

Cabinet

Dear Member,

You are invited to attend the meeting of the Cabinet to be held as follows for the transaction of the business indicated.

Miranda Carruthers-Watt
Proper Officer

DATE: Tuesday, 28 January 2020

TIME: 10.00 am

VENUE: The Willow Suite, A J Bell Stadium. 1 Stadium Way, Eccles, Manchester M30 7EY

In accordance with 'The Openness of Local Government Bodies Regulations 2014,' the press and public have the right to film, video, photograph or record this meeting.

AGENDA

- 1 **Apologies for absence**
- 2 **Declarations of interest**
- 3 **Minutes of the previous meeting** (Pages 1 - 4)
To approve the minutes of the meeting held on the 15 January 2020.
- 4 **10.00: Proposed amendment to the Terms of Reference of the Adults' Commissioning Committee (ACC), Children's Commissioning Committee (CCC) and Health and Care Commissioning Board (H&CCB)** (Pages 5 - 10)
Lead Member for Adult Services, Health and Wellbeing
- 5 **10.20: Greater Manchester's Clean Air Plan: Tackling Nitrogen Dioxide Exceedances at the Roadside** (Pages 11 - 28)
Report of the Lead Member for Planning and Sustainable Development
- 6 **10.40: Salford's Housing Strategy** (Pages 29 - 50)
Lead Member for Housing and Neighbourhoods
- 7 **11.00: City of Salford Community Stadium Ltd** (Pages 51 - 58)

Chief Finance Officer

8 Any other urgent business

Contact Officer:
Karen Berry, Democratic Services Manager

Tel No: 0161 793 3318
E-Mail: karen.berry@salford.gov.uk

Cabinet

15 January 2020

Meeting commenced: 1.00 p.m.

“ finished: 1.20 p.m.

Present

Paul Dennett	City Mayor (in the Chair)
Paula Boshell	Statutory Deputy City Mayor
John Merry, CBE	Deputy City Mayor

Lead Members:

David Lancaster, MBE	Environment and Community Safety
Gina Reynolds	Adult Services, Health and Wellbeing
Derek Antrobus	Planning and Sustainable Development
Tracy Kelly	Housing and Neighbourhoods
Gina Reynolds	Adult Services, Health and Wellbeing

Executive Support Members (at the invitation of the City Mayor):

John Walsh	Education and Learning
Mike McCusker	Planning, Housing and Sustainable Development
Jane Hamilton	Social Care and Mental Health
Barbara Bentham	Workforce and Industrial Relations
Sharmina August	Equalities, Communities and Social Inclusion

Officers:

Miranda Carruthers-Watt	City Solicitor
Charlotte Ramsden	Strategic Director, People
Chris Findley	Assistant Director
Matt Doherty	Principal Planning Officer
Karen Berry	Democratic Service Manager

1. Apologies for absence

Apologies for absence were submitted on behalf of Councillors Hinds, Jones, Hamilton and Coen, and from officers Jim Taylor, Chief Executive Ben Dolan, Strategic Director, Debbie Brown, Strategic Director, Sam Betts, Assistant Director.

2. Declarations of interest

There were no declarations of interest.

3. Minutes of proceedings

The minutes of the meeting held on 10 December 2019, were approved as a correct record.

4. Publication Salford Local Plan: Development Management Policies and Designations

Councillor Antrobus introduced this report, which outlines the Council's preparations for the Salford Local Plan Development Management Policies and Designations Document (SLP: DMP), which will form a key part of the statutory development plan for the city.

The same report and appendices were also considered at Full Council earlier today. Once approved; the Publication SLP: DMP is the version of the plan that the city council intends to submit to the Secretary of State for examination, and ultimately wishes to adopt.

All of the comments received at this stage will be submitted along with the plan for consideration at the public examination.

When the plan is submitted to the Secretary of State, the council is also required to submit a statement containing prescribed information about all stages of the consultation process. Authorisation is sought from Cabinet to delegate the approval of this statement to the Strategic Director Place.

The SLP: DMP and supporting background documents will be published on the city council's website, and copies of the SLP: DMP will also be available in each of the city's libraries, gateway centres and at the Civic Centre.

An interactive map on the city council's website will enable people to view the proposed designations and the relevant draft policies.

All stakeholders on the city council's planning consultee database will be notified at the start of the consultation. An invitation will also be sent to all community committees to offer to attend their meetings during the consultation period.

Councillor Antrobus conveyed his appreciation of officers who have been involved in the development of the Local Plan.

RESOLVED: THAT, the City Mayor in consultation with Cabinet:

1. Approved the Publication Salford Local Plan: Development Management Policies and Designations and the supporting background documents;
2. Agreed that these documents be subject to a period for representations between 27 January 2020 and 20 March 2020; and
3. Delegated to the Strategic Director Place authority to approve the statement required pursuant to Section 20(3) of the Planning and Compulsory Purchase Act 2004 and Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

5. Any other business.

5.1 Mayoral Team

The City Mayor informed members of Cabinet of some further changes to the Mayoral Team following the sad passing of the late Councillor John Ferguson.

Details as follows:

- Councillor Sharmina August will be an Executive Support to Councillor Tracy Kelly (Lead Member: Housing and Neighbourhoods), focusing on: Equalities, Communities & Social Impact;
- Councillor Barbara Bentham will be an Executive Support to Councillor Bill Hinds (Lead Member: Finance and Support Services), focusing on: Workforce & Industrial Relations.

This page is intentionally left blank

Part 1: Open to the Public

**REPORT OF THE LEAD MEMBERS FOR
ADULT SERVICES, HEALTH AND WELLBEING
AND
CHILDRENS' AND YOUNG PEOPLE'S SERVICES**

TO
CABINET

ON
28 JANUARY 2020

TITLE: PROPOSED AMENDMENT TO THE TERMS OF REFERENCE FOR ADULTS' COMMISSIONING COMMITTEE, CHILDREN'S COMMISSIONING COMMITTEE AND HEALTH AND CARE COMMISSIONING BOARD

RECOMMENDATIONS:

That Cabinet consider and approve a change to the Terms of Reference of the Adults' Commissioning Committee (ACC), Children's Commissioning Committee (CCC) and Health and Care Commissioning Board (H&CCB) in order to reduce the risk of a meeting not being quorate due to the number of voting members required to be in attendance.

EXECUTIVE SUMMARY:

Since the new integrated commissioning governance arrangements were established earlier in the year there have been some instances where meetings have not been quorate due to the number of voting members present.

The report seeks approval of a proposal to reduce the number of voting members required to be in attendance from each of Salford Clinical Commissioning Group and Salford City Council from three to two on each of the Adults' Commissioning Committee, Children's Commissioning Committee and Health & Care Commissioning Board.

BACKGROUND DOCUMENTS:

NHS Salford Clinical Commissioning Group (SCCG) and Salford City Council (SCC) Partnership Agreement relating to integrated health and care commissioning arrangements.

KEY DECISION: NO

DETAILS:

1 Background

- 1.1 The Terms of Reference (ToR) of the Health and Care Commissioning Board (H&CCB) and its Committees were approved earlier in 2019/20 as part of the NHS Salford Clinical Commissioning Group (SCCG) and Salford City Council (SCC) Partnership Agreement relating to integrated health and care commissioning arrangements.
- 1.2 It was always intended that the ToR would be formally reviewed by SCC and SCCG by March 2020 as part of a wider governance review in the spring although they may be amended by mutual agreement between both parties at any time to reflect changes in circumstances which may arise.
- 1.3 Following early discussions at the Adults' Commissioning Committee (ACC), and more recently at the Children's Commissioning Committee (CCC), clarity has been sought regarding quorum. The ToR of the H&CCB, CCC and ACC state:

"The Board/Committee will be quorate providing one-third of the voting membership is an attendance, with at least three members present from each of SCCG and SCC."
- 1.4 This appears to contradict itself and is a little confusing for those supporting the meetings about what constitutes a quorum so it is proposed that an amendment is made now, rather than await the wider review so that meetings are quorate and clear decisions can be made. These proposals include the proposed ToR changes and a governance route adopted to approve the changes which were supported by the Integrated Leadership Team.

- 1.5 This paper does not include changes to the Primary Care Commissioning Committee (PCCC) ToR which will be reviewed as part of the CCG's constitution review in January. There have been no instances of inquorate meetings of the PCCC.

2 Current Situation

- 2.1 Although the ToR are working effectively in the main, there have been instances where the quoracy requirements have proved challenging in relation to the SCC membership of the ACC, CCC and H&CCB. Whilst the committees aim to achieve a consensus for all decisions, rather than a vote, a meeting must be quorate in order for a decision to be taken. Although SCCG and SCC have an equal number of members on each of the committees, the 'voting membership' of SCC is restricted to elected members and excludes SCC senior officer members.
- 2.2 In the case of the ACC and CCC there are four SCC voting members so the absence of two or more would render a meeting inquorate and no formal decisions could be taken. As there are seven SCCG voting members the likelihood of five being unable to attend and render a meeting inquorate is considered to be relatively low.
- 2.3 In the case of the H&CCB there are six voting seats allocated to SCC elected members, including to the Deputy City Mayor and to the Lead Member for Children's and Young People's Services. Since the terms of reference were drafted, however, responsibility for Children's and Young People's Services has transferred to the Deputy City Mayor, meaning that, in practice, the maximum number of SCC voting members is five. If three or more elected members are unable to attend, a meeting would be rendered inquorate and no formal decisions could be taken. As there are ten SCCG voting members the likelihood of eight being unable to attend and render a meeting inquorate is considered to be low.
- 2.4 The lack of a quorum at any meeting does not prevent the discussion of items which are included on the agenda for assurance or information purposes.
- 2.5 Three decisions have been taken since May, two at ACC on 11 September:
- Great Places Learning Disability Supported Housing Proposal – Feasibility Assessment, and
 - Additional Care Home Fees for Hospitality Charges Above Care Requirements
- 2.6 There were eight out of 11 voting members present and at least three members present from each of SCCG and SCC. Therefore it was suggested that the meeting was quorate as one-third on the voting membership was in attendance, however, the three members from each of the SCCG and SCC were not all voting members, which we now understand was the intent. At that meeting apologies were received from two of the SCC voting members but

both of them had attended the Lead Member briefing and no particular concerns or comments had been raised about either item.

- 2.7 The other decision was taken at CCC on 24 July – to approve the service model for the proposed redesign of Salford Children’s Services – and this meeting was also quorate.
- 2.8 Non-voting and voting members from both SCCG and SCC take their role and responsibilities as committee members very seriously and endeavour to attend meetings as regularly as possible. Inevitably however, as senior representatives of their respective body, there are occasions when members cannot attend due to other unavoidable work or personal commitments, or sickness. Given the existing heavy committee workload that members already have, it would not seem prudent to recommend that member representation on any of the commissioning committees be increased, nor that existing members nominate substitutes to attend in their place, even though this is provided for in the ToR of the ACC and CCC. This is not permitted for H&CCB.

3 ToR Changes

- 3.1 It is considered that a reduction in the number of members required to be present from each of SCCG and SCC is a pragmatic approach which would reduce significantly the risk of a meeting being rendered inquorate.
- 3.2 Cabinet is therefore requested to agree to a proposal to amend the terms of reference for each of the ACC, CCC and H&CCB to read:

‘The Committee will be quorate providing ~~one third of the voting membership is in attendance, with~~ at least two voting members are present from each of SCCG and SCC.’

