HOUSING, PLANNING AND ENVIRONMENT OVERVIEW AND SCRUTINY

DATE: 16th August 2018

TIME: 10.30 – 12.30pm

VENUE: The Boardroom, GMCA Offices, First Floor Churchgate House, 56 Oxford Street, Manchester, M1 6EU

1. APOLOGIES

2. CHAIR’S ANNOUNCEMENTS AND URGENT BUSINESS

3. DECLARATIONS OF INTEREST
   To receive declarations of interest in any item for discussion at the meeting. A blank form for declaring interests has been circulated with the agenda; please ensure that this is returned to the Governance & Scrutiny Officer at the start of the meeting.

4. MINUTES OF THE LAST MEETING HELD ON 12 JULY 2018
   To consider the approval of the minutes of the meeting held on 12 July 2018, as a correct record

5. GREATER MANCHESTER CLEAN AIR PLAN
   Report of Simon Warburton, Transport Strategy Director, Transport for Greater Manchester (TfGM)

6. GMSF TRANSPORT STUDY AND EVIDENCE BASE
   Report of Simon Warburton, Transport Strategy Director, Transport for Greater Manchester (TfGM)

7. WORK PROGRAMME
   Report of Susan Ford, Statutory Scrutiny Officer, GMCA

8. REGISTER OF KEY DECISIONS

Please note that this meeting will be livestreamed via www.greatermanchester-ca.gov.uk, please speak to a Governance Officer before the meeting should you not wish to consent to being included in this recording.
9. DATE AND TIME OF NEXT MEETING

Thursday 13th September, 10.30am, Boardroom, Churchgate House

Notes:

- The Contact Officer for this agenda is Lindsay Dunn, Governance & Scrutiny, GMCA ☏ 0161 778 7009 ✉ lindsay.dunn@greatermanchester-ca.gov.uk. The Statutory Scrutiny Officer is Susan Ford ☏ 0161 778 7009 ✉ susan.ford@greatermanchester-ca.gov.uk

- If any Members require advice on any agenda item involving a possible declaration of interest, which could affect their ability to speak or vote are advised to contact Lindsay Dunn 24 hours in advance of the meeting.

- For copies of papers and further information on this meeting please refer to the website www.greatermanchester-ca.gov.uk. Alternatively, contact the above Officer.

- Please note that this meeting will be held in public and will be livestreamed (except where confidential or exempt information is being considered).

Membership:

Councillor Shamim Abdullah Bolton (Labour)
Councillor Andrew Morgan Bolton (Conservative)
Councillor Catherine Preston Bury (Labour)
Councillor Dorothy Gunther Bury (Conservative)
Councillor James Wilson Manchester (Labour)
Councillor Paula Sadler Manchester (Labour)
Councillor James Larkin Oldham (Labour)
Councillor Stuart Dickman Salford (Labour)
Councillor Linda Robinson Rochdale (Labour)
Councillor Laura Booth Stockport (Labour)
Councillor Lisa Smart Stockport (Liberal Democrat)
Councillor Mike Glover Tameside (Labour)
Councillor Graham Whitham Trafford (Labour)
Councillor Lynne Holland Wigan (Labour)
Councillor Michael Winstanley Wigan (Conservative)

Substitutes:

Councillor Kevin McKeon Bolton (Labour)
Councillor David Greenhalgh Bolton (Conservative)
Councillor John Leech Manchester (Liberal Democrat)

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Councillor Hazel Gloster  Oldham  (Liberal Democrat)
Councillor Ray Dutton  Rochdale  (Labour)
Councillor Ann Stott  Rochdale  (Conservative)
Councillor Tanya Burch  Salford  (Labour)
Councillor Adrian Pearce  Tameside  (Labour)
Councillor Ruth Welsh  Tameside  (Conservative)
Councillor Amy Whyte  Trafford  (Labour)
Councillor Bernard Sharp  Trafford  (Conservative)
Councillor Fred Walker  Wigan  (Labour)
Councillor James Grundy  Wigan  (Conservative)

This agenda was issued on 8 August 2018 on behalf of Eamonn Boylan, Secretary and Chief Executive, Greater Manchester Combined Authority, Churchgate House, 56 Oxford Street, Manchester M1 6EU.
Location Map: Churchgate House, Churchgate House, 56 Oxford Street, Manchester M1 6EU
Nearest parking - NCP Great Bridgewater Street
Nearest disabled parking – Great Bridgewater Street on street parking
## Housing, Planning & Environment Overview & Scrutiny Committee

### Declaration of Interests in Items appearing on the Agenda

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Present: Councillor Lisa Smart (Stockport) (in the Chair)

Bolton Councillor Shamim Abdullah
Councillor Andrew Morgan

Tameside Councillor Mike Glover

Bury Councillor Dorothy Gunther

Wigan Councillor Lynne Holland
Councillor Michael Winstanley
Councillor Fred Walker (Substitute)

Rochdale Councillor Linda Robinson

Manchester Councillor Paula Sadler
Councillor James Wilson

In attendance:
Network Rail Martin Frobisher (LNW Route Managing Director)
Northern Liam Sumpter (Regional Director)
TfGM Simon Warburton (Strategy Director)
Gareth Turner (Head of Fares & Ticketing)
Raj Chandarana (Stakeholder Engagement)

GMCA Officers Susan Ford (Statutory Scrutiny Officer)
Anne Morgan (Head of Planning)
Jamie Fallon (Governance & Scrutiny)

M70/HPE APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Laura Booth (Stockport), Stuart Dickman (Salford), James Larkin (Oldham), Catherine Preston (Bury), Graham Whitham (Trafford).

M71/HPE CHAIR’S ANNOUNCEMENTS AND URGENT BUSINESS

There was no urgent business.

M72/HPE DECLARATIONS OF INTEREST
There were no declaration of interests raised.

**M73/HPE  MINUTES OF THE LAST MEETING HELD 5 JUNE 2018**

The minutes of the last meeting dated 5 June 2018 were submitted for approval.

The Chair advised that a Member has requested that section M57 of the minutes be amended to remove the names of those who submitted nominations.

Members noted that there was one outstanding action arising from the previous minutes and TfGM have confirmed that the escalator at Bury interchange that gives access to Metrolink platforms has now been fixed.

**RESOLVED:** That the minutes of the meeting held on 5 June 2018 be approved as a correct record subject to the amendment raised.

**M74/HPE  RAIL PERFORMANCE IN GREATER MANCHESTER AND THE IMPLEMENTATION OF THE MAY 2018 TIMETABLE IMPROVEMENTS – MEMBER QUESTION AND ANSWER SESSION**

The Chair welcomed representatives from Network Rail and Northern to the meeting and extended thanks for attending to answer the committee’s questions. Martin Frobisher (LNW Route Managing Director, Network Rail) opened the discussion by apologising for the disruption caused to rail passengers. Liam Sumpter (Regional Director, Northern) and Raj Chandarana (Stakeholder Engagement) from Northern echoed the apology noting that it had been an extremely difficult time for commuters.

The Chair reported that Members had received a helpful briefing from officers to inform the discussion. Members raised a number of questions, the main areas covered were:

- What is the impact of underperformance on providers, given the severity of the impact on passengers? The franchise agreement between Northern, Rail North and the Department for Transport specifies targets, where performance targets are not met Northern have to contribute towards a reinvestment pot ear marked to improve performance. Network Rail must pay compensation where they are responsible for performance issues. The amount Northern must pay is based on a formula and can range from ten to hundreds of pounds per minute. The formula applied to cancellations can range from hundreds to thousands of pounds dependent on the class of the train and route affected. Northern do not make decisions on whether to delay or cancel a train on the basis of cost and always put customer first as the ultimate cost to Northern is passengers opting to travel by alternative modes of transport. It was acknowledged that train performance also impacts on wider issues from congestion, air quality, to where people choose to buy homes and apply for jobs.
Members requested that both Network Rail and Northern confirm the amount they have paid for delays and cancellations following the May 21st 2018 timetable was introduced. Northern could only confirm that the amount was significant.

Concerns were raised about the level of engagement with the public throughout the disruption and explored what contingency plans would be taken in future to avoid a similar incident occurring. Northern reported that they were not aware of the scale of the challenge until days before the timetable implementation noting that a communications plan was developed and senior managers were deployed to stations were services were most effected to answer customer questions. Once the scale of the issues became apparent an interim timetable was introduced on 4 June 2018 which removed a number of services to enable performance to restabilise and to facilitate staff training. The timetable was always due to run until 29 July 2018 when the Liverpool blockade was planned to end. A live process is now underway in order to understand what services will be reintroduced whilst they focus on stabilising the network.

When can passengers expect a satisfactory level of service to resume? Northern confirmed that performance is improving by the day noting that immediately after the introduction of the May timetable there were up to 300 cancellations per day but since the interim timetable was introduced this has dropped to single figures. The Public Performance Measure (PPM) monitors how many trains arrive within five minute of the scheduled time, this initially dropped to 5% but has now returned to a relatively consistent 83-85% across whole of North. It was noted that the severe and prolonged warm weather has also impacted on services.

Northern have developed a Performance Improvement Plan with Rail North and are considering the implications of the Ordsall Chord and how its performance can be maximised. Currently if the Leeds to Manchester service is delayed this impacts on interlinking trains on the network.

Have Northern recruited enough staff given many of the reasons for delays and cancellations were due to a lack of drivers? It is a misconception that Northern have insufficient crew to service the network. The reasons why staffing became a challenge was due to insufficient time to train staff. In context, Northern would usually have to change 20% of services with 40 weeks to plan and prepare. In this instance, 90% of services were changed with only 16 weeks to plan and prepare noting that training drivers takes between 12-18 months.

