

## HOUSING, PLANNING AND ENVIRONMENT OVERVIEW AND SCRUTINY

**DATE:** 14<sup>th</sup> February 2019

**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 10 JANUARY 2018**

To consider the approval of the minutes of the meeting held on 10 January 2019, as a correct record (paper attached)

**5. GREATER MANCHESTER SPATIAL FRAMEWORK**

Future of Greater Manchester and Associated Strategies Report by Paul Dennett, Salford City Mayor and Portfolio Lead for Planning, Housing and Homelessness (paper attached)

**6. TRANSPORT 2040 DELIVERY PLAN**

Report of Transport Strategy Director, TfGM (paper attached)

Draft Delivery Plan (2020-2025) Exec Summary Appendix 1

Draft Delivery Plan (2020-2025) Appendix 2

[https://www.gmcameetings.co.uk/meetings/meeting/622/housing\\_planning\\_and\\_environment\\_overview\\_and\\_scrutiny\\_committee](https://www.gmcameetings.co.uk/meetings/meeting/622/housing_planning_and_environment_overview_and_scrutiny_committee)

7. **WORK PROGRAMME**  
Report of Julie Connor, Assistant Director, Governance & Scrutiny Team, GMCA  
(paper attached)

**ITEMS FOR INFORMATION ONLY**

8. **FINAL DRAFT GM NATURAL CAPITAL INVESTMENT PLAN**  
GM Natural Capital Investment Plan report of Councillor Alex Ganotis  
[https://www.gmcameetings.co.uk/download/meetings/id/4150/17\\_natural\\_capital\\_investment\\_plan](https://www.gmcameetings.co.uk/download/meetings/id/4150/17_natural_capital_investment_plan)
9. **GM INFRASTRUCTURE FRAMEWORK 2040**  
(Paper as per Item 5 above)  
  
GM Infrastructure Framework 2040  
<https://www.greatermanchester-ca.gov.uk/media/1715/greater-manchester-infrastructure-framework-2040.pdf>
10. **GM HOUSING VISION**  
(Paper as per Item 5 above)
11. **REGISTER OF KEY DECISIONS**  
[https://www.gmcameetings.co.uk/downloads/download/92/register\\_of\\_key\\_decisions](https://www.gmcameetings.co.uk/downloads/download/92/register_of_key_decisions)
12. **DATE AND TIME OF NEXT MEETING**  
  
Thursday 14<sup>th</sup> March 2019 18.00, Boardroom, Churchgate House

**Notes:**

- ) The Contact Officer for this agenda is Matt Berry, Governance & Scrutiny, GMCA ☎ 0161 778 7009 ✉ [matt.berry@greatermanchester-ca.gov.uk](mailto:matt.berry@greatermanchester-ca.gov.uk). The Statutory Scrutiny Officer is Julie Connor ☎ 0161 778 7009 ✉ [julie.connor@greatermanchester-ca.gov.uk](mailto:julie.connor@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 Jamie Fallon 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](http://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).

<b>Membership:</b>	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 Steven Bashforth	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)
<b>Substitutes:</b>	Councillor Kevin McKeon	Bolton	(Labour)
	Councillor David Greenhalgh	Bolton	(Conservative)
	Councillor John Leech	Manchester	(Liberal Democrat)
	Councillor Hazel Gloster	Oldham	(Liberal Democrat)
	Councillor Peter Davis	Oldham	(Labour)
	Councillor Ray Dutton	Rochdale	(Labour)
	Councillor Ann Stott	Rochdale	(Conservative)
	Councillor Tanya Burch	Salford	(Labour)
	Councillor Ari Leitner	Salford	(Conservative)
	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 06/02/18 on behalf of Eamonn Boylan, Secretary and Chief Executive, Greater Manchester Combined Authority, Churchgate House, 56 Oxford Street, Manchester M1 6EU.**

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**Housing, Planning & Environment Overview & Scrutiny Committee**  
**Declaration of Interests in Items appearing on the Agenda**

**NAME** \_\_\_\_\_

Minute Item No. / Agenda Item No.	Nature of Interest	Type of Interest
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary



**DRAFT GMCA HOUSING, PLANNING AND ENVIRONMENT OVERVIEW AND SCRUTINY  
COMMITTEE  
10 JANUARY 2019 AT 6.00PM AT THE GMCA OFFICES**

Present: Councillor Lisa Smart (Stockport) (in the Chair)  
Bolton: Councillor Shamim Abdullah  
Bolton: Councillor Andrew Morgan  
Bury: Councillor Dorothy Gunther  
Manchester: Councillor Paula Sadler  
Manchester: Councillor John Leech (Substitute)  
Rochdale: Councillor Linda Robinson  
Trafford: Councillor Bernard Sharp (substitute)  
Trafford: Councillor Graham Whitham  
Wigan: Councillor Michael Winstanley

**In attendance**

Stockport Council Councillor Alexander Ganotis

GM Cycling and Walking Commissioner Chris Boardman

GMCA Officers Julie Connor (Assistant Director Governance and Scrutiny)  
Amy Foots (Strategy Principal)  
Anne Morgan (Head of Planning Strategy)  
Mark Atherton (Assistant Director Environment)  
Jamie Fallon (Governance and Scrutiny Officer)

TfGM Officers Bob Morris (Chief Operating Officer)  
Michael Renshaw (Executive Director)  
Simon Warburton (Transport Strategy Director)  
Rod Fawcett (Head of Policy)  
Martin Key (Senior Transport Adviser)

**M121/HPE APOLOGIES FOR ABSENCE**

Apologies for absence were received from Catherine Preston (Bury), James Wilson (Manchester), Steven Bashforth (Oldham), Laura Booth (Stockport), Mike Glover (Tameside), Stuart Dickman (Salford) and Lynne Holland (Wigan).

**M122/HPE CHAIR'S ANNOUNCEMENTS AND URGENT BUSINESS**

Members were informed that the next draft of the Greater Manchester Spatial Framework (GMSF) had been published, and was due to be discussed at the GMCA meeting on Friday 11th



January. It was confirmed that the GMSF and the TfGM 2040 Transport Strategy would be considered by the Committee in February.

#### **M123/HPE                      DECLARATIONS OF INTEREST**

There were no declarations of interest received.

#### **M124/HPE                      MINUTES OF THE MEETING HELD ON 15 NOVEMBER 2018**

The minutes of the meeting held on 15 November 2018 were submitted for approval.

The Chair requested that the Greater Manchester Strategy (GMS) Implementation Plan and Performance Dashboard Update (M116/HPE) be updated to reflect the fact that the Mayor had acknowledged that his manifesto commitment to end rough sleeping had not been included as a dashboard objective.

#### **Amended Minute of the meeting held on 15 November 2018, Item M116/HPE:**

*That the Mayoral Manifesto commitment to end the need for rough sleeping by 2020 was not included as one of the aims in the dashboard. The Mayor stated that the dashboard objectives were around initiatives which contributed to reducing rough sleeping. The Mayor stated that he had been advised that ending rough sleeping as an absolute is technically not possible due to a number of factors such as some rough sleepers not accepting available help / support and choosing to sleep rough, but he still stands by his manifesto pledge to end rough sleeping defined as a substantial shift of improvement in this area. The Mayor also highlighted entrenched rough sleeping and the challenges associated with engaging and supporting a small cohort of rough sleepers.*

#### **RESOLVED/-**

That the minutes of the meeting held 15 November 2018 be approved as a correct record.