4 Governance Route

- 4.1 ACC, CCC and H&CCB are all supportive of the proposed amendment to their ToR and endorsement is now being sought from SCC Cabinet and SCCG Governing Body.
- 4.2 Subject to this endorsement, the ToR of the ACC, CCC and H&CCB will be amended accordingly. It is not thought that this amendment of these ToR would require a corresponding amendment of any other provision of the Partnership Agreement, nor that it would create any conflict or inconsistency with any other provision of the Partnership Agreement.

KEY COUNCIL POLICIES:

NHS Salford Clinical Commissioning Group (SCCG) and Salford City Council (SCC) Partnership Agreement.

EQUALITY IMPACT ASSESSMENT AND IMPLICATIONS:

N/A

ASSESSMENT OF RISK:

Medium – there are a number of business cases and other decisions on the 2019/20 and 2020/21 committees' work programmes. Meetings at which these decisions are to be made need to be quorate. A reduced quorum requirement will significantly reduce the risk of meetings being rendered inquorate.

LEGAL IMPLICATIONS Supplied by: Peter Hassett, Legal Services

The terms of reference of the Health and Care Commissioning Board, Children's Commissioning Committee and the Adults' Commissioning Committee are set by the Partnership Agreement agreed between the Council and the Salford CCG (Schedule 7).

Schedule 5 of the Partnership Agreement provides that the Governing Body of the CCG and the Salford Elected City Mayor jointly have the power to vary the Partnership Agreement, including the terms of reference of the three bodies referred to above.

FINANCIAL IMPLICATIONS Supplied by: N/A

PROCUREMENT IMPLICATIONS Supplied by: N/A

HR IMPLICATIONS Supplied by: N/A

CLIMATE CHANGE IMPLICATIONS Supplied by: N/A

OTHER DIRECTORATES CONSULTED: N/A

CONTACT OFFICER: Carol Eddleston **TEL NO:** 0161 793 3316

WARDS TO WHICH REPORT RELATES: N/A

	ITEM NO.
--	----------

Report of the Lead Member for Planning and Sustainable Development
To Cabinet
On
28th January 2020

TITLE: Update Report on Greater Manchester's Clean Air Plan: Tackling Nitrogen Dioxide Exceedances at the Roadside

RECOMMENDATIONS: the City Mayor and Cabinet Members are requested to:

- a) note progress made to date;
- b) note the Ministerial Direction under the Environment Act 1995 (Greater Manchester) Air Quality Direction 2019 which requires all ten Greater Manchester (GM) local authorities to implement a charging Clean Air Zone Class C across the region;
- c) agree the need to continue to proceed towards developing the implementation and contract arrangements of a charging Clean Air Zone in GM, utilising the initial tranche of £36m of funding as required by the Ministerial Direction / feedback;
- d) delegate authority to the Strategic Director Place to determine the preparatory implementation and contract arrangements that need to be undertaken utilising the initial tranche of £36m of funding to deliver the CAZ and other GM CAP measures, as set out at paragraph 4.11;
- e) note that the report to determine the timings for commencing the consultation will be received in the Spring of 2020;
- f) note the outstanding need to secure a clear response from Government on the clean vehicles funding asks;
- g) note that Highways England have not been directed to act in relation to tackling NO₂ exceedances in the same way as the GM local authorities, and that this will leave some publicly accessible areas of GM adjacent to trunk roads managed by Highways England, with NO₂ exceedances that are not being addressed by the Highways England plan;
- h) delegate authority to the Strategic Director Place to agree the final content and submission of the documents listed in Appendix One for formal submission to JAQU and note their Publication status;

- i) delegate authority to the Strategic Director Place to determine any further technical reports for formal submission to JAQU; and
 - j) note that Salford City Mayor will co-sign a letter from the GM Authorities to the Transport Secretary asking Government to bring forward the launch of a statutory consultation to strengthen rules on vehicle idling.
-

BACKGROUND DOCUMENTS:

- 26 July 2019, report to GMCA: Clean Air Update
 - 31 March 2019, Greater Manchester's Outline Business Case to tackle Nitrogen Dioxide Exceedances at the Roadside (OBC)
 - 1 March 2019, report to GMCA: Greater Manchester's Clean Air Plan – Tackling Nitrogen Dioxide Exceedances at the Roadside – Outline Business Case
 - 11 January 2019, report to GMCA/AGMA: Clean Air Update
 - 14 December 2018, report to GMCA: Clean Air Update
 - 30 November 2018, report to GMCA: Clean Air Plan Update
 - 26 October 2018, report to GMCA: GM Clean Air Plan Update on Local Air Quality Monitoring
 - 15 November 2018, report to HPEOS Committee: Clean Air Update
 - 16 August 2018, report to HPEOS Committee: GM Clean Air Plan Update
 - UK plan for tackling roadside nitrogen dioxide concentrations, Defra and DfT, July 2017
-

KEY DECISION: Yes

DETAILS:

1 Purpose of the Report

- 1.1 To set out the progress that has been made following the Government's response to Greater Manchester's Outline Business Case to tackle Nitrogen Dioxide Exceedances at the Roadside (OBC), and the implications for the ten Greater Manchester (GM) local authorities in relation to the schedule of work and statutory consultation on the Clean Air Plan.

2 Background

- 2.1 In July 2017, the Secretary of State issued a Direction under the Environment Act 1995 requiring seven GM local authorities, including Salford, to produce a feasibility study to identify the option which will deliver compliance with the requirement to meet legal limits for nitrogen dioxide in the shortest possible time.
- 2.2 In accordance with this Direction, Salford has been developing the study collectively with the other nine GM local authorities and the Greater Manchester Combined Authority (GMCA), coordinated by Transport for Greater Manchester (TfGM), in line with Government direction and guidance, and an OBC was duly submitted in April 2019.
- 2.3 The key features of Greater Manchester's feasibility study and its OBC to reduce nitrogen dioxide exceedances in Salford and across GM in the shortest possible time, were approved at Salford Council Cabinet on 26 March 2019 for submission to the Government's Joint Air Quality Unit (JAQU).

3 Introduction

- 3.1 Government has instructed many local authorities across the UK to take quick action to reduce harmful Nitrogen Dioxide (NO₂) levels, following the Secretary of State issuing a Direction under the Environment Act 1995 to undertake feasibility studies to identify measures for reducing NO₂ concentrations to within legal limit values in the "shortest possible time". In GM, the ten local authorities, the GMCA and TfGM, hereinafter collectively referred to as "Greater Manchester" or "GM", are working together to develop a Clean Air Plan to tackle NO₂ exceedances at the roadside, hereinafter referred to as GM CAP.
- 3.2 In its OBC, GM proposed the following package of measures that delivers compliance in the shortest possible time, at the lowest cost, least risk and with the least negative impacts. They are:
- **A charging Clean Air Zone (CAZ)**, which will target the most polluting commercial vehicles including older heavy goods vehicles, buses, coaches, taxis and private hire vehicles from the summer of 2021, and older polluting light goods vehicles from 2023 (i.e. a CAZ C with a van exemption until 2023). It has been assumed at OBC stage that the Clean Air Zone charge would be £7.50 per day for taxis, private hire vehicles and light goods vehicles, and £100 per day for heavy goods vehicles, buses and coaches.
 - **A Clean Freight Fund** of c.£59m to provide financial support for the upgrade of light and heavy goods vehicles, minibuses and coaches, which will be targeted to support smaller local businesses, sole traders and the voluntary sector registered in GM.

- **A Clean Taxi Fund** of c.£28m, to support the upgrade of non-compliant GM licensed taxi and private hire vehicles.
 - **A Clean Bus Fund** of c.£30m to provide, where possible, the retrofit of older engine standards to the less polluting Euro VI standard for those buses registered to run services across GM.
 - **A package of supporting measures** including a proposed Loan Finance scheme, sustainable journeys projects and additional Electric Vehicle (EV) charging infrastructure.
- 3.3 The OBC made clear the expectation that the UK Government would support the plans through:
- Clear arrangements and funding to develop workable, local vehicle scrappage / upgrade measures;
 - Short term effective interventions in vehicle and technology manufacturing and distribution, led by national Government with local authorities;
 - Replacement of non-compliant buses; and
 - A clear instruction to Highways England with regard to air pollution from the Strategic Road Network (SRN) in GM.
- 3.4 The OBC outlining these proposals and the supporting evidence was submitted to Government at the end of March 2019. Ministerial feedback was received in July 2019 along with a further direction under the Environment Act 1995 which requires all ten GM local authorities to take steps to implement a plan to deliver compliance with the requirement to meet legal limits for nitrogen dioxide in the shortest possible time.
- 3.5 The 2019 Ministerial Direction and accompanying letter proposed some key amendments to GM's OBC proposals, including the implementation of a charging Clean Air Zone Class C *without* a van exemption until 2023, with additional measures; and for local authorities to jointly submit to JAQU revised evidence by 2 August and a Full Business Case (FBC) by 31 December 2019 at the latest.
- 3.6 The Ministerial letter set out that the GM plan looks to be on track to deliver compliance in the shortest possible time and that on the evidence provided to date GM authorities should continue to proceed towards developing the implementation and contract arrangements of a charging Clean Air Zone in GM and that the Government would provide an initial tranche of £36m of funding to take this forward.
- 3.7 Full detail of the Government's response was set out in the GMCA Clean Air Update report on 26 July 2019 and in written briefings provided to Salford City Mayor prior to the GMCA meeting.

4 Progress Since Last Update

- 4.1 Following the ministerial feedback and 2019 Ministerial Direction, the GM Authorities sought clarification on the 2019 Ministerial Direction and the accompanying ministerial letter, questioned the Government's lack of assurances around financial support for the broader GM CAP, outlined GM's approach to the requests for further options analysis, and detailed the issues GM faces in preparing to implement the scheme - in terms of the timetable for FBC and statutory consultation.
- 4.2 The ministerial letter requested from GM further options appraisal information (including transport and air quality modeling, as well as due regard to economic, financial and deliverability considerations), to be submitted prior to statutory consultation and by 2 August 2019.
- 4.3 In the interests of the ongoing working relationship between the ten GM Authorities and the Government's Joint Air Quality Unit (JAQU) in developing the GM CAP, a total of 29 draft technical reports and notes have been issued to JAQU in draft form **and are subject to approval as set out in Appendix One**. These provide the specific information JAQU has requested about behavioural assumptions and sensitivity testing.
- 4.4 GM has also requested clarification of the 2019 direction, JAQU guidance and GM's legal obligations relating to the options appraisal process, and whether this impacts on the GM authorities' options appraisal work to date or the additional work required by the letter accompanying the 2019 Ministerial Direction.
- 4.5 In addition, GM set out that the delay of over two months in receiving Ministerial feedback on the OBC, compounded by the request for GM to submit further options appraisal information, has had a material impact on the timetable for the GM CAP.
- 4.6 The delay arising from the ministerial feedback and lack of clarity on the direction, JAQU guidance and GM's legal obligations relating to the options appraisal process, means that consultation will now need to take place later than originally planned. Consultation must comply with the relevant public law principles which may be summarised as:
- consulting at a time when proposals are still formative;
 - giving sufficient reasons for the proposals to allow intelligent consideration and response by consultees;
 - giving adequate time for consultees to respond; and
 - ensuring that the responses to the consultation are conscientiously taken into consideration in finalising proposals.