One Member explored whether the incident had significantly impacted on the number of passengers travelling by train? It was confirmed that immediately after the introduction of the May timetable passenger numbers were significantly reduced and there was
anecdotal evidence that roads became more congested. Passenger numbers have begun to recover but there is still a challenge especially given the media interest surrounding the incident. Northern are focusing on consistently providing a stable service whilst continuing with their investment programme to; increase services, capacity and introduce new trains.

- One Member asked whether the extra trains mentioned would be new stock. Northern confirmed that as part of their transformation programme they have committed to introducing 98 brand new, high quality, purpose built trains and the project is on schedule with the first train in the depot undergoing checks. In addition, second hand stock is being sourced from other parts of the network to support their desire to increase capacity adding that as part of the Great North Rail project all Pacer trains will be phased out. Northern invited Members to visit the depot for a tour of the new trains.

- Members queried whether plans to electrify the route between Lostock and Wigan had been approved and if it wasn’t how they could galvanise investment in the North. Network Rail confirmed that they have submitted a feasibility study to DfT which is under consideration. It is understood that there is not currently funding to cover the full project which would require a significant investment of £40 million and require a number of bridges to be rebuilt which would in turn impact congestion.

- Network Rail confirmed that there continues to be vast investment in the north noting that the Great North Rail Project will provide 2000 extra services per week. The Ordsall Chord is now open, there are now electrified routes to Blackpool, and the Liverpool scheme is near to completion. Huge civil engineering projects are underway which are highly complex from driving tunnels through the hillside in Farnworth and raising bridges to make way for bigger trains. Electrifying the track between Manchester and Preston has been extremely challenging due to the discovery of old mine workings and unstable sandy ground conditions but is now making progress. Members were unanimous in their support for investments in the north.

- TfGM concluded that the incident had been a learning curve for the industry and partners are committed to putting the issues right. A governance review around Rail North is currently underway led by the Leeds Combined Authority in order to avoid a similar issue reoccurring. The significant achievements made over the last 20 years were noted; with the commuters into the centre by train doubling and which has contributed towards GM’s economic success. Providers are working collectively to coordinate information to enable timely information to be provided to passengers so that they can make informed decisions on how to travel (e.g. cross mode). It was noted that rail providers have made the sensible decision to avoid making significant changes in December to enable them to stabilise services.
RESOLVED:

1. That Northern and Network Rail provide figures regarding the amount they have had to reinvest into improving services since 21 May 2018, as a result of delays and cancellations,

2. Members to notify the Statutory Scrutiny Officer if they take up Northern’s offer to visit the new trains in the depot.

M75/HPE WALKING AND CYCLING UPDATE

Consideration was given to a report that provided an overview of the cycling and walking activities undertaken by TfGM as part of an integrated transport network.

Simon Warburton, Strategy Director at TfGM, introduced the item and highlighted the following areas:

- The appointment of the Cycling and Walking Commissioner, Chris Boardman has stimulated an increase in media interest in relation to cycling and walking.

- The Beelines Network is Greater Manchester’s (GM) Cycling and Walking Infrastructure Proposal following the original publication of the ‘Made to Move’ strategy.

- The ‘Streets for All’ delivery programme will develop and deliver the cycling and walking schemes giving consideration to the competing demands for highway space in each part of GM and seek to strike the right balance between promoting use of active modes but also managing the general traffic needs including freight traffic, and protecting bus service performance.

- Capital programmes of activities are already underway across GM and through the confirmation of the Mayors £160 million pound cycling and walking fund TfGM are now working with local authorities and other organisations to deliver transformational change and bring forward future tranche of investment over next four years.

In discussion, the main areas covered were:

- The Chair welcomed the report and sought to clarify where the £1.5 billion target was coming from. It was confirmed that the figure was an ambition set out by the Commissioner noting that in context £2 billion has recently been invested in expanding the Metrolink network. To deliver the first element of the cycling and walking infrastructure the GMCA has allocated £160 million from the Transforming Cities Fund, over the next 4 years. This has not yet been allocated to specific schemes but a development process is underway with the 10 local authorities to bring forward schemes.
• Members expressed their support for the initiative but raised concerns in relation to the practicalities of implementing the strategy, in particular driver behaviour and the condition of the roads (potholes) noting that a cyclist was recently killed in Bury due to a pot hole.

• The Oxford Road corridor was provided as an example of good practice making cyclists feel safer. In order to strike the right balance there must be a corridor approach, not thinking about any one mode in isolation, and parallel routing to organise the traffic in rational way. By doing so you can calm the traffic environment, promote active travel and public transport, and bring in improved traffic flow.

• Members queried why the Strategy extends to year 2040. It was confirmed that the long term transport strategy was agreed by the GMCA in February 2017 to enable the opportunities provided by big transport milestones on the horizon in GM such as high speed rail in the 2030’s to be capitalised on in GM’s broader plans.

• Discussions took place about the ‘anti motorist’ language referred to in the ‘Made to Move’ document emphasizing the need for a balanced modal view. It was confirmed that the ‘Streets for All’ delivery programme is focussed on striking the right balance and between all modes.

• A Member explored how the ambition to ‘double and double the number of cyclists again’ set out in the fifteen steps of the ‘Made to Move’ document would be measured and whether it would be SMART. The ambition is to increase the number of cyclists from 2% to 8% across the conurbation by 2025.

• Members discussed how reducing the significant number of very short car trips currently made in our local towns and neighborhoods will in turn reduce harmful emissions and traffic noise along with playing a key role in the improvement of health and air quality and help to reduce congestion.

• A Member raised concerns regarding accessibility highlighting the barriers faced by disabled pedestrians. For instance, reduced access to doctor’s surgeries due to building work on road improvements. TfGM confirmed that there are considerate construction standards and expectations within the public contracts let, and encouraged Members to raise any issues with TfGM and their district highway departments. Improving pedestrian movement is a key element in the ‘Beelines’ approach, and considerably more pedestrian crossing facilitates will be developed.
• Members expressed an interest in getting involved in any working groups which are developed. It was confirmed that the proposals are being developed by individual local authorities so they are driven by local issues and encouraged them to get involved at their local level.

• How will cycling be made accessible and affordable to lower income households? Affordability is an issue which TfGM are keen to address and various initiatives underway which includes supporting a number of charities who run bike recycling schemes. Recycling schemes help reduce waste and provide cost effective bikes for lower income households. Bike loan schemes are another initiative which are supporting those who are returning to work.

• A Member explored whether there are plans to develop the Beelines initiative across GM boundaries. It was confirmed that this is the next level of development noting that initially the plans focussed within local authority boundaries looking to address issues where communities’ are effectively severed by busy roads. It was confirmed that a consultation exercise is underway which will deal with both cross boundary issues within GM and the relationship to the outside.

**RESOLVED** That the contents of the report be noted.

**M76/HPE INTRODUCTION OF A ZONAL FARE STRUCTURE OF THE METROLINK**

Members considered a report introduced by TfGM’s Head of Fares and Ticketing, Gareth Turner updating Members on the conclusion of the public engagement exercise.

The following areas were highlighted:

• Following feedback received from Members awareness was raised using an integrated approach across owned, earned and paid media channels.
• The overall results of the exercise were positive with 99% of the respondents regular users of Metrolink
• 73% of respondents said that they thought the proposal was easy to understand
• Two thirds of respondents felt the change was more convenient
• It is evidence that people have not considered the proposal within the context of the fare increase in January 2019
• It is important to note that 78.5% of the proposed zonal fares are lower than the assumed 2019 non-zonal fares.

In discussion, Members raised the following points:

• One Member clarified whether the volume of partial responses (Paragraph 8.1, 1369 ‘partial’ responses) was within the expected range for a consultation of this
sort. It was confirmed that this was consistent with other engagement activities conducted recently.

- The Chair welcomed the proposal to manage the transitional period by putting staff at tram stops to guide customers through the purchasing process.

- A Member queried whether a ‘contract’ ticket offer was available which allows customers to travel across all zones. Under the proposal customers who purchase a 4 zone ticket can travel across the whole network.

- Members discussed the importance or early engagement with the public and one Member suggested that the zones be clearly signed. TfGM advised that they intend to engage with customers in relation to the signage and welcomed suggestions from Members.

- One Member queried whether the proposal had been approved and it was confirmed that the GMCA approved the proposal in principle in May 2018. Following completion of the consultation exercise a further report will be submitted to the GMCA on 27 July 2018 seeking final approval. If approved, the scheme will be implemented in early 2019 to coincide with the introduction of the contactless payment system.

- One Member raised concerns regarding the reliability of TVMs at tram stops. TfGM confirmed that the reliability of TVMs is an ongoing challenge due to a number of factors including vandalism. TfGM are working closely with the supplier in order to improve reliability and promoting the use of other methods such as the ‘Get me there app’ to reduce the impact.

- The Chair thanked TfGM for the update noting that Members would welcome the opportunity to conduct pre decision scrutiny on future items.

**RESOLVED:**

1. That the comments of the report be noted.
2. That the Committee be kept updated on progress.
3. That Members submit any signage suggestions to TfGM for consideration.
4. That officers note the Committee’s desire to undertake pre-decision scrutiny wherever possible.

**M77/HPE  GREATER MANCHESTER SPATIAL FRAMEWORK (GMSF)**

Members considered a report which outlined the rationale for delaying the consultation on the next version of the GMSF plan until October to enable the implications of the Office for National Statistics (ONS) 2016 Sub National Population Projections (SNPP) published on 24 May 2018 can be carefully considered. The GMCA’s Head of Planning Strategy, Anne Morgan introduced the item highlighting that the scale of growth is a critical component
of the plan – ensuring that the right number of new homes in Greater Manchester (GM) are planned for.

In discussion, the main areas covered were:

- Following feedback received on the last consultation a new engagement platform ‘Citizen Space’ has been procured. The Chair welcomed the detail of the report noting that it was useful to review the live examples of the new system being used in other areas noting that the language used was very clear.