#### **M125/HPE                      WALKING AND CYCLING UPDATE**

Chris Boardman, GM Cycling and Walking Commissioner, introduced a report which provided Members with an update on progress since the approval of the recommendations contained in Made to Move, approved by the GMCA in December 2017.

Members received a presentation which contextualised the ongoing work and its purpose, and the following key points were highlighted:

- In Greater Manchester, 30% of trips under 1km are made by car, that's just 15 minutes on foot or a five minute bike ride.
- Initial research had suggested that the health impacts resulting from inactivity were costing the NHS from £500,000 per week to NHS, totalling £3.75 billion per year.
- The Made to Move report (December 2017) sets out a goal: 'To double and then double again cycling in Greater Manchester and make walking the natural choice for as many short trips as possible.'

- The report recommends 15 steps to achieve the goals, including the development of a detailed infrastructure plan, a ten year £1.5 billion fund, a total highways design guide, ensuring new transport and housing developments have walking and cycling at their heart, making cycling and walking the first choice on the school run, reducing the risk of road casualties and delivering greater access to public bikes.
- The GMCA had agreed to allocate £160 million of the Transforming Cities Fund to develop a Mayor's Cycling and Walking Challenge Fund (MCF). The fund would be used to kick start the delivery of Greater Manchester's cycling and walking infrastructure as part of a GM 'Streets for All' highways improvement programme. The Beelines proposal contains principles around the types of infrastructure that would meet the Commissioners standard as set out in Made to Move and the initial plan covering 1,000 miles across every community in Greater Manchester. These included the 'usable by a competent 12-year-old' and 'usable by someone with a double buggy' test in terms of traffic flow.
- The network plans were subsequently made public to gather feedback over a 3 month period. Over 4,000 comments were received on the plan and these are now being processed with an aim of publishing an update of the plan in early 2019.
- To date, 24 cycling and walking schemes had been approved, with a forecast total funding requirement from the MCF of around £39 million.
- One of the key enablers to unlocking walking and cycling's potential across Greater Manchester would be building safe, attractive spaces alongside high quality footways. Some of the proposed solutions to the highlighted severance/highways barriers involved simple cost effective interventions such as side road crossings with paint. The Chorlton cycle way (Chapel Street) was highlighted as a scheme which was out for consultation.
- Work was underway to develop a sustainable and effective bike hire scheme in Greater Manchester to provide people with the tools to enable them to cycle.

Members welcomed the update and raised the following questions and comments:

- A Member requested more information on the role of the GM Cycling & Walking Commissioner.

It was confirmed that originally the role had been focussed on defining GM's mission but was now concentrating on holding GM accountable, so that we do not slip on achieving the 15 objectives.

- One Member sought clarity on how the additional funding to achieve the goal of developing a 10 year £1.5 billion fund would be sourced, and how local authorities would feature.

It was confirmed that the first 3-4 years would be funded by the Mayoral Challenge Fund (MCF) (£160 million), on the premise that it is match funded. It was confirmed that £40 million of the MCF had been approved with another third, from local funding provided by districts. Work was also being done on existing Growth Deal schemes. In terms of future funding streams, conversations were ongoing with Government, and the Transport Fund was being considered. It was highlighted that the ultimate goal was for the approach to become normal and 'how we do streets' without the requirement for a specific fund.

- A Member queried why scheme promoters were allowed to claim delivery costs prior to full approval (paragraph 3.1)?

It was confirmed that scheme promoters were approved to claim scheme development and design to remove the financial constraints on scheme delivery. However, no funds were released if the schemes do not meet agreed the criteria; usable by a competent 12-year-old' and 'usable by someone with a double buggy' test in terms of traffic flow. In terms of accountability, it was confirmed that there were weekly Delivery Board, which reports into the Cycling Board, TfGM and GMCA governance structures.

- A Member highlighted that a major concern for parents would be the safety of their child. Had this aspect been considered?

It was confirmed that GMP were represented on the Board which meets every two weeks, notwithstanding this, this was not within the Commissioners gift. Work was underway to develop a Road Danger Strategy noting that further information would be provided when appropriate.

- Had metrics been developed which would help us measure the impact of the schemes?

It was confirmed that the success measures were being developed and baseline studies would be conducted on all the schemes. The measures would include health, pollution reduction and happiness. A proportion of the MCF had been allocated to monitoring and evaluation through TfGM's strategy team.

- How are we going to change the perception, that drivers are being forced off the road?

It was confirmed that it was the district's responsibility to agree to the extent in terms of how much they want to adopt the changes and it is expected that the different districts will make progress at different rates. In order to change the perception of some car users, there will be a need to create successful working examples that are local as a reference.

- Was there a commitment to ensuring that developers incorporate walkways and cycle paths in to their development plans?

It was confirmed that this was for districts to decide, however, the 2040 Transport Strategy and the GMSF would consider what policies could be established at city region level.

- A Member requested clarity in relation to who was responsible for the schemes and the knock on financial impacts once developed?

It was confirmed that the schemes must belong to districts. Did this also apply to maintenance? This was also a commitment of districts when developing the schemes.

- How are you working with those who are unable to walk/cycle?

The Disability Reference Group and wider groups were engaged. It was clarified that the aim of project was not to replace all car journeys, it was to reduce/ irradiate the unnecessary short journeys that could be made by walking/cycling.

- When can we expect the first plan to be published?

It was confirmed that it is envisaged that this would be published in March 2019.

## **RESOLVED/-**

That the report be noted.

## **M126/HPE                      TRANSPORT CAPITAL PROGRAMME**

Bob Morris, Chief Operating Officer presented a report which provided Members with an overview of the Capital Programme which TfGM is currently responsible, together with details of the current Member-led oversight and governance arrangements that are in place for the various elements of the programme.

The following key points were highlighted:

- The Capital Programme started 10 years ago, following the failed Tif bid which became the transport Fund.
- This has led to the successful delivery of £3 billion pounds worth of transport infrastructure (delivered on time and under budget).
- The Programme is also involved in wider GMCA delivery such as digital, broadband and helping to deliver the clean air Programme.
- In terms of TfGM taking the underlying schemes to this group, such as transport interchanges, bus priority, rail and Metrolink, it was suggested reporting on these individual issues separately at future meetings.

Members posed questions to the Chief Operating Officer, and Simon Warburton, Transport Strategy Director who was also in attendance:

- When was the outcome of the Access for All bid expected?

It was confirmed that bids had been submitted in relation to ten stations, noting that the outcome was expected to be received in March 2019.

- Members asked for clarification on the role and composition of the GM Transport Strategy group.

TfGM confirmed that the Group was chaired by the Transport Strategy Director, and attended by the 10 responsible directing officers from the 10 GM Boroughs. The role of the group was to manage and develop Local Transport Plan (2040 Strategy) and give stewardship to the management and periodic reporting of the approved smaller Growth Deal Programmes.

- A Member asked for clarification on where the overall management and oversight of schemes takes place?