- 4.7 In planning for a statutory consultation, Officers have had to have regard to these principles. Given the continuing dialogue with Ministers to secure a clear response from Government on our clean vehicles funding asks and lack of clarity on the 2019 Ministerial Direction, JAQU guidance and GM's legal obligations relating to the options appraisal process, **Officers cannot at this time advise the GM Authorities to commence the Statutory Consultation.**
- 4.8 In the absence of a statutory consultation, GM Authorities were unable to submit an FBC by the deadline given (31 December 2019) and therefore that aspect of the Ministerial Direction has not been fulfilled. Officers remain in dialogue with JAQU and have written to clarify GM's position in relation to our schedule of work. GM has been clear that improving air quality is a priority and to that aim we have set out how we have been progressing this work.
- 4.9 Despite this delay to undertaking a statutory consultation and in view of the 2019 Ministerial Direction, GM must continue to proceed towards developing the implementation and contract arrangements of a charging Clean Air Zone in GM utilising the initial tranche of £36m of funding.
- 4.10 GM Authority decision makers will receive a report in spring 2020 to determine the timings for commencement of the consultation. The report will:
- Detail the outputs from the Public Conversation and workshop-style focus groups, known as deliberative research;
 - Set out the outline of the proposals and what they mean for GM, including:
 - the basic key elements of the Clean Air Zone (including the intended boundary and times of operation, proposed discounts/exemptions, vehicles affected and daily charges)
 - the supporting measures (the detail of proposals of the funds and vehicle finance scheme, sustainable journeys)
 - An Equalities Impact Assessment that considers the draft proposals at a GM level.
- 4.11 In the interim, given the scale and challenging timeline to deliver a charging Clean Air Zone as required by the 2019 Ministerial Direction, there is preparatory work that needs to be undertaken. This is in order to maintain delivery momentum in line with the funding arrangements agreed with JAQU, for example in relation to automatic number plate recognition (ANPR) cameras, back office systems and service providers. **Therefore, a delegation is sought to give the Strategic Director Place the necessary authority to determine the preparatory implementation and contract arrangements,** utilising the initial tranche of £36m of funding that may need to be undertaken to deliver a Clean Air Zone and other GM CAP measures, ahead of the report that will determine progressing the statutory consultation.
- 4.12 The commencement of a charging Clean Air Zone scheme and the other measures are subject to both consultation as set out at 4.10, and to the GM

authorities receiving the required government funding to enable them to meet the legal limits for nitrogen dioxide concentrations.

5 Government Asks

- 5.1 In addition to the response on the specific clean air proposals, additional asks were made of Government, as set out at 3.3.
- 5.2 These include an ask for Government to direct Highways England to tackle NO₂ exceedances on the Strategic Road Network (SRN) in the same way that local authorities that have been directed to undertake a feasibility study are having to take action on the local road network. The ministerial feedback outlined that Highways England are working up plans for exceedances identified by national modelling on their network, and that this is not expected to include charging on the SRN but will instead focus on a range of measures such as traffic management, speed limits and barriers.
- 5.3 Officers have been advised that the measures proposed by Highways England in GM focus on introducing 60mph speed limits on parts of the SRN. It highlights the concern that Highways England have not been directed to act in relation to tackling NO₂ exceedances in the same way as GM local authorities, and that this will leave some publicly accessible areas of GM adjacent to trunk roads managed by Highways England, with NO₂ exceedances that are not being addressed by the Highways England plan.

6 Vehicle Idling

- 6.1 GM's Clean Air conversation in spring 2019 highlighted that many people are concerned about vehicle idling, prompting questions about what GM can do to crack down on people who leave their engines idling.
- 6.2 In the UK, it is illegal under the Road Vehicles (Construction and Use) Regulations 1986 to leave a vehicle's engine running unnecessarily while that vehicle is stationary on a public road. Doing this can incur a £20 fixed-penalty fine under the Road Traffic (Vehicle Emissions) Regulations 2002.
- 6.3 This is only imposed if the driver fails to turn off their engine when asked to do so. Enforcement of this legislation, either through a Fixed Penalty Notice (FPN) or via the magistrates' court sits with local authorities.
- 6.4 As the enforcing officer has to give the driver the opportunity to switch off the engine first and the penalty for idling is relatively small (£20), GM Local Authorities do not consider the regulation to be an effective deterrent.
- 6.5 In addition, Government has recently announced proposals to consult on toughening up rules on vehicle idling and increasing fines for drivers who leave their engine running while parked.

- 6.6 Given the limited enforcement deterrent, the GM Authorities are planning to undertake more awareness raising campaigns to inform of the health impacts that idling has on air quality.
- 6.7 In parallel, GM Authorities will write to the Transport Secretary asking them to bring forward the launch of the public consultation on this issue.

7 Next Steps

7.1 Officers will:

- Continue to work with JAQU to clarify the 2019 Ministerial Direction, JAQU guidance and GM's legal obligations relating to the options appraisal process, and the implications of that to our schedule of work and the timings for consultation on the Plan;
- Continue dialogue with JAQU to secure a clear response from Government on our clean vehicles funding asks; and
- Continue stakeholder engagement and awareness raising with groups in scope of the Clean Air Zone and the general public.

8 Recommendations

The City Mayor and Cabinet Members are requested to:

- a) note progress made to date;
- b) note the Ministerial Direction under the Environment Act 1995 (Greater Manchester) Air Quality Direction 2019 which requires all ten Greater Manchester local authorities to implement a charging Clean Air Zone Class C across the region;
- c) agree the need to continue to proceed towards developing the implementation and contract arrangements of a charging Clean Air Zone in GM utilising the initial tranche of £36m of funding as required by the Ministerial Direction / feedback;
- d) delegate authority to the Strategic Director Place to determine the preparatory implementation and contract arrangements that need to be undertaken utilising the initial tranche of £36m of funding to deliver the CAZ and other GM CAP measures, as set out at paragraph 4.11;
- e) note that the report to determine the timings for commencing the consultation will be received in the Spring of 2020;
- f) note the outstanding need to secure a clear response from Government on the Clean Vehicles funding asks;

- g) note that Highways England have not been directed to act in relation to tackling NO₂ exceedances in the same way as the GM local authorities, and that this will leave some publicly accessible areas of GM adjacent to trunk roads managed by Highways England, with NO₂ exceedances that are not being addressed by the Highways England plan;
- h) delegate authority to the Strategic Director Place to agree the final content and submission of the documents listed in Appendix One for formal submission to JAQU and note their Publication status;
- i) delegate authority to the Strategic Director Place to determine any further technical reports for formal submission to JAQU; and
- j) note that the Salford City Mayor will co-sign a letter from the GM Authorities to the Transport Secretary asking Government to bring forward the launch of a statutory consultation to strengthen rules on vehicle idling.

KEY COUNCIL POLICIES: Greater Manchester Low Emission Strategy and Air Quality Action Plan 2016

EQUALITY IMPACT ASSESSMENT AND IMPLICATIONS: Supplied by Magda Sachs 793 3525

The City Mayor and Cabinet will receive a report in spring 2020 which will include an Equalities Impact Assessment that considers the draft proposals at a GM level.

An initial screening Equality Impact Assessment has been undertaken as part of the OBC.

ASSESSMENT OF RISK:

The risk is viewed as medium to high. Important to note is the fact that because of the delays which have arisen through the need to seek further clarification from Government and JAQU on a range of issues as set out in the report, the GM authorities were not in a position to submit their full business case by 31 December 2019, as required under the Directive. This could leave the GM authorities open to challenge.

SOURCE OF FUNDING: £36m Government money awarded to GM to deliver the GMCAP

LEGAL IMPLICATIONS: Supplied by Barbara Gora of the Shared Legal Service

These are detailed throughout the report.

FINANCIAL IMPLICATIONS: Supplied by Joanne Hardman 793 3156

It is assumed that JAQU Implementation and Clean Air Funds will provide funding for all costs relating to the scheme's implementation, and that DEFRA/JAQU will underwrite any net operational deficit, as may be necessary, over the life of the scheme until compliance is achieved. There is no budget provision within the council to cover these costs.

PROCUREMENT IMPLICATIONS: Supplied by Deborah Derbyshire 686 6244

TfGM will be acting as lead authority for the collaborative procurement activity for the project outlined within the report. Any procurement activity undertaken by local authorities or other public sector bodies follow the same rules around the EU/Public Procurement Contract Regulations and contractual standing orders ensuring compliance with these regulations. The Salford procurement team will provide support and will work closely with the Place directorate to assist in any local procurement activity required for this project.

OTHER DIRECTORATES CONSULTED: People – Public Health Gillian McLaughlin

CONTACT OFFICER: Bernie Vaudrey Head of Business, 793 2283

WARD(S) TO WHICH REPORT RELATE(S): ALL

Appendix One

- 9.1 This appendix summarises the purpose and contents of the additional supplementary technical Evidence Notes that are required to be formally submitted to JAQU to accompany the OBC and in response to the Minister's feedback.
- 9.2 Pursuant to the Ministerial Direction, and in discussions with the government's Joint Air Quality Unit (JAQU) GM has updated analysis that addresses issues raised around the behavioural assumptions used and provided assurance that the proposed Clean Air Zone will deliver compliance in the shortest possible time, and that compliance cannot be achieved earlier than 2024, such analysis includes:
- exploring whether measures targeted at the last remaining exceedance locations following implementation of a CAZ in 2021 would achieve compliance quicker;
 - updating the behavioural assumptions used to model the impact of a CAZ, following the Technical Independent Review Panel's suggestions;
 - providing further sensitivity testing on vehicle upgrade assumptions; and
 - demonstrating that a Greater Manchester CAZ D cannot bring forward compliance, including outlining the delivery challenges discussed for a GM wide CAZ D.
- 9.3 In response, 29 Evidence Notes have been produced, namely:
1. GM CAP Data, Evidence and Modelling: post-OBC approach
 2. GM CAP: Next steps for data collection and the development of analytical tools
 3. GM CAP: Analysis of the freight market
 4. GM CAP: Analysis of the coach market **
 5. GM CAP: ANPR Surveys: Summary of Initial Findings
 6. GM CAP: Behavioural response assumptions and available data sources*
 7. GM CAP: LGV and HGV Operational Cost Models*
 8. GM CAP: HGV Behavioural Responses Note*
 9. GM CAP: LGV Behavioural Responses Note*
 10. GM CAP: Taxi Behavioural Responses Note*
 11. GM CAP: Analysis of Bus Upgrade Options to Deliver Air Quality Compliance**

12. GM CAP: Evidence of the impact of 2021 implementation of a CAZ C (without exemptions)
 13. GM CAP Study: Traffic Impact on Neighbouring Authorities
 14. GM CAP: Local exceedances: Update*
 15. GM CAP: Implications of the EFT update for GM
 16. GM CAP: Sensitivity testing of a CAZ C in 2023 with revised behavioural response assumptions.*
 17. GM CAP: Evidence supporting the decision not to progress with a GM-wide CAZ D.
 18. GM CAP: Minibus Vehicle Research
 19. GM CAP: Taxi and Private Hire Vehicle Fleet Research
 20. GM CAP: Greater Manchester Specialised Goods Surveys: Results Summary
 21. GM CAP: Sensitivity test: Full Electric Bus Fleet
 22. GM CAP: Addendum to Note 3: GM Comparative Statistics
 23. GM CAP: Summary update of ongoing work on local exceedances*
 24. GM CAP: Updates to the Modelling Tools post-OBC Submission for the Do Minimum scenario
 25. GM CAP: Modelling the impacts of Sustainable Journeys Measures*
 26. GM CAP: Analysis of Funds*
 27. GM CAP: Demand Sifting Tool Operating Manual*
 28. GM CAP: Taxi and Private Hire Vehicle Operational Cost Model*
 29. GM CAP: Option for Consultation Modelling Summary*
- 9.4 In the interests of the ongoing working relationship between the 10 GM authorities and JAQU in developing the GM CAP, all of the above reports have been issued to JAQU in draft form, and are now subject to approval.
- 9.5 The evidence base that will underpin the Full Business Case (FBC) is still being developed. Evidence was supplied to JAQU where it was possible to do so, with the recognition that the Notes represented a work-in-progress and that more work is required to properly understand the implications of the analysis from a policy, delivery, legal and analytical assurance perspective.