- Discussions took place about the communications plan noting that a range of methods will be used to engage with the public including; blogs, social media and newsletters (circulated to those that have registered for updates via the website). Work is underway to develop targeted engagement plans for priority groups including young people and older people.

- Members agreed that priority must be given to brownfield sites and saving greenbelt. It was acknowledged that identifying ways to bring forward brownfield land quicker is a challenge and discussions are underway with Government as part of the Housing Package. The Town Centre challenge is focussed on galvanising interest in town centres in order to reduce the green space which needs to be built on. Demonstrating that we having a viable 5 year land supply would strengthen the position in relation to saving greenfield and greenbelt.

- One Member explored what work is being undertaken to reduce empty homes. It was acknowledged that there had been significant work to reduce empty homes and the proportion had reduced significantly but this varied by district. Increasing the council tax on empty homes had been a significant driver. The GMCA’s Head of Planning agreed to confirm the volume of empty homes in Bury with colleagues.

**APPROVED:**

1. That the contents of the report be noted.
2. That the GMCA confirm the number of empty homes in Bury.

**M78/HPE REGISTER OF KEY DECISIONS – JULY 2018**

The Register of Key Decisions was noted.

**RESOLVED:** That the Register of Key Decisions be noted.

**M79/HPE WORK PROGRAMME**

A report was presented that set out the Committee’s work programme for Members to develop, review and agree.
The Chair suggested the following areas be reviewed this municipal year:

- Roughsleeping – month to be confirmed
- Buses (October)
- Waste Procurement – Technical solutions (September)

The Statutory Scrutiny Officer agreed to update the work programme accordingly.

Members were asked to contact the Statutory Scrutiny Officer with any suggested items for inclusion in the work programme.

RESOLVED: 1. That the Statutory Scrutiny Officer update the work programme as outlined above.
2. That any further suggestions from Members be submitted to the Statutory Scrutiny Officer.

DATE AND TIME OF NEXT MEETING

M80/HPE

It was noted that the next meeting would take place on Thursday 16 August at 10.30 am at GMCA offices.
1. **PURPOSE OF REPORT**

1.1 The report details the timetable and the next steps required to progress the Outline Business Case of the Greater Manchester Clean Air Plan.

2. **RECOMMENDATIONS**

2.1 That the committee:

a) Note and discuss the progress in producing the Outline Business Case for the GM Clean Air Plan;

b) Consider the next steps and approval process to submit the Outline Business Case for the GM Clean Air Plan to Government no later than 31 December 2018;

c) Note the update regarding the outcomes of Target Determination and consider and discuss how to ensure clear and consistent understanding of the outcomes of Target Determination, modelling, and the developing GM Clean Air Plan;

d) Note the Early Measures funding awarded to GM to increase the charging infrastructure for Electric Vehicles and incentivise their uptake, as part of the Greater Manchester Clean Air Plan.

3. **CONTACT OFFICERS**

3.1 Simon Warburton, Transport Strategy Director, TfGM, 0161 244 1427

4. **BACKGROUND**

4.1 The UK Plan for tackling roadside nitrogen dioxide concentrations (hereafter referred to as the ‘National Plan’) (DEFRA, July 2017) identified 29 local authorities, including seven in Greater Manchester (GM), with areas likely to exceed the statutory NO2 annual mean EU Limit Value of 40 µg/m3 (the EU Limit Value) beyond 2020. In March 2018, 33 more local authorities were defined as having “shorter-term NO2 problems” - including Oldham in GM.
4.2 The Government’s National Plan compels these local authorities to follow a specified process to develop plans for implementing measures to deliver compliance with the EU Limit Value in the ‘shortest possible time’. This process and timetable is summarised in Table 1, including the status in Greater Manchester (GM). Each output of the feasibility study (e.g. the SOC, OBC and FBC) is assessed by Government via the Joint Air Quality Unit (JAQU).

4.3 Table 1. Process and timetable for producing GM Clean Air Plans

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<td>March-April 2018</td>
<td>Submit Strategic Outline Case (SOC) to Government</td>
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<tr>
<td>June 2018</td>
<td>Submit initial evidence of GM NO\textsubscript{2} concentrations and determine target areas for action</td>
<td>Submitted: awaiting JAQU confirmation</td>
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<tr>
<td>July 2018</td>
<td>Submit Oldham feasibility study to Government</td>
<td>Submitted</td>
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<td>31 December 2018</td>
<td>Submit Outline Business Case (OBC), including preferred option.</td>
<td>Feasibility study underway</td>
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<tr>
<td>31 December 2018</td>
<td>Submit Full Business Case (FBC) unless public consultation required*</td>
<td>Feasibility study underway</td>
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<td>2019</td>
<td>Public consultation (as required) Bid for Clean Air Fund implementation monies</td>
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<tr>
<td>By 2021</td>
<td>Measures to be implemented</td>
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*If public consultation needed, FBC to be submitted as soon as possible after OBC.

4.4 The FBC will act as the GM Clean Air Plan. It will include measures to achieve compliance, and mitigation measures to support communities affected by the compliance measures. The plan must be implemented by 2021 or the shortest possible time to deliver compliance with the EU Limit Value.

4.5 UK Government guidance identifies charging Clean Air Zones (CAZ) as the measure it is able to model nationally which will achieve statutory NO\textsubscript{2} limit values in towns and cities in the shortest possible time. Local authorities must subsequently consider charging Clean Air Zones as their benchmark measure for implementation unless they identify alternatives that are at least as effective at reducing NO\textsubscript{2} and deliver compliance as quickly.

4.6 Government specifies four classes of charging Clean Air Zone:

- Class A: Buses, coaches, taxis and private hire vehicles.
- Class B: Buses, coaches, heavy goods vehicles (HGVs) taxis and private hire vehicles.
• Class C: Buses, coaches, HGVs, large vans, minibuses, small vans/light commercials, taxis and private hire vehicles.
• Class D: Buses, coaches, HGVs, large vans, minibuses, small vans/light commercials, taxis and private hire, cars, motorcycles/mopeds.

5. GREATER MANCHESTER’S APPROACH TO DEVELOPING A CLEAN AIR PLAN

5.1 As agreed at the 1 September 2017 WLT meeting, TfGM has been coordinating the GM feasibility study on behalf of the GMCA and the ten GM local authorities, working closely with Districts, who remain legally responsible for compliance.

5.2 The purpose of taking a GM-wide approach was to avoid introducing measures in one part of the conurbation that simply displace NO2 concentrations to other locations, and to ensure that (as far as possible) the eventual GM Clean Air Plan complements other GM-wide strategies including the existing GM Air Quality Action Plan and GM Low Emission Strategy.

5.3 A GM Clean Air Plan Senior Leadership Steering Group (Steering Group) is responsible for guiding the feasibility study, briefing senior officers and elected members in their respective organisations and securing local approvals. Members include Directors or Assistant Directors from each GM local authority and senior representatives from Highways England, Public Health England, AGMA, Local Partnerships and TfGM.

6. PROCESS TO OUTLINE BUSINESS CASE

6.1 Government requires local authorities to collect ‘Initial Evidence’ (IE) of the NO2 exceedances in each local authority area to determine target areas for action. The IE identifies road links which are forecast to exceed the EU Limit Value beyond 2020, including destination links, radial links and those with a close relationship with the Strategic Road Network (motorway network managed by Highways England).

6.2 The subsequent review process - called ‘Target Determination’ - involves confirming the specific reductions in NO2 concentrations required for each area of forecast exceedance with Government. GM submitted our evidence at the end of May and are awaiting the outcome of this process, which JAQU recently indicated would available in August 2018.

6.3 Once Target Determination is complete, information on the reductions in NO2 concentrations required in each local authority area, and the likely changes needed to achieve these will be available.

6.4 The GM Strategic Outline Case included a shortlist of potential measures for reducing NO2 concentrations to legal limits within the shortest possible time (see Appendix 1). The shortlist was refined with the Districts using JAQU guidance, and the two primary success criteria:

1. Reduction of local air pollutant NO2 (and other substances including PM10, PM2.5) concentrations to below the EU Limit Values.
2. Ability to be delivered at least as quickly as a charge-based clean air zone could.

6.5 This allowed less effective measures to be removed from consideration or considered as mitigation measures only.

6.6 Once we have the outcome of ‘Target Determination’ the Steering Group can model the options to achieve legal compliance in the shortest possible time (from the shortlist of potential measures in Appendix 1). We currently anticipate that this will be completed by the end of August/early September 2018. Please note that is not the complete OBC.

6.7 It will be at this time that we will be able to predict the reduction in trip numbers that will be required to achieve the necessary improvements in air quality. This will enable us to address the Committee’s request for more detail on NO\textsubscript{2} reductions necessary and associated trip reductions (dated 19 March 2018).

6.8 As Government has identified charge-based Clean Air Zones as the benchmark measure, the modelling process used to identify a preferred option to achieve compliance in the shortest possible time in GM is required to focus on this measure first. The Steering Group members will brief senior officers and elected members within their organisations on the options for achieving compliance.

6.9 The Steering Group is currently also developing a programme of public awareness raising concerning air quality issues affecting GM, working with colleagues in Public Health and across the ten Districts. This will commence during early autumn 2018 to build greater public awareness and understanding of the GM air quality issue and associated impacts. Under the identity of ‘Clean Air GM’, this would build on past public engagement activity – e.g. Clean Air Day – and aim to educate key audiences about air pollution, the health impacts, and what they can do to make a difference.

7. **APPROVING THE OUTLINE BUSINESS CASE**

7.1 Government have imposed extremely tight deadlines on local authorities with identified exceedances to develop and implement measures to achieve legal compliance in the shortest possible time. Notably the legal requirement to submit an Outline Business Case (OBC) for a preferred option, using HM Treasury Green Book processes no later than 31 December 2018.

