

Overview & Scrutiny Committee Agenda

Title: Housing, Planning & Environment
Date: Monday 15 January 2018
Time: 10.30 am to 12.30 pm
Venue: GMCA, Churchgate House, 56 Oxford Street, Manchester M1 6EU
([location map attached](#))

Item No	Title	Page No
1.	Apologies for absence	
2.	Urgent Business (if any) at the discretion of the Chair	
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	Page 4
4.	To approve the minutes of the last meeting dated 13 December 2017	Page 5
5.	Greater Manchester Spatial Framework (GMSF) Update Report of Anne Morgan, Head of Planning Strategy	Page 11
6.	The Town Centre Challenge Report of the Andy Burnham, Mayor of Greater Manchester	Page 26
7.	The GM Approach to Transport Infrastructure: Inclusive by Design Report of David Dickinson, Projects and Programme Manager, Transport for Greater Manchester (TfGM)	Page 30
8.	Work Programme Report of Susan Ford, Statutory Scrutiny Officer, GMCA	Page 47
9.	Date and Time of Next Meeting Tuesday 13 March 2018 at 10.30 am, Greater Manchester Fire & Rescue Services Training Centre, Cassidy Close, Manchester M4 5HU	

Notes: • The Contact Officer for this agenda is Susan Ford, Governance & Scrutiny, GMCA ☎ 0161 778 7009 ✉ susan.ford@greatermanchester-ca.gov.uk.

- If any Member requires advice on any agenda item involving a possible Declaration of interest, which could affect their ability to speak or vote are advised to contact Jenny Hollamby at least 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 Andrew Morgan	Conservative Member for Bolton
	Councillor Elaine Sherrington	Labour Member for Bolton
	Councillor Jamie Walker	Labour Member for Bury
	Councillor James Wilson	Labour Member for Manchester
	Councillor Hannah Roberts	Labour Member for Oldham
	Councillor Linda Robinson	Labour Member for Rochdale
	Councillor Michele Barnes	Labour Member for Salford
	Councillor Robert Sharpe	Labour Member for Salford
	Councillor Lisa Smart	Liberal Democrat Member for Stockport
	Councillor Elise Wilson	Labour Member for Stockport
	Councillor Gill Peet	Labour Member for Tameside
	Councillor Bernard Sharp	Conservative Member for Trafford
	Councillor Lynn Holland	Labour Member for Wigan
	Councillor Fred Walker	Labour Member for Wigan
	Vacancy	Conservative Member

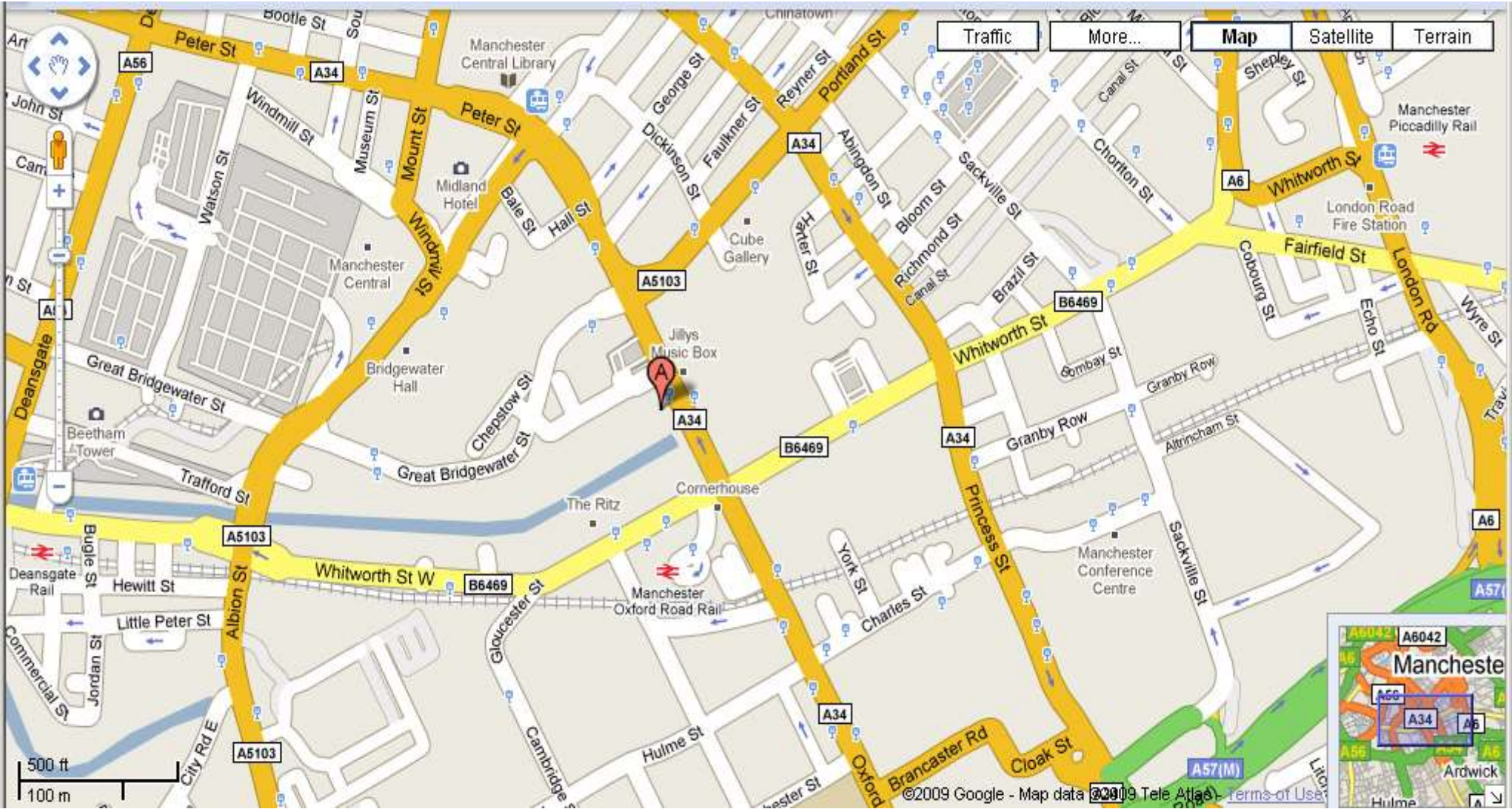
Substitutes: At the GMCA meeting on 29 September 2017, it was agreed that the following be appointed as substitutes to each of the three committees:

Councillor David Greenhalgh	Conservative Member for Bolton
Councillor Debbie Newall	Labour Member for Bolton
Councillor Rebecca Moore	Labour Member Manchester
Councillor John McCann	Liberal Democrat Member for Oldham
Councillor Peter Malcolm	Labour Member for Rochdale
Councillor Christopher Clarkson	Conservative Member for Salford
Councillor Karen Garrido	Conservative Member for Salford
Councillor Adrian Pearce	Labour Member for Tameside
Councillor Ruth Welsh	Conservative Member for Tameside
Councillor James Grundy	Conservative Member for Wigan
Councillor Michael Winstanley	Conservative Member for Wigan

Eamonn Boylan
Secretary and Chief Executive, GMCA

Location Map: Churchgate House, Churchgate House, 56 Oxford Street, Manchester M1 6EU

Nearest parking- NCP Great Bridgewater Street
Nearest disabled parking – Great Bridgewater Street on street parking
Churchgate House is facing Valerie Patisserie on Oxford Street



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

**GREATER MANCHESTER COMBINED AUTHORITY (GMCA)
HOUSING, PLANNING AND ENVIRONMENT OVERVIEW & SCRUTINY
COMMITTEE, 13 DECEMBER 2017 AT 6.00 PM, GMCA, CHURCHGATE
HOUSE, 56 OXFORD STREET, MANCHESTER M1 6EU**

Present:	Councillor:	Lisa Smart (in the Chair)
	Councillors:	Councillor Karen Garrido (Salford) –Substitute Councillor Lynn Holland (Wigan) Councillor Rebecca Moore (Manchester) - Substitute Councillor Andrew Morgan (Bolton) Councillor Adrian Pearce (Tameside) - Substitute Councillor Linda Robinson (Rochdale) Councillor Bernard Sharp (Trafford) Councillor Robert Sharpe (Salford) Councillor Elaine Sherrington (Bolton) Councillor Fred Walker (Wigan) Councillor Jamie Walker (Bury) Councillor Elise Wilson (Stockport) Councillor James Wilson (Manchester)
	Councillors in attendance:	Councillor Alex Ganotis, Portfolio Lead, Green City-Region (Stockport), Andy Burnham, Mayor of Greater Manchester
	Officers:	Mark Atherton, Assistant Director Environment (GMCA), Susan Ford, Statutory Scrutiny Officer (GMCA), Kevin Lee, Office of the GM Mayor (GMCA), Julie Connor, Assistant Director, Governance Scrutiny (GMCA) and Anne Morgan, Head of Planning Strategy (GMCA)
Apologies:	Councillors:	Councillor Michele Barnes (Salford), Councillor Gillian Peet (Tameside), Councillor Hannah Roberts (Oldham) and Councillor Elaine Sherrington (Bolton)
	Officers	Eamonn Boylan, Chief Executive (GMCA), Dr Jon Lamonte, Chief Executive (TfGM) and Dr Carolyn Wilkins, Lead Portfolio, Green City-Region, Chief Executive (Oldham)

M26/HPE URGENT BUSINESS, IF ANY, INTRODUCED BY THE CHAIR

A supplementary agenda containing item 6a Interim National Infrastructure Assessment Consultation (report of Andy Burnham, Mayor of Greater Manchester) was published and dispatched to Members on 11 December 2017. The reason for the urgency was to allow Members of the Overview & Scrutiny Committee the opportunity to comment on the response before it be considered and approved by the Greater Manchester Combined Authority on (GMCA) on 15 December 2017 and submitted within the deadline for responses on 12 January 2018. The item would be considered at item 6a of the agenda.

M27/HPE DECLARATIONS OF INTEREST

Councillor Smart declared an interest in agenda Item No. 5 Carbon Neutral Greater Manchester – Setting the Vision, Goals & Targets Beyond 2020 as a member of the Greater Manchester Waste Disposal Authority.

