

HOUSING, PLANNING AND ENVIRONMENT OVERVIEW AND SCRUTINY

DATE: 13th September 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 16 AUGUST 2018

To consider the approval of the minutes of the meeting held on 16 August 2018, as a correct record

5. #PLASTICFREEGM

Report of Sarah Mellor, Head of Corporate Services, Waste and Resources Team, GMCA

6. NATURAL CAPITAL AND URBAN PIONEER UPDATE

Report of Mark Atherton, Assistant Director, GM Environment Team, GMCA

7. WORK PROGRAMME

Report of Susan Ford, Statutory Scrutiny Officer, GMCA

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.

ITEMS FOR INFORMATION ONLY:

8. REGISTER OF KEY DECISIONS

http://www.greatermanchester-ca.gov.uk/downloads/file/804/register_of_key_decisions_published_on_29_august_2018

9. DATE AND TIME OF NEXT MEETING

Thursday 11th October, 10.30am, Boardroom, Churchgate House

Notes:

-) The Contact Officer for this agenda is Jamie Fallon, Governance & Scrutiny, GMCA ☎ 0161 778 7009 ✉ jamie.fallon@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 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. 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)

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	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)
	Councillor Hazel Gloster	Oldham	(Liberal Democrat)
	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 5th September 2018 on behalf of Eamonn Boylan, Secretary and Chief Executive, Greater Manchester Combined Authority, Churchgate House, 56 Oxford Street, Manchester M1 6EU.

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

Item 4

**DRAFT GREATER MANCHESTER COMBINED AUTHORITY
HOUSING, PLANNING AND ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE
16 AUGUST 2018 AT 10:30AM AT THE GMCA OFFICES**

Present:	Councillor Lisa Smart (Stockport) (in the Chair)
Bolton	Councillor Shamim Abdullah Councillor Andrew Morgan
Bury	Councillor Dorothy Gunther Councillor Catherine Preston
Manchester	Councillor Paula Sadler Councillor James Wilson
Rochdale	Councillor Ray Dutton (Substitute) Councillor Linda Robinson
Tameside	Councillor Mike Glover
Trafford	Councillor Graham Whitham
Wigan	Councillor Lynne Holland Councillor Fred Walker (Substitute)
In attendance:	
Portfolio Lead Green City Region	Councillor Alex Ganotis
TfGM	Simon Warburton (Strategy Director) Megan Black (Interim Head of Logistics & Environment) Mia Crowther (Senior Transport Strategy Officer)
GMCA Officers	Julie Connor (Assistant Director, Governance and Scrutiny) Lindsay Dunn (Governance and Scrutiny Officer) Susan Ford (Statutory Scrutiny Officer) Simon Nokes (Executive Director of Policy and Strategy) – <i>for discussion of minutes only</i>

M81/HPE APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Laura Booth (Stockport), Stuart Dickman (Salford) and Councillor Michael Winstanley (Wigan).

M82/HPE CHAIR'S ANNOUNCEMENTS AND URGENT BUSINESS

There was no urgent business.

M83/HPE DECLARATIONS OF INTEREST

There were no declaration of interests raised.

M84/HPE MINUTES OF THE LAST MEETING HELD 12 JULY 2018

The minutes of the last meeting dated 12 July 2018 were submitted for approval.

The Chair advised that the Committee had requested that Northern and Network Rail provide figures regarding the amount of reinvestment required in improving services since 21 May 2018 as a result of delays and cancellations. It was reported that although some information had been provided, it was not specifically related to the request and a further request would be made.

Members were reminded to tell Susan Ford, Statutory Scrutiny Officer if they would like to take up the offer from Northern Rail to visit the new trains in the depot.

It was noted that the Committee had been invited to submit signage suggestions to TfGM with regard to Metrolink zones.

The Chair updated the Committee that a decision in principle had been taken by the GMCA that the Greater Manchester Spatial Framework (GMSF) moves from a Joint Development Plan (JDP) to a Spatial Development Strategy (SDS).

Simon Nokes, Executive Director of Policy and Strategy provided the Committee with an overview with regard to the power acquired under the first devolution deal. It was reported that there had been an expectation that the GMSF would become a SDS once the regulations had been passed. It was advised that at this stage it remained a decision in principle only and no final decision had been made. However, it was clarified that if it was agreed that the GMSF should become a SDS, the Leader of each Council would have to deal with the matter locally.

The Committee were informed that there were outstanding legal issues to resolve and the final decision with regard to which option would be recommended at the meeting of the Combined Authority in October when the draft GMSF would be presented.

It was clarified that a JPD would require the approval of each full council within GM and then to be endorsed by the GMCA. An SDS would require the unanimous agreement of all ten Leaders and the Mayor in order to be implemented.

Members requested clarification with regards to the possible implications for councils from moving from a JPD to a SDS. It was proposed that a briefing paper would be prepared and circulated in advance of the next meeting which would explain the legal difference between the two plans in order to provide Members with the legal explanations and further context with associated issues.

RESOLVED:

1. That the minutes of the meeting held on 12 July 2018 be approved as a correct record;
2. That the Committee receive a briefing note with regard to the legal explanations, variations and implications of the adoption of a Joint Development Plan (JDP) or a Spatial Development Strategy (SDS) in advance of the next meeting.

M85/HPE CLEAN AIR PLAN

Councillor Alex Ganotis, Portfolio Lead, Green City Region introduced a report which provided a detailed timetable and the next steps required to progress the outline business case of the Greater Manchester Clean Air Plan.

It was recognised that the scale of the challenge was vast and Members were reminded that GM is required to produce and submit the outline business case for the GM Clean Air Plan to Government no later than 31 December 2018.

In order to be effective, all ten councils would need to work together and work to develop the plan is being led by TfGM. Districts would still be individually legally responsible for compliance and obligations under the Clean Air Plan.

It was estimated that two thousand people in GM die each year as a result of poor air quality and therefore the issue of clean air is a significant public health matter.

