

**Manchester City Council
Report for Information**

Report to: Executive – 15 February 2023
Subject: Our Manchester Progress Update
Report of: The Chief Executive

Summary

The report provides an update on key areas of progress against the Our Manchester Strategy – Forward to 2025 which resets Manchester’s priorities for the next five years to ensure we can still achieve the city’s ambition set out in the Our Manchester Strategy 2016 – 2025

Recommendations

The Executive is requested to note the update provided in the report.

Wards Affected - All

Environmental Impact Assessment - the impact of the decisions proposed in this report on achieving the zero-carbon target for the city

Equality, Diversity and Inclusion - the impact of the issues addressed in this report in meeting our Public Sector Equality Duty and broader equality commitments

Our Manchester Strategy outcomes	Summary of how this report aligns to the OMS/Contribution to the Strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The work to reset the Our Manchester Strategy considered all five of the Strategy’s existing themes to ensure the city achieves its aims. The themes are retained within the final reset Strategy, Forward to 2025.
A highly skilled city: world class and home grown talent sustaining the city’s economic success	
A progressive and equitable city: making a positive contribution by	

unlocking the potential of our communities	
A liveable and low carbon city: a destination of choice to live, visit, work	
A connected city: world class infrastructure and connectivity to drive growth	

Full details are in the body of the report, along with any implications for

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

None

Financial Consequences – Capital

None

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Background documents (available for public inspection):

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above.

Executive Report – 17th February 2021 - Our Manchester Strategy – Forward to 2025

1.0 Introduction

- 1.1 This is the latest in an ongoing series of reports highlighting examples of areas where strong progress is being made against key strategic themes identified in the Our Manchester Strategy.

2.0 Factory International

- 2.1 Factory International has been hailed this month by Time Out magazine as one of its '23 best things to do in the world in 2023' as excitement continues to mount in anticipation of its opening this June.
- 2.2 The "blockbuster art venue" (to quote Time Out) was the only UK entry in the top ten of the magazine's prestigious list of the best things to see and do this year and one of only two British entries, the other being London's Museum of Childhood which came in at number 18.
- 2.3 It comes after Time Out named Manchester one of the best places to visit in the UK in November 2022, again citing Factory International as one of the reasons why.
- 2.4 The accolade is part of a growing international buzz around the city and its cultural offer. Recent months have also seen Manchester named in National Geographic's Top 25 'must visit' places for 2023 and Lonely Planet's top 30 Best In Travel list for 2023.
- 2.5 Time Out says: "Manchester is making a storm right now, with the UK city being crowned one of the world's very best places to visit by Lonely Planet in 2022. It's not showing any signs of slowing down this year, with the long-awaited opening of Factory International...which will be the new permanent home of the biennial Manchester International Festival."
- 2.6 The full list can be viewed at <https://www.timeout.com/things-to-do/best-things-to-do-in-the-world>
- 2.7 As well as the obvious cultural benefits of a world-class, ultra-flexible performance space, Factory International will bring considerable benefits for the city's people and economy. Analysis suggests that it will create or support around 1,500 jobs and have a cumulative economic impact of £1.1 bn over a decade.
- 2.8 The creative industries are the fastest-growing sector in Manchester, making an annual contribution to the city's economy of around £1.4bn and the creation of Factory International will help grow and sustain this sector. Factory International will also function as a major training centre for the next generation of Manchester's creative talent.

- 2.9 Factory International is predicted to attract around 850,000 visitors a year – 200,000 of them from outside Greater Manchester – making a significant contribution to the city’s visitor economy. In Manchester International Festival years this will increase to 1.15m visitors, with almost 250,000 from outside Greater Manchester.

Relates to Our Manchester Strategy themes:

- Thriving and Sustainable City
- Liveable and Zero Carbon City
- Highly Skilled City
- Progressive and Equitable City

3.0 HOME Arches

- 3.1 Work has commenced to transform three heritage railway arches, situated between HOME arts centre’s building and Whitworth Street West, into a talent development centre for artists of all ages, disciplines and stages in their careers.

- 3.2 The £3.4m Arches project, which will be operated by HOME, will nurture, attract and retain creative talent in Manchester by providing high quality, low cost rehearsal and training space. It was add to the sense of place in the First Street district and further strengthen it as a destination.

- 3.3 The project is being funded through £2.3m of Government Levelling Up funding, a £0.9m contribution from the Council and around £0.1m from HOME.

- 3.4 The scheme is one of two parts of the Culture In The City project which Manchester City Council secured almost £20m of Government Levelling Up funding for in autumn 2021. The other part, a £17.5m scheme, is seeing the Upper Campfield and Lower Campfield Market buildings – both Grade II-listed- lovingly transformed into a new tech, media and creative industries hub.

- 3.5 Robertson Construction has been appointed by the Council to carry out the work.

Relates to Our Manchester Strategy themes:

- Thriving and Sustainable City
- Highly Skilled City
- Progressive and Equitable City

4.0 Our Manchester CVS grants

- 4.1 Sixty organisations across the city are set to be awarded £3.4m in funding through the Council’s Our Manchester grants programme for the Voluntary and Community Sector (OMCVS).

- 4.2 The OMCVS scheme is the Council's largest grant programme for the voluntary and community sector and helps diverse organisations provide support for residents.
- 4.3 The grants are for multiple financial years in order to help organisations plan and invest with more certainty. Organisations are awarded grants of up to £100k.
- 4.4 Recipients of the grants – whose details will be announced once due diligence is complete – provide a wide range of services across the city including supporting residents experiencing poverty, supporting health and wellbeing and supporting communities.