M28/HPE TO APPROVE THE MINUTES OF THE LAST MEETING DATED 16 NOVEMBER 2017

Arising from minute M22/HPE, it was noted that an email to the permanent Members of the Committee outlining the opportunities to be involved in this area of work (housing strategy) and to consider which Members might like to support this work going forward had been sent to Members on 11 December 2017.

Arising from minute M23/HPE, it was reported that a briefing note from Transport for Greater Manchester (TfGM) to answer the transport questions raised by Members at the last meeting was circulated with the agenda for this meeting.

As there were a number of substantive items on the agenda, the Chair had agreed that the GMSF Update item would be sent to Members as a briefing note. This was sent to Members on 7 December 2017.

It was noted that Councillors Bernard Sharp and Jamie Walker were appointed to the Committee at the GMCA meeting on 24 November 2017.

RESOLVED: That the committee approved the minutes of the last meeting on 16 November 2017 as a correct record.

M29/HPE CARBON NEUTRAL GREATER MANCHESTER – SETTING THE VISION, GOALS & TARGETS BEYOND 2020

Councillor Alex Ganotis, GMCA Portfolio Leader for Green City Region, introduced a report which outlined GM's existing greenhouse gas emission reduction targets and the work to propose a new target date for GM to become carbon neutral.

The low carbon agenda affected the quality of life of all GM's residents. The GM Green Summit, which will take place on 21 March will provide a forum to agree the most effective interventions that GM will need to implement to become a carbon neutral city region. The Summit will also engage with the key audiences who need to be won over to help GM meet these aspirations. Work is already underway to develop policy ideas, including work which examined the ways that energy was generated for homes and workplaces; encourage more sustainable travel; improve air quality; make better use of green spaces; growing economy; tackle fuel poverty and innovate through the use of low carbon technology. Crucially the policies emerging from this work would be based on expert evidence.

The Assistant Director Environment led Members through the circulated presentation 'towards a carbon neutral Greater Manchester' and highlighted the economic opportunity that GM's low carbon sector presented: currently the environmental goods and services sector is worth around £6.7 billion annually and with 45,000 jobs.

A question and answer session followed, the main points referred to were:

- Has GM got the balance right between initiatives to achieve a reduction in energy demand and stimulating green energy generation? In many senses this was two sides of the same challenge, but nonetheless care was needed to ensure that GM's resources were not spread too thinly. Also it is worth noting that encouraging small businesses (98% of GM businesses) to adopt energy-saving measures was extremely difficult, even if the measure were low or no cost.
- Members were concerned that many poorer households struggled with fuel bills and chose to use gas, a fossil fuel which is cheaper than electricity (which could be generated cleanly). The Portfolio Holder advised that 'The Big Clean Switch', a GM backed scheme that encouraged residents to switch to a provider who sourced electricity from renewable sources at an extremely competitive tariff.
- It was also raised that there were 'food deserts' in GM, places where residents struggled to access high quality, affordable fresh food. Members were assured that initiatives to address food poverty were underway including work to promote locally sourced food. Food poverty would be considered at the Green Summit.
- Members asked how the green agenda could be incorporated into the planning process for new developments. The Portfolio Holder explained that the Department for Environment, Food & Rural Affairs (DEFRA) had selected Greater Manchester one of four 'pioneer areas' (a river catchment, an urban area, landscape, and a marine area). As the UK's 'urban pioneer' area GM will pilot future policies, strategies and ways of working that could deliver environmental change through planning gain.
- A discussion took place about the Greater Manchester Waste Disposal Authority's (GMWDA) aim of zero waste. One challenge to achieving this goal was that currently there was only an end market for high grade plastics and so low grade plastics such as yoghurt pots could not be recycled. A public education programme was needed and focus should be placed on companies reducing packaging and waste.
- A Member asked how GM's buildings, particularly older properties and listed buildings, and reducing new build's carbon footprint could be addressed. A Warm Homes Fund had been recently launched which focused on people who suffer energy poverty. It was noted that 80% of current buildings would still be in use in 2050 and making them fuel efficient was a significant part of GM's work. The way that listed and protected buildings are upgraded falls under the remit of district plans and policies, but GM was working in partnership to support this work. The GM energy advice programme (launched in October 2017) is a free service that provided advice, support and energy saving measures to fuel poor and vulnerable households. The scheme is open to eligible people in all types of tenure. Customer-facing council and housing association staff and local community groups refer people into the programme who would then seek the funding for improvements to be made. Whilst important this programme would reach about 2,000 homes in Greater Manchester of the 1.2 million homes that needed help.

- Further detail was requested on 'balancing the grid' and municipal energy companies. It was explained that grid balancing has become increasingly important with the increased use of renewables which means that in windy or sunny weather energy generation can outstrip demand and so renewable power sources may need to be taken out off the grid. The use of battery technology potentially presents an opportunity to develop smart grids in local areas where 'excess' renewable energy can be stored. Greater Manchester was currently exploring the options and benefits of establishing a municipal energy company.