Simon Warburton, Transport Strategy Director, TfGM highlighted the following areas;

-) The impact of air pollution is the largest risk to public health in the UK and a significant issue for GM in particular in urban areas;
-) Poor air quality has an economic impact and in 2012 it was estimated a total national productivity cost of £2.7 billion;

- J Road transport is responsible for 80% of nitrogen oxide air pollution. In GM this is estimated to be four fifths;
- J A range of directives guide the targets to reach over time with regard to air quality. However, the responsibility ultimately lies with local authorities;
- J The GMCA, local authorities and TfGM are producing a coordinated GM feasibility study and Clean Air Plan to avoid displacing NO₂ to other locations;
- J A GM Clean Air Plan Steering Group has been created with representatives from all 10 GM local authorities, Highways England, Public Health England and an agency of Government, the Joint Air Quality Unit (JAQU);
- J GM has secured £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;
- J The National Plan identifies charging Clean Air Zones (CAZ) as the benchmark measure for achieving statutory NO₂ limit values in the shortest possible time;
- J Local authorities must consider introducing charging CAZ unless they can identify alternatives that are at least as effective at reducing NO₂, and deliver compliance as quickly as a charging Clean Air Zone;
- J Government have requested that emission charging is considered by assessing the impact if extended gradually over a greater array of vehicles. Four classes have been identified from class to A to D;
- J Cars vans and taxis that meet Euro 6 diesel emissions standards and generally petrol cars purchased after 2006 would be compliant and exempt from any charges or restrictions;
- J A detailed feasibility study would take place to ensure that the statutory limit values for NO₂ are met within the shortest possible time. The business case to be developed would be evaluated in terms of the wider benefits for the environment in GM along with the impact on economic equalities and social inclusion. The economic analysis of any package along with delivery will assessed in proposals to local authorities;
- J It is anticipated that the recommendations would result in significant policy proposals and would therefore require substantial public consultation. It was noted that this would be undertaken at least once and possibly at different stages in the development of the plan overtime. The current expectation was that public consultation would take place during early 2019 although no firm date had been agreed;
- J The launch of a public communication exercise in partnership with health colleagues was being considered for autumn to raise awareness about air quality issues;
- J Government is expected to fund measures associated with introducing a plan and continual appraisal of the potential costs is communicated to government;
- J For GM the target date for reduced nitrogen emissions is 2021;

- J Deep analysis of the original evidence base to identify the target areas provided by government was being undertaken. The outcome of this could be presented to the Committee;
- J There are some technical issues with government in relation to the modelling process which means the estimated modelling completion date has been delayed;
- J Awareness raising concerning air quality issues affecting GM would be undertaken in autumn.

In discussion, the main areas covered were:

- J The Chair requested clarification with regard to public consultation and asked for further information to be provided with regard to what visible impact the implementation of the Clean Air Plan would mean for residents and passenger mobility across GM. It was clarified that in terms of consultation, it was anticipated that this was extremely likely to be necessary. Assurance was provided that any proposals developed would not impede residents' movement across the city region. It was further emphasised that should a charging proposal be considered, then compensatory measures would be introduced for those communities that are impacted. Alternatives could be made available to assist residents to change their more polluting vehicles more quickly than intended or alternatives could be introduced in order to allow residents to continue to make the necessary journeys. It was proposed that any policy introduced would be subject to prior multi variation assessment.
- J A Member highlighted that the demographics of boroughs differed considerably and the impact of differential parking charges would need further consideration at local authority level to avoid a negative impact on town centre regeneration. It was advised that shortlisted potential measures in Appendix 1 were possible actions that would need detailed assessment understand the potential impact locally;
- J The Committee requested information with regard to charging under CAZ and how engine emissions could be tested and reported. It was confirmed that engine standards are agreed over time between international regulators and motor manufacturers and the latest emissions specification had been established to be Euro 6 standard;
- J It was recognised that the initiative had been a EU directive and a Member questioned whether there would be any impact of Brexit. It was confirmed that there would be no impact of Brexit as the directive had been implemented into UK legislation;
- J The impact of smart motorways was considered and it was suggested they would make some improvement in levels of pollution;
- J A member raised a technical specification question with regard to AdBlue chemical which helps to reduce harmful emissions. Colleagues from TfGM agreed to provide a follow up response to this enquiry;

- J The Committee asked whether it was realistic that there would be alternatives that would be as effective as charging under a Clean Air Zone at reducing NO2. It was suggested that a charging Clean Air Zone would have an immediate impact. However, the final decision would be for the local authorities and GMCA to collectively consider;
- J Research on the contribution of class C vehicles as opposed to normal cars on harmful emissions was considered. It was advised that the incremental impact of different classes of vehicles on air quality in different locations within GM had formed part of the modelling;
- J A Member asked if was a simple procedure to identify whether a vehicle would fulfil the required emissions criteria. It was confirmed that the DVLA system would be the logical way and a process was underway to develop a standard model to identify how this would work in practice. It was agreed that colleagues from TfGM would provide members with a link to enable them to check online whether their vehicles meet the Government's Clean Air Zone standard.
- J Members queried whether different systems could be implemented for different areas across GM. It was confirmed that TfGM collect and maintain data on the diverse mix of vehicles in different areas and therefore the modelling on the differential impact of vehicles in locations across GM would be assessed.
- J In relation to funding, the Committee asked for further information with regard to the criteria for the distribution across GM and whether this would form part of the application to government to implement the strategy. It was confirmed that the outline business case to be submitted to government prior to 31 December 2018, would include a financial management plan which identifies the priorities for the funding and how to manage the funds within plan. It was advised that both the portfolio lead for Green City region, Councillor Alex Ganotis and the GM Mayor, Andy Burnham have been developing the funding ask of Government. Work with JAQU has identified the scale of costs and it was acknowledged that investment is a critical component to the delivery of the strategy. Members were further advised that partnership working across other City regions in lobbying government to develop a strategic approach to air quality.
- J Members enquired what evidence existed to suggest that £3m of extra funding for the installation of additional electric car charging points would result in more people purchasing electric vehicles. Furthermore, whether there was scope to consider the subsidisation of the purchase of electric vehicles. It was suggested that the electric charging network already in place has already provided an incentive for the public. It was highlighted that the GM Mayor had made a commitment to double the size of the network by the end of the decade. It was advised that further details from Government with regard to the mobilisation of the electric funding programme was outstanding. However, there is reliable evidence to imply that the market demand for electric vehicles is rising;
- J Public participation was identified by Members as a key factor to ensure the success of a clean air plan. It was proposed that the focus of public

communications and consultations should be the two thousand deaths attributed to poor air quality. The first publication exercise should raise public understanding and awareness without apportioning blame regarding this issue. It was suggested that the Committee could receive and review the details of public messaging to ensure communication promotes inclusion;

- J Members expressed concern about the future operation of taxis that may be registered out of the conurbation but operate within GM that do not meet the required emissions standard. It was confirmed that a joint Greater Manchester plan had been agreed on taxi licensing and minimum standards within GM. It was noted that public consultation would be undertaken and hopefully implementation would take place by the end of 2018 which would include environmental standards;
- J The Committee discussed the effect of the M60 motorway on poor air quality across GM. It was noted that the responsibility of the M60 lies with the Highways England (HE) and it was confirmed that lobbying of government continues to ensure that HE are part of the solution to addressing poor air quality;
- J It was noted that the aim of clean air charging zones was to avoid people paying the charge;
- J The Chair thanked colleagues for the presentation and requested that the Committee receive a further update prior to any proposal presented to the GMCA for decision.