9.6 Contents of the supplementary Evidence Notes:

- **‘Note 1: GM CAP Data, Evidence and Modelling: post-OBC approach’** sets out the process being undertaken to deliver the Data, Evidence and Modelling requirements in support of the FBC. It also describes the evidence to be supplied to JAQU and how this responds to the feedback received from JAQU and the Technical and Delivery Independent Review Panels (the T-IRP and D-IRP).
- **‘Note 2: GM CAP: Next steps for data collection and the development of analytical tools’** provides information about further data collection and the development of tools planned as next steps, namely behavioural research of van drivers and other groups; the development of further Operational Cost Models for other vehicle types; on-street specialized goods vehicle surveys; and the analysis of evidence emerging from the Conversation and other bodies.
- **‘Note 3: Analysis of the freight market’** describes the number of Heavy and Light Goods Vehicles operating in GM, the compliance status of those vehicles, and the business and usage patterns of those vehicles.
- **‘Note 4: Analysis of the coach market’** describes the number of coaches operating in GM, the compliance status of those vehicles, and the business and usage patterns of those vehicles. This evidence, and that contained in Note 3, is being used to inform scheme design and to support the development of analytical tools and modelling assumptions.
- **‘Note 5: GM CAP ANPR Surveys: Summary of Initial Findings’** sets out the results of an ANPR survey conducted in January 2019 at 42 sites across GM. The survey was designed to provide a representative profile of the vehicle fleet operating in Greater Manchester in terms of vehicle type (including fuel used) and age profile, in order to update the previous data used in the OBC with a more comprehensive and robust dataset. The results show that there are not major differences between observed levels of compliance in the overall GM fleet between the 2016 and 2019 surveys. This data set is now being used widely as part of the ongoing work to refine the proposals as part of the FBC development for the CAP.
- **‘Note 6: GM CAP: Behavioural response assumptions and available data sources’** sets out evidence gathered from a number of sources offering an insight into the vehicle markets in question and how they might respond to the range of measures proposed in the GM CAP. These include Stated Preference surveys that have been carried out by other CAP authorities (Sheffield and Bradford) and shared with GM.
- **‘Note 7: LGV and HGV Operational Cost Models’** describes a new analytical tool that has been developed in support of the GM CAP allowing the assessment of behavioural responses to a CAZ based on operational costs by vehicle type for HGVs and LGVs. It is proposed that this tool replaces the methodology for assessing behavioural responses as applied in the OBC.

- **‘Note 8: GM CAP: HGV Behavioural Responses’** sets out what behavioural response assumptions were applied at OBC for HGVs, the revised behavioural assumptions proposed for future analysis based on the HGV Operational Cost Model, and proposed next steps for analysis.
- **‘Note 9: GM CAP: LGV Behavioural Responses’** sets out what behavioural response assumptions were applied at OBC for LGVs, the revised behavioural assumptions proposed for future analysis based on the LGV Operational Cost Model, and proposed next steps for analysis.
- **‘Note 10: GM CAP: Taxi Behavioural Responses’** sets out what behavioural response assumptions were applied at OBC for Hackney Cabs and Private Hire Vehicles (PHVs), and consider a possible approach to updating these assumptions based on evidence derived from stated preference surveys carried out in Sheffield. It sets out proposed next steps for analysis, including the development of an Operational Cost Model for Taxis (Hackney Cabs and PHVs).
- **‘Note 11: Analysis of Bus Upgrade Options to Deliver Air Quality Compliance’** was produced in response to a request from JAQU for analysis scaling the proportion of bus compliance required to deliver compliance. Practically, this approach is very difficult to test in a way that would represent a real-world operational scenario that could be delivered as part of the CAP. Note 11 therefore presents two approaches to understand the influence of buses on compliance with the Air Quality Directive:
 - how many of the GM bus service routes pass the predicted exceedance locations and the number of buses this represents compared with the GM bus operator vehicle fleet.
 - how many of the modelled exceedances would remain if the preferred option (Option 8) excluded bus improvements at all (i.e. a CAZ that did not include buses as a type of vehicle to be charged).
- **‘Note 12: Evidence of the impact of 2021 implementation of a CAZ C (without exemptions)’** describes analysis carried out by GM to assess the risks of implementing a CAZ C in 2021 without also implementing a two-year sunset period as was proposed in the OBC. The Note sets out analysis of vulnerability by sector, based on the proportion of the fleet that would be non-compliant in 2021 compared to 2023; analysis exploring the risk of market distortion and the potential impact on small businesses; and analysis of the likely availability (or lack of availability) of second-hand compliant vehicles.
- **‘Note 13: GM CAP Study: Traffic Impact on Neighbouring Authorities’** presents the results of highway modelling carried out to assess the likelihood and potential scale of traffic re-routing to avoid a CAZ.
- **‘Note 14: GM CAP Local exceedances Update’** sets out GM’s approach to identifying and assessing sites where further measures may be required in order to achieve compliance in the shortest possible time. The Note presents the results of analysis carried out to assess real-world traffic conditions and to

compare these to model outputs, and analysis of NO_x source apportionment and any local conditions affecting concentrations, such as canyons, including checking how accurate the representation of such conditions is in the model itself. It also sets out an update on work carried out to identify possible local solutions.

- **‘Note 15: Implications of the EFT update for GM’** considers the implications of Emission Factor Toolkit (EFT) version 9.1a, released by JAQU at the end of May 2019. GM’s methodology for calculating traffic emissions applies emissions factors has been derived from DEFRA’s Emission Factor Toolkit (EFT) version 8.0, which was originally released in November 2017. Version 9.1a of the EFT contains fleet figures which have resulted from a recent Department for Transport (DfT) project to develop new passenger car fleet projections in light of emerging evidence regarding changes in consumer purchasing behaviour which show a shift away from diesel cars and towards petrol cars, alongside a slowing in overall new car sales.
- **‘Note 16: GM CAP: Sensitivity testing of a CAZ C in 2023 with revised behavioural response’** presents the results of a sensitivity test of the impacts of a CAZ C (without any supporting measures) in 2023, applying revised behavioural responses for HGV, LGV, PHV and Hackney Cab. The bus upgrade was assumed as 100% for the purposes of this test. This test was conducted at the request of JAQU.
- **‘Note 17: Evidence supporting the decision not to progress with a GM-wide CAZ D’** sets out the options appraisal process applied at OBC and presents further evidence explaining why it is not considered that a GM-wide CAZ D cannot bring forward compliance.
- **‘Note 18: Minibus vehicle research’** describes the number of minibuses operating in GM, the compliance status of those vehicles, and the business and usage patterns of those vehicles.
- **‘Note 19: Taxi and Private Hire vehicle fleet research’** describes the number of taxis and PHVs licensed and operating in GM and the compliance status of those vehicles. This evidence, and that contained in Note 18, is being used to inform scheme design and to support the development of analytical tools and modelling assumptions.
- **‘Note 20: Greater Manchester Specialised Goods Surveys: Results Summary’** sets out the results of on-street surveys carried out at three sites identified in the local exceedances study where freight was a significant contributor of emissions. The surveys provide estimates of vehicle volumes by size, compliance status and industry.
- **‘Note 21: Sensitivity test: Full Electric Bus Fleet’** describes the results of a sensitivity test carried out to understand the impact on compliance of a fully electric bus network across GM. This was carried out as a theoretical test at the request of JAQU.

- **‘Note 22: Addendum to Note 3: GM Comparative Statistics’** presents the results of analysis carried out at the request of JAQU to test the reasonableness of GM’s assumption that the region was typical of the UK in terms of economic and business activity. It acts as an Addendum to Note 3.
- **‘Note 23: Summary update of ongoing work on local exceedances’** provides an updated position on the local exceedances project, acting as a follow-up paper to Note 14 which was supplied to JAQU in draft three weeks earlier.
- **‘Note 24: GM CAP: Updates to the Modelling Tools post-OBC Submission for the Do Minimum scenario’** describes a series of improvements that have been made to the underlying assumptions in the Do Minimum modelling scenario, in particular reflecting the release of EFT v9.1a and newly available data on bus services and fleets.
- **‘Note 25: GM CAP: Modelling the impacts of Sustainable Journeys Measures’** sets out the methodology that has been developed to test the impacts of a package of sustainable journeys interventions, and the results of those tests.
- **‘Note 26: GM CAP: Analysis of Funds’** sets out how the available tools have been used to assess the impact of different funding offers in terms of likely uptake and impact on behavioural responses. This analysis has fed into the assessment of the funding offers, alongside other evidence.
- **‘Note 27: GM CAP: Demand Sifting Tool Operating Manual’** describes the Demand Sifting Tool and acts as a manual for use, setting out the underlying assumptions and methodology within the Tool. This Note has been developed to meet the TIRP request for further detail on the operation of the Tools.
- **‘Note 28: GM CAP: Taxi and Private Hire Vehicle Operational Cost Model’** describes a new analytical tool that has been developed in support of the GM CAP allowing the assessment of behavioural responses to a CAZ based on operational costs by vehicle type for Hackney Cabs and Private Hire Vehicles. It is proposed that this tool replaces the methodology for assessing behavioural responses as applied in the OBC.
- **‘Note 29: GM CAP: Option for Consultation Modelling Summary’** presents the results of a series of tests of the updated Do Minimum scenario and of the full package of measures proposed for consultation for the GM CAP. Tests have been carried out for 2021, 2023 and 2025 and analysis has been carried out to estimate the forecast year of compliance, shown to be 2024 with the proposed package as per the Ministerial Direction. As such, this Note supersedes Note 16, which acted as an early test of a simplified CAZ-only scenario using an interim version of the updated tools.

- 9.7 The reports, save for those marked with an asterisk, will be published once they have been approved. Upon publication, copies of these reports will be available at: <https://cleanairgm.com/outline-business-case>, under the title 'Technical Notes'.
- 9.8 Those reports marked with a single asterisk (*) are unfinished documents and will remain unpublished until the beginning of the consultation.
- 9.9 As such, it is considered that the reports referred to above fall within the exception under regulation 12(4)(d) EIR and that, in all the circumstances of the case, the public interest in maintaining the exception outweighs the public interest in disclosing the information. Subject to the comments at 9.10 in relation to report number 11, all the reports referred to above will be made public shortly and in any event prior to statutory consultation so there will be an appropriate opportunity for public scrutiny of them. It is not considered that the public interest would be served by disclosing at this stage drafts which are incomplete.
- 9.10 In addition, report numbers 4 and 11 marked with a double asterisk (**), contain commercial or industrial information in respect of which confidentiality is provided by law to protect a legitimate economic interest, and disclosure would adversely affect that confidentiality. As such, it is considered these reports fall within the exception under regulation 12(5)(e) EIR and that, in all the circumstances of the case, the public interest in maintaining the exception outweighs the public interest in disclosing the information.