RESOLVED:

1. That the report which set out the requirement for a definitive goal and targets for greenhouse gas emissions beyond 2020 be noted.
2. That the accompanying presentation which outlined the challenges and opportunities of achieving the target set be noted.
3. That it be agreed that the carbon impacts should be considered as a core requirement in all relevant cross cutting and issue specific policies, strategies and plans.

M30/HPE CONGESTION AND GREATER MANCHESTER

The Mayor's opening remarks acknowledged that congestion in Greater Manchester was getting worse, resulting in poor air quality, acting as a drag on GM's economy and contributing to poor productivity. To help GM find new solutions to this Transport for GM had undertaken a public consultation exercise on the Mayor's behalf. 7,000 responses were received, demonstrating the importance of this issue for residents.

The views of respondents presented a very challenging picture regarding the impacts of congestion and the solution would include multiple interventions across all transport modes including: tackling traffic pinch points; improved buses services; improving the tram and rail network; encouraging car sharing; supporting walking and cycling; and integrated ticketing. Steps to achieve an improved bus service for GM were already underway and would be progressed in 2018. Alongside work on bus provision, a Strategic Transport Board would be established to hold service providers across all modes of transport to account.

In summary, the Mayor explained that there was no single solution to the problem of congestion. However, Greater Manchester could not continue with a fragmented system and his work would focus on this next year. The Mayor suggested that how the Strategic Transport Board was going to function would be of interest to the committee and agreed to provide a briefing note so Members could feed into the process.

Members asked a number of questions, including:

- How were mayoral powers being used and when residents would see a difference? It was explained that powers relating to the improvement of GM bus services and the Greater Manchester Spatial Framework (GMSF) were already supporting work to improve congestion. There was an increased focus on building in town centres, to ensure new homes were connected with transport hubs. The Mayor also had compulsory purchase powers and the power to

establish Mayoral development corporations. These powers could enable the Mayor and the GMCA to drive development and regeneration across the area and provide a more intervention approach to housing and planning. It was anticipated that there would be improvements in bus services by 2021.

- A discussion took place about connectivity and the need for integrated ticketing to support affordability and accessibility. HS2 (the planned high-speed railway to link London, Birmingham and Manchester), Northern Powerhouse Rail (to improve connectivity between the key economic centres of the North) and developments at Piccadilly station would also improve connectivity.
- A Members asked about the powers required for rail reform. The Mayor advised that Greater Manchester proposal to manage local rail stations had been rejected by the Department for Transport. However GM wanted to ensure that there were significant improvements to local stations, particularly access for those with restricted mobility.
- Members asked about initiatives to encourage cycling. There was concern expressed about integrating cycling with the tram system, which was a particular problem for residents who lived near tram stops with no cycle hub. It was suggested that a pilot where residents could take their bikes on trams during off peak times could be introduced. The Mayor wanted to use funding to develop cycling infrastructure including the use of city forest parks, using green spaces or old industrial infrastructure to divert traffic off the roads. The City of Trees initiative was transforming Greater Manchester's landscape by restoring underused and unloved woodland, which included cycle paths.
- A discussion took place about air quality. Although a congestion charge was not an option GM wished to pursue, other ways to improve air quality must be implemented. Clean air zones were being considered alongside other interventions. There was a risk that Greater Manchester would be fined if it could not meet the thresholds for key air pollutants so it was crucial that GM had a credible plan to tackle this issue.

RESOLVED: 1. That the presentation be noted.
2. That officers be requested to produce a briefing note explaining the role of the new Strategic Transport Board.

M32/HPE NATIONAL INFRASTRUCTURE CONSULTATION DRAFT RESPONSE

Members considered the report of the Mayor of Greater Manchester, presented by the Head of Planning Strategy that provided a briefing on the interim national infrastructure consultation that was launched on 15 December 2017. It was noted that the response was a working draft and the deadline for the final response was 12 January 2018.

The emerging issues were noted as:

- Maximising the opportunities offered by devolution.
- An integrated infrastructure plan for greater Manchester to support the delivery of the Greater Manchester Strategy.
- Infrastructure to support the delivery of new homes.

- Capturing the value from infrastructure investment.
- Well designed and performing industry.
- Replacing European Union (EU) and investment bank funding.

A Member requested that in developing the response, all aspects were integrated and should highlight how major infrastructure should be used to reinvigorate areas that could not attract funding. It was explained that the derelict land grant was being considered and the response did aim for integration but it was hard to achieve. The point about the potential for national significant infrastructure to drive investment could be incorporated into the response.

Members welcomed the points regarding representation on the design panel and land value detailed in the response.

It was agreed that Members would be provided with a copy of the final response.

- RESOLVED:**
1. That the report and key issues identified (section 2.5 of the report) be noted.
 2. That the emerging issues for GM (section 4 of the report) be noted.
 3. That the Committee's comments be taken into account in the final version.
 4. That it be noted that work on responses to the detailed questions was still underway and the final response would be signed off by the GMCA Chief Executive in consultation with the Portfolio Lead.
 5. That the final version of the consultation response be circulated to the Committee.

M32/HPE WORK PROGRAMME

The Statutory Scrutiny officer, GMCA presented a report, which asked the committee to outline specific requests to be addressed by the report authors in preparing the reports coming forward to this committee.