RESOLVED:

1. That the refined evidence base be presented to a future meeting of the Committee along with the Clean Air Business Case;
2. That the Committee receive details to enable Members to check online whether their vehicles meet the Government's Clean Air Zone standard;
3. That the Committee receive and review the details of public messaging to ensure communications promote inclusion with regard to the Clean Air Plan;
4. That a further update on the Clean Air Plan and Clean Air Charging Zones be presented to the Committee prior to any proposal considered for approval by the GMCA;
5. To provide further clarification with regard to the technical specification question on AdBlue chemical.

M86/HPE GREATER MANCHESTER SPATIAL FRAMEWORK (GMSF) TRANSPORT STUDY AND EVIDENCE BASE

Consideration was given to a report that provided an outline of 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.

The Committee were informed that two key areas of policy development in Greater Manchester that have come together were the Transport Strategy 2040 and the GMSF. It was recognised that the alignment of both strategies would maximise opportunities for residents of GM.

Mia Crowther, Senior Transport Strategy Officer, TfGM provided the Committee with a presentation which updated members on the transport evidence work to support the GMSF.

The following areas were highlighted;

-) The GMSF transport study comprises of two phases. Phase one sets out the issues for the GM transport network associated with population, employment and housing growth. Phase two sets out how the critical transport challenges identified can be addressed through the GMSF plan period;
-) The key timelines were highlighted and it was noted that the GMSF consultation would be presented to the GMCA in October 2018 alongside the publication of the Transport Strategy five year delivery plan and the GMSF transport study. It was anticipated that the GMSF submission would take place in December 2019/January 2020, following a further consultation;
-) The areas for the GMSF Transport Study Part 1 were described to Members and the critical issues for GM were summarised as follows;
 - o Local neighbourhood connections for walking and cycling;
 - o Creating sustainable locations and town centres;
 - o Reduce reliance on the car for movement across the wider city region;
 - o Radical transformation of sustainable transport capacity and connectivity in the Regional Centre;
 - o Integration of pan-Northern transport interventions;
 - o Maximising efficiency and reliability of GMs existing transport network;
 - o Sustainable movement of freight;
 - o Preparation for innovations in future technology and travel behaviour;
-) An overview of Transport Study which aims to address the issues was outlined to the Committee along with other work programmes associated with the GM 2040 Transport Strategy;
-) The pipeline process and links with the 2040 Delivery Plan were outlined which will be updated annually to ensure that there would always be an up to date position;
-) TfGM strategic models will be used to assess the impact of changes to transport system performance associated with GMSF proposals. It was reported that an iterative approach will be taken to enable adjustment in the land use and transport proposition and it was anticipated that the level of detail and robustness of the modelling and analysis would improve for each successive iteration;

-) The timeline for the GMSF and transport modelling and analysis was outlined to the Committee.

In discussion, the main areas covered were:

-) The Chair recognised that phasing was identified throughout the process for developing the transport evidence base and requested further clarity with regard to the sequencing of the transport and housing development. It was confirmed that sequencing was a fundamental issue which relies heavily on funding availability. Members were advised that further conversations with government in order to more long term funding arrangements for transport would ensure that the investment could take place in advance of any development;
-) It was suggested that the Committee receive a more detailed report on 'Streets for All' delivery programme which will develop 'corridors' throughout GM which deliver the cycling and walking schemes to strike the right balance between promoting use of active travel modes but also managing the general traffic needs;
-) Members discussed the cumulative impact of small developments on major routes within localities and the fact that there does not appear to be adequate infrastructure to support the cumulative impacts of numbers of smaller developments. It was suggested that upper limit levels should be incorporated into the GMSF which identified the necessary infrastructure required with regards to transport, education and health. It was confirmed that this had been a key consideration and the benefits of the study had meant that a broadly strategic approach had been adopted;
-) Members highlighted that one of the most regular complaints received was about transport in particular with regard to a reduction in bus services because of the lack of patronage caused by the services being considered too expensive and unreliable. It was therefore suggested that a priority should be to develop public transport to become more available, reliable and affordable. It was confirmed that work is underway within the GMCA to explore the opportunities in utilising the Mayor's powers in relation to bus devolution in order to develop the best possible bus offer for GM. It was recognised that some public transport services require a degree of subsidised funding and in the past, GM had received benefit from capital settlement from Government, however there remained a challenge with regard to revenue funding. A new funding model was currently being discussed with government;
-) A member highlighted that the escalator at Bury Interchange close to the Metrolink was still out of order and requested that a breakdown of costs involved in repairing/replacing the escalator which has been reported as faulty on numerous occasions. It was advised that the matter had been repeatedly

reported, however the issues were associated with a degree of ASB in the vicinity which has meant that the restarting of the escalator had not been remedied quickly enough. It was agreed that the most appropriate reporting of the operational costs of the faulty escalator would be reported to the Committee.

RESOLVED:

1. That the Committee receive a more detailed report on 'Streets for All' delivery programme at a future meeting;
2. That a breakdown of costs involved in repairing/replacing the escalator at Bury Interchange near to the Metrolink is provided to the Committee.

M87/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:

-) Given that an update on Cycling and Walking had taken place at the July meeting, it was suggested that a further update be scheduled in conjunction with Streets for All at a later date;
-) It was advised that the GMS six monthly update would be presented to the GMCA in November and it was agreed that the Committee would review this in November;
-) Rail station devolution was not a time sensitive matter and it was therefore proposed that this is moved from the Committee's plan for October;
-) It was suggested that the Committee receive a bus reform and homelessness update along with the Housing Vision Strategy in October;
-) The Committee were asked to provide feedback and identify key areas of focus which they would like to receive more detailed information on. The Chair recognised that consideration should be given to future innovation in transport. Furthermore, it was suggested that stakeholders and representatives from various groups, for example campaign groups could be invited to provide an external perspective on potential opportunities.