7.2 The complete OBC must be approved by all ten GM local Authorities by early December 2018 to meet the government’s deadlines. It is currently assumed that the OBC should also proceed through the relevant GM-level governance processes during this timeframe.

7.3 To meet the timescales set by Government it will be essential to ensure clear and consistent understanding of the outcomes of Target Determination, the modelling of the options for achieving legal compliance, and the developing GM Clean Air Plan in the coming months.
7.4 As agreed by WLT, TfGM will provide briefing materials, slide sets and other collateral and support the Steering Group members to lead on ensuring appropriate briefing of their respective leaders, elected members and officers as required.

8. **EARLY MEASURES FUNDING: EXPANDING GREATER MANCHESTER’S ELECTRIC VEHICLE NETWORK**

8.1 GM successfully applied for Government Early Measures Funding to implement work to address NO2 concentrations in the conurbation in the run up to finalising and implementing the GM Clean Air Plan.

8.2 The proposal was developed with and agreed by all ten GM Local Authorities and focussed on expanding the Greater Manchester Electric Vehicle (GMEV) Network and a Communications and Engagement Programme.

8.3 There are currently 2,234 registered plug-in vehicles in GM, whilst nationally ULEVs form 2.9% of all new car sales. The projected increase in sales of Ultra-Low emission Vehicles (ULEVs) and current market dynamics and incentives indicate the need for a considerable uplift in rapid charging provision in GM to support growing demand.

8.4 The UK Climate Change Commission has set a target for 60% of all car sales to be ULEV by 2030, and 100% by 2040, at which point Government anticipates no petrol/diesel vehicles will be sold. This equates to a target of 9% ULEV sales by 2020 and 32% by 2025. In GM this would mean additional unit sales of 6,300 vehicles in 2020 and 25,600 by 2025 (not including vehicles travelling to GM).

8.5 The Early Measures funding will facilitate expansion of the GMEV Network, including rapid charging infrastructure, by delivering up to 48 new public rapid charging points (24 dual headed posts).

8.6 Deployment will be targeted using a selection process developed by TfGM and the Districts, and agreed by the Steering Group. Selection is expected to consider the following factors:
   - Known areas of poor air quality.
   - Locations with a prevalence of journey origin-destinations where ULEV vehicles can reduce emissions.
   - Locations with advanced plans for EV installation.

8.7 GM will also appoint Electric Vehicle (EV) Network suppliers and operators to confirm viable sites for rapid charger installation.

8.8 TfGM will also work with the Local Authorities to develop and deliver a comprehensive engagement programme for encouraging the uptake of ULEVs that also supports the GM Clean Air Plan.

8.9 This will target businesses and their staff, residents and visitors to:
• Raise awareness and use of the GMEV Network and new charging infrastructure.
• Increase sales of ULEVs.
• Increase confidence and knowledge in the GMEV Network.
• Increase confidence in ULEVs by addressing barriers like range, performance, choice, cost and charging.

8.10 Targeted promotion and bespoke support will be delivered to over 600 businesses in the Business Travel Network, and via business intermediaries. TfGM will also liaise with the Energy Saving Trust to identify potential synergies with their fleet review work. Communications and engagement will be prioritised to match areas with EV charging infrastructure and vehicle usage, and journeys with poor air quality.

8.11 The Early Measures programme will be completed by September 2019, although communications and engagement activity could be extended beyond this date subject to funding.

The following is a list of the background papers on which this report is based in accordance with the requirements of Section 100D(1) of the Local Government Act 1972. It does not include documents, which would disclose exempt or confidential information as identified by that Act.

The above papers and documents may be inspected during normal office hours at GMCA, Churchgate House, 56 Oxford Street, Manchester M1 6EU.
Appendix 1: Shortlisted of potential measures for tackling NO\textsubscript{2} in GM

| Clean Air Zone: Class B, C or D. Different geographical areas/ time restrictions being modelled | Class B: Buses, coaches, HGV, taxis and PHV  
Class C: Class B + large vans, minibuses, small vans and light commercials  
Class D: Class C + cars, motorcycles/mopeds |
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Differential parking charges</td>
<td>For example: different charges for times of day, vehicle type, car sharers and could include workplace parking levy</td>
</tr>
<tr>
<td>Retrofit or upgrade public transport fleet</td>
<td>Retrofit or upgrade to higher Euro standard</td>
</tr>
<tr>
<td>Increase public transport capacity</td>
<td>Looking at specific routes where most impact will be made</td>
</tr>
<tr>
<td>Switch bus/HGV/LGV fuelling stations or GM fleet to GtL fuel</td>
<td>Using GAS-To-Liquid fuel as an alternative to diesel</td>
</tr>
<tr>
<td>Electric vehicle incentivisation</td>
<td>Increase Electric Vehicle uptake through infrastructure or financial incentives</td>
</tr>
<tr>
<td>Retrofit or upgrade LA fleet</td>
<td>Move to EV or higher Euro standard by changing procurement policy</td>
</tr>
<tr>
<td>Congestion Deal – increase capacity</td>
<td>Review existing junction improvement plans to understand potential benefit for specific junctions and look at making changes sooner</td>
</tr>
<tr>
<td>Congestion Deal – encouraging alternatives</td>
<td>Encouraging alternative travel choices through road space reallocation</td>
</tr>
<tr>
<td>Congestion Deal – network management</td>
<td>Changes to traffic signal timing to optimise flows, to reduce congestion</td>
</tr>
</tbody>
</table>
| Private hire and taxi alternative fuels | Incentivise PHVs to change to EV/ULEV vehicles and/or free top up at taxi charge points, increasing EV infrastructure  
Retrofitting and increasing LPG refuelling infrastructure for taxis |
| Communications campaigns | Increased awareness of health and cost benefits for public for different modes of transport or around a particular community/schools |
| Travel choices/Active Travel programme - engagement | Working with employers and individuals to encourage sustainable travel choices and build awareness of the options available |
| Active travel programme - infrastructure | Increase the options available to cycle and walk through an enhanced infrastructure programme |
Greater Manchester Clean Air Plan
Housing, Planning and Environment Scrutiny Committee

16th August 2018
The impact of air pollution

• “[Poor] air quality is the largest environmental risk to public health in the UK. It is known to have more severe effects on vulnerable groups, for example the elderly, children and people already suffering from pre-existing health conditions such as respiratory and cardiovascular conditions”\(^1\).

• The Royal College of Physicians estimates air pollution accounts for around 40,000 deaths annually\(^2\), whilst the UK Committee on the Medical Effects of Air Pollutants estimates the effects of NO\(_2\) on mortality are equivalent to 23,500 deaths annually in the UK\(^3\).

• Long term exposure to air pollution probably contributes small but significant amounts to the deaths of a large number of people. Short term exposure also has health impacts, particularly for vulnerable groups.

• The health impacts of air pollution reduce the ability of people to work and increase demand on public services, with an estimated annual social cost of £22.6 billion\(^4\,^5\). In 2012 poor UK air quality had an estimated total productivity cost of up to £2.7 billion\(^6\).

• Air pollution also impacts the environment and threatens biodiversity, crop yields and ecosystems
In 2012 poor air quality had an estimated total national productivity cost of £2.7 BILLION
AIR POLLUTION can be split into **TWO** categories

**GASES**
- Including *nitrogen dioxide*,
- benzene, carbon monoxide,
- carbon dioxide and ozone

**PM**
- Particles of dust (particulates)
- and liquid droplet suspended in the air
ROAD TRANSPORT is responsible for 80% of NO₂ concentrations at roadside, of which diesel vehicles are the largest source.
Who is responsible for Air Quality?

- EU 2008 Directive on Ambient Air Quality sets legal limit values for a range of air pollutants, including NO$_2$.
- UK Air Quality Standards Regulations 2010.
- Environment Act 1995, s85.3(a).
- Statutory Local Air Quality Management.
UK Air Quality Plans

- **December 2015:** National Air Quality Plan proposed Clean Air Zones in Birmingham, Derby, Leeds, Nottingham, and Southampton by end of 2019.

- **July 2017:** ‘UK Plan for tackling Roadside NO\textsubscript{2} concentrations’ instructs 23 more local authorities to undertake feasibility studies for introducing measures to reduce NO\textsubscript{2} to legal levels in the “shortest possible time”.
  - This included Bolton, Bury, Manchester, Salford, Stockport, Tameside, Trafford.

- **March 2018:** supplement to National Plan instructs 33 local authorities with shorter-term NO\textsubscript{2} problems to establish measures to reduce NO\textsubscript{2} concentrations in the “shortest possible time”.
  - This included Oldham.
A Greater Manchester Clean Air Plan

- The GMCA, local authorities and TfGM are producing a coordinated GM feasibility study and Clean Air Plan to avoid displacing NO$_2$ to other locations, and work within existing GM strategies.

- A GM Clean Air Plan Steering Group has been created with representatives from all 10 GM local authorities, Highways England, Public Health England and JAQU.

- GM has secured £1.3m ‘Early Measures’ funding to increase the electric vehicle charging infrastructure and encourage greater use of Ultra Low Emission Vehicles (ULEVs) in GM in the run up to implementing the Clean Air Plan.
The National Plan identifies charging Clean Air Zones (CAZ) as the benchmark measure for achieving statutory NO\textsubscript{2} limit values in the shortest possible time.

Local authorities must consider introducing charging CAZ unless they can identify alternatives that are at least as effective at reducing NO\textsubscript{2}, and deliver compliance as quickly as a charging Clean Air Zone.

