

**Manchester City Council
Report for Information**

Report to: Neighbourhoods and Environment Scrutiny Committee – 17 July 2019

Subject: Delivering the Our Manchester Strategy

Report of: Executive Member for Environment, Planning & Transport

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 for those areas within the portfolio of the Executive Member for Environment, Planning and Transport.

Recommendations

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

Wards Affected: All

Contact:

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Background documents (available for public inspection):

- Manchester Strategy 2016-2025 as approved by Executive 6 Jan 2016
- Building Together – Manchester Labour's promise to Manchester

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 the better outcomes for Manchester residents. In October, the Executive also published its collective political priorities and those of individual Executive Members, all of which are aligned to the Our Manchester Strategy.

1.3 This report is written by Cllr Angeliki Stogia, Executive Member for Environment, Planning and Transport and sets out a summary of the work undertaken over the past 6 months and looks at what will be delivered in the next 12 months.

2.0 Executive Member for Environment, Planning and Transport Portfolio

As Executive Member for Environment, Planning and Transport my portfolio includes:

- Highways
- Planning and Building Control
- Transport
- Climate Change

2.1 The priorities I am responsible to deliver on in the 2018/19 municipal year are:

- Transport
 - Continue the £100m investment in our roads and pavements that began last year, reduce the blight of potholes and over time get all our roads to a good standard and keep them there.
 - Develop a comprehensive set of parking policies that prioritise the needs of local residents and businesses, controlling and discouraging commuter and non-resident parking in residential areas, improving road safety and the local environment.
 - Work with Chris Boardman and the Combined Authority to implement the Made to Move report, making cycling safer, getting more people walking and cycling.
 - Ensure the Mayor and the Combined Authority make public transport serve the public, by extending democratic control over bus services with straightforward smart ticketing covering bus, train and tram.

- Environment
 - A cleaner, greener environmentally sustainable city
 - Prioritise ongoing reductions in our emission of greenhouse gases
 - Take action to make the air we breathe clean

2.2 The priorities I am responsible to deliver on in the 2019/20 municipal year are:

- Transport
 - Continue to support the progress towards bus re-regulation so that public transport serves the public, with straightforward smart ticketing covering bus, train and tram.
 - Work to make cycling safer and make walking and cycling the natural choice for short trips. Continue to seek more fund to create comprehensive dedicated cycling and walking networks across the city.
 - Work with schools, parents, local communities to make walking and cycling to school safer for parents and children through safer streets and junctions, as well as through raising awareness of air pollution.
 - Facilitate the use of local roads for school streets and play streets. Create a process for residents and community groups that will allow temporary street closures at regular intervals for children to play out more safely and neighbours to come together making streets friendlier for all. Trial car free days in parts of the city centre starting this summer.
 - Campaign with local authorities across the north to get the investment in transport the North has been starved of including HS2, Northern Powerhouse Rail and the Northern Hub.
- Environment
 - Build on our Paris commitment to become carbon neutral by 2038, we will work with all stakeholders in the city to take immediate action to reduce our carbon footprint, and prioritise ongoing reductions in our emission of greenhouse gases.
 - Demand that the Council is given all necessary resources and support to take urgent action against climate change.
 - Clean up the air we breathe: bring forward plans to improve air quality involving Manchester residents in how best to tackle the problem of air pollution in our city.
 - Accelerate our work to become a single-use plastic free Council by phasing out the use of single-use plastic products such as bottles, cups, cutlery and drinking straws in all council activities and events and encourage our facilities' users and local business to do the same by championing other alternatives.
 - Promote bio-diversity.

3.0 Progress and Outcomes January 2019 - June 2019

While work has commenced on the 2019/2020 priorities, this report will focus on activities delivered in the reporting six months (January 2019 to June 2019)

3.1 £100m highways investment

Delivery of the second year of investment has progressed. A range of maintenance scheme across various programme areas have been delivered throughout the year.

In year 2 (2018/19) we have delivered:

- Road resurfacing – 110 Roads (Approx 169,000 m², 15.5 miles), Value £3.85m;
- Preventative maintenance schemes – 211 roads treated (approximately 368,000 m², 41 miles), value £4.3m;
- Footway maintenance schemes - 25 roads treated (approximately 42,000 m², 10.5 miles), value £0.473m;
- Large patching works - About 18,000 m² treated, Value about £380k;
- Small patching works - 29,257 m² treated, Value £2.1m;
- Drainage repairs - following drain cleansing (funded from Revenue) defects are passed into an improvement programme - to date just over £2m has been spent on this work

The year 3 (2019/20) programmes have all been agreed and work has commenced. The proposed year 4 & 5 resurfacing programmes are being consulted with members.