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.

M88/HPE REGISTER OF KEY DECISIONS- 31 JULY -30 SEPTEMBER 2018

The Register of Key Decisions was noted.

RESOLVED:

That the Register of Key Decisions be noted.

M89/HPE DATE AND TIME OF NEXT MEETING

It was noted that the next meeting would take place on Thursday 13 September at 10.30 am at GMCA offices.

Housing, Planning & Environment Overview & Scrutiny Committee



Date: 13th September 2018

Subject: #PlasticFreeGM

Report of: Sarah Mellor, Head of Corporate Services, Waste and Resources Team

PURPOSE OF REPORT

The purpose of the report is to present an overview of the progress made to date on developing a #PlasticFreeGM campaign to eradicate the use of single use plastics in Greater Manchester (GM).

RECOMMENDATIONS

That the Committee are invited to comment upon and note the work undertaken to date.

Contact Officer: Sarah Mellor, Head of Corporate Services, Waste and Resources Team,
sarah.mellor@greatermanchester-ca.gov.uk

BACKGROUND PAPERS

Government's 25 year Environment Plan

1. BACKGROUND

1. In January 2018 Government launched its 25 year Environment Plan which sets out six key goals to improve the environment. As part of the Plan it also acknowledges that to achieve these goals and maximise the benefits of a healthier environment they also need to manage the pressures on the environment that are a result of human actions. This includes 'minimising waste'.

1.2 The 'minimising waste' section¹ of the Plan contains the following ambitions:

'We will minimise waste, reuse materials as much as we can and manage materials at the end of their life to minimise the impact on the environment. We will do this by:

) Working towards our ambition of zero avoidable² waste by 2050.

) Working to a target of eliminating avoidable plastic waste by the end of 2042.

¹ Government's 25 year Environment Plan

² Avoidable means what is Technically, Environmentally and Economically Practicable

- J Meeting all existing waste targets – including those on landfill, reuse and recycling – and developing ambitious new future targets and milestones.
 - J Seeking to eliminate waste crime and illegal waste sites over the lifetime of the Plan, prioritizing those of highest risk. Delivering substantial reduction in litter and littering behavior.
 - J Significantly reducing and where possible preventing all kinds of marine plastic pollution – in particular material that came originally from land.
- 1.3 Clearly the work outlined within this report describes what we are doing ‘proactively’ undertaking to feed into the ambitions of the Environment Plan through promoting the eradication of avoidable plastics that are currently in existence by switching to more sustainable alternatives, however it should be also recognised that work needs to be undertaken to reduce the types of plastics produced.
- 1.4 Too often plastics are produced, used and discarded without capture of the economic benefits of a ‘circular’ approach and therefore harms the environment. Currently there is only established recycling markets for bottles derived from Poly Ethylene Terephthalate (PET (but not PET trays) and Poly-Propylene (PP) yoghurt pots however not all pots/trays are made of PP, instead cheaper alternate polymers are used which preprocessors do not want.
- 1.5 With the Environment Plan setting out its ambitions to eliminate avoidable plastic waste, Government have taken their first steps by:
- J Launching a call for evidence to examine how charges or changes to the tax system could tackle the problems associated with single-use plastic waste and looks across the lifecycle of single-use plastics to examine systems to reduce waste; and
 - J Announcing the new allocation of £20m of funding to businesses and universities to stimulate new thinking and rapid solutions in this area.
- 1.6 Whilst the above is a step in the right direction, it should be acknowledged that significant investment is required to source alternative solutions to single use plastics and develop new technologies to recycle other types of plastics on a large scale and stimulate market demand.
- 1.7 The need for early Government action is crucial and therefore it is proposed, that an additional work stream is added to the #PlasticFreeGM campaign to lobby Government in this area and it should form part of the remit of Board (see Governance Arrangements and Appendix A).

2. **LAUNCH OF THE #PLASTICSFREEGM CAMPAIGN**

2.1 Prior to the Green Summit the Mayor held a meeting, hosted by Marketing Manchester, with a select number of Tourism and Hospitality (T&H) businesses to assess their willingness to make a pledge to reduce the use of single use plastics in their business.

2.2 From that meeting the following pledge was agreed and launched at the Green Summit:

‘Greater Manchester tourism and hospitality sector have set a target to eradicate the use of single use plastics by 2020. Within the next six months as a first step, our business pledges to remove single use plastic straws from our operation in exchange for a much more sustainable paper straw. This is part of a wider scheme to make our industry more sustainable and to propose next steps.’

2.3 Currently over 70 organisations have signed up to this pledge.

2.4 Following the Green Summit, the Mayor met with Corin Bell (Director, Real Junk Food Manchester) and asked her to lead on the T&H pledge programme, stating that his preference would be for this to be public sector led.

3. **#PLASTICFREEGM**

3.1 The interest within the campaign has been so significant that the focus has now been extended to cover seven work streams:

1. Tourism and Hospitality (T&H);
2. Higher Education Institutes (HEIs);
3. Local Authorities (LAs);
4. Residents of GM;
5. Businesses within GM;
6. Volunteers; and
7. Communications.

3.2 Leads in each of these work streams have been established and will be part of a Steering Group (see Section 12: Governance Arrangements) to ensure the campaign is delivered to its maximum potential.

3.3 An overview of activities being undertaken in each of these areas along with next steps is provided in the sections below.

4. **TOURISM AND HOSPITALITY**

4.1 Since the Green Summit, working with Corin Bell, a draft Project Plan has been produced, to engage with the sector and promote the campaign, so that it continues to gain momentum.

4.2 The AGMA Procurement Hub undertook a soft market testing exercise to identify the cost and supply of a suitable alternative for plastic straws. The results of this have been shared with the sector.

4.3 Over 20 businesses attended the latest workshop which was held on 18th June 2018 and along with agreeing the principles of the draft project plan, they discussed the results of the soft market testing and agreed the design of a paper bee straw from a GM distributor.

4.4 Orders have been collected through Marketing Manchester, who contacted all T&H signatories and provided details to the GM distributor, who has now placed the order. The lead time of the order is a minimum of 12 weeks, therefore the straw will be available by end of September/early October.

4.5 Next Steps

4.5.1 Over the next weeks focus will be on finalising the Project Plan (which includes elements of the Volunteers and Communications work streams), the work programme and budget to enable the Lead on this work stream to take this element of the campaign forward.