### Four Classes of Clean Air Zone:

<table>
<thead>
<tr>
<th>Class</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class A</td>
<td>Buses, coaches and HGVs that meet Euro VI emissions standards must be exempt from any charges or restrictions.</td>
</tr>
<tr>
<td>Class B</td>
<td>Cars, vans and taxis that meet Euro 6 (diesel) or Euro 4 (petrol) emissions standards must be exempt from any charges or restrictions.</td>
</tr>
<tr>
<td>Class C</td>
<td>Ultra-low emission vehicles with a significant zero-emission range must be exempt from any charges or restrictions.</td>
</tr>
</tbody>
</table>
UNDEARTAKE A DETAILED FEASIBILITY STUDY

to assess the options for reducing NO₂
to legal limits in the shortest possible
time (benchmarked against a Charging Clean Air Zone)
PRIMARY SUCCESS FACTOR:

Meet the statutory limit values for NO₂ concentrations within the “shortest possible time” (or at least as quickly as a charge-based Clean Air Zone could)
PRODUCE AND SUBMIT A BUSINESS CASE
for the preferred option for their locality by 31 December 2018
UNDETERAKE PUBLIC CONSULTATION on the preferred option if required
APPLY FOR CLEAN AIR FUNDING
Clean Air Greater Manchester

$NO_2$ Implement Measures to reduce NO$_2$ to below legal limits by 2021 at the latest
### The National Plan: how the timescales affect GM

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 2017</td>
<td>Government directive to 7 GM Local Authorities to conduct a feasibility study and Business Case to reduce NO2 in the shortest possible time or 2021 at the latest.</td>
</tr>
<tr>
<td>March 2018</td>
<td>Strategic Outline Case element of the business case produced, approved by GM authorities, and submitted to JAQU.</td>
</tr>
<tr>
<td>May 2018</td>
<td>Government directive to 1 additional GM Authority (Oldham) to review steps to reduce NO2 in the shortest possible time.</td>
</tr>
<tr>
<td>June 2018</td>
<td>Submitted ‘Initial Evidence’ of NO2 concentrations to determine ‘Target Areas’.</td>
</tr>
<tr>
<td>July 2018</td>
<td>Submitted Oldham feasibility study to Government</td>
</tr>
<tr>
<td>By 31 December 2018</td>
<td>Submit Outline Business Case</td>
</tr>
<tr>
<td></td>
<td>Submit Full Business case unless public consultation required*</td>
</tr>
<tr>
<td>2019</td>
<td>Public consultation (as required)</td>
</tr>
<tr>
<td></td>
<td>Bid for Clean Air Fund implementation support</td>
</tr>
<tr>
<td>By 2021</td>
<td>Measures to be implemented</td>
</tr>
</tbody>
</table>

*If public consultation needed, as soon as possible after OBC
Options being considered in other cities

Many local authorities across England have been mandated to take action to tackle NO$_2$. For example:

- **Leeds** has undertaken public consultation on introducing a Class B Clean Air Zone (buses, coaches, taxis/PHV and HGVs).
- **Birmingham** is currently consulting on a Class D Clean Air Zone (buses, coaches, taxis/PHV, HGVs and cars).
- **Southampton** is considering a Class B Clean Air Zone (buses, coaches and heavy goods vehicles (HGVs) below the Euro VI emissions standard).
Next steps

- Complete ‘Target Determination’.
- Model the options to achieve legal compliance in the shortest possible time. Estimated completion end of August/early September 2018.
- Awareness raising concerning air quality issues affecting GM.
- The complete OBC must be approved by all ten GM local Authorities by early December 2018 to meet the government’s deadlines.
- The OBC should also proceed through relevant GM-level governance.
1. PURPOSE OF REPORT

1.1 The purpose of this report is to outline the process undertaken by the GMCA, the districts and TfGM to understand and address the implications of housing and employment growth in GM on transport systems as part of the Greater Manchester Spatial Framework (GMSF) process.

2. RECOMMENDATIONS

2.1 That the committee:

a) Note and support the process for developing, and subsequently publishing, a transport evidence base for the GMSF.

3. CONTACT OFFICERS

3.1 Simon Warburton, Transport Strategy Director
Transport for Greater Manchester
Simon.warburton@tfgm.com

3.2 Nicola Kane, Head of Strategic Planning and Research
Transport for Greater Manchester
Nicola.kane@tfgm.com

4. BACKGROUND

4.1 This report presents the ongoing work to prepare a transport evidence base for the Greater Manchester Spatial Framework (GMSF).

4.2 The GMSF is a joint plan for Greater Manchester, which sets out the spatial strategy for housing and employment land growth across Greater Manchester for the next 20 years. A strong transport evidence base will be needed to underpin the GMSF as it moves through the process of initial consultation (in November 2018), through to a second round of consultation (in August 2019) and finally to submission for examination in public (in early 2020).
4.3 A number of key supporting documents have been prepared in draft ready for publication, alongside the draft GMSF, for consultation in November 2018. These include:

- GMSF Transport Study [Part 1]: Understanding the Issues;
- GMSF Transport Study [Part 2]: Addressing the Issues;
- 2040 Transport Strategy Draft 5-year Delivery Plan (2019-2024); and
- GMSF portfolio of site concept plans.

4.4 A GMSF Strategic Modelling and Analysis Report will also be prepared to publication alongside the GMSF public consultation in 2019. This report will use the GM Strategic Modelling Suite to examine the potential impact of population, housing and employment growth on the GM transport network. It will be underpinned by local modelling and analysis work being led by the districts to support their concept planning of sites, which examines the potential local area impact of large new allocations.

5. **GMSF TRANSPORT STUDY**

5.1 The GMSF Transport Study Part 1 Report sets out the issues for the GM transport network associated with population, employment and housing growth. The report is principally a qualitative piece of work that draws upon the technical expertise of district and TfGM officers, Highways England and neighbouring authorities. The report examines issues collated from six study areas covering the whole of GM which identified the critical transport challenges for GM in planning for growth. These issues are summarised below:

- Local neighbourhood connections for walking and cycling.
- Creating sustainable locations and town centres – capitalising on the strengths of existing urban centres and public transport connections.
- Reducing reliance on the car for movement across the wider city region, including orbital connections between town centres.
- Radical transformation of sustainable transport capacity and connectivity in the Regional Centre – to benefit the wider GM.
- Integration of pan-Northern transport interventions (such as the North West Quadrant study, the Trans-Pennine Connectivity study, development of Northern Powerhouse Rail, NPR).
- Maximising efficiency and reliability of Greater Manchester’s existing transport network.
- Sustainable movement of freight.
- Preparation for innovations in future technology and travel behaviour.
5.2 Addressing these issues will help us to address environmental concerns such as air quality and carbon emissions, as well as helping to create good places to live in a thriving economy.

5.3 The Part 2 Report then sets out how these critical transport challenges can be addressed through the GMSF plan period. It recognises the importance of the GMSF site selection process and other areas of work – including bus reform, HS2 and Northern Powerhouse Rail, the GM Cycling and Walking Infrastructure Proposal, the GM Congestion Deal, clean air and public health agendas, and the emerging “Streets for All” approach – in addressing the critical issues.

5.4 The Part 2 Report collates and (where possible) maps the emerging strategic transport interventions that GM will need to deliver in the ‘Early plan period’ (through to 2026), the ‘Late plan period’ (2027-2037) and the ‘Post-plan period’ (beyond 2037).

5.5 It should be noted that the draft maps focus on the strategic interventions that may be needed during the plan period, the likely interventions required at a local level for each new allocation are being identified as part of the concept planning work and local area transport modelling being undertaken by the districts.

5.6 The interventions identified in the Part 2 Report are at varying stages of development. A large number are still studies and concepts, which will need to assessed and prioritised, before more detailed scheme development is undertaken and a business case produced. This pipeline process will ensure that the best schemes are developed and promoted to enhance our existing transport system and support future growth.

6. **2040 Transport Strategy Draft 5-year Delivery Plan**

6.1 The 2040 Transport Strategy 5-year Delivery Plan will be the mechanism by which GM presents the current status of the intervention pipeline and development work to the public, and, as part of the GMSF process, by which we demonstrate to an inspector that we have a plan for the delivery of the transport elements of the GMSF. The 5-year Delivery Plan will be updated annually to reflect changing funding circumstances, as well as emerging findings from study work, and any shift in strategic priorities.

6.2 The next iteration of the 2040 Transport Strategy 5-year Delivery Plan (2019-2024) will be published alongside the GMSF in draft for consultation. Public feedback on the plan will be considered and a final delivery plan produced in Spring 2019.

6.3 The Delivery Plan will contain:
- an aspirational long-term vision for transport;
• a bold approach to delivery; and,
• a clear programme for the short-term.

6.4 All of the documents described above will be published alongside the GMSF consultation in November 2018.

7. Modelling the Transport Impacts of the GMSF

7.1 The final area of the transport evidence base that is being prepared as part of the GMSF process is the application of the GM modelling suite to test and analyse the impact of proposed land use patterns on the transport network at a county-level.

7.2 Greater Manchester has access to an extensive, up-to-date multi-modal strategic transport modelling suite. This modelling suite is held and managed by TfGM on behalf of the Greater Manchester authorities, and is run using specialist software on TfGM’s servers.

7.3 The purpose of strategic transport modelling is to provide input to the necessary transport evidence to show the extent to which the GMSF is a deliverable, achievable, and therefore a ‘sound’ plan in transport terms.

7.4 The modelling suite will use the latest baseline housing and employment supply and new allocations data that is currently being compiled by the GMCA GMSF team. The modelling suite will be run with this data in order to test the following key questions:

• What are the trip making impacts of the forecast GMSF growth in population and employment?
• How is the transport network (including the current network and already committed improvements) expected to operate under these growth assumptions?
• What further transport interventions would be needed to achieve the GMSF’s aspirational transport outcomes? Are the aspirational transport outcomes realistic and achievable?

7.5 The modelling process will be iterative over the coming months – with the information from each iteration being used to further inform our approach to the new allocations and identification of transport interventions to address any strategic issues.