The approved year 3 schemes include:

- 92 road resurfacing schemes;
- 27 footway schemes;
- 281 preventative treatment schemes

Over the last six months I have visited wards together with members across the city to review the extent of work that is taking place. I have also undertaken frequent visits to see how work is delivered and progresses made on the ground and had the opportunity to meet the contractors, observe the crews while they worked to deliver the improvements across the city.

3.2 Highways leading across the Council on Social Value

In the last six months, our service have been doing outstanding work to transform our approach on social value. The progress has been recognised by the Ethical Procurement Sub Group and the Social Value Strategic Working Group. A number of social value case studies have featured on the social value takeover day, demonstrating positive social value outcomes and commitments as well as the ongoing work programme to further improve the services delivery of social value benefits.

I would like to thank the highways team for leading in this important work to ensure that our investment delivers against a number of priorities identified as part of the Our Manchester Strategy which go over and above simply filling potholes and resurfacing roads.

3.3 Residents Parking schemes

Significant progress has been made with regards to moving forward residents parking schemes in the city. The schemes will prioritise the needs of local residents and businesses, controlling and discouraging commuter and non-resident parking in residential areas, improving road safety and the local environment.

St Georges

Surveys including data collection including parking beat surveys (vehicle registration checks), resident householder questionnaires to identify appetite, and site inventory have all been completed. Preliminary design including analysing survey data to devise restriction types to be used for each street, terms and conditions, times of operation, and drawings for initial designs, cost estimates, are all in progress.

Rusholme & Moss Side

Surveys including data collection including parking beat surveys (vehicle registration checks), and site inventory has all been completed. Resident householder questionnaires to identify appetite is still underway and the deadline for closure has been extended until 31 August by agreement with the 6 ward members. 4 residents' drop-in sessions are arranged for the end of July and beginning of August.

Hathersage Road & NMGH

Surveys including data collection including parking beat surveys (vehicle registration checks), resident householder questionnaires to identify appetite, and site inventory have all been completed. Preliminary Design including analysing survey data to devise restriction types to be used for each street, terms and conditions, times of operation, and drawings for initial designs, cost estimates, is about to commence.

3.4 Implementing Made to Move

The Mayor's Cycling and Walking Commissioner published his 15 step 'Made to Move' plan in December 2017. This plan seeks to transform the way that people travel around Greater Manchester, making walking and cycling the obvious choice for short journeys. Since my last report we have been focusing on progressing the first two steps included in this plan; creating the Bee Network plan and securing funding so that we can start developing our walking and cycling network.

The Bee Network plan is currently being updated to reflect comments from the public and from local members. The public consultation generated some 4,000 comments, with nearly half relating to Manchester's network, highlighting the level of interest in this initiative within Manchester. This is an evolving plan that is intended to assist us in building a comprehensive cycle and walking network over the next 10 years. As each area of the network secures funding, the network in that area will be further developed and refined in consultation with local residents, businesses and members.

It is estimated that it will cost about £1.5Bn to build Greater Manchester's Bee Network. To date, £160 million has been secured from the DfT's Transforming Cities Fund to establish the Mayor's Cycling and Walking Challenge Fund. This fund is open to bids from all GM districts and TfGM.

Manchester City Council has been successful in securing entry to the Mayor's Challenge Fund (MCF) programme for a wide range of projects, with a total value of £30.8M secured in the first four rounds of bidding. The projects accepted into the programme include:

- **Chorlton Cycleway** (MCF £9.5M) – This scheme includes a 5km segregated route from the city centre to south of Chorlton. Extensive consultation has been undertaken with local residents and businesses about the proposals, generating 1,800 comments. The designs are being refined to take account of the comments received. The MCF allocation increases the overall scheme value to £13.4M, which includes a further £3.9M funding from CCAG.
- **Northern Quarter Sustainable Access** (MCF £10.6M) - This project will improve access to the Northern Quarter from Victoria and Piccadilly stations for those on foot or travelling by bike, whilst maintaining bus access. This is about creating a more attractive walking environment and making cycling in the area easier. The Government's Cycle Cities Ambition Grant (CCAG) is providing a further £1m for this scheme.
- **Reducing the Severance of the Mancunian Way** (MCF 2.9M) - This project involves a full junction upgrade where Princess Road meets the Mancunian Way. In order to improve pedestrian and cycle links across the Mancunian way the existing subways will be removed and protected cycle lanes added, as well as new footways and crossings. The full scheme will cost in the region of £10.6m, part funded by MCF.
- **Enhancements to the Rochdale Canal Towpath** (MCF £1.3m) – A key priority for the Council has been to secure more funding for areas that to date have seen little or no investment in cycling and walking. In response to this priority, the Rochdale Canal will be enhanced for the local communities, providing an improved off road link for those on foot or travelling by bike.
- **Levenshulme's Active Neighbourhood** (MCF £2.4M) – This community led scheme will create a neighbourhood designed for people, by prioritising those who are on foot or on their bike. This scheme is being promoted by local people and is the first such scheme funded through MCF. This scheme will provide a template for other communities wishing to promote similar networks in their area.
- **Northern and Eastern Gateway** (MCF £4.1M) – This scheme will create a second city centre cycling and walking corridor. The project will connect the neighbourhoods of Ancoats, New Islington, New Cross, New Town, Redbank and the Green Quarter by creating a high-quality, continuous east-west walking and cycling route for the north and east city centre fringe. The new route will link to Cheetham Hill via an improved walking / cycling bridge crossing the River Irk through the developing New Cross area. There will be

a new walking and cycling bridge crossing the Ashton Canal, making it easier to cross Rochdale Road or Oldham Road to reach Ancoats Urban Village and via the New Islington Canal basin to Pollard Street. In addition, we are also working in conjunction with neighbouring authorities and TfGM to jointly deliver projects such as:

- **Public Cycle Hire Scheme** – The funding for a new cycle hire scheme secured from MCF is to put in place the necessary infrastructure; it is expected to be launched next year.
- **Bury Metrolink Line Cycle Parking** (MCF £1.2M) – Facilitating integrated journeys is essential in extending the reach of our public transport network. This scheme is a pilot intended to test the benefit of introducing more and better cycle storage at our Metrolink stops so that more people are able to access the Metrolink.

The next step is to develop detailed proposals for each of these schemes and full business cases. It is only once full business cases are approved by the Greater Manchester Combined Authority (GMCA) that capital funding will be released and construction can start.

A number of bids have been unsuccessful. These bids included improvements to school crossings and traffic signals across Manchester and other local highway improvements. The feedback on these submissions is that they included isolated interventions that will not bring about the step change in walking and cycling provision that it is expected from MCF funded schemes. In contrast, our successful bids have been either area based delivering sections of the Bee Network or they delivered whole lengths of the Bee Network.

A sixth round of bidding has been announced and schemes are in development for submission. In line with the first principle contained in the report to this committee in December 2018, bids to the sixth round will predominantly feature schemes in north Manchester. The challenge to the Council is ensuring that we can demonstrate that schemes will generate a demonstrable uplift in the levels of cycling and walking and that they fit with a wider strategy to grow cycling and walking within Manchester. Schemes that only enhance our streets for pedestrians without also improving the situation for those on bikes are unlikely to be successful.

3.5 Public transport and extending democratic control over bus services

Progress in this area has been ongoing and the ten-year plan to create an integrated, modern and accessible public transport system was launched in June. The plan outlines the projects and policies the Greater Manchester Mayor via his delegated powers intends to implement to create a world-class public transport system for Greater Manchester. A significant milestone in Manchester's bus reform journey has also been reached, which was considered by the Greater Manchester Combined Authority on Friday 28 June. The GMCA decided to proceed with the bus franchising scheme and approve the assessment for independent audit. An independent auditor will now be

appointed and once the audit has been completed, the GMCA would then decide whether to proceed with a statutory public consultation on the assessment. Greater Manchester is the first city-region seeking to make use of the new powers under the Bus Services Act 2017 and the first to test this legislation – so is leading the way nationally in this regard.