This page is intentionally left blank

Part 1: Open to the Public – Item No.

REPORT OF LEAD MEMBER HOUSING & NEIGHBOURHOODS

TO CITY MAYOR IN CONSULTATION WITH CABINET

ON 28.01.2020

TITLE: Salford's Housing Strategy - Our Home Our City 2020 - 2025

RECOMMENDATIONS:

That City Mayor in consultation with Cabinet approves Salford's Housing Strategy Our Home Our City 2020 - 2025

EXECUTIVE SUMMARY:

Salford's most recent housing strategy 'Shaping Housing in Salford 2020' was developed in 2016 and a decision was made in January 2019 to update it in light of changes within housing and the wider cross cutting sectors.

A collaborative approach has been applied to the production of the revised housing strategy and delivery plan, including consultation with a wide range of stakeholders to inform the development of key objectives and priorities, along with activities identified to achieve those priorities.

The key findings identified following the analysis of the strategic/policy drivers and local data/trends was used to inform the draft priorities and objectives.

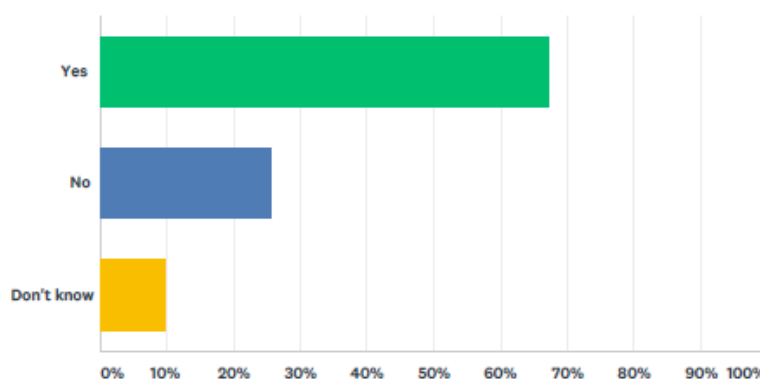
Further public consultation and collaboration with key stakeholders has assisted in finalising the delivery plan and strategy document.

BACKGROUND DOCUMENTS: N/A

KEY DECISION: YES

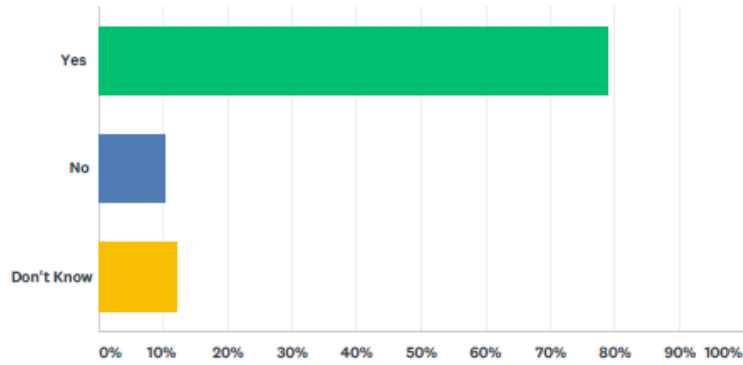
DETAILS:

- 1.1 The Housing Strategy and Enabling Team brought together a range of disciplines and professions (including: housing strategy, planning, regeneration, joint health and social care commissioners, public health and regulatory services) to inform the development of the strategy. The group identified a range of data from which local trends could be identified, along with a range of policy / strategic drivers and analysis of this information helped to identify the strengths, weaknesses, threats and opportunities within Salford’s housing environment.
- 1.2 Initial discussions with registered housing providers (including Salford’s Strategic Housing Partnership), developers, private rented management agents and health and social care partners further helped to clarify the issues.
- 1.3 The culmination of that work was the identification of a set of draft key objectives and priorities, along with some initial thoughts on how those objectives and priorities might be achieved.
- 1.4 Approval was obtained from City Mayor to consult on those draft objectives and priorities through an 8 week public consultation via Survey Monkey and printed copies of the questionnaire available at all Gateway Centres including Irlam and Cadishead libraries.
- 1.5 The majority of respondents agreed with the draft priorities and objectives initially identified:
 - **67.21%** of respondents agreed that the Housing Strategy should focus on: Increasing the number of new and affordable homes in the City including:
 - a range of new homes in the right location with a mix of sizes, types and tenures, and
 - Increasing the number of affordable homes built – including social rented homes



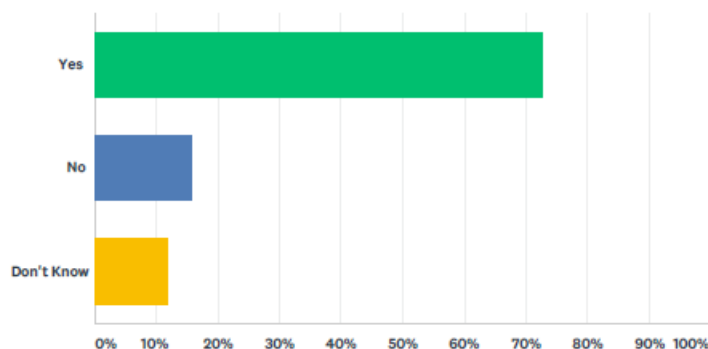
ANSWER CHOICES	RESPONSES	
Yes	67.21%	164
No	25.82%	63
Don't know	9.84%	24
Total Respondents: 244		

- **78.89%** of respondents agreed that the Housing Strategy should focus on: Improving and maintaining existing homes, including:
 - Ensuring that Salford residents have access to well managed and affordable rented homes.
 - Ensuring that Salford residents have access to good quality standards within existing housing including the private rented, owner occupier and social housing sectors.



ANSWER CHOICES	RESPONSES	
Yes	78.89%	142
No	10.56%	19
Don't Know	12.22%	22
Total Respondents: 180		

- **72.78%** of respondents agreed that the Housing Strategy should focus on: Supporting residents through appropriate housing and support, including:
 - Quality supported accommodation (including extra care homes) available for those who need it.
 - Vulnerable People who are informed and supported to manage their own homes.
 - Gypsies, Travellers and Showpeople who have access to appropriate sites.
 - Adapted homes that are available for those who need it.



ANSWER CHOICES	RESPONSES	
Yes	72.78%	115
No	15.82%	25
Don't Know	12.03%	19
Total Respondents: 158		

1.6 A range of individual comments and suggestions were made about the priorities and how the objectives could be achieved and common themes included the following:

More new and affordable homes:

- Greater availability of Affordable Homes and specifically social homes
- Flexible, adaptable homes that can meet the changing needs of households
- More bungalows / accessible homes
- Avoiding building on green belt / protecting green space
- Improving the street scene
- Improved connectivity with good infrastructure and access to good transport links
- More energy efficient new homes
- More shared ownership options
- More larger family homes
- Need for a choice and range of different homes in different communities
- Replacing Right to Buy homes

Existing homes are improved and maintained:

- Addressing empty properties – repurposing old buildings
- More affordable homes in the private rented sector
- Better maintained homes including to the privately / social rented and owner occupier sectors
- A voluntary private landlord code of conduct
- Security of tenure in the private rented sector
- Addressing the high rise fire safety issues
- Retro-fit support for owner occupiers
- Support with energy efficiency measures in existing homes
- Continued implementation of enforcement powers including dealing with ASB

Supporting residents through appropriate housing and support:

- Support to older people who want to sell-up and 'right-size'
- More information, advice and signposting about options to residents – wider promotion of services
- Explore shared ownership
- Debt advice
- Support with right-sizing – freeing up family accommodation
- Engagement with unregulated, non-commissioned support services
- Support for vulnerable people to help them manage their own homes
- Better awareness of the needs of people with autism and learning disabilities to enable better tenancy support
- Reasonable adjustment policies for disabled people in social housing
- Needs and resource mapping to inform plans and proposals to meet the housing needs of vulnerable groups
- Need to consider the needs of disabled people and families with disabled children

1.7 The culmination of this work is the development of a new housing vision:

‘Salford will be a great place to live, work and prosper. Where a range of affordable, good quality and energy efficient homes can be found within well planned and desirable neighbourhoods’.

1.8 Salford is a growing city with increasing numbers of residents, new homes and employment opportunities. Housing costs are, however, becoming less affordable, the demand for social housing continues to increase whilst at the same time supply is falling. This manifests itself in an increasing number of households on the City’s housing register and - in its more extreme form - rising homelessness presentations and rough sleeping. The City’s housing market tenure is also changing with a growing private rented sector with over 1 in 4 homes rented privately. Housing conditions also continue to be an issue in certain tenures and areas of the City with just under 2% of homes in the City having a health and safety hazard – often due to excess cold¹.

1.9 To deliver this vision and address these issues the Strategy identifies three priorities:

- Increasing the number of new and affordable homes.

The strategy recognises the strong partnership between the City and its Registered Provider partners that have helped to deliver 3284 affordable homes over the last 10 years but to address an identified shortfall of 613 affordable homes per annum we need to do more. This will include direct delivery by the City building on the work of Derive – the City’s local housing company, continued partnership working with Registered Providers and additional new providers – including community groups to deliver community led housing – together with progressing the delivery of a range of regeneration plans across the City.

- Existing homes improved and maintained.

It is recognised that more than 80% of the homes that we will be living in by 2050 are already built. Therefore, ensuring that the City’s existing homes continue to be improved and maintained is essential. The condition of the owned sector presents some of the most intractable challenges with the majority of decent home failures found in this sector and often owned outright by a homeowner with no revenue to maintain / improve the property. The aftermath of the tragedy of Grenfell Tower also continues to present a number of difficult challenges for building owners – including the City. Regulating the private rented sector and ensuring that residents have access to a well maintained and managed private rented sector also continues to be a priority for the City. The strategy sets out what we will do to through partnership working at a local and GM level and through direct action. This will involve

¹ It is noted that all data and statistics referred to in this strategy are those identified at a given point time. It is accepted that these will change overtime as updates become available. The identification of trends overtime (where available) proves useful in these circumstances.

promoting safe high-rise residential homes including within the council owned sector, continuing to push energy efficiency improvements including the retrofitting of homes, tackling rogue landlords and their agents and providing services to vulnerable homeowners and private sector tenants.

- Supporting residents through appropriate housing and support.

It is recognised that some of the City's residents have particular needs which are not met within general needs housing including some residents who are supported outside of the City. Addressing these needs is a key factor in contributing positively to their health and wellbeing. It can also provide better value for money for the City. These needs can range from mental health, learning disabilities (and autism), physical disabilities and older persons through to the housing needs of Gypsies, Travellers and Showpeople. The strategy recognises the need for increasing the number of homes suitable to meeting a range of these needs including increasing the number of appropriate properties and reviewing and delivering new extra care schemes for older people.

1.10 The actions in the accompanying delivery plan can only be delivered in partnership with developers, contractors, Registered Providers, the voluntary sector including community groups and colleagues within the city. Progress will be reported six monthly to cabinet and annually to the Strategic Housing Partnership (upon which the Lead Member for Housing sits) and who will have oversight of the delivery of the plan, as well as the Growth and Prosperity Scrutiny Panel. The plan will also be reviewed and updated annually to ensure that it remains relevant.