7.6 The ultimate aim of the strategic transport modelling is to inform the extent to which policy decisions and investment in the transport network can deliver the development proposals set out in the GMSF. Draft technical reports will be prepared as evidence for publication consultation in Summer 2019, with final technical reports refined ready for submission later in the year.
7.7 All documents described will be submitted as evidence alongside the final GMSF submission towards the end of 2019.

The following is a list of the background papers on which this report is based in accordance with the requirements of Section 100D(1) of the Local Government Act 1972. It does not include documents, which would disclose exempt or confidential information as identified by that Act.

The above papers and documents may be inspected during normal office hours at GMCA, Churchgate House, 56 Oxford Street, Manchester M1 6EU.
Housing, Planning and Environment Scrutiny Committee

GMSF Transport Update

16th August 2018
GMSF Transport Evidence Update

- Overview of key documents
- Timeline for work
- GMSF Transport Study
  - Part 1: Understanding the issues
  - Part 2: Addressing the issues
- The Pipeline Process
- GMSF Transport Modelling and Analysis
GREATER MANCHESTER SPATIAL FRAMEWORK

KEY DOCUMENTS

- GMSF Transport Study [Part 1]: Understanding the issues
- GMSF Transport Study [Part 2]: Addressing the issues
- Area Studies Report Summaries (x6)
- Visual commentary on the future transport system
- GMCA produced: Portfolio of site concept/masterplans
- District produced: Local area modelling and analysis
- Strategic Modelling and Analysis Report
- 2040 Transport Strategy
- Long-term Development and Study Plan
- 5-year Delivery Plan 2019-2024

SUPPORTING DOCUMENTS

- 2040 Transport Strategy Evidence Base Refresh
- GMSF Transport Issues Evidence
- 2040 Transport Strategy
- 2040 TS Progress Report
- 2040 sub-strategies (thematic, modal and geographic)
- Transport for Sustainable Communities Guidance
- GMCA produced: Infrastructure Delivery Plan
### Timeline

| Aug - Sep         | • Final edits to the GMSF Transport Study Reports [Part 1 & 2]  
|                  | • Final concept planning of new allocation sites – including transport  
|                  | • Early iteration of transport modelling and analysis  
|                  | • Prepare draft 2040 Transport Strategy: 5-year Delivery Plan (2019-2024)  |
| Oct              | • GMSF Consultation Draft to GMCA  
|                  | • Publish 2040 Transport Strategy: 5-year Delivery Plan (2019-2024)  
|                  | • Publish GMSF Transport Study [Part 1 & 2]  |
| Nov - Jan        | • GMSF Consultation – including comments on transport evidence  |
| Feb - Apr        | • Consultation analysis  
|                  | • Publication of Final 5-year Delivery Plan (2019-24)  
|                  | • Transport modelling and analysis based on final allocations  |
| Aug - Oct        | • GMSF Consultation (submission draft)  |
| Spring 2020      | • GMSF Submission  |
GMSF Transport Study [Part 1]: Understanding the issues

- 6 Study Areas
- Workshops with districts and partners
- Identified the issues in each study area for delivering growth
- Collated critical issues for GM for delivering growth
- Identified the broad interventions that would help address these issues

- The 2040 Transport Strategy Evidence Base – updated in parallel with this work
I. Connected neighbourhoods

Form and design of new development

Access to local centres on foot and by bike

High proportion of short trips made by car

Severance – caused by busy roads and lack of crossing points
II. Travel across the wider city region

Existing public transport networks need enhancement in coverage and capacity.

Car is the dominant mode for travel across the wider city region.

Traffic congestion on key roads.

Local highways impacts arising from major new strategic highway infrastructure proposals.
III. Getting into and around the regional centre

Critical heavy and light rail constraints in the Regional Centre

Supporting economic growth while holding road traffic levels at or below 2016 volumes within the City Centre

Public transport access from outer Greater Manchester communities

Congestion on radial corridors and inner relief route
IV. City-to-city links

- Resilience, reliability, speed and capacity of city-to-city strategic road and rail networks
- Insufficient capacity for high-frequency local and long distance rail services
- Need to ensure good public transport access to HS2 and NPR services from across GM
V. A globally connected city

Public transport access to Manchester Airport

Reliability and resilience for port access and long-distance freight
VI. Greater Manchester wide issues

- Network reliability and resilience
- Accessibility and affordability of public transport
- Ongoing network maintenance requirements
- Urban logistics and distribution
- Lack of integration on public transport
- Safety and security
- Exploiting the potential of new technologies
- Local air pollution and carbon emissions
- Severance caused by motorway and ship canal infrastructure
- ‘Movement’ and ‘place’ demands on streets
- St. Helens
- Cheshire East
- Calderdale
- Thornley
- Kirklees
- Basingstoke
- West Lancs
- Blackpool
- West Yorkshire
- North West
- Lancs
- City of Salford
Part 1 Report: Critical issues for Greater Manchester summary

• Local neighbourhood connections for walking and cycling
• Creating sustainable locations and town centres – capitalising on the strengths of existing urban centres and public transport connections
• Reduce reliance on the car for movement across the wider city region, including orbital connections between town centres
• Radical transformation of sustainable transport capacity and connectivity in the Regional Centre – to benefit the wider GM
• Integration of pan-Northern transport interventions (NWQ, TPT, NPR)
• Maximising efficiency and reliability of GMs existing transport network
• Sustainable movement of freight
• Preparation for innovations in future technology and travel behaviour
GMSF Transport Study [Part 2]: Addressing the issues

- Overview of the critical issues
- Description of the interventions needed in each study area to address the issues and address phasing (early, late, post-plan period)
- Mapping of interventions where possible

- Outputs feed into the GM Transport Strategy 5-year Delivery Plan 2 (2019-2024)
- Delivery Plan 2 will be published alongside the GMSF consultation in Autumn
GMSF and Other Work Programmes associated with GM 2040 Transport Strategy

- GMSF
- HS2 / NPR
- Bus reform
- Cycling & Walking
- Public health
- Congestion Plan
- Clean air
- Streets for All

Outcomes for people and place

... bringing it all together!
Part 2 Report: Emerging intervention mapping

- “What will our transport system will look like in 2040?”
- Consists of a series of plans of the transport system and emerging interventions, for each study area, at phased time periods:
  - Early plan period (through to 2026)
  - Late plan period (2027 – 2036)
  - Post-plan period (2037 and beyond)

  - Accompanying commentary about the interventions (including those that are impractical to illustrate)
The Pipeline Process

1. **Studies**: area, theme or idea-based study to define objectives
2. **Concepts**: develop options to achieve the objectives
3. **Scheme development**: first phase development of potential interventions to Strategic Outline Case (SOC) or Outline Business Case (OBC) prior to funding identification
4. **OBC**: business case development to OBC, with funding identified (or allocated) but not approved / released
5. **FBC**: final business case development to full approval, with funding
6. **Delivery** (to close out) and 7. **Operations** (with ex post evaluation)

Assess and confirm which interventions are developed further?

Assess and confirm which interventions best meet available funding objectives/priorities?

**Reservoir**

**Pipeline**

**Implementation**

What transport strategies and studies do we need?
The 2040 Delivery Plan presents the public-facing version of the Pipeline:

- Aspirational long-term vision for transport
- Bold approach to delivery
- Clear programme for short-term
- Direct support to GMS and GMSF

The 2040 Delivery Plan is to be updated annually to ensure there is always an up-to-date position.
Transport Modelling and Analysis

- The TfGM Strategic Models will be used to assess the impact of changes to transport system performance associated with GMSF land development.

- Key questions:
  - What are the trip making impacts of the forecast GMSF growth in population and employment?
  - How is the transport network (including the current network and already committed improvements) expected to operate under these growth assumptions?
  - What further transport interventions would be needed to achieve the GMSF’s aspirational transport outcomes? Are the aspirational transport outcomes realistic and achievable?

- An iterative approach will be taken to enable adjustment in the land use and transport proposition
CA approves Draft Plan for informal consultation
Public consultation (12 weeks)
Local elections
CA approves Draft Plan for consultation
Public consultation on draft plan
Analysis of issues and preparation for submission
CA approves plan for submission

GMSF

Site selection

1st Fix of site selection to inform modelling
2nd Fix of site selection to inform modelling
3rd Fix of site selection to inform modelling

Transport Modelling & Analysis

Consider implications of modelling – land use and interventions
Consider implications of modelling – land use and interventions
Consider implications of modelling – land use and interventions

Level of detail and robustness of the modelling and analysis improves for each successive iteration
Discussion and questions...
WORK PROGRAMME 2018/19
HOUSING, PLANNING & ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

The table below sets out the Committee’s emerging work programme for this municipal year. Members are invited to further develop, review, and agree topics which they would like to consider over the coming months. For information the items considered last year are appended at the back of this report. The work programme will be reviewed and if necessary updated following each meeting to ensure that the Committee’s work programme remains current.

Last year the Committee agreed the following standing agenda items:

- work programme
- an update on the GMSF if there is no substantive item on the agenda

In addition the Committee will be circulated with the GMCA’s register of key decisions and the GMCA’s monthly decision notice.