5. **HIGHER EDUCATION INSTITUTES (HEIs)**

5.1 A workshop with over 70 attendees from each of the GM Universities was held on 18th June 2018 along with representatives from campus franchises and businesses such as Starbucks, Coke and Lucazade.

5.2 Whilst HEIs were generally really positive about setting a target to be plastic free, concerns were expressed about how quickly it could be achieved. There was a willingness to work collaboratively across institutions to set out a blue print of what a plastic free campus would look like and they recognised that they needed to work with the waste industry to discuss disposal options. It was also recognised that total buy-in from the institutes Leadership teams was required to drive the move to becoming plastic free forward.

5.3 Next Steps

5.3.1 To move forward, a meeting is being arranged between the Mayor and Vice-Chancellors to ensure they are fully committed to the campaign, to enable work on a blue print to achieve a plastic free campus to commence.

6. **LOCAL AUTHORITIES (LAs)**

6.1 A number of GM public sector authorities including Bury, Oldham, Tameside, GM Social Care Partnership and TfGM have also made commitments to reduce their single use plastics as well as fire stations.

6.2 Steps have already been taken such as a move to compostable cups (which bio-grade) at the Training and Development Centre. These are now being diverted away from waste incineration plants.

6.3 Clearly the public sector will need to demonstrate visible leadership if the #PlasticFreeGM is to have any scale. With this in mind the AGMA Procurement Hub are currently identifying all of the single use products which are purchased under different contracts.

6.4 Next Steps

6.4.1 Once all the contracts have been identified, work will commence with the AGMA Procurement Hub and GM Procurement Officers to produce a Procurement Plan to procure suitable sustainable alternatives.

7. **RESIDENTS OF GM**

7.1 Due to the number of enquiries from residents of what they can do help GM become plastic free, it is proposed to extend the campaign to include residents.

7.2 Next Steps

7.2.1 Work will commence with the Waste and Resources Communications Team to develop a Communications Plan to inform residents of how they can get involved and inform and raise awareness of alternative solutions to single use plastics, and form part of their overall Communication Plan for 2019/20.

8. **BUSINESSES WITHIN GM**

8.1 Whilst the launch of #PlasticFreeGM was primarily aimed at the T&H sector the reach and aims of the campaign have meant that a large number of businesses within GM are also wanting to make the move to eradicate single use plastics from their organisations.

8.2 Since the summit the Waste and Resources Team have been meeting with these organisations to discuss how they can start making those changes and importantly have the right disposal services to deal with the changes they propose to make.

8.3 Next Steps

8.3.1 To coordinate and make best use of resources the Waste and Resources Team will be working closely with the Growth Hub to ensure that organisations are provided with all the information and services available to make them more sustainable and move to being plastic free of all single use plastics.

9. VOLUNTEERS

- 9.1 As mentioned above (section 5), incorporated within the T&H Project Plan is the recruitment of volunteers to inform and promote the campaign to increase its reach throughout the GM.
- 9.2 To help achieve this objective initial discussions have taken place with voluntary organisations, such as Friends of the Earth, who already promote the plastic free agenda and are keen to get involved in the GM campaign.
- 9.3 Next Steps
 - 9.3.1 To take this work stream forward, further discussions will be taking place to set up a volunteer scheme which will include a training programme and package for everyone who is recruited to ensure there is a consistent approach.

10. COMMUNICATIONS

- 10.1 Critical to the success and delivery of all the above work streams is the Communication Plan to ensure all target audiences have tailored messages and information to make informed decisions and to continue to promote the campaign.
- 10.2 As part of the T&H Project Plan, the development of a website which not only promotes the #PlasticsFreeGM campaign but provides key information such as alternative products to single use plastics is underway. The website will also have case studies of organisations who have started to make the switch as well as having the 'pledge' page for organisations to continue to get involved. Primarily the website will focus businesses (including T&H) however it will sign post people to our other partners' websites, for example Recycle for Greater Manchester, Green Growth Hub, Growth Hub and Marketing Manchester.
- 10.3 Social media will be the main focus of the campaign although other marketing materials such as window stickers will be used to promote the campaign. Coordination of all promotional materials will be led by the Waste and Resources Team and the Green Cities Communication lead.
- 10.4 Next Steps
 - 10.4.1 Currently the main focus for the Communication work stream is to have a 'fit for purpose' website. With the straws being delivered late September/early October, the aim is to launch the straw and website at the same time. To achieve this fact sheets on alternative products are being developed by the University of Salford, Case Studies are being produced as well as the design of the website.

11. GOVERNANCE ARRANGEMENTS

- 11.1 To ensure the delivery of the #PlasticFreeGM campaign achieves its full potential it is proposed that a Steering Group is set up which brings together the Leads of each work stream to ensure a coordinated approach.
- 11.2 It is recommended that the Leads will produce briefing notes to the meeting on the progress of their area and report key performance data. The Chair of the Group will be the Head of Corporate Services (Waste and Resources Team) who is leading on the overall delivery of the campaign.
- 11.3 The first meeting of the Steering Group will be to set deadlines and work programmes including all the next steps identified within the report along with agreeing key performance indicators from all work streams.
- 11.4 It is also proposed that an additional Board is set up to oversee the direction of the campaign. The membership of the Board will comprise:
Cllr Alex Ganotis (Green Cities Lead)
Cllr Alison Gwynne (Chair of the Waste Committee)
Simon Nokes (Executive Director, Policy & Strategy)
David Taylor (Executive Director, Waste & Resources)
- 11.5 The purpose of the Board is to receive progress updates on the overall delivery of the campaign. Terms of Reference are set out at Appendix A.

Appendix 1

#PlasticFreeGM Board

Draft Terms of Reference

Membership: Cllr Alex Ganotis (Green Cities Lead)
Cllr Alison Gwynne (Chair of the Waste Committee)
Simon Nokes (Executive Director, Policy & Strategy)
David Taylor (Executive Director, Waste and Resources)

In attendance: Sarah Mellor (Lead Officer of #PlasticFreeGM)
Work stream Leads as required

Quorum: Two

Frequency: Four times per year

Purpose: To oversee the delivery of the #PlasticFreeGM campaign.

Remit:

1. To set the strategy and perimeters in which to lobby Government regarding achieving a Plastic Free Greater Manchester;
2. To receive quarterly update reports on the progress of the campaign;
3. To approve the KPIs which the success of the campaign will be monitored against;
4. To review performance against the KPIs; and
5. To oversee the strategic direction of the campaign.