KEY COUNCIL POLICIES:

Homelessness Strategy
Housing Strategy

EQUALITY IMPACT ASSESSMENT AND IMPLICATIONS:

The production of an Equality Impact Assessment has been completed as part of the development of the housing strategy. The strategy delivery plan will help to improve equality outcomes in the housing sector

ASSESSMENT OF RISK: Medium

The strategy identifies a number of key priorities and objectives with key delivery outcomes which will be monitored through the action plan. Risks in terms of the delivery of the priorities and objectives will be reviewed annually. It is recognised that there are a number of outcomes which if not delivered carry risks. Mitigating these risks will be a key part of the action plan monitoring.

LEGAL IMPLICATIONS Supplied by: Anthony Clark (0161 234 4219)

Legal Advice will be available on specific topics therein, as and when required. However, there are otherwise no legal implications.

FINANCIAL IMPLICATIONS Supplied by: Paul Hutchings, Strategic Finance Manager x2574

Whilst there are no direct implications resulting from the Housing Strategy Report, there are likely to be wide ranging financial implications resulting from the implementation of the Housing Strategy Action Plan. The financial implications will be assessed and reported on an individual basis as and when items from the action plan are implemented.

PROCUREMENT IMPLICATIONS Supplied by: N/A

HR IMPLICATIONS Supplied by: N/A

CLIMATE CHANGE IMPLICATIONS Supplied by: Julie Craik X2143

The 5-Year Environment Plan for Greater Manchester (which sets out GM's aim for a carbon neutral city region by 2038) and the Greater Manchester Spatial Framework (which commits that all new homes and buildings built within Greater Manchester will be net zero carbon by 2028) have been strong drivers for this strategy, although it is recognised that there is an absence of additional funding or statutory powers to support the delivery of these commitments, to date.

These challenges have been addressed through:

- Plans to work with developers and builders to seek: reductions in the impact of construction, reduced operational energy use in new homes and increased use of renewable energy supplies,
 - Plans to identify and target the most energy inefficient homes in the private sector, encouraging and supporting owner occupiers/private landlords to engage in energy efficiency work / retrofitting: based on energy performance certificates & customer data
 - The work of Registered Housing Providers to –
 - Increase opportunities to engage with customers around energy efficiency
 - Improve achieved energy performance evidenced through EPC data
 - Retro-fitting models developed and commenced
-

OTHER DIRECTORATES CONSULTED: People, Health and Place

CONTACT OFFICER: TEL NO: Julie Craik X 2143

WARDS TO WHICH REPORT RELATES: All

SALFORD'S ANNUAL HOUSING STRATEGY DELIVERY PLAN: January 2020 – March 2021

Outcome	Action	Success Measures	Lead Organisation	Completion deadline
PRIORITY: AN INCREASE IN THE PLANNED NUMBER OF NEW AND AFFORDABLE HOMES, to include:				
A range of new homes in the right location developed to meet local needs and which create mixed sustainable housing and neighbourhoods: including mixed sizes, types and tenures	1. To adopt an updated Supplementary Planning Document on planning obligations – to include affordable housing policies.	SPD adopted. - Required affordable housing requirements on sites of 25 or more homes.	Spatial Planning	December 2019
	2. To progress Local Plan: development management policies and designations, towards adoption in May 2021, including: a. To publish housing topic papers in support of local plan examination. b. To progress revised housing design standards that require all new homes to be designed to an accessible and adaptable standard in accordance with requirement M4(2) of the Building Regulation, towards adoption in May 2021 c. To progress production of policies within the housing planning guidance relating to the type and size of new dwellings with regard to specific housing need, towards implementation in September 2021	Local Plan: development management policies and designations progressed towards adoption in April 2021.	Spatial Planning	March 2021
		Housing topic plan published.		September 2020
		Revised housing design standards progressed towards adoption in May 2021		March 2021
Production of policies regarding the type and size of new dwellings, progressed	March 2021			

<p>continued)</p> <p>A range of new homes in the right location developed to meet local needs and which create mixed sustainable housing and neighbourhoods: including mixed sizes, types and tenures</p>	<p>3. To publish a housing and economic land availability assessment setting out the potential supply of housing for at least 15 years.</p>	<p>An annually published assessment</p>	<p>Spatial Planning</p>	<p>November 2020.and therein annually</p>
	<p>4. To publish a 5-year housing land supply position report - to demonstrate the 5-year housing land supply.</p>	<p>A published position report</p>	<p>Spatial Planning</p>	<p>January 2020 and therein 5 yearly</p>
	<p>5. To publish an infrastructure delivery plan for the City.</p>	<p>Infrastructure delivery plan published.</p>	<p>Spatial Planning</p>	<p>January 2020.</p>
	<p>6. To adopt an updated planning application validation checklist to enable improved private rented sector development monitoring/reporting</p>	<p>Updated validation checklist adopted.</p>	<p>SCC Planning</p>	<p>September 2020</p>
	<p>7. To enable self-build and custom house building</p>	<p>Publication of an interactive map of planning proposals on sites less than 10 dwellings (where construction has not start), which may be suitable for self-build applicants.</p> <p>An annual report published on progress re: self-build completions and sites granted planning permission</p>	<p>SCC – Planning</p> <p>Spatial Planning</p>	<p>November 2020 and therein on-going annually</p> <p>November 2020 and therein annually</p>

<p>(continued)</p> <p>A range of new homes in the right location developed to meet local needs and which create mixed sustainable housing and neighbourhoods: including mixed sizes, types and tenures</p>	<p>8.</p> <p>To work towards achieving strategic GMSF Local Plan goals to deliver carbon neutral new homes by 2028.</p>	<p>Developers / builders to demonstrate:</p> <ul style="list-style-type: none"> • Reduced impact of construction • Reduced operational energy use in new homes • Increased use of renewable energy supply • Carbon Off- setting achievements 	<p>Developers / builders in collaboration with SCC Planning</p>	<p>March 2021 and on going</p>
	<p>9.</p> <p>To achieve progression of Regeneration projects and plans enabling the delivery of more new homes.</p>	<p>Delivery of goals and objectives set out in local regeneration/master plans.</p>	<p>SCC - Regeneration</p>	<p>March 2021 and on going</p>
<p>Increased numbers of Affordable homes built – including social rented homes</p>	<p>10.</p> <p>To implement the Derive Business Plan</p>	<p>Delivery of: 20 new homes 36 new homes</p>	<p>Derive</p>	<p>March 2020 March 2021</p>
	<p>11.</p> <p>To progress Homes England funded projects for new affordable homes provided through the Council - dependent upon the success of submitted bids</p>	<p>101 L.A New Build bid submitted.</p> <p>Empty Homes bid submitted for at least 20 units</p>	<p>SCC - Housing Strategy</p> <p>SCC - Regulatory Strategy</p>	<p>March 2021</p> <p>March 2021</p>

<p>(continued)</p> <p>Increased numbers of Affordable homes built – including social rented homes</p>	12.	To aim to deliver a minimum of 1000 new affordable homes between 2019/20 – 2021/22	Average 333 affordable homes delivered per annum. 75% of delivered homes to be for rent 50% of delivered homes to be accessible	SCC Housing Strategy / Planning & Regeneration in collaboration with Registered Providers.	March 2021 and ongoing
	13.	Registered Providers to aim to achieve strategic goals for the delivery of carbon neutral new build homes by 2028 through the review of their energy and sustainability strategies.	Energy and Sustainability Strategies reviewed incorporating interventions to reduce energy demands in existing homes	Salford Strategic Housing Partnership - Registered Providers	March 2021
	14.	Registered Providers to commit to becoming carbon literate organisations including delivery of carbon literacy training to staff	a. Carbon literacy training delivered to SSHP b. Carbon literacy training delivered to R.P staff	Salford Strategic Housing Partnership - Registered Providers	December 2020 December 2020
	15.	To work with Inspiring Communities Together and the Broughton Trust to develop and implement plans for up to 3 Community Led Housing Schemes	Plans for the delivery of Community Led Housing developed and progressed.	Inspiring Communities Together, Seedley and Langworthy Trust and SCC Housing Strategy	March 2021

	16. To influence government policy to better enable affordable housing development	Government consultations and policy draft responses submitted.	SCC Housing Strategy and Planning	March 2021 and on-going
Priority: EXISTING HOMES IMPROVED AND MAINTAINED, to ensure that:				
Salford residents have access to well managed and affordable rented homes across both the privately rented and Registered Provider sectors	17. Registered Providers supported to manage their homes better:			
	a. Expanded delegation of the power to serve community protection notices to Registered Providers	Expansion of delegation powers	SCC – Regulatory Services	December 2020
	b. Explore the potential for Registered Providers to be delegated the power to take action for breaches of public space protection orders	Delegation of powers explored and actioned, as appropriate	SCC – Regulatory Services and Salford Strategic Housing Partnership	December 2020
	18. To continue to promote the GM Ethical Lettings Agency to private sector landlords	To Increase the numbers of landlords who let their properties via the agency	SCC – Regulatory Services, Registered Providers & Housing Options Service	March 2020
19. To work with Registered Providers to develop local models / approaches for managing poor standard private rented sector homes in local neighbourhoods (including management of ex-right to buy homes).	More private sector homes managed by Registered Providers	SCC – Regulatory Services and Registered Providers	September 2020	

<p>(continued)</p> <p>Salford residents have access to well managed and affordable rented homes across both the privately rented and Registered Provider sectors</p>	<p>20. To continue to deliver enforcement powers including:</p> <ul style="list-style-type: none"> - the citywide Landlord accreditation scheme - the selective licensing scheme incorporating the new scheme in Langworthy - the rogue landlord list - Exploration into the potential to develop a selective HMO licensing Scheme 	<p>Evidenced delivery of enforcement powers and introduction of a new licensing scheme in Langworthy</p> <p>Options appraisal completed</p>	<p>SCC – Regulatory Services</p>	<p>March 2021 and on-going</p> <p>September 2020</p>
	<p>21. To support residents to address Anti-Social Behaviour:</p> <p>a. Work with customers and residents to raise awareness of systems/processes for managing ASB/Hate Crime and to encourage reporting</p> <p>b. Registered Providers to encourage street / neighbourhood champions to report and monitor issues</p>	<p>Awareness raising activity evidenced</p> <p>Evidence of Street Champions identified and engaged</p>	<p>SCC – Regulatory Services Registered Providers</p> <p>Salford Strategic Housing Partnership - Registered Providers</p>	<p>September 2020</p>
	<p>22. To implement the 2019 approved Allocations Policy</p>	<p>New Policy implemented including:</p> <ul style="list-style-type: none"> • IT changes to Salford Homesearch implemented • Summary policy produced • 2019 Allocations Policy published 	<p>SCC – Housing Strategy in collaboration with Housing Options Service and ICT Services</p>	<p>January 2020</p>

<p>(continued)</p> <p>Salford residents have access to good quality standards within existing housing including in the privately rented, owner occupied and Registered Provider sectors.</p>	<p>23.</p> <p>To ensure Salford's high-rise residential homes are safe through:</p>			
	<p>a. To implement programmes to replace cladding and undertake agreed fire safety improvements including shared learning through engagement with high rise technical group</p>	<p>Improvement work progressed</p>	<p>Registered Providers</p>	<p>January 2020 - onwards</p>
	<p>b. To deliver a permanent solution to the exterior of the 9 tower blocks in Pendleton (owned by the City Council and managed through Pendleton Together).</p>	<p>A permanent solution to replacing the ACM cladding identified and progressed</p>	<p>Pendleton Together in collaboration with SCC – Housing Strategy (DV)</p>	<p>December 2020</p>
	<p>c. To collaborate with private sector partners, GM Fire and Rescue Service and Ministry of Housing Communities and Local Government to facilitate the flow of information around: Monitoring and gathering information on conditions / challenges, sharing good practice and enforcement where required.</p>	<p>Engagement with Private Sector and Information gathered</p>	<p>SCC – Regulatory Services in collaboration with private sector partners</p>	<p>April 2020- on-going</p>
	<p>d. To plan and prepare for future new standards and requirements around all high rise blocks, including shared learning from early adopters</p>	<p>Learning disseminated and planning evidenced</p>	<p>Registered Providers</p>	<p>June 2020</p>
<p>e. To effectively engage with residents</p>	<p>Evidence of engagement with residents</p>	<p>Registered Providers</p>	<p>April 2020</p>	