Relates to Our Manchester Strategy themes:

- Progressive and Equitable City
- Thriving and Sustainable City

5.0 Manchester to Chorlton Walking and Cycleway

- 5.1 Work has begun this month on the final stage of the Manchester to Chorlton Walking and Cycleway scheme.
- 5.2 The last section, which runs along Manchester Road between Clarendon Road West and Sandy Lane, will include two CYCLOPS (Cycle Optimised Protected Signals) junctions which separate cyclists, pedestrians and motor traffic to improve safety.
- 5.3 These junctions will be located at the junction of Barlow Moor Road/Wilbraham Road (Four Banks) and the junction of Barlow Moor Road/High Lane/Sandy Lane.
- 5.4 Other features include a segregated cycle lane along the length of the route which bypasses bus stops and parking/loading bays wherever possible; Narrowing of the road at junctions with side roads by building out the pavement, along with raised tables to slow traffic; and rain gardens to improve drainage and reduce the risk of flooding. The crossing near Ransfield Road will be upgraded to a toucan crossing which allows pedestrians and cyclists to cross at the same time.
- 5.5 Construction work is scheduled to run until September.

Relates to Our Manchester Strategy themes:

- Connected City
- Liveable and Zero Carbon City
- Progressive and Equitable City

6.0 Our Year

- 6.1 More than 300 young people joined forces last month to celebrate achievements during Manchester's 2022 Our Year campaign and to look to its legacy as Manchester seeks to become a UNICEF UK-recognised Child Friendly City.
- 6.2 Schools from across the city took part in the event at Manchester Central which showcased the many opportunities and activities children and young people have been involved in over the last year, as well as giving them the chance to participate in on-the-spot activities.
- 6.3 Young people also heard from inspirational speakers including Diane Modahl MBE, influencer and mental health ambassador Abz, actor Nathaniel Hall and young entrepreneur Mille Turner who was aged only 18 when she started her flourishing flower business. The speakers shared their own experiences, around the theme of resilience.
- 6.4 The 2022 Our Year campaign saw the council work with businesses, community organisations and other partners across the city to provide experience, opportunities and support to help the city's children and young people grow, learn and expand their horizons again after the disruption of the pandemic.

Relates to Our Manchester Strategy themes:

- Progressive and Equitable City
- Thriving and Sustainable City
- Highly Skilled City

7.0 HS2

- 7.1 The Council is gearing up, along with other Greater Manchester partners who will be affected by the scheme, to press the case for the optimal version of HS2 to maximise its economic and regeneration benefits and minimise less desirable impacts during its construction phase, including blight.
- 7.2 The High Speed Rail (Crewe-Manchester) Bill Select Committee has now begun sitting and will assess issues raised by interested parties, including the Council and other Greater Manchester authorities as well as MPs, business and individuals, where agreement cannot be reached with HS2 Ltd through negotiation.
- 7.3 It will address issues south to north along the route (ie from Crewe to Manchester) but the 'big ticket' item about the design of the new Manchester Piccadilly HS2/Northern Powerhouse Rail station is expected to be considered earlier in the process.

- 7.4 The Council is strongly supportive of HS2 which will bring vital extra capacity to our clogged railway network, strengthening connections and creating huge regeneration opportunities.
- 7.5 However, there are concerns around some of the specific proposals in the Bill which the Council considers will reduce or limit the overall benefits which the new high speed link could achieve. The Council is making an evidence-based case for alternatives.
- 7.6 These include calling for the new Manchester Piccadilly HS2/NPR station to be built as an underground through station rather than the surface terminus proposed in the Bill. A surface station would be at full capacity from day one with severe risks to its resilience and reliability, unable to cope with future growth and providing a poor welcome to the city. It would also swallow more prime land, which could be used to support thousands of jobs and other opportunities and create the need for extensive overground infrastructure. An underground through station would have none of these limitations.
- 7.7 The Leader will be presenting Manchester's case for an underground HS2/NPR station to the select committee, which is expected to be heard some time in the summer.
- 7.8 Other issues raised in the Council's petition include calling for a substantial reduction in the 2,000 car parking spaces proposed for the new station which would contradict the Council's goal to reduce car journeys into the city centre through the provision of sustainable public transport alternatives, that maximise the opportunities provided by the multi-modal transport hub that Piccadilly will become. The Council is pressing for the inclusion of bus facilities, and much improved cycling and walking facilities.
- 7.9 There is also a call for the Bill to include powers to enable Transport for Greater Manchester to deliver a new Piccadilly Central Metrolink stop and to make provision for a new Metrolink depot at Ashton Moss to enable the Ashton line to remain open throughout the construction of HS2. The Council considers that current proposals, which would see the line close for around two years during construction to be replaced by a bus service, completely unacceptable.
- 7.10 There are also a number of wider issues relating to highways and ventshaft locations to be addressed, as well as mitigation measures to make construction less disruptive and reduce its short term impact on the physical environment and air quality.

Relates to Our Manchester Strategy themes:

- Connected City
- Thriving and Sustainable City

- Liveable and Zero Carbon City

8.0 Contributing to a Zero-Carbon City

8.1 Achieving Manchester's zero carbon target has been reflected throughout the work on the Our Manchester Strategy reset, with sustainability being a key horizontal theme throughout. Forward to 2025 restates Manchester's commitment to achieving our zero carbon ambition by 2038 at the latest.

9.0 Contributing to the Our Manchester Strategy

9.1 The reset of the Our Manchester Strategy will ensure that the city achieves its vision. The five themes have been retained in the reset Strategy, with the new priorities streamlined under the themes.

10.0 Key Policies and Considerations

10.1 There are no particular equal opportunities issues, risk management issues, or legal issues that arise from the recommendations in this report.

11.0 Recommendations

10.1 The Executive is requested to note the update provided in the report.