manchester was set for a radical step change, powered by major investment in new attractions, accommodation, and visitor facilities. The proposed BID levy would support the development of the tourism and hospitality sector by providing additional funds for high profile, tactical marketing campaigns, by attracting more national and international business conferences and major sporting events to the city, by developing and attracting new consumer events to the city, and by improving the city's welcome: helping to keep the entry points to the city centre cleaner, providing hosts at the railway stations and supporting hotels in ensuring secure environments for guests.

Following collaborative discussion, Manchester Hoteliers' Association (MHA), supported by Marketing Manchester and CityCo, had stated that their preferred approach was the development of a private sector-led Manchester Accommodation Business Improvement District (ABID). The ABID approach focussed on a proposal developed by and voted on by potential levy-payers. All relevant businesses would contribute, but within a structure where the businesses would control the levy raised.

Membership of the ABID would be limited to hereditaments that were identifiable by the relevant billing authority as hotels or short stay serviced apartments which had a rateable value of £75,000 or more and where within the ABID area. The formula for the levy would take into account the numbers of rooms/units available per night, the number of nights per month and the STR Published 'Manchester Average' Occupancy rate for each month LESS 5%. All of this information would be collated by the City Council.

The ABID Proposal and Business Plan had been formally submitted to the Council, along with a formal notice requesting that the Council (as lead authority) instruct the Ballot Holder (i.e. Manchester's Returning Officer) to hold a BID Ballot.

Decisions

The Executive:-

- (1) Note the receipt of the Manchester Accommodation Business Improvement District 2023 – 2028 proposal from the BID Proposer, Manchester Hoteliers' Association.

- (2) Confirm that the proposals do not conflict with any policy formally adopted by, and contained in a document published by, the Council.
- (3) Delegate to the Deputy Chief Executive and City Treasurer the authority to instruct the Ballot Holder to hold a BID ballot.
- (4) Note that if the ABID is approved, the Deputy Chief Executive and City Treasurer will be responsible for collecting the BID levy in accordance with the BID arrangements.