It was stated that a complete list of schemes and their budgetary progress is submitted to the GMCA on a quarterly basis.

- How are schemes selected in terms of addressing transport needs?

It was confirmed that TfGM's Strategy Team prioritise schemes by considering a full range of options with the best most viable option selected, which was supported by a business case, which addresses the specific transport needs or to future proof an existing asset.

The meeting was advised that the delivery plan was measured against the 2040 Transport Strategy. Planning was conducted by mapping what had been already delivered, what is being proposed, and what longer term elements may be brought forward. Once the plan was agreed, it would inform the Capital Programme that comes forward as funding becomes available. TfGM confirmed that they were continually working with colleagues from the 10 local authorities to develop an efficient process for obtaining funding.

- One Member asked how knock-on impacts of revisions/ restrictions to the highways were managed to mitigate and manage expectations?

It was clarified that this was done via running modelling, putting in place mitigation, and early and thorough consultation and engagement with stakeholders and the local community to manage expectations.

- A Member requested a breakdown of how the new Wigan bus station had been funded by TfGM, Wigan Council and HM Government?

TfGM confirmed that had been included in a quarterly report to the GMCA and also TfGM's Capital and Policy Sub-committee.

It was agreed that the figures would be circulated to the Committee.

- Why had Bury not received investment to develop a new bus station?

TfGM confirmed that Bury would receive funding for a new interchange, noting that plans were being developed.

- Members queried whether commissioning arrangements could improve the standard of trains?

It was clarified that TfGM do not have any contractual influence of rail resources but it was noted that Northern and Transpennine should be introducing new stock post May 2019. This was largely also reflected with buses however, TfGM do have contracts for 20% of bus services and set standards as a minimum for GM, noting that every operator was scored and ranked through performance.

- Members sought clarity regarding the process for members to raise complaints on behalf of constituents. There was also confusion in relation to the governance arrangements and accountability mechanisms for TfGM.

TfGM acknowledged the feedback and advised that they would welcome suggestions which would enable them to improve their interaction with Members. It was agreed that the Committee would receive the TfGM Member Induction pack.

## **RESOLVED/-**

1. That the Committee note the TfGM Capital Programme.
2. That the Committee receive an overview of the schemes to be submitted to the GMCA.
3. That TfGM review and clearly articulate how Members should raise enquiries.
4. That the Committee receive further information regarding governance arrangements and accountability mechanisms for TfGM.
5. That TfGM circulate elected member briefing materials (induction pack) and the councillor enquiry service for comment.

## **M127/HPE**

### **GM CLEAN AIR PLAN UPDATE**

Councillor Alex Ganotis, Portfolio Lead for Green City Region, introduced a report which provided an update on progress in the preparation of a GM feasibility study into the options available, subject to full funding by Government, to address NO2 exceedances, and to outline a broad direction of travel in relation to next steps and decision making. The following key points were highlighted:

- Greater Manchester has a long standing track record in taking a balanced approach to policy development to promote sustainability, inclusion and growth. Therefore, whilst respecting the strategic importance of addressing pollution and attendant impact on public health to better understand all the implications, further work in relation to the feasibility study is required. This work has been requested to ensure in developing our plans to deliver air quality improvements we understand the impacts on growth and inclusion across the city region.
- Undertaking this further work means that GM will be unable to submit its Outline Business Case (OBC) to government by the agreed deadline of 31 January 2019.
- Submission of the OBC after the 31 January 2019 does not meet the ministerial direction which has been issued to seven of the ten GM local authorities. This could lead to a potential legal challenge against one or more of the GM local authorities under a direction.
- It is anticipated that a report about the OBC will be brought forward in Spring 2019 to the GMCA and all ten councils.
- A non-statutory public conversation will follow the completion of the OBC to seek wide ranging feedback on the options for achieving compliance in GM and the identified 'preferred option' whilst at a formative stage. The outputs from this initial engagement activity will be used to inform the ongoing detailed design of any scheme, and build an understanding around the potential impacts of the 'preferred option' from a public and stakeholder perspective.
- The outputs of this would inform the development of the scheme in the Full Business Case.

In discussion, Member raised the following questions and comments:

- A Member queried whether the deferment of the draft OBC would delay implementation and delivery of improved air quality presenting a failure in moral obligation?

It was clarified that this work would not delay the submission of the full business case. It was noted that the OBC was crucial as it would also include our asks of Government. There were existing Air Quality Plans and strategies in place currently, which had resulted in some improvements to air quality. It was estimated that 1200 people die prematurely directly/indirectly because of poor air quality.

It was highlighted that other cities including Birmingham had also rescheduled their delivery milestones.

- Was there any disagreement amongst Leaders which had contributed to the delays?

It was confirmed that GM were at one in the view that we should avoid charging individual motorists if possible, but to do that it required a lot more work to see if a Caz C model would be sufficient. GM was also committed to undertaking the socio economic work.

- Would extra infrastructure be required to support the selected charging model?

It was highlighted that Government had offered to fund capital costs for any required physical infrastructure to monitor vehicles for compliance (if this was required). However, we would have to provide assurance that it would not be used for other purposes. It was confirmed that the test would be meeting the legal limits set out and be demonstrated by us bringing down the air quality to the legal limit into the shortest amount of time. It was advised that Government had put joint planning arrangements in place where this system was required.

- Members raised concerns regarding the lack of focus on reducing particulates?

It was clarified that the specific duties in regards to clean air reside with specific local authorities. It was not within remit of GMCA to apply a regime in regards to reducing particulates. It was highlighted that particulates would still be present even if all vehicles were electric cars (because of tyres). With the strategy focussing on 152 roads, it is inevitable that particulates would reduce, however, this was not within the remit in terms of reduction targets.

- Following discussion, the Committee agreed that a recommendation be submitted to the GMCA to consider whether the 10 local authorities should work collectively to reduce particulate matter, and update the existing Clean Air Strategy.

- Members asked around how Governments expectations would be managed in terms of GMs approach to tackling air quality?

It was clarified that it was possible to scientifically test whether an approach was sufficient, and it was confirmed that Government officials were being engaged in GM's approach.

It was clarified that a public conversation had taken place in late October as part of the launch of the GM Clean Air website which acted as a contemporary portal. This had also

enabled TfGM to have shared communication activity with Public Health England which had also led to additional engagement with specific business communities, and work with the bus industry to understand their views on how we can achieve a clean fleet quickly. Work was also underway with the small business community including taxis, and light goods vehicles.

At the point that firm proposals were ready, a clear plan for fuller public consultation around proposals would be scheduled. If any penalty regimes were required, then a statutory consultation would be undertaken.

#### **RESOLVED/-**

1. That the Committee note the report, setting out the implications of work so far led by the Greater Manchester Clean Air Plan Senior Leadership Steering Group.
2. That the Committee note the further work that was now proposed to be undertaken to ensure that the future Clean Air Plan was agreed against a clear understanding of the impacts on growth and the inclusion across the city region.
3. That the Committee note the changes to the plan development schedule that this will bring.
4. That the GMCA be recommended to consider whether the 10 local authorities should work collectively to reduce particulate matter, by updating the Clean Air Strategy.