It was suggested and agreed, that a presentation on the waste strategy would be considered at the meeting on 15 March 2018.

Following a meeting with other Overview & Scrutiny committee Chairs to discuss cross cutting themes, the Chair reported that the transition of the waste governance arrangements would sit under the remit of the Corporate Issues & Reform Overview & Scrutiny committee until the waste became a function of the GMCA in April 2018 when it would fall under the remit of the Housing, Planning and Environment Overview and Scrutiny Committee. The Chair agreed to report back to Members about where the homelessness theme would sit.

- RESOLVED:** That the Statutory Scrutiny Officer, GMCA be requested to update the work programme as detailed above.

Planning, Housing & Environment Overview & Scrutiny Committee

Date: 15 January 2018

Subject: Greater Manchester Spatial Framework (GMSF) Update

Report of: Anne Morgan, Head of Planning Strategy

1. PURPOSE OF REPORT

1.1 To update Scrutiny members on the GMSF

2. RECOMMENDATIONS

2.1 That the committee notes the report.

3. CONTACT OFFICERS

3.1 Anne Morgan, Head of Planning Strategy
(anne.morgan@greatermanchester-ca.gov.uk)

4. BACKGROUND

4.1 Members requested an update on the GMSF at each Scrutiny meeting. As reported at the September meeting, the next consultation on the revised GMSF will be in June 2018 and 3 main areas of work were identified. This report updates on progress on as well as providing a short update on the proposed review of National Planning Policy Framework.

5. INTRODUCTION

5.1 The key areas of work identified in the September report were:

- (i) Continued development of the of the supporting evidence base
- (ii) Development of a wider communications strategy and engagement process
- (iii) Development of draft GMSF 2018

Continued development of the evidence base

5.2 Appendix 1 sets out the main areas of work that are underway with a brief progress report. This list is not exhaustive but highlights the range of work required to underpin a statutory plan. The main focus of the GMSF core team and district colleagues is in updating the land supply, including further work to look at opportunities to increase densities, make more of town centres. This is important as we need to understand how much development our existing urban land can accommodate and if not, what the size of the 'gap' is.

- 5.3 All districts published their Brownfield registers in December 2017. We are looking to collate these alongside the rest of the baseline land supply for publication in January 2018. This will allow residents/investors to see what land we have identified for development and check that we have not overlooked any sites/buildings which could help us meet our development needs. The majority of this land will be brownfield, although there will be some greenfield sites. A further report will be brought to Scrutiny in February on this issue.

Development of a wider communications strategy and engagement process

- 5.4 Work is underway with the GMCA communications team, assisted by the Consultation Institute to develop a communications strategy for the next consultation. An initial proposal was discussed at the Planning & Housing Commission in December. This paper is attached as Appendix 2.
- 5.5 One of the main areas raised in the last consultation was the difficulty in accessing and understanding the wide range of evidence and information supporting the plan. The Joint AGMA/GMCA Executive Board agreed to release some of the key evidence that will inform the next plan in the run up to the consultation. The table below provides an update on this

Sept	Publication of updated economic forecasts Release of GMSF consultation responses	https://www.greatermanchester-ca.gov.uk/info/20004/business_and_economy/73/greater_manchester_forecasting_model
Oct	Implications of Government methodology for OAN for Greater Manchester and districts	GM Response to the Government consultation published https://www.greatermanchester-ca.gov.uk/meetings/meeting/475/greater_manchester_combined_authority
Dec	Publication of districts Brownfield Register	Registers published on district websites
Jan	Publication of GM 'urban land supply' Call for 'brownfield sites'	Mid – late January 2018
February	Publication of Transport evidence	February/March 2018

Development of Draft GMSF 2018

- 5.6 The Greater Manchester Strategy is the starting point for the development of the next version of the GMSF, and the vision and priorities will guide the GMSF strategy. All of the evidence needs to be brought together and understood, particularly the levels of growth we are looking to accommodate, the capacity of our land supply to accommodate this and the infrastructure implications of development. We will be developing the strategy in the New Year.

6. NEIGHBOURHOOD PLANNING BRIEFING NOTE

- 6.1 Scrutiny requested a short briefing note on Neighbourhood Planning. This is attached at Appendix 3

7. REVIEW OF THE NATIONAL PLANNING POLICY FRAMEWORK

- 7.1 Government announced in the Housing White Paper that there would be a review of the National Planning Policy Framework (NPPF) during this Parliament. The Local Housing Needs consultation (which ended in November 2017) reiterated that this would take place in Spring 2018. The NPPF is an important policy document and GMCA is intending to respond to the review. A further report will be brought back to Scrutiny when the consultation is launched.