HOUSING PLANNING AND ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

Date: Thursday 13th September 2018

Subject: Natural Capital and Urban Pioneer Update

Report of: Mark Atherton, Asst. Director, GM Environment Team

PURPOSE OF REPORT

To provide an update on the work of the GM Natural Capital Group, the Defra Urban Pioneer and (EU Life IP funded) Natural Course Project.

RECOMMENDATIONS

To note and comment upon the contents of the report.

CONTACT OFFICERS

Krista Patrick, Natural Capital Coordinator, GM Environment Team
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Krista.Patrick@greatermanchester-ca.gov.uk

1. BACKGROUND

- 1.1 Whilst an increase in urbanisation may be required to meet our growth aspirations, we need to ensure that our 'natural capital' i.e. the quality of the environment (and the ecosystem services it provides) is sufficient to support greater concentrations of people and business and enhance the quality of life for residents. To support this, there are a number of exciting initiatives across Greater Manchester which are applying a natural capital approach.

2 Natural Capital Group

- 2.1 The Natural Capital Group (NCG), GM's Local Nature Partnership, and its partners continue to play a key role in acting as an ambassador for Greater Manchester's natural environment, supporting delivery through existing partnerships and structures and showcasing headline initiatives.
- 2.2 The last meeting of the Natural Capital Group (mat 2018) included a discussion about how best to progress the outcomes from the Mayor's Green Summit. It was agreed that the workplan would focus on relevant workstreams which include:
- Production of a high level set of natural capital accounts for GM.
 - Understand the contribution from peatland restoration towards GMs carbon neutrality target.
 - Develop a GM planning policy for biodiversity and environment net gain.
 - Support the production of a natural capital investment plan for GM.
 - Advise on a range of delivery mechanisms including setting up of a potential GM Environment Fund.
 - Support the delivery of the GM Wetlands Nature Improvement Area.
 - Deliver City of Trees and Pennine Edge Forest plans/activity.
 - Support communities to better connect with their natural environment.
- 2.3 A number of these workstreams are being delivered through the Defra Urban Pioneer and EU Life Integrated Natural Course Projects, described in more detail below.
- 2.4 Over the past 12 months, there has been a targeted communications campaign 'connecting people with nature' and a new website has been launched which brings together the key natural environment stakeholders and their initiatives being delivered across Greater Manchester: <https://naturegreatermanchester.co.uk/>.
- 2.5 Lancashire Wildlife Trust have also launched their new campaign 'My Wild City' in March aimed at increasing green spaces and enhancing wildlife across Manchester. A dedicated website has been launched at <http://www.lancswt.org.uk/MyWildCity> which includes further information and signposting to resources.

3 Defra Urban Pioneer

- 3.1 Greater Manchester is the UK's Urban Pioneer, one of four pioneer areas in the country, testing new tools and methods for investing in and managing the environment for the UK's 25 Year Environment Plan. The Urban Pioneer will support Greater Manchester in creating a natural liveable city region, reversing the decline in the quantity and quality of its natural assets and the services they provide.
- 3.2 Beyond supporting the provision of clean air and water, the full extent to which nature contributes to health and wellbeing is currently only partly understood, however strong links between mental health, respiratory health and access to green space and flood mitigation are known, as well as their role in creating attractive, healthy places people want to live, work and bring up a family.
- 3.3 It will also seek to secure an increase in both the quantity and quality of natural capital assets whilst engaging with Greater Manchester's residents so that they can understand and access the natural environment and the benefits it provides. To support this, the 5 key objectives are:
1. Develop the evidence base
 2. Demonstrate a place based approach
 3. Create a Natural Capital Investment Plan
 4. Identify a demonstrator project
 5. Develop and test a communications and engagement model
- 3.4 To date, the focus has been on delivering against Objectives 1 – 3 which are set out in more detail below.
- 3.5 **Objective 1 - A Natural Capital Account for Greater Manchester** - A natural capital account has been developed for Greater Manchester and its 10 districts. This is about capturing the current baseline of what GM's existing natural environments are doing in terms of the ecosystem services they are providing.
- 3.6 By understanding the types of land that make up Greater Manchester and capturing the current baseline of what Greater Manchester's existing natural environment is doing in terms of the benefits it is providing us, we will have a better understanding of its value to us and how we can maintain and enhance it over time, to maximise these benefits. The data still has gaps, but despite this, it provides very positive results which are set out in Appendix A. The full accounts and the 4 page summary report can be found at: www.naturegreatermanchester.co.uk/projects/urban-pionner

- 3.7 **Objective 2 - Net Gain** - Natural England has been leading on developing an approach for embedding a biodiversity, and ultimately natural capital, net gain approach into the planning system. This will provide significant benefits for the people of Greater Manchester, ensuring new developments are having a positive environmental impact and not resulting in net loss of biodiversity (and the ecosystem services they that provides).
- 3.8 This has involved working closely with the GMCA Planning team to ensure GMSF has a strong Net Gain commitment that can be delivered on the ground. The Net Gain Task Group (led by Natural England and chaired by Mark Atherton) includes representatives from GMCA, Districts, government agencies and developers.
- 3.9 A Net Gain guidance document will be produced by the end of the year to support planners, councillors and other relevant stakeholders in embedding net gain into developments. The guidance will sit alongside GMSF and could form a Supplementary Planning Document. This work will complement the Greater Manchester Natural Capital Investment Plan by helping to identify and target investment into the areas that provide the biggest benefits for people and wildlife.
- 3.10 **Objective 3 - The Natural Capital Investment Plan** - Greater Manchester Combined Authority and Natural Course have commissioned eftec (and partners Environmental Finance and Countryside) to develop the first Natural Capital Investment Plan for the city region. The team are working alongside stakeholders to identify priority areas and a pipeline of investment opportunities that will enhance the value of natural capital assets with a focus on local and national socio-economic priorities. Mechanisms for delivery of one or more pilot innovative financial model(s) will be detailed to ensure the achievement of financial and social objectives.
<https://naturegreatermanchester.co.uk/project/greater-manchester-natural-capital-investment-plan>

4 **Natural Course EU LIFE Integrated Project**

- 4.1 Natural Course aims to deliver integrated water management through:
- Accelerated delivery towards the objectives of the EU Water Framework Directive i.e. improved water quality.
 - Improved flood risk management
 - Increased biodiversity and habitat value of our watercourses.
- 4.2 The primary objective is to identify and understand innovative and cost effective solutions to a range of water management issues and where possible use a Natural Capital approach to help deliver multiple objectives. The project is delivered by a

partnership of Environment Agency, United Utilities, Greater Manchester Combined Authority (Salford CC as the lead authority), The Rivers Trust & Natural England.