<p>(continued)</p> <p>Salford residents have access to good quality standards within existing housing including in the privately rented, owner occupied and Registered Provider sectors.</p>	<p>24.</p> <p>To progress towards GM strategic goals to decarbonise circa 6000 p.a. 'existing' homes in Salford by 2038:</p>			
	<p>a. To identify and target the most energy inefficient homes in the private sector, encouraging and supporting owner occupiers/private landlords to engage in energy efficiency work / retrofitting: based on energy performance certificates & customer data</p>	<p>An increase in the number of private homes receiving advice and support around energy efficiency</p>	<p>SCC – Regulatory Services</p>	<p>December 2020</p>
	<p>b. Registered Providers to incorporate questions/information about energy efficiency, to raise awareness about utility switching, into tenancy reviews and checks</p>	<p>Increased opportunities to engage with customers around energy efficiency</p>	<p>Salford Strategic Housing Partnership - Registered Providers</p>	<p>June 2020</p>
	<p>c. Registered Providers to identify and target their most energy inefficient properties for energy efficiency work / retrofitting</p>	<p>Improvement in achieved energy performance evidenced through EPC data</p>	<p>Salford Strategic Housing Partnership - Registered Providers</p>	<p>Annually from March 2020</p>
	<p>d. Models developed to enable achievable delivery of retrofitting programmes in order to achieve carbon neutral strategic goals</p>	<p>Retro-fitting models developed and commenced</p>	<p>Salford Strategic Housing Partnership - Registered Providers</p>	<p>Summer 2020</p>

<p>(continued)</p> <p>Salford residents have access to good quality standards within existing housing including in the privately rented, owner occupied and Registered Provider sectors.</p>	<p>25. To deliver Decent Homes work:</p>			
	<p>a. Registered providers to continue delivery of Decent Homes work / repairs including implementation of revised government standards</p>	<p>An increase in the number of homes achieving decency</p>	<p>Salford Strategic Housing Partnership - Registered Providers</p>	<p>March 2020 and on-going</p>
	<p>b. To continue delivery of the Home Improvement Agency including engagement with GM Healthy Homes Service review</p>	<p>An increase in the number of private homeowners supported to repair/maintain their homes</p>	<p>SCC - Regulatory Services & Home Improvement Agency</p>	<p>Spring 2020</p>
	<p>c. Explore and access funding to further allow lease and repair model to support homeowners</p>	<p>Funding bids completed and submitted</p>	<p>SCC – Regulatory Services</p>	<p>September 2020</p>
	<p>26. To continue to deliver an Affordable Warmth Programme and Annual Winter Welfare Programme</p>	<p>Evidence of delivery documented</p>	<p>SCC – Regulatory Services</p>	<p>December 2019/20 and then annually subject to review</p>
	<p>27. To bring empty homes and under-utilised buildings back into housing use:</p>			
<p>a. To bring back 50 empty homes into use for affordable housing provision.</p>	<p>Circa 17 empty homes per annum brought into affordable housing use</p>	<p>SCC Regulatory Services</p>	<p>March 2021</p>	
<p>b. Registered Providers to benchmark and review their position on strategic voids and engage with SSHP in a co-ordinated approach to address the issues identified</p>	<p>Strategic voids reviewed and plans made/delivered to bring these back into use</p>	<p>Salford Strategic Housing Partnership - Registered Providers</p>	<p>September 2020</p>	

<p>(continued)</p> <p>Salford residents have access to good quality standards within existing housing including in the privately rented, owner occupied and Registered Provider sectors.</p>	<p>c. To explore and understand the implications/risks associated with second homes registered in Salford including AirBnB</p>	<p>Report on the implications of AirBnB and Second Home usage</p>	<p>SCC – Regulatory Services</p>	<p>December 2020</p>
	<p>d. To seek Capital funding to maintain a Compulsory Purchase Order programme for long term private empties</p>	<p>Funding secured</p>	<p>SCC – Regulatory Services</p>	<p>July 2020</p>
	<p>e. To make advice on legal powers to take action on private sector empty properties available to residents</p>	<p>Published advice evidenced</p>	<p>SCC – Regulatory Services</p>	<p>April 2020</p>
<p>PRIORITY C: SUPPORTING RESIDENTS THROUGH APPROPRIATE HOUSING AND SUPPORT, to ensure that:</p>				
<p>Quality supported accommodation (including Extra Care Housing) is available for those who need it.</p>	<p>28. To develop and progress plans to deliver additional and/or fit for purpose:</p> <ul style="list-style-type: none"> - extra care housing - supported housing - solutions for young people transitioning from Children’s Services - implementing the findings of the review of mental health supported housing <p>Working in collaboration with Joint Commissioners to identify specialist housing need (including new development), while, linking in and responding to wider GM activity</p>	<p>A task group established to develop and progress plans including:</p> <ul style="list-style-type: none"> - 22 supported homes for young people with learning disabilities & vulnerable adults with long term disabilities - 39 homeless (independent living pathway) supported units - Planning permission secured for 70 units of extra care housing at Arrow Street - Bid to be submitted for 	<p>A Task group led by SCC: Housing Strategy (MH) in partnership with Planners Regeneration Registered Providers Joint Commissioners Health and Social Care Colleagues Developer Partners Housing Benefits</p>	<p>Start on site March 2020 – completed by Summer 2021</p> <p>Completion by October 2020</p> <p>March 2021</p>

<p>(continued)</p> <p>Quality supported accommodation (including Extra Care Housing) is available for those who need it.</p>		<p>40 units for homeless people</p> <ul style="list-style-type: none"> - Relocation of 'The Limes' facility to the Intermediate Care Unit 		<p>March 2020</p> <p>December 2020</p>
	<p>29. Registered Providers to review their sheltered housing provision within the context of wider need within the city and linked to under occupancy / right sizing needs and aspirations of older people.</p>	<p>Sheltered housing reviews and proposals produced</p>	<p>Salford Strategic Housing Partnership - Registered Providers</p>	<p>December 2020</p>
	<p>30. To better regulate the non-commissioned supported housing sector, through:</p> <p>a. Development of a set of voluntary standards/pledges for and in collaboration with non-commissioned unregulated supported accommodation services to try to drive up housing management / quality standards locally</p> <p>b. Strategic review of the need and demand for homelessness supported housing provision</p>	<p>Best practice pledges/standards produced</p> <p>A strategic review of homelessness supported housing provision published</p>	<p>SCC – Housing Strategy In partnership with supported accommodation providers and wider regulatory services</p> <p>SCC – Housing Strategy in partnership with Housing Options Services and wider voluntary services</p>	<p>March 2021</p> <p>March 2021</p>
	<p>31. To provide and develop systems to</p>			

Vulnerable people are informed and supported to manage their own tenancies	<p>ensure that residents are informed and empowered to make good housing choices:</p>			
	<p>a. Registered Providers to review/develop strategies/policies for supporting vulnerable people, including reasonable adjustments for disabled people</p>	<p>Strategies/policies developed or reviewed</p>	<p>Salford Strategic Housing Partnership - Registered Providers</p>	<p>December 2020</p>
	<p>b. Registered Providers to progress the review of tenancy agreements to ensure these are customer friendly: accessible, clear and easy to understand</p>	<p>The review of tenancy agreements progressed</p>	<p>Salford Strategic Housing Partnership - Registered Providers</p>	<p>March 2021</p>
	<p>c. Registered Providers to review resident engagement strategies to ensure these are inclusive and robust</p>	<p>Resident engagement strategies reviewed</p>	<p>Salford Strategic Housing Partnership - Registered Providers</p>	<p>September 2020</p>
	<p>d. Housing/Homelessness advice and information to be reviewed to ensure these are comprehensive and customer friendly</p>	<p>Advice and information mechanisms (i.e. webpages, app's and hard copy documents) reviewed and updated</p>	<p>Salford Strategic Housing Partnership - Registered Providers Housing Strategy Housing Options</p>	<p>June 2020</p>
	<p>e. G. P's equipped with up to date literature/information on housing/homelessness to promote effective signposting and linking with community assets</p>	<p>Up to date advice and information supplied to G.P's</p>	<p>Housing Options Service in collaboration with CCG</p>	<p>September 2020</p>
<p>f. Registered Providers to explore how</p>	<p>Evidenced engagement</p>	<p>Salford Strategic</p>	<p>June 2020</p>	

<p>(continued)</p> <p>Vulnerable people are informed and supported to manage their own tenancies</p>	<p>owner occupiers can be better engaged in block improvements to enable economies of scale</p> <p>g. To: explore the extent of and develop / implement systems to reduce the impact of under occupancy in Salford, including the potential for housing sharing.</p>	<p>with owner occupiers</p> <p>A report to inform plans to address under occupancy in Salford published and progressed.</p>	<p>Housing Partnership - Registered Providers</p> <p>Salford Strategic Housing Partnership</p>	<p>Commenced January 2020</p>
<p>Gypsies, Travellers and Showpeople have access to appropriate sites</p>	<p>32. To progress delivery of Gypsy, Travellers and Showpeoples accommodation</p>	<p>A task group established to plan and progress the delivery of Gypsy, Traveller and Showpeople's accommodation</p>	<p>Task Group led by SCC – Housing Strategy (AL) In collaboration with Planners, Regeneration Team, Registered Providers , Developers Joint Commissioners</p>	<p>Commenced November 2019 - on-going</p>
<p>Adapted homes are available for those who need them.</p>	<p>33. To develop a more co-ordinated and strategic approach to the delivery of accessible and adapted homes,</p>	<p>An accessible/adapted housing plan produced and progressed</p>	<p>Task group led by SCC – Housing Strategy (JC) in collaboration with: Health, Social care and children's services Joint Commissioners Housing Options Service Registered Providers Developers Planners Regeneration Team</p>	<p>Commenced December 2019 - on-going</p>

This page is intentionally left blank

PART 1 (OPEN TO THE PUBLIC)	ITEM NO.
-----------------------------	----------

REPORT OF
THE CHIEF FINANCE OFFICER

TO CABINET
28 JANUARY 2020

TITLE: **City of Salford Community Stadium Ltd**

RECOMMENDATIONS:

It is recommended that the City Mayor:

1. Approves the council's provision of financial resources in the form of a repayable interest-bearing loan of up to £0.660m to City of Salford Community Stadium Ltd (CoSCoS). This is to be on a 50:50 basis with Peel Holdings for the financial period to 31 March 2020, the sum being the council's 50% share.
2. Delegates to the Deputy Monitoring Officer the completion of all the necessary legal and ancillary documentation identified as necessary to give effect to recommendation 1 above.

EXECUTIVE SUMMARY:

The stadium opened in December 2011. It was constructed under a joint venture arrangement between Salford City Council and Peel Holdings. The stadium hosts top flight sport and is a catalyst for the regeneration of the area.