8. RECOMMENDATIONS

- 8.1 Recommendations are found at the front of the report

Appendix 1

Work package	Outline of tasks	Progress
Consultation analysis	<ul style="list-style-type: none"> • Consultation report being written 	<ul style="list-style-type: none"> • Consultation processing and analysis complete • Consultation responses made public on 28 September 2017
Consultation - communications and engagement	<ul style="list-style-type: none"> • Preparing an overall communications strategy • Develop a consultation plan for anticipated consultation in June 2018 	<ul style="list-style-type: none"> • Workshop with the Consultation Institute • Draft engagement being prepared for discussion with Planning & Housing Commission
Transport planning	<ul style="list-style-type: none"> • Develop strategic, GM wide approach for a transport network that supports growth and GMSF requirements over 20 years 	<ul style="list-style-type: none"> • Phase 1 study almost complete • Scoping of Phase 2
Updating existing land supply evidence (Housing and Employment)	<ul style="list-style-type: none"> • Updating existing land supply to a December 2017 base • Districts deadline for brownfield registers 31/12/17 • Collation of brownfield registers and other existing land supply for publication in January 2018 	<ul style="list-style-type: none"> • Registers published on district websites
Concept planning of GMSF allocations	<ul style="list-style-type: none"> • Districts working to agreed template setting out minimum level of detail required 	<ul style="list-style-type: none"> • Work ongoing at District level • Consultants helping to collate and present information in a consistent way
Assessment and selection of GMSF allocations and call for sites	<ul style="list-style-type: none"> • Consistent and clear evidence on how we have treated all site proposals and their impact on issues like transport, environment, utilities 	<ul style="list-style-type: none"> • Work ongoing
Work with neighbouring areas and other Duty to Cooperate bodies	<ul style="list-style-type: none"> • Meet DtC bodies, collect evidence on neighbouring plans and map key schemes • Further work with prescribed bodies like DEFRA family, LEP and LNP, etc. • Preparation of DtC statement and link to district monitoring reports 	<ul style="list-style-type: none"> • Work ongoing

Flood Risk Assessment	<ul style="list-style-type: none"> • Review of sequential and exception tests on GMSF allocations • Assess implications of new climate change allowances on existing land supply and proposed allocations. • Investigate opportunities for safeguarding land for flood risk management 	<ul style="list-style-type: none"> • JBA commissioned to undertake SFRA • Data collection underway • Existing flood risk strategies reviewed
Infrastructure Delivery Plan	<ul style="list-style-type: none"> • Review of existing infrastructure provision and shortfall for GMSF proposals • Demand and costs of infrastructure required to deliver growth ambitions of GMSF 	<ul style="list-style-type: none"> • Dependent of conclusion of other work streams
Integrated Assessment	<ul style="list-style-type: none"> • Review work to date and how IA has been applied at all stages so far • Ensure all recommendations from IA are followed through in future work • Further IA will be carried out of on next draft of GMSF 	<ul style="list-style-type: none"> • Workshop held with districts to check that IA recommendations are considered in future concept planning work
Housing Strategy (SHMA)	<ul style="list-style-type: none"> • Review and update all demographic and housing evidence prior to publication of next GMSF 	<ul style="list-style-type: none"> • Updating of baseline data complete • First draft expected in January 2018
Economic Strategy (GMS)	<ul style="list-style-type: none"> • Update economic forecasting and other modelled economic data • Ensure latest evidence is used to inform economic strategy section of GMSF • Add further evidence or undertake further work in light of consultation responses 	<ul style="list-style-type: none"> • GMS provides the context • Further work on employment floorspace methodology commissioned
Environment Strategy	<ul style="list-style-type: none"> • Review, update and expand environmental evidence, ensuring it responds to issues raised at consultation 	<ul style="list-style-type: none"> • Landscape Sensitivity study commissioned • Working in partnership with Natural England/ONS on accessible greenspace analysis

Green Belt and landscape strategy	A positive strategy for GB, demonstrating strategic approach	Dependent on other workstreams
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Appendix 2

Date: Thursday 14 December 2017

Report for: **Greater Manchester Planning and Housing Commission**

Subject: Greater Manchester Spatial Framework – Communications and Engagement Update

Report of: Claire Norman, Director, Communications and Engagement Team, GMCA, Claire.norman@nhs.net / 07773 819316

OFFICER CONTACT

Smyth Harper, Head of Communications, Communications and Engagement Team, GMCA
Smyth.harper@greatermanchester-ca.gov.uk / 07583 950830

Rachel Harley, Consultation and Engagement Manager, Communications and Engagement Team, GMCA
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PURPOSE OF REPORT

This report provides an update into communications and engagement for the Greater Manchester Spatial Framework; outlining the activity that has taken place since the last update to the Commission in September. This includes the advice and guidance commission with the Consultation Institute who are offering assurances to our processes and the development of the GM wide communications and engagement working group.

RECOMMENDATION OF THE REPORT

Members of the Commission are asked to note the content of this report.