The following issues will be brought to the Committee once specific dates can be confirmed:

<table>
<thead>
<tr>
<th>MEETING DATE</th>
<th>TOPIC</th>
<th>CONTACT OFFICER</th>
<th>REASON FOR SUBMISSION TO SCRUTINY COMMITTEE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prior to this meeting a Waste Business Plan &amp; Performance Training Session will take place</td>
<td></td>
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</tr>
<tr>
<td>13.9.18</td>
<td>Draft Waste and Resources draft Strategy</td>
<td>David Taylor, Executive Director, Waste &amp; Resources</td>
<td>To consider the draft Strategy prior to the GMCA.</td>
</tr>
<tr>
<td></td>
<td>Waste Procurement technical solutions</td>
<td>David Taylor, Executive Director, Waste &amp; Resources</td>
<td>To ensure that the proposed solutions to the waste services put forward by potential bidders will deliver what GM needs</td>
</tr>
<tr>
<td></td>
<td>Walking and Cycling Update</td>
<td>Chris Boardman</td>
<td>TBC</td>
</tr>
<tr>
<td>11.10.18</td>
<td>Bus Reform Update</td>
<td>Michael Renshaw</td>
<td>To provide a further update at the request of the Committee</td>
</tr>
<tr>
<td></td>
<td>GMS six monthly update on Performance &amp; Implementation Plan</td>
<td>Simon Nokes/John Holden</td>
<td>To provide an update on six monthly actions and to review the next iteration of the implementation plan with associated actions</td>
</tr>
<tr>
<td></td>
<td>Rail Station Devolution Update</td>
<td>Simon Warbuton</td>
<td>To provide an update on the Partnership approach as recommended by the Secretary of State</td>
</tr>
<tr>
<td></td>
<td>Housing Vision Strategy</td>
<td>Steve Fyfe</td>
<td>To consider and provide comment on a draft vision to achieve safe, decent affordable housing within</td>
</tr>
<tr>
<td>Date</td>
<td>Item</td>
<td>Presenter/Role</td>
<td>Purpose</td>
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<tr>
<td>15.11.18</td>
<td>Green Summit</td>
<td>Mark Atherton, Assistant Director of Environment, GMCA</td>
<td>Suggested by Mark Atherton to provide an update prior to the Green Summit.</td>
</tr>
<tr>
<td></td>
<td>Northern Powerhouse Rail and HS2</td>
<td>Simon Warbuton</td>
<td>To provide an overview of progress in relation to HS2</td>
</tr>
<tr>
<td></td>
<td>GM Spatial Framework – possible single item agenda</td>
<td>Anne Morgan, Head of Planning Strategy, GMCA</td>
<td>To give the Committee the opportunity to collectively consider the published draft plan.</td>
</tr>
<tr>
<td>13.12.18</td>
<td>Waste &amp; Resources procurement Update</td>
<td>David Taylor, Executive Director, Waste &amp; Resources</td>
<td>To provide the Committee with an update about the waste and resources procurement exercise.</td>
</tr>
<tr>
<td></td>
<td>TfGM’s Capital Programme</td>
<td>TBC</td>
<td>To provide the Committee with an oversight of TfGM’s Capital Programme</td>
</tr>
<tr>
<td>10.1.19</td>
<td></td>
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<tr>
<td>14.2.19</td>
<td>Green Summit</td>
<td>Mark Atherton, Assistant Director of Environment, GMCA</td>
<td>Added by Mark Atherton to provide an update following the Green Summit.</td>
</tr>
<tr>
<td>14.3.19</td>
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<tr>
<td>11.4.19</td>
<td>GMS six monthly update on Performance and Implementation Plan</td>
<td>Simon Nokes/John Holden</td>
<td>Added by John Holden to provide an update on six monthly actions.</td>
</tr>
<tr>
<td>Date</td>
<td>Item Considered</td>
<td>Chairperson/Spokesperson</td>
<td>Description</td>
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<tr>
<td>5.6.18</td>
<td>Update work on town centres</td>
<td>Andy Burnham, GM Mayor</td>
<td>To provide an update following consideration of the Town Centre Challenge on 15 January 2018.</td>
</tr>
<tr>
<td></td>
<td>Housing Package</td>
<td>Mayor Paul Dennett, Portfolio Leader &amp; Steve Rumbelow, Lead Chief Exec for Housing &amp; Planning</td>
<td>To allow members to comment on the delivery plan for the proposed GM Housing Package.</td>
</tr>
<tr>
<td></td>
<td>Introduction of a Zonal Fare Structure on Metrolink</td>
<td>Stephen Rhodes, Customer Director, Transport for Greater Manchester</td>
<td>Update on zonal fare structure on Metrolink network considered and agreed by the GMCA on 25 May 2018.</td>
</tr>
<tr>
<td>12.7.18</td>
<td>Cycling and Walking Update</td>
<td>Steve Warrener, Director of Finance and Corporate Services, TfGM</td>
<td>Update on the strategic developments on walking and cycling and the Transforming Cities Fund.</td>
</tr>
<tr>
<td></td>
<td>Green Summit Springboard Report</td>
<td>Cllr Alex Ganotis, Portfolio Lead for Green City Region, Environment and Green Spaces &amp; Mark Atherton, GMCA</td>
<td>Committee agreed this would report would be for information due to the number of items on the agenda.</td>
</tr>
<tr>
<td></td>
<td>Northern &amp; Network Rail</td>
<td>Dave Brown (Northern) and Martin Frobisher (Network)</td>
<td>To understand the performance of Northern and how this is impacting on individuals and businesses in Greater Manchester.</td>
</tr>
<tr>
<td></td>
<td>GMSF</td>
<td>Anne Morgan, Head of Planning Strategy, GMCA</td>
<td>A report on the plans for public consultation.</td>
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<tr>
<td>Date</td>
<td>Topic</td>
<td>Presenter(s)</td>
<td>Description</td>
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<tr>
<td>16.8.18 11.00am</td>
<td>Clean Air Plan</td>
<td>Simon Warburton and Megan Black, TfGM</td>
<td>To continue engaging the committee on this work as agreed at February.</td>
</tr>
<tr>
<td></td>
<td>Transport planning in the context of the GMSF</td>
<td>Mia Crowther, and Nicola Kane, TfGM</td>
<td>To provide the Committee with assurance that there is coordination between work on the GMSF and transport planning</td>
</tr>
<tr>
<td></td>
<td>Introduction of a Zonal Fare Structure on the Metrolink Network</td>
<td>Stephen Rhodes, Customer Director, Transport for Greater Manchester</td>
<td>A report to be considered following public consultation and prior to the GMCA in July 2018.</td>
</tr>
</tbody>
</table>
## Items Considered in 2017-18 by the Committee

<table>
<thead>
<tr>
<th>Work in April 2018</th>
<th>13.3.18</th>
<th>15.2.18</th>
<th>15.1.19</th>
<th>13.12.17</th>
<th>16.11.17</th>
<th>18.10.17</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Green summit</td>
<td>• Greater Manchester Spatial Framework (GMSF) land supply</td>
<td>• Timetable for preparation for the revised GMSF</td>
<td>• Update work on town centres</td>
<td>• Greater Manchester as a carbon neutral city region</td>
<td>• Transport strategy update</td>
<td>• GMS implementation plan</td>
</tr>
<tr>
<td>• Greater Manchester bus services update</td>
<td>• Homelessness</td>
<td>• The air quality plan</td>
<td>• Inclusive design of Greater Manchester’s transport infrastructure</td>
<td>• Congestion</td>
<td>• Greater Manchester housing affordability</td>
<td>• Bus services in Greater Manchester</td>
</tr>
<tr>
<td>• Greater Manchester Strategy (GMS) implementation plan and performance dashboard</td>
<td>• Draft response to the National Policy Planning Framework (NPPF)</td>
<td>• Performance management framework for GMS</td>
<td></td>
<td>• National infrastructure Assessment Consultation</td>
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<tr>
<td>• Draft response to the National Policy Planning Framework (NPPF)</td>
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</table>
What is a Register of Key Decisions?
The Register is a published list of the key decisions which are due to be taken by the:
- Greater Manchester Combined Authority (GMCA)
- Greater Manchester Elected Mayor
- Joint GMCA & AGMA Executive Board
- Transport for Greater Manchester Committee;
- GMCA Resources Committee;
- GMCA’s Waste Committee;
- Key decisions delegated to officers
These decisions must be published on the Register at least 28 clear days before the decision is to be taken, whether in public or private. The Register is updated at least once a month.

This Register of Key Decisions has been prepared in accordance with Combined Authorities (Overview and Scrutiny Committees, Access to Information and Audit Committees) Order 2017 (‘the Order’).

The Register is published on the GMCA’s website www.greatermanchester-ca.gov.uk and hard copies are available at the offices of:
Greater Manchester Combined Authority & Greater Manchester Mayor
Churchgate House
Oxford Street
Manchester M1 6EU

What is a Key Decision?
A key decision defined by ‘the Order’ is a decision which, in the view of the Greater Manchester Combined Authority’s Overview and Scrutiny Committee, would result in any of the decision makers listed:
(i) incurring expenditure over £500,000, or making significant savings of £500,000 or more relating to the budget for the service area to which the decision relates; or
(ii) be significant in terms of its effects on persons living or working in an area of more two or more wards or electoral divisions of Greater Manchester.

The GMCA’s has three thematic Scrutiny Committees:
- Corporate Issues and Reform
- Economy, Business Growth and Skills
- Housing, Planning and Environment

These Committees’ role is to contribute to the development of GMCA’s strategies and policies, to scrutinise decisions of the decision-makers listed above and to consider any matter affecting those who live, work, study or run businesses in Greater Manchester.

How to find out more on these proposed decisions
The report (other than those which contain confidential or exempt information) relating to these decisions will published on the GMCA’s website five working days before the decision is to be made see www.greatermanchester-ca.gov.uk.