- 4.3 A set of Natural Capital Accounts have been produced and Ecosystems Services Opportunity Maps for the Irwell Management Catchment uploaded to MappingGM and shared with stakeholders. Additional consultancy support has been procured to help use the outputs to develop a Natural Capital approach for 4 pilot projects including Bradshaw Brook, Bolton, Northern Gateway, Manchester, Moors for the Future and the Croal/Irwell Partnership. <http://naturalcourse.co.uk/publications/>
https://mappinggm.org.uk/gmodin/?lyrs=tep_ecosystem_services#os_maps_light/10/53.5069/-2.3201
- 4.4 Urban Diffuse Pollution - A survey of outfalls along the River Irk has been completed and results have been added to an Environment Agency data base and will be used as part of the development of a River Irk vision, also led by the EA. A University of Manchester study, released in March 2018, identified the River Tame in GM as a significant hotspot for micro plastic pollution. Currently working with United Utilities, Environment Agency and the University of Manchester to commission further research as part of Natural Course Phase III.
- 4.5 Catchment Ecology Project - On-going work led by the GM Ecology Unit to record the riparian environment to monitor change and inform decision making. The project uses professional and voluntary recorders to undertake wildlife surveys and monitoring. Working with the Environment Agency to identify further survey opportunities on the River Irk including potential electrode fishing survey and a survey of the restoration potential of Wince Brook in partnership with the River Restoration Centre.
- 4.6 Catchment management plans - The Irwell catchment partnership is developing an evidence review “story map” which will enable partners to develop projects and interventions which will contribute to the delivery of EU Water Framework Directive, flood risk management objectives and wider biodiversity goals.
- 4.7 Review of water governance across GM - Researchers at the University of Manchester have produced a draft final report following a review of water governance across GM. The report covers water quality, flood risk and biodiversity functions and will feed into a wider review of GM infrastructure and NW Flood & Coastal Risk Management. The report will be considered by the GM Flood & Water Management Board in October 2018.

- 4.8 Tackling physical modifications - Funding has been secured to tackle barriers to fish movement on the Bradshaw and Eagley Brooks in Bolton. The project will be delivered by Groundwork MSSTT in-line with a scope developed by the Environment Agency.

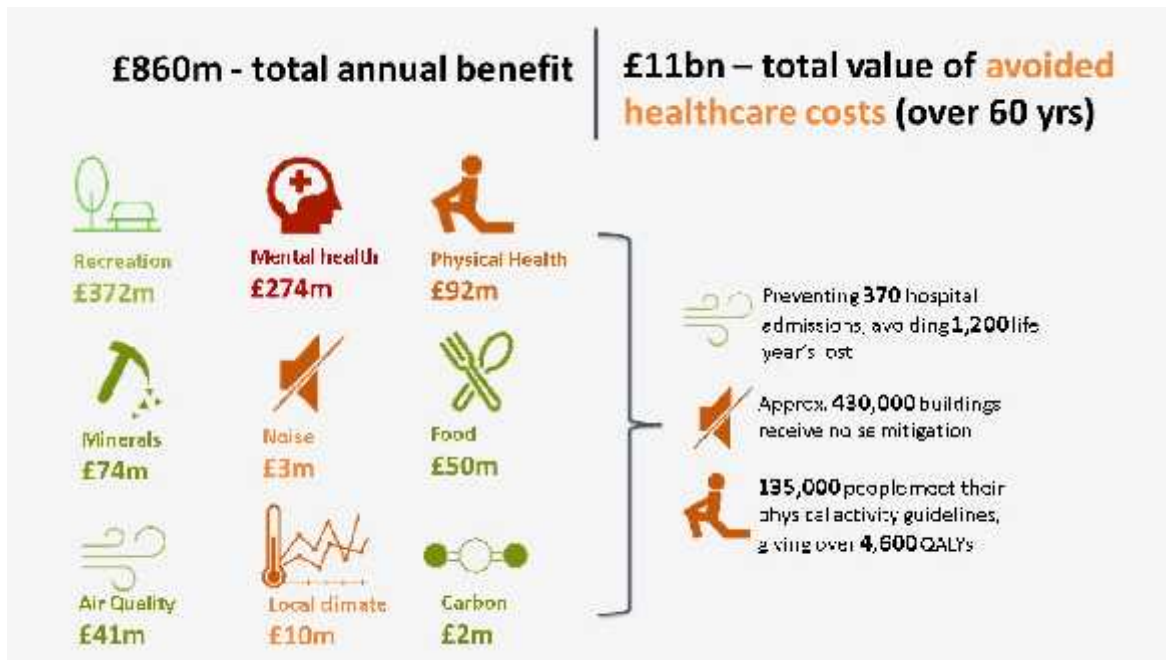
- 4.9 Green Infrastructure schemes - Agreed locations for City of Trees Natural Course Phase II activity at Crompton Moor in the Beal valley, Oldham, and in association with the re-development of Stockport Transport Interchange.