3.6 Zero Carbon 2038

Following the formal adoption of ambitious, science-based climate change targets in November 2018, in March 2019 MCC endorsed a draft Manchester Zero Carbon Framework for 2020-38. The draft Framework was produced by Manchester Climate Change Board, Agency and partners, to set out a recommended approach for Manchester to meet its targets. The Council has agreed to:

- Endorse the draft Manchester Zero Carbon Framework as the city's overarching approach to meeting its science-based climate change targets over the period 2020-38, as part of the wider Our Manchester policy framework.
- Work with partners to develop the final Framework and Action Plan for 2020-22 by March 2020, at the latest.
- Implement the Council's actions for 2019/20, set out in Appendix 4 of the draft Framework.
- Produce a detailed action plan for the Council's climate change work during 2020-22, in terms of both direct, organisational emissions; and the influencing and enabling role that the Council can play through its planning, procurement, regulatory and other powers.
- Work with partners to secure the resources the city requires to commence full implementation of the Framework 2020-38 and Action Plan 2020-22, from April 2020.

We are making progress working with partners to develop the final framework and action plan and we have also commenced work in terms of developing a detailed action plan for the Council's climate change work. In addition, at the time of writing this report a motion has also been submitted to the full council which calls for members to agree that climate change is a serious risk to the Manchester's future and commit to embed the issue as integral part of council decision-making, making sure that all key decisions are taken with the city's target of becoming zero-carbon by 2038 in mind.

3.7 Clean Air

In the last six months a lot of work has taken place together with the other nine Greater Manchester authorities and Transport for Greater Manchester to develop a Clean Air Plan to address the serious problem of air pollution that affects the city along with many other large urban areas throughout Europe.

In the last six months we developed a comprehensive proposal of a package of measures that delivers compliance in the shortest possible time, at the lowest cost, least risk and with the least negative impacts. The proposals include:

- The introduction of a Clean Air Zone across the whole of Greater Manchester in two phases from 2021 and 2023. The aim is to improve air quality by encouraging drivers to upgrade to a cleaner vehicle and reduce the number of the most polluting vehicles travelling in the designated area. Under current proposals, owners of the most polluting vehicles would pay a daily penalty to drive into, out of, within or through the Clean Air Zone. This would include some buses, coaches, lorries, vans, taxis, private hire vehicles, minibuses, motorhomes and motorised horseboxes. It would not include cars (other than private hire vehicles), motorbikes or mopeds.
- A multimillion-pound funding package to support local businesses, including sole traders to upgrade to cleaner vehicles. The fund would include:
 - Clean Freight Fund: £59 million funding ask from Government to support the upgrade of HGVs, coaches, vans and minibuses (which aren't used as a private hire vehicle) which are registered in Greater Manchester.
 - Clean Bus Fund: £29 million to support those operating registered bus services in Greater Manchester to upgrade their fleets.
 - Clean Taxi Fund: £28 million to support the upgrade of taxis and private hire vehicles which are licensed in Greater Manchester. Vehicles licensed outside of Greater Manchester would not be eligible for this support under the current proposals.
 - A Greater Manchester Clean Air Loan Scheme
- As well as the funds to clean up non-compliant vehicles, the proposals include a scheme which could provide loans at preferential rates for those who are taking advantage of the clean vehicle funds. The details of the loan scheme are being developed.
- Proposals to treble the number of electric vehicle public charging points. The proposal includes a £25m funding ask to install another 600 rapid charging points. Some of these are planned for use by electric taxis and private hire vehicles only.
- Helping residents to switch to greener transport. The proposals aim to help people, businesses, and organisations including schools across Greater Manchester play their part to reduce air pollution. This could include helping people to use their car less, especially for shorter journeys, helping businesses to change their fleet so it is cleaner, or to change company cars to electric.

A public conversation on these proposals was held over the spring and closed at midnight on Sunday 30 June.

During the Clean Air week we lead a comprehensive piece of work to highlight the issues around poor air quality, and what Manchester City Council is doing

to help tackle poor air quality, to promote health messages and that poor air quality affects our most vulnerable residents the most, to showcase the various public events and activities taking place across the city and to raise awareness of the Greater Manchester clean air plan and encouraging people to take part in the clean air conversation.

Activities at schools like the launch of the junior PCSO programme took place, as well as road closures led by schools and local volunteers. In addition, the council supported a number of local road closures and play street events throughout week and the weekend.

We will now be using the feedback we received during the conversation to develop the detailed proposals. No decisions have yet been taken on the final measures for GM to clean up our air. There will be another chance for Manchester residents and businesses to have their say. A statutory public consultation will follow, giving another opportunity for comment and feedback before proposals are resubmitted to our Council for further consideration and approval.