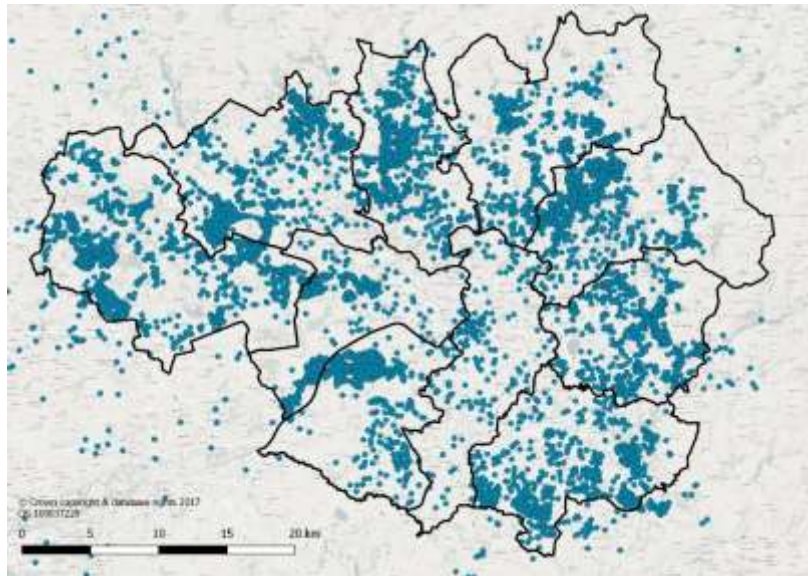
1. BACKGROUND

1.1 2016 consultation on the Greater Manchester Spatial Framework

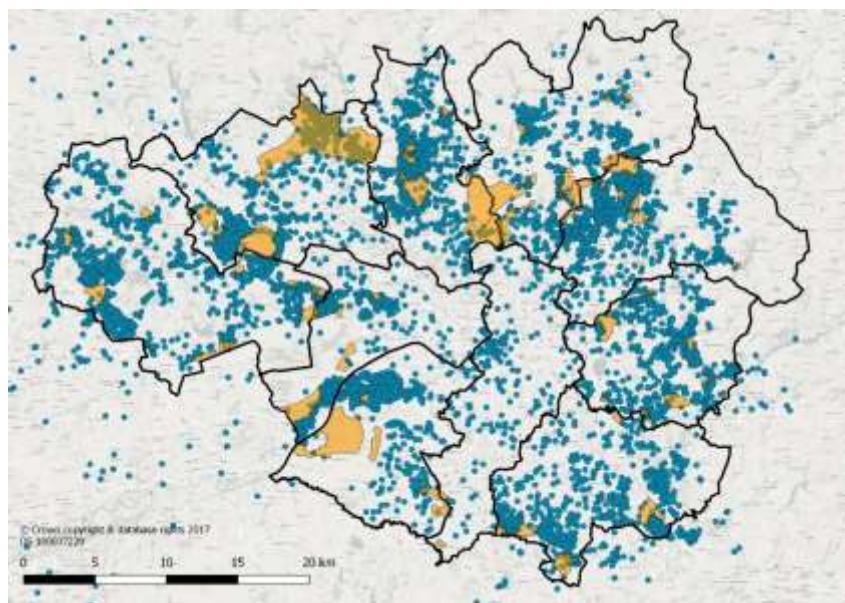
- 1.1.1 During the consultation on the first iteration of the Greater Manchester Spatial Framework, which started in October 2016, 29,583 separate comments were recorded, with 27,655 were submitted from people within Greater Manchester.
- 1.1.2 The highest number of responses appeared to be from people in Bury (5,092) and the lowest in Manchester (316). Around 1,242 comments could not be accurately located or were not given postcodes.
- 1.1.3 Most of the comments about allocations were located around the allocation, showing that primarily people were concerned with their immediate locality. However, there were also many comments on allocations from other parts of Greater Manchester and across the United Kingdom.

1.2 Maps of responses

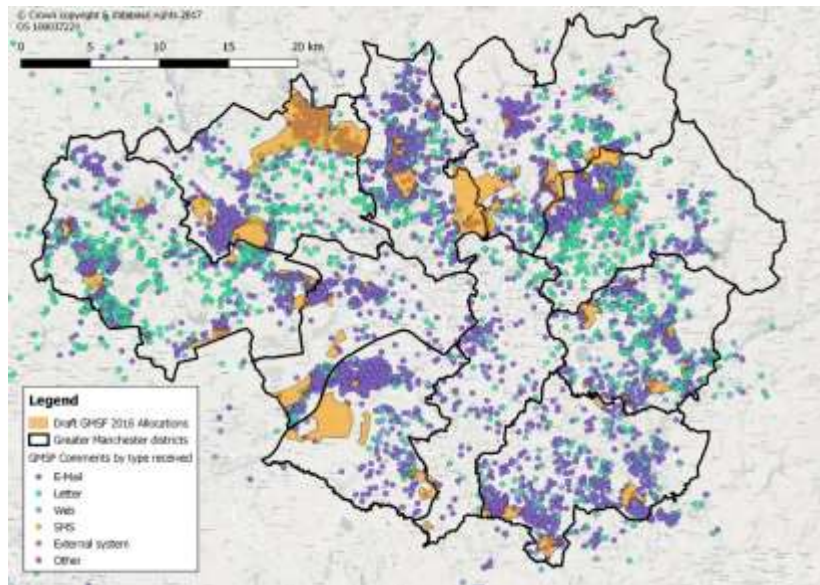
1.2.1 Map showing the responses distributed across Greater Manchester –



1.2.2 Map showing the responses distributed across Greater Manchester, along with the allocations as proposed in the previous draft of the plan in October 2016 –



1.2.3 Map showing the method that people used to respond to the previous consultation –



- 1.2.4 This data will help to inform the approach for the next consultation and that whilst it is expected that feedback will naturally be increased around the proposed allocations, engagement needs to be across the conurbation to a wider audience to reiterate that this is a plan for everyone.