Appendix A

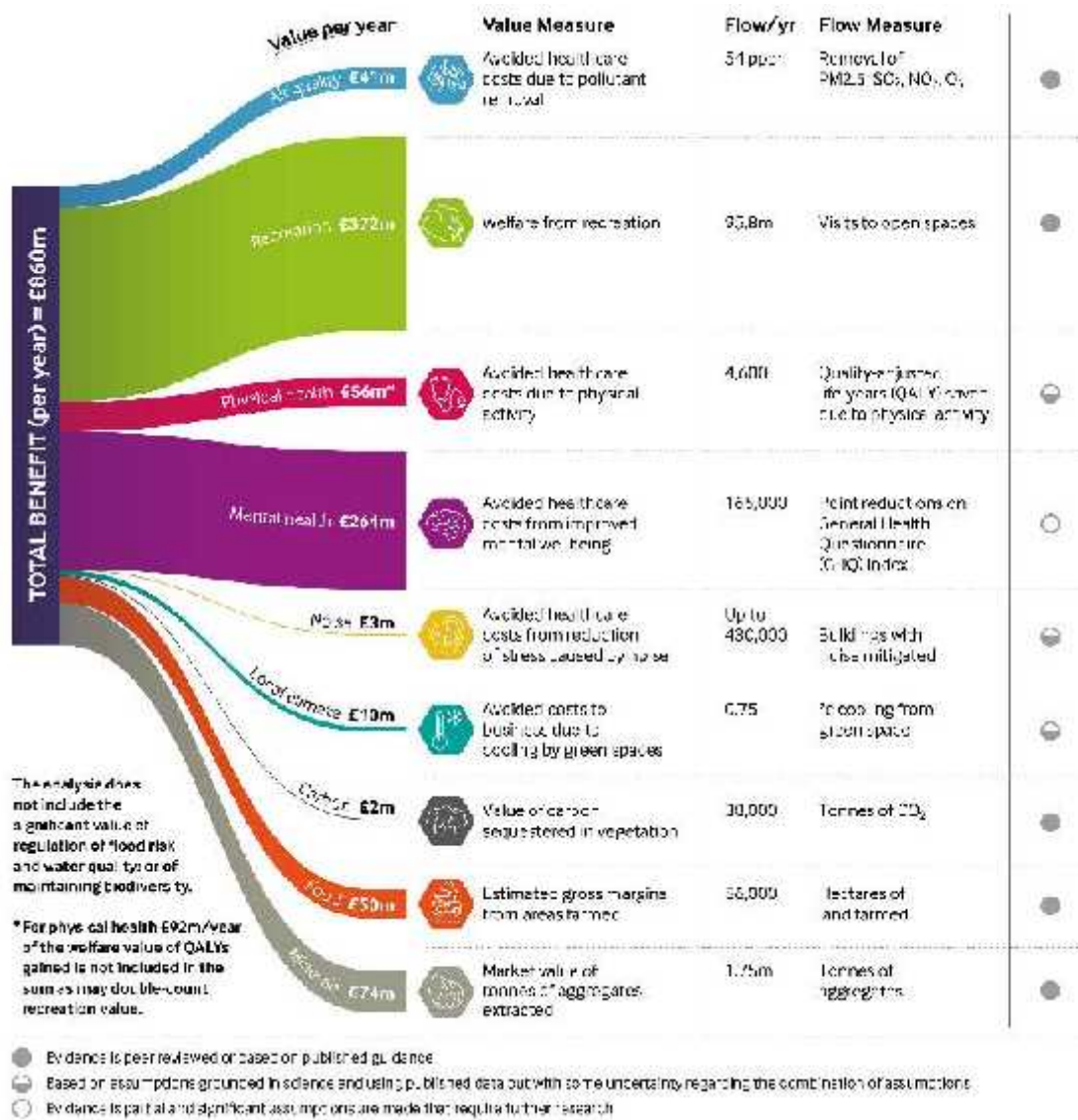
Natural Capital Account Results

The full accounts and the 4 page summary report can be found at:
www.naturegreatermanchester.co.uk/projects/urban-pionner

The results have a focus on demonstrating the health benefits of Greater Manchester's natural capital:



* Green, amber, red colours denotes the confidence level in the values detailed.



This information is now being converted into a marketing brochure, to be used to communicate with key stakeholders. See attached.

Analysis

These results are conservative estimates for the most part and with more data, time and resources, improvements in the robustness of the data and methods could be applied yielding potentially higher monetary values.

The analysis does not include the significant value of regulation of flood risk, water quality or of maintaining biodiversity. Furthermore, it does not highlight the far wider benefits beyond health and wellbeing, such as local economic and house value uplift, improved social cohesion, reduced anti-social behaviour, educational opportunities and climate change mitigation. We hope to provide values for these in time.

Despite this, these initial results are very positive and are a good indication for what Greater Manchester's environment is providing.

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 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.

The following are 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.

To note that the draft Waste and Resources Strategy will be scheduled once the government have released their guidance on this topic.

MEETING DATE	TOPIC	CONTACT OFFICER	REASON FOR SUBMISSION TO SCRUTINY COMMITTEE
13.9.18	Natural Capital and Urban Pioneer	Mark Atherton Assistant Director of Environment, GMCA	A closer look at GM's natural assets, which will also provide context for GMSF work see https://www.greatermanchester-ca.gov.uk/info/20005/green_city_region/120/urban_pioneer
	Plastic free GM	Sarah Mellor GM Waste Team	A campaign supported by the Mayor on a topic the Committee had previously shown interest in the challenge of plastic recycling.
11.10.18	Bus Reform Update	Michael Renshaw	To provide a further update at the request of the Committee
	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
	GM Spatial Framework	Anne Morgan, Head of Planning Strategy, GMCA	To give the Committee the opportunity to collectively consider the published draft plan.
13.12.18	Waste & Resources procurement Update	David Taylor, Executive Director, Waste & Resources	To provide the Committee with an update about the waste and resources procurement exercise.
	TfGM's Capital Programme	Jon Lamonte Steve Warrener	To provide the Committee with an oversight of TfGM's Capital Programme
10.1.19	Rail Station Devolution Update	Simon Warburton	To provide an update on the Partnership approach as recommended by the Secretary of State
	Northern Powerhouse Rail and HS2	Simon Warburton	To provide an overview of progress in relation to HS2
	Walking & Cycling Update Update/ Streets for All	Chris Boardman/ TfGM	To discuss with the Mayor's Cycling and Walking Commissioner and to discuss how his plans are progressing.
14.2.19	Green Summit	Mark Atherton Assistant Director of Environment, GMCA	Added by Mark Atherton to provide an update on the progress for the first Summit and to look forward to the second Green Summit in March 2018.
14.3.19	Future Cities: Innovation in Cities and Transport	TBC	External panel to provide a different perspective on future opportunities that may be created by innovation.
11.4.19	GMS six monthly update on Performance and	Simon Nokes/John Holden	Added by John Holden to provide an update on six monthly actions.

	Implementation Plan		
16.5.19			
13.6.19			
11.7.19			
Items considered at previous meetings			
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 Lead & 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 6.00pm	Cycling and Walking Update	Steve Warren 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,	Committee agreed this would report would be for information due to the number of items on the agenda.

		Environment and Green Spaces & Mark Atherton GMCA	
	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 Strategy, GMCA	A report on the plans for public consultation.
	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 11.00am	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

Items Considered in 2017-18 by the Committee

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