For general information about the decision-making process please contact:

GMCA Head of Governance and Scrutiny
Julie Connor
julie.connor@greatermanchester-ca.gov.uk
<table>
<thead>
<tr>
<th>Decision title &amp; Reference No.</th>
<th>Decision Maker</th>
<th>Planned Decision Dates</th>
<th>What is the decision?</th>
<th>Documents to be considered</th>
<th>Officer Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forthcoming changes to the Bus Network -</td>
<td>TfGMC – Bus Network &amp; TfGM Services Cttee</td>
<td>24 August 2018</td>
<td>Approve forthcoming changes to subsidised bus services</td>
<td>Report with recommendations</td>
<td>Alison Chew <a href="mailto:Alison.chew@tfgm.com">Alison.chew@tfgm.com</a></td>
</tr>
<tr>
<td>Manchester Metroshuttle Contract Award</td>
<td>TfGMC – Bus Network &amp; TfGM Services Cttee</td>
<td>24 August 2018</td>
<td>Approval to enter into contract for the Metroshuttle services</td>
<td>Report with recommendations</td>
<td>Alison Chew <a href="mailto:Alison.chew@tfgm.com">Alison.chew@tfgm.com</a></td>
</tr>
<tr>
<td>Business Funds</td>
<td>GMCA</td>
<td>28 September 2018</td>
<td>Conditionally approve business investments to proceed to due diligence and/or note commercial changes to existing investments, including where relevant negotiated settlements.</td>
<td>Report with recommendations</td>
<td>Kirsteen Armitage <a href="mailto:Kirsteen.Armitage@greatermanchester-ca.gov.uk">Kirsteen.Armitage@greatermanchester-ca.gov.uk</a></td>
</tr>
<tr>
<td>Property Funds</td>
<td>GMCA</td>
<td>28 September 2018</td>
<td>The GMCA will be asked to: Conditionally approve a property investments to proceed to due diligence and/or note commercial changes to existing investments</td>
<td>Report with recommendations</td>
<td>Kirsteen Armitage <a href="mailto:Kirsteen.Armitage@greatermanchester-ca.gov.uk">Kirsteen.Armitage@greatermanchester-ca.gov.uk</a></td>
</tr>
<tr>
<td>Housing Funds</td>
<td>GMCA</td>
<td>28 September 2018</td>
<td>The GMCA will be asked to: Conditionally approve a housing investments to proceed to due diligence and/or note commercial changes to existing investments</td>
<td>Report with recommendations</td>
<td>Michael Walmsley <a href="mailto:michael.walmsley@greatermanchester-ca.gov.uk">michael.walmsley@greatermanchester-ca.gov.uk</a></td>
</tr>
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<tr>
<td>Interim duty system</td>
<td>Mayor</td>
<td>July-August 2018</td>
<td>Adopt a new duty system Use of combination of reserves and in year underspends to support a new duty system</td>
<td>Report with recommendations</td>
<td>Dawn Docx <a href="mailto:docxd@manchesterfire.gov.uk">docxd@manchesterfire.gov.uk</a></td>
</tr>
<tr>
<td>Littleborough Fire Station Refurbishment GMFRS00083</td>
<td>Chief Fire Officer &amp; GMCA Treasurer</td>
<td>July – December 2018</td>
<td>Approval to award the contract for works comprising of refurbishment work Littleborough Fire Station following open tender</td>
<td>Contract Award Recommendation Report (internal)</td>
<td>Anthony Hilton <a href="mailto:hiltona@manchesterfire.gov.uk">hiltona@manchesterfire.gov.uk</a></td>
</tr>
<tr>
<td>Refurbishment Works: Fire Training Facility GMFRS0087</td>
<td>Chief Fire Officer &amp; GMCA Treasurer</td>
<td>July – December 2018</td>
<td>Approval to award the contract for works comprising of Refurbishment work to provide training accommodation at Greater Manchester Fire &amp; Rescue Operational Training &amp; Community Safety Centre following open tender</td>
<td>Contract Award Recommendation Report (internal)</td>
<td>Anthony Hilton <a href="mailto:hiltona@manchesterfire.gov.uk">hiltona@manchesterfire.gov.uk</a></td>
</tr>
<tr>
<td>GMFRS 017A Maintenance Services for Station End Mobilisation Equipment</td>
<td>GMCA Treasurer</td>
<td>July - September 2018</td>
<td>Award of Framework for the Maintenance Services for Station End Mobilisation Equipment</td>
<td>Report with recommendations</td>
<td>Tina Tyas <a href="mailto:tyast@manchesterfire.gov.uk">tyast@manchesterfire.gov.uk</a></td>
</tr>
<tr>
<td>Washroom Facility Provision at Fire Stations GMFRS0086</td>
<td>Chief Fire Officer &amp; Treasurer</td>
<td>July - September 2018</td>
<td>Approval to award the contract for works comprising of Remodelling of Washrooms Facilities at 12 Fire Stations following open tender.</td>
<td>Report with recommendations</td>
<td>Anthony Hilton <a href="mailto:hiltona@manchesterfire.gov.uk">hiltona@manchesterfire.gov.uk</a></td>
</tr>
<tr>
<td>Decision title &amp; Reference No.</td>
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<tr>
<td>Waitlands, Rochdale Planning Application</td>
<td>Waste Committee</td>
<td>July - December 2018</td>
<td>To submit planning permission to modify current waste facility</td>
<td>Report with recommendations</td>
<td>David Taylor <a href="mailto:david.taylor@greatermanchester-ca.gov.uk">david.taylor@greatermanchester-ca.gov.uk</a></td>
</tr>
<tr>
<td>Modification of waste contract facilities</td>
<td>Waste Committee</td>
<td>July - September 2018</td>
<td>To approve modification to waste facilities through the operating contract</td>
<td>Report with recommendations</td>
<td>David Taylor <a href="mailto:david.taylor@greatermanchester-ca.gov.uk">david.taylor@greatermanchester-ca.gov.uk</a></td>
</tr>
<tr>
<td>Resource and Waste Strategy – Outline Proposals</td>
<td>GMCA</td>
<td>July - September 2018</td>
<td>To agree outline proposals and to commence public consultation</td>
<td>Report with recommendations</td>
<td>David Taylor <a href="mailto:david.taylor@greatermanchester-ca.gov.uk">david.taylor@greatermanchester-ca.gov.uk</a></td>
</tr>
<tr>
<td>Reliance Street Planning Application</td>
<td>Waste Committee</td>
<td>July - September 2018</td>
<td>To submit planning permission to modify current waste facility</td>
<td>Report and draft planning permission form</td>
<td>David Taylor <a href="mailto:david.taylor@greatermanchester-ca.gov.uk">david.taylor@greatermanchester-ca.gov.uk</a></td>
</tr>
<tr>
<td>Additional capital expenditure on fire suppression and detection</td>
<td>GMCA</td>
<td>July - September 2018</td>
<td>To approve additional expenditure to install fire suppression and detection systems in some waste facilities</td>
<td>Report with recommendations</td>
<td>David Taylor <a href="mailto:david.taylor@greatermanchester-ca.gov.uk">david.taylor@greatermanchester-ca.gov.uk</a></td>
</tr>
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<tr>
<td>GMCA 111 – Prince’s Trust Team Building and Residential Activity Programmes – Approved Provider Dynamic Purchasing System (DPS)</td>
<td>GMCA</td>
<td>July - September 2018</td>
<td>Following an OJEU compliant procurement process - To approve acceptance of successful Applicants onto the Dynamic Purchasing System (DPS)</td>
<td>Report and recommendations</td>
<td>Debbie Partington <a href="mailto:partinde@manchesterfire.gov.uk">partinde@manchesterfire.gov.uk</a></td>
</tr>
<tr>
<td>Award of Skills Capital</td>
<td>GMCA</td>
<td>July - September 2018</td>
<td>Following full application stage: GMCA will need to approve final award to applicants</td>
<td>Appraisal submission</td>
<td>Gemma Marsh <a href="mailto:Gemma.Marsh@greatermanchester-ca.gov.uk">Gemma.Marsh@greatermanchester-ca.gov.uk</a></td>
</tr>
<tr>
<td>Agreement to start procurement of an element of Adult Education Budget</td>
<td>GMCA</td>
<td>July - September 2018</td>
<td>GMCA are asked to agree to the procurement of a small element (up to £20m) Of the Adult Education Budget to comply with public procurement rules.</td>
<td>Report with recommendations</td>
<td>Gemma Marsh <a href="mailto:Gemma.Marsh@greatermanchester-ca.gov.uk">Gemma.Marsh@greatermanchester-ca.gov.uk</a></td>
</tr>
<tr>
<td>Homelessness Prevention Trailblazer programme, to refresh the agreed actions and request delegated decision-making for the contract award for a GM-wide ICT system</td>
<td>GMCA &amp; GMCA Treasurer</td>
<td>July -September 2018</td>
<td>To award a contract to provide a GM-wide ICT system to meet the demands of the Homelessness Reduction Act and to meet the objective of the Homelessness Prevention Trailblazer, following detailed specification work. To agree actions and allocation of spend under the trailblazer programme</td>
<td>Report with recommendations</td>
<td>Mike Wright <a href="mailto:Mike.wright@greatermanchester-ca.gov.uk">Mike.wright@greatermanchester-ca.gov.uk</a></td>
</tr>
<tr>
<td>Decision title &amp; Reference No.</td>
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<td>within the programme.</td>
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<tr>
<td>Housing Package Delivery Plan</td>
<td>GMCA</td>
<td>July - September 2018</td>
<td>Approve the submission of a delivery plan for the implementation of the GM Housing Package to Government</td>
<td>Report with recommendations</td>
<td>Steve Fyfe <a href="mailto:steve.fyfe@greatermanchester-ca.gov.uk">steve.fyfe@greatermanchester-ca.gov.uk</a></td>
</tr>
<tr>
<td>GM Housing Investment Strategy</td>
<td>GMCA</td>
<td>July – October 2018</td>
<td>Approve the new Investment Strategy</td>
<td>Report and Recommendations</td>
<td>Andrew McIntosh <a href="mailto:Andrew.McIntosh@greatermanchester-ca.gov.uk">Andrew.McIntosh@greatermanchester-ca.gov.uk</a></td>
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</tbody>
</table>