
**MANCHESTER CITY COUNCIL
REPORT FOR RESOLUTION**

COMMITTEE: PERSONNEL
REPORT OF: CHIEF EXECUTIVE
DATE: 10 JULY 2008
SUBJECT: PROPOSED CREATION OF SECTION HEAD (METROLINK STRATEGIC CO- ORDINATOR)

PURPOSE OF REPORT

To seek authority to create and appoint to a fixed-term, part-time post of Section Head (Metrolink Strategic Co- ordinator).

RECOMMENDATIONS

The Committee is recommended to:

1. Approve the establishment of Section Head (Metrolink Strategic Co- ordinator) on a fixed-term, part-time (0.6 of a full time equivalent) basis for 18 months at Grade 10+10% (£41,283 - £44,100).
2. Grant delegated authority to the Deputy Chief Executive (Regeneration), in consultation with the Head of Corporate Personnel, to finalise the job description for this post.
3. Appoint the previous postholder of Section Head (Traffic) in Engineering Services, who has been temporarily employed on co-ordinating the Regional Centre Transport Strategy since December 2007, into this new post.

FINANCIAL CONSEQUENCES FOR THE CAPITAL AND REVENUE BUDGETS:

Based on 21 hours per week, the new post will cost circa £36,000 per annum inclusive of salary related costs which will be provided from the PTE- Metrolink budget.

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BACKGROUND DOCUMENTS:

Draft Regional Centre Transport Strategy (available on City Council website)

WARDS AFFECTED:

All

IMPLICATIONS FOR KEY COUNCIL POLICIES:

Anti-poverty	Equal Opportunities	Environment	Employment
No	No	Yes	Yes

1. CONTEXT

- 1.1 Manchester is the regional capital and key economic driver for the North West. The city-region's current economic growth trajectory is expected to generate significantly increased demand for travel. Growth must, however, be promoted in an environmentally responsible and sustainable manner. Connectivity is therefore central to continued competitiveness and success. In order to respond to these challenges, the Council, in partnership with the Greater Manchester Passenger Transport Authority (GMPTA), commissioned a review of current and future transport requirements in the regional centre to inform the production of a draft Regional Centre Transport Strategy (RCTS).
- 1.2 This work was set firmly in the context of the City's overarching objectives in terms of economic, social and environmental regeneration and fully consistent with the vision for the city centre presented in the draft Manchester City Centre Strategic Plan (CCSP) 2008–12. Similarly, it was recognised that any future transport strategy must underpin and support the Transport Innovation Fund (TIF) Bid package submitted in July 2007.
- 1.3 The resulting draft Regional Centre Transport Strategy (RCTS) sets out a series of transport challenges and proposes a package of schemes to provide a sustainable and integrated transport network. The strategy is predicated on meeting the increased demand for travel in a balanced and sustainable manner, aiming to create a greener, higher quality, city centre experience for all users. It seeks, in particular, to:-
- Deliver significantly enhanced capacity and quality in the public transport offer
 - Promote and facilitate increased levels of cycling and walking
 - Reduce and manage the impact of car borne traffic on the city centre
- 1.4 Metrolink Phase 3 has been a key aspiration for many years and its delivery is critical to the success of the overall TIF package and the RCTS in particular. Following the reinstatement, in 2005, of the £520m funding package originally agreed with Government, the procurement process for the first (Phase 3a) element of the expansion programme is now underway.
- 1.5 A large part of the Phase 3a network, including the majority of the new, on-street sections, are within Manchester, hence there is a significant programme of planning, engineering and associated public realm works at both the strategic and detailed level to be developed and delivered in accord with the City's wider policies and objectives. This needs to be undertaken in partnership with GMPTA who are procuring and delivering the Metrolink network and with the other AGMA authorities involved in Phase 3a (Rochdale, Oldham and Tameside). This work is gathering pace rapidly and there is now an urgent need to create additional capacity to take this work forward.

2. SECTION HEAD (METROLINK STRATEGIC CO- ORDINATOR)

- 2.1 It has become apparent, in developing the RCTS and since the emergence over the last two months of the City's obligations in terms of the Metrolink Phase 3a programme, that the scale of the challenge is such that the currently vacant post of Metrolink Co-ordinator (PO2/3) in Transport Policy would be insufficient to successfully deliver the RCTS and Metrolink 3a challenges.
- 2.2 It is proposed to create a new role to operate at a more strategic level and represent the Council in a number of public and partnership forums.
- 2.3 The main duties and responsibilities of the proposed new post would include:-
- Ensuring that adequate resources are available and deployed to carry out the work in response to the Regional Centre Transport proposals.
 - Managing the assessment, prioritisation and response to Metrolink and TIF strategies, programmes and physical work proposals.
 - Preparing commissions for framework consultants and agree them with other Local Authorities and the PTE and to review briefs prepared by other Local Authorities and co-ordinate their agreement.
 - Co-ordinating and leading multi Authority working groups on the development of cross Authority Agreements on highway and traffic standards in order to facilitate the cost effective introduction of Metrolink 3A.
- 2.4 Approval is therefore sought to establish an additional senior post in Engineering Services at Grade 10+10% (£41,283 - £44,100), titled Section Head (Metrolink Strategic Co-ordinator) established on a part time basis (0.6 FTE) for a fixed period of 18 months.
- 2.5 The post would be physically based in the Transport Policy Unit but line managed by the Head of Engineering Services, who would also propose to identify additional capacity from within his resources to support the new post and facilitate knowledge and skill transfer to support future such projects.
- 2.6 The previous postholder of Section Head (Traffic) in Engineering Services has been temporarily employed on co-ordinating the Regional Centre Transport Strategy since December 2007 and has all of the requisite skills and experience necessary to undertake this post. It is therefore proposed that this individual should be appointed into the new temporary role on the basis of a three days per week contract of employment.

3. COMMENTS OF HEAD OF CORPORATE PERSONNEL

- 3.1 I have worked with the Head of Transport and Head of Engineering Services on the development of this report and its recommendations. Given the

significant scope of the Metrolink 3a programme, and the important strategic links to be made between this and Regional Centre Transport Strategy, I am in agreement that a dedicated post at a senior level is required.

- 3.2 Due to the specific technical expertise needed, I agree this post should be established within Engineering Services, and I agree the salary proposed is proportionate and commensurate with comparably graded posts within Engineering Services.
- 3.3 Additionally I support the proposal to appoint the previous postholder of Section Head (Traffic) who has been temporarily carrying out Regional Centre Strategic Co- ordination since December 2007. This postholder also had responsibility for earlier phases of Metrolink in his Section Head (Traffic) post, and so this and means this postholder has the unique experience and skills required by this new post.
- 3.4 I will support the Head of Engineering Services and the Head of Transport to produce a Job Description which reflects the duties and responsibilities for this new post.

4. IMPLICATIONS FOR KEY COUNCIL POLICIES

- 4.1 Development and delivery of the RCTS and Metrolink Phase 3a are critical to the future economic and social competitiveness and productivity of Manchester and the wider North West region. Creation of the proposed new post will ensure both that the City meets its immediate obligations in this respect and begins to address knowledge and skill capacity in these areas going forward.