The CoSCoS agreements allow the shareholders/JV partners, Salford City Council and Peel Holdings, to provide working capital loans. Such facilities have been set up in previous years.

The stadium is broadly at a break even position on a trading basis. However, until such time as all of the land around the stadium is sold, allowing the repayment of existing development and working capital loans, there will continue to be a requirement for further working capital funding.

There is a working capital funding requirement of £1.320m, or £0.660m per JV partner, in 2019/20.

From the council's perspective only, the new loan is more than offset by forecast principal repayments in 2019/20, so the debt outstanding from CoSCoS to the council is forecast to fall.

The council maintains an earmarked reserve to offset risks to its loan principal investment.

Loan interest received each year is used to increase the level of reserve.

BACKGROUND DOCUMENTS:

- Shareholders' Agreement and Funding Agreement 2010
 - Various financial monitoring reports and working papers
-

CONTACT OFFICERS:

Chris Hesketh, tel. 0161 793 2668, chris.hesketh@salford.gov.uk

ASSESSMENT OF RISK:

Without further funding provided by the shareholders, CoSCOS will be unable to continue trading. The consequences will include a default on the existing development and working capital loans.

SOURCE OF FUNDING:

Borrowing

LEGAL ADVICE OBTAINED:

Legal advice secured in 2017/18 confirmed:

- The appropriateness of the facility agreement as a mechanism for funding
 - The requirement for State Aid compliance
 - The power of the City Mayor personally to exercise this executive function and to make the decision
-

FINANCIAL ADVICE OBTAINED: See body of report

CLIMATE CHANGE IMPLICATIONS: Not applicable

WARD(S) TO WHICH REPORT RELATE(S): The stadium is in the Barton ward but users are likely to reside in all wards of the city.

KEY COUNCIL POLICIES:

- Connecting Salford
 - Visit Salford
 - Salford Economic Development Plan
-

1 Background

- 1.1 The stadium opened in December 2011, constructed under a joint venture arrangement between Salford City Council and Peel Holdings. The stadium hosts top flight sport and is a catalyst for the regeneration of the area and benefit to the community. This year the Salford Red Devils were successful in reaching the final of the Superleague Challenge Cup for the first time. In terms of the stadium itself:
- It is a significant employer both in the local and regional area
 - Non-match day income continues to develop with conferences and events driving visitor numbers. The stadium has plans to hold further concerts and has held a number of new events including comedy nights, boxing matches and drive-in cinema nights to complement and expand its business plan.
 - Income from the rental of space within the stadium has continued to grow as new tenants have been secured providing further support to the stadium's business plan. Pitch facilities are used by both professional and amateur teams from a wide range of sports.
- 1.2 The stadium is surrounded by prime development land belonging to the stadium company Salford Community Stadium Ltd (CoSCoS). The first plot of land, sold to Greene King, generated approximately 90 jobs. Sale of a second plot to Aldi has been completed during 2019/20 and work is ongoing to progress further sales. In addition to the benefits of job creation there is a financial benefit to the council as capital receipts from the sale of the land are used to reduce the level of indebtedness to the council.
- 1.3 On 26 May 2010, Cabinet approved the council entering into the Shareholders and Loan agreements for CoSCoS.
- 1.4 Under the terms of the Shareholders Agreement 2010, it was agreed that the funding for CoSCoS would initially be limited to the Development Loan (supporting the building of the stadium) and a Working Capital Loan (supporting day to day cash flow requirements of CoSCoS), provided by the council.
- 1.5 The Agreement also included a discretionary facility for the Shareholders to provide further working capital loans. The Shareholders have previously provided such loans to CoSCoS.
- 1.6 In previous years the council has provided a working capital loan exactly matched by Peel Holdings.
- 1.7 Despite an expected break even position at a trading level, until such time as land around the stadium is sold, allowing the repayment of existing development and working capital loans, there is still likely to be a funding requirement in order to meet the costs of maintaining the loans.
- 1.8 This report concerns the forecast funding requirement for 2019/20.

2 CoSCoS debt position

- 2.1 The position on CoSCoS loans is set out in table A below.

Table A. Loan balances	Originally advanced	Current repayment scheme	Balance outstanding at 31 March 2019	Balance comprises
	£000		£000	
Initial development loan	18,780	Principal plus interest	15,856	Principal
Initial working capital loan	3,220	Interest	3,248	Principal plus o/s interest
Subsequent working capital loans SCC	5,307	None - deferred until 2022	6,037	Principal plus accrued interest
Total SCC	27,307		25,141	
Subsequent working capital loans Peel	5,307	None - deferred until 2022	6,037	Principal plus accrued interest
Total SCC + Peel	32,614		31,178	

2.2 The CoSCoS business model relies on the sale of land to repay the loans. It is not possible to accurately predict the sale value as it will depend on the intended use, abnormal costs, infrastructure costs, market conditions etc.

2.3 The council maintains a reserve to provide against the possibility of sale values falling short of the amount required to repay debt, see section 2.6 and table D below.

2.4 Interest on loans is charged to CoSCoS at a State Aid-compliant rate of 5.16%. The council therefore generates income as illustrated in table B below.

Table B. Loan interest (SCC)	Principal repaid 2018/19	Interest received 2018/19	
		£000	
Initial development loan	469	831	(cash received)
Initial working capital loan	0	167	(cash received)
Interest received in year	469	998	
Subsequent working capital loans SCC	0	281	(accrued)
Interest accrued in year	469	1,279	

2.5 The funds lent by the council to CoSCoS have been borrowed through the council's day-to-day treasury management activities. The council's treasury management policy is to borrow short term and continue to "roll over" debt on a short term basis to take advantage of low interest rates, although at some point, if market interest rates rise, it will need to "lock in" to long term debt at a higher rate. In effect, this means that the council is currently making an in-year "profit" on its borrowing compared to its lending in relation to CoSCoS, although as rates rise and the council refinances, this will reduce. Table C below illustrates the current and some potential future positions.

Table C. Cost of financing CoSCoS loan balance of £25,141,000

	Rate	Cost	Surplus/ deficit
	%	£000	£000
Balance due to SCC		25,141	
at 2019/20 short term borrowing rates	0.80%	201	1,096
at 2019/20 short term rates +1%	1.80%	453	845
at illustrative long term rate a (current PWLB)	3.00%	754	543
at illustrative long term rate b	4.00%	1,006	292
at illustrative long term rate c	5.16%	1,297	-
at 2018/19 consolidated rate of interest	3.68%	925	372

Figures for illustration only - they assume no principal repayments or further advances

2.6 It is important to note that the “surplus” made by the interest rate differential serves to compensate the council for the risk of default. The interest is therefore held in a reserve until such time as the risk position crystallises, rather than being released into the general fund. The reserve covers the possibility of sale values falling short of the amount required to repay the debt. Table D below illustrates the level of the reserve held compared with the debt over time.

Table D. Reserve cf. debt outstanding

Date	Debt	Reserve/ provision	Balance of risk
	£000	£000	£000
31-Mar-19	25,141	9,368	15,773
31-Mar-18	24,495	8,089	16,406
31-Mar-17	24,044	6,769	17,275
31-Mar-16	23,460	5,546	17,914
31-Mar-15	22,910	4,345	18,565
31-Mar-14	23,028	3,140	19,888
31-Mar-13	22,222	1,967	20,255

2.7 In the event of default or land sale shortfall, the balance of risk not covered by the reserve would be offset by any liquidated value of CoSCoS net assets.

3 Funding requirement forecast

3.1 In order to forecast the future cash requirements of CoSCoS it has been necessary to extrapolate estimates of all known expenditure and income cash flows and to make certain assumptions as follows:

- All outstanding capital repayments on the development loan are made in accordance with the existing mortgage.
- All interest charged on the Development Loan and the initial working capital loan is paid in the year due.
- Principal and interest repayments on all subsequent loans are repaid in accordance with the terms of the loan notes.
- Funds to finance the stadium company will be advanced on a 50/50 basis by the

council and Peel Holdings.

- Interest on the loan will be payable at a market rate to be agreed therefore rendering the loan State Aid neutral. The interest has been ignored for cash flow forecast purposes, as interest on new loans is expected to accrue but is not expected to be actually paid in the cash flow planning period. Interest repayment will be a number of years hence aligned to Loan Note repayment. Current loan notes are repayable in 2022.

3.2 The forecasts and assumptions are made for planning purposes and will be reviewed to take account of future changes in likely costs and income. It is also currently anticipated that, over the medium term, further loan finance will be required from the two JV partners to support the company. The estimated additional loan finance in future years will depend upon the timing of land receipts and decisions to be taken about which debt takes priority for repayment.

4 Debt outstanding forecast

4.1 CoSCoS's debt reduces by the principal repayments it makes, and increases by the amount of further debt advanced plus any interest accrued but not yet repaid.

4.2 As noted in paras 1.7 and 2.2, CoSCoS's sale of development land around the stadium will generate funds which can be used for the repayment of debt to the council. During 2019/20, a 1.77 acre plot was sold. As a result, CoSCoS was able to repay £1.183m of its outstanding debt in addition to "normal" principal repayments. A further 37.47 acres remain for sale.

4.3 Table E below shows that CoSCoS's debt liability to Salford City Council is forecast to fall by an estimated £535k to £24.606 during 2019/20. Its overall loan debt is forecast to increase by an estimated £660k to £31.8m.

Table E. Forecast debt position 2019/20

	Debt outstanding		
	SCC	Peel	Total
	£000	£000	£000
	(est'd)	(est'd)	(est'd)
Debt outstanding 1 April 2019	25,141	6,037	31,178
Principal repayments 2019/20:			
On initial development loan	(549)		(549)
From sale of land	(1,183)		(1,183)
Principal advanced 2019/20:			
Further advance re: 2018/19	120	120	240
New working capital advances	660	660	1,320
Accrued interest on loan notes	417	417	834
Debt outstanding 31 March 2020	24,606	7,234	31,840
(Reduction)/increase in debt outstanding	(535)	1,197	662

5 Legal mechanism for providing funding

5.1 It is proposed that the additional loan finance is provided by a legal Facility Agreement between Salford City Council, Peel Land (Red City) Ltd and the borrower, CoSCoS. This is the same mechanism as that employed in previous years.

5.2 The key proposed terms are as follows:

- The Lenders would agree to provide CoSCoS with a term loan facility to be provided by the Lenders on a 50:50 basis.
- CoSCoS shall use all money borrowed under the facility for working capital purposes.
- Instalments would be drawn down by CoSCoS in accordance with need once approved by the CoSCoS Board on a monthly basis
- Interest to be charged at the agreed rate between the shareholders but will only be payable upon redemption.
- The Lenders may elect by notice in writing to CoSCoS (a “Loan Note Notice”) to receive in satisfaction of repayment of the Loan and accrued interest thereon the issue of Loan Notes to the value of the Loan and interest outstanding. The Loan Notes would be future dated to a period when the trading operations of the Stadium will support repayment. It is proposed that this is dated 2022.

5.3 The City Council, CoSCoS and Peel Holdings will need to enter into an agreement to formalise the facility.

6 Recommendations

6.1 It is recommended that the City Mayor:

1. Approves the council’s provision of financial resources in the form of a repayable interest-bearing loan of up to £0.660m to CoSCoS. This is to be on a 50:50 basis with Peel Holdings for the financial period to 31 March 2020, the sum being the council’s 50% share.
2. Delegates to the Deputy Monitoring Officer the completion of all the necessary legal and ancillary documentation identified as necessary to give effect to recommendation 1 above.