#### **M128/HPE                      WORK PROGRAMME**

Julie Connor, Assistant Director, Governance & Scrutiny, GMCA, introduced the Work Programme. Members were asked to contact the Governance & Scrutiny Officer with any suggested items for inclusion in the work programme or with any comments about scheduled items.

Members were informed that the February 2019 meeting would focus on the Greater Manchester Spatial Framework (GMSF) and 2040 Transport Strategy.

#### **RESOLVED:**

That the Work Programme be noted.

#### **M129/HPE                      FUTURE OF GREATER MANCHESTER**

#### **RESOLVED:**

That the report be noted.

#### **M130/HPE                      STOCKPORT MAYORAL DEVELOPMENT CORPORATION**



**RESOLVED:**

That the report be noted.

**M131/HPE REGISTER OF KEY DECISIONS**

Members received the register of Key Decisions for information only.

**RESOLVED:**

That the Register of Key Decisions be noted.

**M132/HPE DATE AND TIME OF NEXT MEETING**

Thursday 14<sup>th</sup> February 2019 at 10.30am, GMCA Offices, Churchgate House

DRAFT

Planning, Housing & Environment  
Overview & Scrutiny Committee



Date: **14 FEBRUARY 2019**

Subject: **FUTURE OF GREATER MANCHESTER AND ASSOCIATED STRATEGIES**

Report of: **PAUL DENNETT, SALFORD CITY MAYOR AND PORTFOLIO LEAD FOR PLANNING, HOUSING AND HOMELESSNESS**

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## **PURPOSE OF REPORT**

A wide range of plans were considered at the CA meeting on 11 Jan. All of these plans are inter-related and it is important to set them in a wider context about the future of Greater Manchester. This scrutiny meeting is therefore asked to consider:

- The Future of GM Strategic context paper (attached)
- A number of the key elements referred to in that strategic context, namely:
  - The GMSF Consultation Draft
  - The GM Infrastructure Framework
  - The Housing Vision
  - The Stockport Mayoral Development Corporation

The documents referred to above can be found at the following link;

[https://www.gmcameetings.co.uk/meetings/meeting/642/joint\\_gmcaagma\\_executive\\_board](https://www.gmcameetings.co.uk/meetings/meeting/642/joint_gmcaagma_executive_board)

The consultation on the GMSF can be found at;

<https://www.greatermanchester-ca.gov.uk/what-we-do/housing/greater-manchester-spatial-framework/gmsf-documents/>

## **RECOMMENDATION**

Scrutiny Members are asked to:

- Give their views on the GMSF Consultation Draft, as part of the consultation process
- Note the GM Infrastructure Framework
- Give their views on the Housing Vision
- Give their views on the Stockport MDC proposals, as part of the consultation process

Contact Officers

Simon Nokes, Executive Director Policy and Strategy, GMCA

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## FUTURE OF GREATER MANCHESTER

In this time of national uncertainty, socially and economically, Greater Manchester is taking the initiative and setting out our bold plans to give people, communities and businesses hope and confidence for the future. Our plans will set out how Greater Manchester is 'open for business' globally, how we will thrive and prosper into the future, how we will support everyone to reach their full potential, and how we will ensure that nobody is left behind.

The Greater Manchester Strategy Our People, Our Place sets a clear vision for GM – to be one of the best places in the world to grow up, get on in life and grow old – where there is:

- A good start in life for everyone
- Good opportunities for our young people, who are equipped for life
- Good employment for all in our thriving, productive zero carbon economy
- Good connectivity – digitally and by public transport – within all parts of Greater Manchester
- Good, affordable housing in stronger and safer communities
- A good cultural and leisure offer for everyone in a green city region
- Good health, support for people to live fulfilling lives and quality care for those who need it □ A good quality of life in an 'age-friendly' city region

People are at the heart of everything we do and our USP is an advanced devolution deal that allows us to reflect that in our policies. In each generation Greater Manchester has matched economic progress with social advancement. We are a place that has always delivered industrial innovations but never forgotten the people who power that economy.

Greater Manchester was the beating heart of the industrial revolution, the birthplace of everything from commuting to the computer. But these innovations are matched with social progress in the Trades Union Congress, the suffragettes and the cooperative movement.

This radical spirit is central to Greater Manchester's identity. We do things differently here, and do things first.

As politics in Westminster is focussed on the debate over Brexit, our focus in Greater Manchester is on growth, investment and reform of public services in order to ensure that everyone here is supported to achieve their potential and that nobody is left behind. We will do this by working in partnership with our communities, public services, voluntary sector and businesses.

And we are already making great strides in implementing this vision, for example:

- A determined effort to tackle the problems of rough sleeping is already beginning to have an impact, including via the Bed Every Night campaign
- The new Police and Crime Plan focuses on the importance of safety and security of people, places and businesses and their role in promoting and enabling well-being across the board

- We are investing in the UK's largest joined-up cycling and walking network, revolutionising how journeys are made and enabling people to travel actively in their community
- We are reducing the amount of time people have to stay in hospital by better supporting people in their homes and communities. We are improving access to primary care, driving up the quality of care homes and transforming children's mental health services. Greater Manchester recently became the first place in the country to publish waiting time data for children's mental health
- We are rethinking support for older people, with the World Health Organisation recently designating Greater Manchester the UK's first age-friendly city-region
- We are part of the prestigious 100 Resilient Cities Network and developing a Resilience Strategy for the City Region
- We have invested in a multi-million pound Business Productivity and Inclusive Growth Programme which will support GM employers to raise their productivity and create high quality jobs.

But we want to go further, and faster. That is why we are publishing a number of bold plans for consultation that will shape the future of our city region for generations to come. From building the homes we need to cleaning up the air we breathe, we are making the decisions that are required if we are to realise our ambitions for Greater Manchester. In keeping with our USP, these plans are not just about our economic future but our social responsibilities too. That's why, for example, our Housing Vision ensures we develop housing solutions to address the needs of all our residents. And it's why we are taking bold action to help our young people get on in life and seize the opportunities available in Greater Manchester.

The plans are all interlinked and together will mean significant decisions will be taken, many of which will have an impact on the things which are most important in our lives. By publishing these plans we are showing that Greater Manchester is a confident, forward-thinking city region – with a plan for the future.

### Reformed Public Services

We can only support people to achieve their full potential and ensure that we are creating the Greater Manchester we all want to live in if we change the way in which public services work. We need to integrate services around people and their needs, focusing on prevention, developing new models of support, and sharing information across the public sector to design and deliver better services. Our reform priorities are focused around early years, life readiness of young people, tackling homelessness and ensuring that people are supported in ageing well. For example in early years we are striving to ensure Greater Manchester meets or exceeds the national level of 'school readiness' by 2020 by developing our workforce, developing new antenatal care models and ensuring good nursery provision with excellent places for children to play and learn.

Last month we therefore set out a bold plan for a pioneering model for public services, our **Public Services White Paper**, which will see communities, public services and the voluntary sectors working hand in hand to reform services and focus on delivery, breaking down the silos between services. These plans will be one of the key pillars

for delivering the overarching aims of the Greater Manchester Strategy and considering how we push forward devolution in the city region.

### A Good Start in Life for Young People

We want our young people in particular to be ready for the changing world into which they are growing up, and to have the right skills to seize the opportunities that are available in, and will be attracted to, Greater Manchester. That is why we have been focusing on **Life Readiness**, working with the Youth Combined Authority. As part of this we are developing an exciting Opportunity Pass for our young people. I am proposing that this will offer all 16-18 year olds free travel on buses in Greater Manchester from September on a two year trial basis, to help connect them with opportunities across the conurbation – to access the right course to develop their future career, to travel to the many leisure and cultural offers of Greater Manchester or to travel to employment. In this way it will support not only young people but employers alike by ensuring greater access to the skills our businesses need. Young people have also said that they want a Curriculum for Life (a series of learning experiences that develop young people's knowledge and life skills) and a UCAS style portal (which will help young people understand the changing world of work and apply for the wide range of opportunities available). Both of these are currently in development.

### Good Employment for All in our Thriving Economy

We want to ensure that everyone can access secure fairly-paid, flexible employment, with opportunities to progress and develop. All the evidence (from organisations such as Be the Business and others) suggests that companies who invest in their workforce are also the most productive. So we are developing a **Good Employment Charter**, working with key business representative organisations, public sector employers, the voluntary and community sector, Trade Unions, and others. This will not only support our employers to become more productive, but also build on GM's history of social innovation and putting people at the heart of Greater Manchester.

We also want to ensure all residents have the skills to get on in life and achieve their full potential. Through improved skills, innovative thinking and access to talent, GM businesses will be more successful locally, nationally and globally. This will enable our economy to create exciting, well-paid jobs in new industries, and increase the competitiveness of our high employment sectors, leading to a thriving and productive economy in all parts of GM. That is why GM is currently developing a **Local Industrial Strategy**, which will embed a Local Skills Plan to ensure all residents can benefit from the opportunities in Greater Manchester. The Strategy will be clear on our strengths which make Greater Manchester a great place to do business, and help to attract new business and new industries to Greater Manchester, as well as the challenges we face particularly around skills, infrastructure and health where more focus and investment is needed. It is being jointly developed with Government and will be agreed in March.

Digitalisation and decarbonisation will be at the heart of every global city region in the future, and therefore a key part of our Local Industrial Strategy. It is for this reason that we have already launched a **Digital Strategy** focusing on business opportunities, skills, infrastructure and how digitalisation will transform public services. As part of this

GM, along with Government, is investing £40m to use the power of large scale public procurement to accelerate private sector investment in full fibre to the premises infrastructure across GM – which will also be a foundation for early roll out of next generation 5G mobile networks in the City Region. We are also taking a leading role in the drive to carbon neutrality having launched our clear ambition to advance the date of carbon neutrality by at least a decade. We know that there are clear advantages by acting first on this agenda, so we will be publishing a **5-year Environment Plan** at the Green Summit in March, which will set out our challenges, actions and investments to put us on the path to achieving a high quality, resilient environment, with the social and economic opportunities that offers.

### Good Connectivity

Ensuring people can move around Greater Manchester to access jobs and leisure opportunities is vital to all residents, communities and businesses. We need to ensure the continued development and integration of our transport system to make sure that it fully supports our businesses and residents in fulfilling their potential.

Greater Manchester has attracted global attention for the £160m investment in cycling and walking, led by our Cycling and Walking Commissioner. Metrolink continues to go from strength to strength and has in excess of 40 million passenger journeys a year. This will continue to expand and in the next 18 months we'll see the opening of a new tram lines to the Trafford Park and 27 new trams on the network to provide the capacity we need.

But a further step-change in investment in our public transport infrastructure and travel alternatives is needed too. The Greater Manchester Transport Strategy 2040 (2017) set out a future vision for “world class connections that support long-term sustainable economic growth and access to opportunities for all”. The ambition is to deliver a fully integrated and sustainable transport system that provides real choice to people travelling in GM and enables us to reduce car use to no more than 50% of daily trips, with the remaining 50% made by public transport, waking and walking. This would mean a million more trips each day using sustainable transport modes in Greater Manchester by 2040 and would help to make our communities less congested and polluted, and safer for everyone.

The new **Transport Delivery Plan 2020-2025** sets out our plan for the next five years to make rapid progress on delivering this vision. In addition to prioritising new development sites in locations that are already accessible by public transport, we are setting out bold investment and reform plans for improving all parts of our transport system.

This includes: further investment in new infrastructure to make cycling and walking the natural choice for short journeys; at least £100m investment in our town and city centres to make them pleasant, thriving, well connected places; more capacity on our Metrolink network, supported by zonal fares and contactless payment; investment in improved park and ride facilities and electric vehicle charging infrastructure; investigation of the feasibility of new rail and Metrolink stations across Greater Manchester; and significant investment in critical highways infrastructure to relieve

congestion hotspots and improve access to development sites. The Delivery Plan also identifies how Highways England and Network Rail will need to work closely with Greater Manchester to ensure the right critical investment in our rail and motorway networks to support our residents and businesses.

And reforms will also be required to ensure that we have the powers we need to deliver our 2040 Vision for an integrated transport system. This includes reforms to our bus network to allow it to operate as a single network, with simple fares and ticketing, and an excellent customer experience. Greater Manchester is leading the way on bus reform nationally, as the first mayoral Combined Authority seeking to make use of new powers in the Bus Services Act 2017. In doing so, the Combined Authority has decided to consider the introduction of a proposed bus franchising scheme for Greater Manchester and that assessment, which will compare franchising with other realistic options of reform, continues to be developed. Once that assessment is completed, it will be considered by the Combined Authority with a view to having the assessment independently audited. Subject to the conclusions of both the assessment and any audit, we will consult with the public about this important issue.

Finally, the Delivery Plan also identifies potential sources of investment to achieve greater long-term certainty over transport funding. In particular, we want to establish a fully devolved, long-term infrastructure budget for Greater Manchester, as recommended in the National Infrastructure Commission's recent National Infrastructure Assessment. We are encouraging Government to consider this through the National Spending Review.

### Good, Affordable Housing

We want to take a new approach to housing to tackle the housing crisis, to ensure our housing solutions address the needs of all our residents: those who are homeless or one step away from being homeless; issues of affordability and quality of housing; ensuring the right housing for older people in communities which avoid the risk of isolation; and aspirational housing. So today we are launching our **Housing Vision** which sets out what GM needs from its current and future housing and the challenges and issues with today's housing. Over the coming months, based on feedback and consultation, this will be turned into a Housing Strategy which will set out how GM might go about achieving that vision.

Part of that Strategy will be the development of a Greater Manchester definition of affordable housing and the Greater Manchester Spatial Framework includes a new policy commitment to deliver at least 50,000 affordable homes by 2037, and a major drive to ensure at least 30,000 of these are social homes. To support this last month the Combined Authority agreed to support this exciting vision by investing some of the surpluses from our £300m Housing Investment Loan Fund to support the delivery of truly affordable housing, tackle empty homes and issues in the private rented sector including rogue landlords. We will also launch a major new drive to raise standards in the PRS, including the development of a GM Good Landlord standard.



## Sustainable Places

People care passionately about the places where they live and we need to be creating vibrant communities, with a sense of belonging and pride. This is not only about the right housing in the right places but also a wide range of other factors too – about infrastructure, access to culture, jobs and the quality of the environment. GM is already working with City of Trees to increase the number of trees in Greater Manchester and is a Defra Urban Pioneer city region, acting as a testbed for new ways to improve the natural environment.

We are therefore bringing together all these issues into a draft **Greater Manchester Spatial Framework** for consultation. This plan is all about creating sustainable places in Greater Manchester – where people can achieve their full potential. That requires important decisions to be made about the pattern of future growth, taken in an integrated way, to reflect the inter-relationships between all communities and parts of Greater Manchester socially, environmentally and economically. The Spatial Framework has therefore been radically re-written to reflect the comments received on the last draft. It focuses on making the most of our brownfield sites and bringing forward development in town centres and our most sustainable locations. It also cuts the green-belt take by over 50% and offers far stronger protection for the most valuable spaces – spaces which are important for people's health.

As part of this we have recognised that we need to develop a far stronger housing and employment offer within our Town Centres – as their role as retail centres changes, and to ensure our Town Centres with their proud history remain vital sustainable communities which are in well-connected locations. That is why the **Town Centre Challenge** was launched last year to support all Districts across GM to help bring forward innovative plans, and generate confidence with the private sector, to build a strong resilient future for GM's Town Centres. This is a national issue where Greater Manchester is leading the way in helping to find solutions. The role of GM's Town Centres is vital to the future of GM, to support development in sustainable locations and reduce the need for new development in the Greenbelt. That is why we are delighted that, as a result of the Town Centre Challenge, we are today bringing forward plans to go out to consultation on creating a **Mayoral Development Corporation** to support the regeneration of the Town Centre West area of Stockport – a once in a generation opportunity to re-draw/re-balance the Town Centre to deliver a new urban village (with up to 3000 homes) and to support economic growth. This is the first time a Mayor has exercised their devolved power in this way to kick-start redevelopment of a town centre location.

We also know that the right infrastructure needs to be in place if we are going to support a changing and growing conurbation. Not only the physical infrastructure, but also the social infrastructure that people rely on such as schools and health services. But there are already challenges with GM's existing infrastructure, and the future demands on our infrastructure are going to change for example from how our energy system will adapt to more Electric Vehicles and how we heat our buildings. We are taking these challenges seriously which is why today we are launching an **Infrastructure Framework** which sets out the key challenges for the physical and social infrastructure, and how GM may need to respond. Over time this will help shape

important investment decisions and priorities. As part of this GM has already secured substantial funding from Government to deliver the infrastructure needed to make some housing schemes across the conurbation viable.

Culture is also at the heart of creating vibrant welcoming places, and a sense of belonging and pride. Building on the history of doing things differently and first, and recognising that the creativity of the people of GM is part of the DNA, GM is currently consulting on a **Cultural Strategy** which will be finalised in the next couple of months and will support both our international competitiveness and confident, inclusive communities. This is being backed by £7m of investment in a Cultural and Social Impact Fund across two years and the Great Places project which aims to test and develop the cultural offer for the future, built on what residents value.

### Good Health

We know that poor health is affecting far too many of our residents and their quality of life, as well as keeping them out of employment. That is why the reform of health and social care has consistently sat at the heart of the GM reform agenda. One of the reasons for poor population health in GM is the poor air quality around the heaviest used parts of our road system and key centres. These are however some of our most sustainable locations for future growth. The issues of poor air quality are also adversely affecting some of our most deprived communities, and children are particularly vulnerable to polluted air. Therefore tackling the issue of Air Quality is an imperative.

The **Clean Air Plan** that is in development will aim to ensure that we tackle this challenge in the near term and ensure that our city region can grow in a sustainable way that promotes opportunity and better health for all. Although no decisions have been made yet, the GM Clean Air Plan will aim to safeguard all our residents from air polluted by high levels of Nitrogen Dioxide whilst protecting the poorest in our communities from any financial penalties.

### Conclusion

We want to work with Government to implement these plans. But we need to acknowledge that the current state of local government finances are precarious and have a direct effect on our ability to deliver the change and impact we, and Government, aspire to achieve. To implement some of these plans we will need to have a different, stronger partnership with Government, and more co-design and control over areas such as skills and transport, and a place based approach to housing, health and welfare, if we are to drive forward the vision set out in the Greater Manchester Strategy.

The plans we are bringing forward today are bold and ambitious. They seek to make it clear to Government and the world that Greater Manchester has a plan for our future, and we are clear about what we need to do to achieve it. They are vital to help people take charge of their own lives, achieve their full potential and have a sense of hope and optimism for the future.



# Housing, Planning & Environment Overview & Scrutiny Committee

Date: 14<sup>th</sup> February 2019

Subject: GM Transport Strategy 2040 Draft Delivery Plan (2020-2025)

Report of: Transport Strategy Director, TfGM

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## PURPOSE OF REPORT

This report introduces the Greater Manchester Transport Strategy 2040 Draft Delivery Plan (2020-2025) which has been developed in conjunction with the GMSF. It sets out the background, purpose of the plan and the timeline for publishing a final version of the Delivery Plan in 2019.

## RECOMMENDATIONS

Members are requested to note the contents of the report.

## CONTACT OFFICERS

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## BACKGROUND PAPERS

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.**

## **1. Introduction and Background**

- 1.1 This report introduces the “Greater Manchester Transport Strategy 2040 Draft Delivery Plan (2020-2025)” and sets out how the plan has been developed in conjunction with the Greater Manchester’s Plan for Homes, Jobs and the Environment – Greater Manchester Spatial Framework (GMSF).
- 1.2 The delivery plan refers to what “we” – the elected Mayor, GMCA, local authorities, the Local Enterprise Partnership and TfGM – collectively want to achieve in the next 5 years through our transport investment and reform programme, to work towards delivering the vision set out in the Greater Manchester Transport Strategy 2040. It has been prepared to respond to the range of economic, environmental and quality of life opportunities and challenges facing Greater Manchester.
- 1.3 It sets out the practical actions planned to deliver the Greater Manchester Transport Strategy 2040 and the Greater Manchester Strategy, and to enable a coordinated approach to transport investment. It contains the schemes and interventions necessary to begin to address the existing reliability and capacity issues on our transport network, to deliver a more sustainable and integrated transport system, and to deliver housing and employment growth.
- 1.4 The delivery plan is the mechanism by which we present our current intervention pipeline and development work to the public, and by which we demonstrate to an inspector that we have a plan for the delivery of the transport elements of the GMSF. The delivery plan will be updated as required to reflect changing funding circumstances, as well as emerging findings from study work, and any shift in strategic priorities.
- 1.5 The process of preparing this draft delivery plan has involved: district planning and transport officers; Highways England; TfGM and other partners. Collaborative workshops were undertaken to develop the interventions, and various iterations of the document have been circulated to Transport Strategy Group and Planning Officers Group for comment and amendment. There is broad consensus across district officers that this document is a fair representation of the aspirations for transport across Greater Manchester.
- 1.6 A copy of the draft Delivery Plan and its Executive Summary is appended to this report for consideration.
- 1.7 The intention is to publish the draft delivery plan alongside the imminent GMSF consultation.

## **2. Purpose of the Delivery Plan**

- 2.1 The “Draft Delivery Plan (2020-2025)” has been prepared in parallel with the GMSF and the intention is to publish it alongside the GMSF consultation. Together these documents demonstrate an integrated approach to transport and land use planning, which identify the strategic transport interventions required to deliver growth.

- 2.2 A strong transport evidence base will be needed to underpin the revised GMSF as it moves through the process of initial consultation (in January 2019), through to a second round of consultation (later in 2019) and finally to submission for examination in public (Spring/Summer 2020).
- 2.3 The draft delivery plan will be one of the key supporting documents through this process, demonstrating Greater Manchester’s commitment to delivering the transport investment and reform necessary to support growth.
- 2.4 The draft delivery plan also sets out our vision to improve our transport system to support a reduction in car use to no more than 50% of daily trips, with the remaining 50% made by public transport, walking and cycling. This will mean a million more trips each day using sustainable transport modes in Greater Manchester by 2040. The goal is to deliver growth without increasing overall motor-vehicle traffic kilometres and adding to highway congestion. Our progress towards this vision will be monitored, and adjustments made to future iterations of the delivery plan to ensure we stay on track to achieve this goal.
- 2.5 Integration is key to achieving this goal – and is at the heart of both the 2040 Transport Strategy and the delivery plan. The 2040 Transport Strategy sets out our ambition to enable people to move seamlessly between services on a single, easy-to-use transport network. Many of the interventions in this Delivery Plan will move Greater Manchester closer to this ambition, such as potential reform of the bus market to achieve network integration in terms of routes, timing and interchange between services, and with other modes such as rail and Metrolink.
- 2.5 The draft delivery plan also has an important role in supporting Greater Manchester to achieve greater long-term certainty over transport funding. In particular, the document will be the foundation for work with government towards establishing a fully devolved, long-term infrastructure budget for Greater Manchester.
- 2.6 The draft delivery plan also sets out the resources/powers “ask” of Government – including a Greater Manchester Transport Fund 2, an affirmed commitment to the delivery of HS2 and NPR, increased funding to tackle air quality and greater powers over such things as highway management, rail operations and investment and taxi and private hire vehicle licensing.

### **3. Other GMSF supporting evidence**

- 3.1 In addition to the Draft Delivery Plan (2020-2025), a number of other key supporting documents have been prepared to be ready for publication, alongside the draft GMSF. These include:
- GMSF Transport Study: Understanding the Issues
  - GMSF Transport Study: Addressing the Issues
  - 2040 Transport Strategy Evidence Base Update
- 3.2 A “GMSF Transport Study: Strategic Modelling and Analysis Report” will also be prepared – when the GMSF allocations have been agreed – with the intention of publishing this

alongside the second GMSF public consultation later in 2019. This report will use the GM modelling suite to examine the potential strategic impact of population, housing and employment growth on our transport network. It will be underpinned by local modelling and analysis work being led by the districts, as part of their concept planning of sites, which examines the potential local area impact of large new allocations.

- 3.3 There is also an intention to prepare a transport review of the agreed GMSF new allocations. This will set out a more detailed framework for delivering the strategic interventions that have been identified in support of these sites.

#### **4. Content of the Draft Delivery Plan**

- 4.1 The draft delivery plan consists of an introduction and observations on the challenges and opportunities for transport in Greater Manchester. The background section is structured around the four 'pillars' of the 2040 Transport Strategy vision: economy, environment, quality of life, and innovation – and references the ambitions of the Greater Manchester Strategy, the GMSF, the Local Industrial Strategy, Congestion Deal, the Green Summit and the Clean Air Plan, amongst other matters.

- 4.2 In relation to the GM Clean Air Plan, this will ensure that Greater Manchester can address the nearer term issue of air pollution, and in particular NO<sub>2</sub>, in existing urban areas. This is a crucial component in safeguarding our urban areas as the strategic focus for future development, as will be set out in the revised draft Greater Manchester Spatial Framework.

- 4.3 The document sets out the link between the draft delivery plan and the GMSF, and our vision for 2040, along with the transport investments that support and are supported by the new housing and commercial development sites. The "delivery" section of the plan – which is structured around public transport, streets for all, and integration – outlines the interventions that, in the next five years, we:

- are committed to delivering;
- aim to complete investment cases for early delivery; and
- will further develop in order to identify options and determine feasibility.

- 4.4 The plan also highlights those areas/interventions that we believe we need to eventually investigate beyond 2025.

- 4.5 The final sections of the Draft Delivery Plan look at the funding and devolution 'asks' of government, and set out the current KPIs which will be used to measure success.

## **5. Consultation**

- 5.1 In parallel, with the GMSF consultation, a light-touch consultation on the document will be undertaken by simply inviting any comment via the [2040@tfgm.com](mailto:2040@tfgm.com) email address. There will be no formal consultation website or questionnaire, as the focus for the public consultation will be on the GMSF document. From a transport perspective the comments on the GMSF connectivity chapter will be of particular relevance to the delivery plan.
- 5.2 The comments received via the email address will be combined with the comments received via the GMSF consultation for analysis, and will be used to inform the final version of the delivery plan.

## **6. Next steps and timescales**

- 6.1 Following the consultation of the GMSF and the draft delivery plan, and analysis of the consultation outcomes, a final version of the delivery plan will be prepared for publication later in 2019. The final version will be brought back to the GMCA at this time.

## **7 Recommendations**

- 7.1 Recommendations are set out at the front of this report.

**Simon Warburton**

**Transport Strategy Director, TfGM**





## WORK PROGRAMME 2018/19 HOUSING, PLANNING & ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

The table below sets out the Committee's work programme for this municipal year. Members are invited to further develop, review, and agree topics which they would like to consider. 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.

The Committee has 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 work programme has been updated and, to assist members, the proposed items have been incorporated into the work programme for the Committee to review, and, confirmed subject to any changes.

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

- **GM Congestion Deal**
- **Rail Station Devolution Update**
- **Northern Powerhouse Rail and HS2**
- **Clean Air Plan (update on 10/01/19)**

MEETING DATE	TOPIC	CONTACT OFFICER	REASON FOR SUBMISSION TO SCRUTINY COMMITTEE
14.2.19	GMSF	Anne Morgan, Head of Planning Strategy, GMCA	Possibly including Smart Energy Plan, Housing Vision, draft Infrastructure Framework, Natural Capital Investment Plan
	Transport 2040 Delivery Plan	Simon Warburton, TfGM	Include Young People's Opportunity Pass
	Final draft GM Natural Capital Investment Plan	Cllr Alex Ganotis	<b>Item for info:</b> To scrutinise the final draft GM Natural Capital Investment Plan prior to GMCA decision

	Infrastructure Framework 2040	Anne Morgan, Head of Planning Strategy, GMCA	<b>Item for information only:</b>
	Final Draft GM Natural Capital Investment Plan	Report of Councillor Alex Ganotis	<b>Item for information only:</b>
	Future Of Greater Manchester	Report of Mayor Paul Dennett	<b>Item for information only:</b>
	Housing Vision	Mayor Paul Dennett	<b>Item for information only:</b>
14.3.19	Future Innovation in Transport	Invited speakers to be confirmed	External speakers to provide an external perspective on potential opportunities.
	Draft Waste Strategy	Cllr Alex Ganotis	
	GM Housing Strategy	Mayor Paul Dennett	To scrutinise the GM Housing Strategy prior to decision by the GMCA
	GM Housing Vision	Mayor Paul Dennett	
	Clean Air Plan	Cllr Alex Ganotis	
	Green Summit – 5 year environment	Mark Atherton GMCA	To provide an update on the Green Summit.
11.4.19	GMS six monthly update on Performance and Implementation Plan	Simon Nokes/John Holden GMCA	To provide a performance update on six monthly actions and review the proposed actions for the next 6 months.
	Draft Waste Strategy	Cllr Alex Ganotis	To review early priorities for Waste Strategy- subject to relevant government guidance being published
16.5.19			
13.6.19			
11.7.19			

<b>Items considered at previous meetings</b>			
5.6.18	Update work on town centres	Andy Burnham, GM Mayor	To provide an update following consideration of the Town Centre Challenge on 15 January 2018.
	Waste Strategy presentation	Sarah Mellor, GMCA	Rescheduled from March 2018 in light of government's announcement on the 25 year environmental strategy.
	Housing Package	Mayor Paul Dennett Portfolio Leader & Steve Rumbelow Lead Chief Exec for Housing & Planning	To allow members to comment on the delivery plan for the proposed GM Housing Package
	Introduction of a Zonal Fare Structure on Metrolink	Stephen Rhodes, Customer Director, Transport for Greater Manchester	Update on zonal fare structure on Metrolink network considered and agreed by the GMCA on 25 May 2018.
12.7.18	Cycling and Walking Update	Steve Warrener Director of Finance and Corporate Services, TfGM	Update on the strategic developments on walking and cycling and the Transforming Cities Fund.
	Green Summit Springboard Report	Cllr Alex Ganotis Portfolio Lead for Green City Region, Environment and Green Spaces & Mark Atherton GMCA	Committee agreed this would report would be for information due to the number of items on the agenda.
	Northern & Network Rail	Dave Brown (Northern) and Martin Frobisher (Network)	To understand the performance of Northern and how this is impacting on individuals and businesses in Greater Manchester.
	GMSF	Anne Morgan, Head of Planning	A report on the plans for public consultation.

		Strategy, GMCA	
	Introduction of a Zonal Fare Structure on the Metrolink Network	Stephen Rhodes, Customer Director, Transport for Greater Manchester	A report to be considered following public consultation and prior to the GMCA in July 2018.
16.8.18	Clean Air Plan	Simon Warburton and Megan Black, TfGM	To continue engaging the committee on this work as agreed at February.
	Transport planning in the context of the GMSF	Mia Crowther, and Nicola Kane TfGM	To provide the Committee with assurance that there is coordination between work on the GMSF and transport planning
13.9.18	Natural Capital and Urban Pioneer	Mark Atherton Assistant Director of Environment, GMCA Alex Ganotis?	A closer look at GM's natural assets, this could also feed into the GMSF work see <a href="https://www.greatermanchester-ca.gov.uk/info/20005/green_city_region/120/urban_pioneer">https://www.greatermanchester-ca.gov.uk/info/20005/green_city_region/120/urban_pioneer</a>
	GM Congestion Deal	Bob Morris	A key decision going to the GMCA in September  <b>This item was deferred</b>
	Plastic free GM	David Taylor Executive Director, Waste & Resources	A campaign that the Mayor supports and the Committee were interested in the plastic recycling challenge when they looked at waste previously
11.10.18	Housing Vision Strategy	Steve Fyfe	To consider and provide comment on a draft vision to achieve safe, decent affordable housing within GM prior to submission for approval to the GMCA in October 2018
	Homelessness update	Mike Wright	To provide an update on progress with the Committee's recommendations endorsed by the GMCA in March 2018
	Waste Procurement technical solutions	David Taylor, Executive Director, Waste & Resources	To ensure that the proposed solutions to the waste services put forward by potential bidders will deliver what GM needs

15.11.18	GMS six monthly update on Performance & Implementation Plan	Simon Nokes/John Holden	To provide an update on six monthly actions and to review the next iteration of the implementation plan with associated actions
	Bus Reform Update	Michael Renshaw	To provide a further update at the request of the Committee
	Draft Waste and Resources draft Strategy	David Taylor, Executive Director, Waste & Resources	To consider an early draft of the Strategy's key priorities.
	Draft Natural Capital Investment Plan	Mark Atherton, GMCA	Requested by the Committee at the September meeting.
13.12.18 - <b>Cancelled</b>	City centre housing developments and use of property funds surpluses	Mayor Paul Dennett	To obtain agreement of investing further GM Housing Investment Loan Fund into City Centre housing developments. Approve £350k of GMHILF surpluses be used as revenue to develop affordable housing propositions and priorities as identified in the GM Housing Strategy (went to GMCA in December 2018)
	TfGM's Capital Programme	Steve Warrener	To provide the Committee with an oversight of TfGM's Capital Programme
10.1.19	Walking & Cycling Update/ Streets for All	Chris Boardman/ TfGM	Further update on the strategic developments on walking and cycling and the Transforming Cities Fund, in particular focusing on progress to date.
	Transport Capital Programme (reissued from 13 <sup>th</sup> December 2018 meeting)	Steve Warrener, TfGM	To provide the Committee with an oversight of TfGM's Capital Programme
	Clean Air Plan Update	Simon Warburton, TfGM	To provide the committee with oversight on progress with the Clean Air plan
	Future of Greater Manchester	Andy Burnham, GM Mayor	Item for information only:
	Stockport Mayoral Development Corporation	Andy Burnham, GM Mayor	Item for information only:

## Items Considered in 2017-18 by the Committee

Work in April 2018	<ul style="list-style-type: none"> <li>• Green summit</li> <li>• Greater Manchester bus services update</li> <li>• Greater Manchester Strategy (GMS) implementation plan and performance dashboard</li> <li>• Draft response to the National Policy Planning Framework (NPPF)</li> </ul>
13.3.18	<ul style="list-style-type: none"> <li>• Greater Manchester Spatial Framework (GMSF) land supply</li> <li>• Homelessness</li> </ul>
15.2.18	<ul style="list-style-type: none"> <li>• Timetable for preparation for the revised GMSF</li> <li>• The air quality plan</li> <li>• Performance management framework for GMS</li> </ul>
15.1.19	<ul style="list-style-type: none"> <li>• Update work on town centres</li> <li>• Inclusive design of Greater Manchester's transport infrastructure</li> </ul>
13.12.17	<ul style="list-style-type: none"> <li>• Greater Manchester as a carbon neutral city region</li> <li>• Congestion</li> <li>• National infrastructure Assessment Consultation</li> </ul>
16.11.17	<ul style="list-style-type: none"> <li>• Transport strategy update</li> <li>• Greater Manchester housing affordability</li> </ul>
18.10.17	<ul style="list-style-type: none"> <li>• GMS implementation plan</li> <li>• Bus services in Greater Manchester</li> </ul>