2. ACTIVITY UPDATE

- 2.1 A Communications and Engagement Plan was drafted towards the end of the summer 2017 in partnership with communication and engagement leads in each District .

2.2 Development of the GM Communications and Engagement working group

- 2.2.1 A GM wide working group has been established to discuss emerging themes and issues with the spatial framework, such as consistent key messages, a stable approach to engagement and ongoing conversations about future challenges.

- 2.2.2 This groups comprises communications and engagement leads from Rochdale Council, Salford City Council, Stockport City Council, Transport for Greater Manchester, and GMCA. To date, this group has met two times with the expectation that they will meet on a monthly basis going forward.

- 2.2.3 Other communication and engagement teams from other areas of the public sector within Greater Manchester receive updates on developments through the 'Head of Comms' meeting which takes place monthly. This monthly update ensures that every key public sector communicator has sight of the developments and can contribute where necessary.

2.3 Release of responses through an e-bulletin

- 2.3.1 All of the responses from the consultation in October 2016 were published and people could see all of the submissions.

- 2.3.2 People were informed about this through either an e-bulletin or by post. Through the email method, we were able to collect a number of statistics to monitor engagement in news via email.

- 2.3.3 6,465 emails were opened (63.8% of those that it was sent to), with 1,874 of those people clicking through into other areas of the e-bulletin. 206 emails bounced (email

addresses were unavailable at the time of sending) and 35 unsubscribed themselves from the list.

2.3.4 Within the e-bulletin, a list of all of the recent news releases relating to the Greater Manchester Spatial Framework were referenced, along with information about a national consultation 'Planning for the right homes in the right places.' This is to continually demonstrate our commitment to being open and transparent with the public.

2.3.5 Regular e-bulletins will be done to the mailing of over 10,000 people to keep people informed of developments, encourage wider involvement and demonstrate our transparency. People are being encouraged to engage electronically where possible.

2.4 The Consultation Institute

2.4.1 The Consultation Institute have been commissioned to support the pre-engagement and subsequent consultation with 7 days of advice and guidance.

2.4.2 The initial start to this collaboration was on Thursday 23 October, when they facilitated a risk workshop with the strategic leads for planning and housing (Paul Dennett and Steve Rumbelow), planners from across GM and communication and engagement leads from the working group.

2.4.3 During the session, a number of potential risk areas were discussed, such as public engagement, politics, management of the programme, law / legal implications and leadership.

2.4.4 As an output of the risk workshop, there will be a report which will outline some recommendations of mitigating activity to help to manage both the pre-engagement and next consultation. This report is due before the end of 2017.

2.4.5 Further work will be done with the Consultation Institute over the coming months.

2.5 Proactive news and communication coverage

2.5.1 **'Planning for the right homes in the right places' consultation.**

GMCA responded to the government's consultation on housing needs, and the response was presented to November's GMCA meeting. A press release was also prepared and issued which linked to the response so the public could see how GMCA engaged with government on the consultation. As outlined above, residents were also encouraged to respond to the consultation in the October e-bulletin.

2.5.2 **Town Centre challenge.**

The Town Centre Challenge is a new initiative launched by Andy Burnham in November. Local authorities are invited to nominate one of their towns for focused attention to help accelerate regeneration. The Mayor, working with each council, will bring together housing providers, public and private landowners, developers, community groups and other key stakeholders in a concerted effort to support local councils to unlock the potential in town centres, particularly to deliver viable housing markets and sustainable communities.

This forms part of the approach to the spatial framework rewrite as it unlocks the potential of developing higher-density, affordable housing which is better linked to transport infrastructure and local retail and leisure facilities, seeking to reduce the requirement on greenbelt land.

The Town Centre Challenge was launched at a media event in Bury which generated significant media coverage in both Greater Manchester-wide broadcast and print media, and local media outlets. It was followed by a stakeholder event in Stockport after November's GMCA meeting, where Stockport's nomination was the first in Greater Manchester to be revealed.

2.5.3 **Mayor's Question Time**

The Mayor of Greater Manchester also holds public Question Time events every month around the conurbation. So far, around 400 people have attended the first four sessions. Members of the public are asked to raise any questions with Andy Burnham that are important to them. The GMSF has been raised at all of the events and answered. These events have been viewed (via an online link) over 60k times and over 40k worth of minutes have been viewed.

2.5.4 **Ongoing engagement monitoring**

The City Mayor for Salford and GM Lead for Planning, Housing and Homeslessness Paul Dennett has met with numerous Greater Manchester wide groups and organisations about the next stages of the development of the plan.

These individuals, groups and organisations have included –

- Members of Parliament
- Save Greater Manchester Greenbelt Association
- Campaign to Protect Rural England
- DevoConnect

In addition to this, localised activity is happening across the Districts, where face to face engagement is happening between Leaders, Officers and groups and organisations. This information will be collated on an ongoing basis going forward.

3. 2017/18 QUARTER 4 – PROJECTED ACTIVITY

3.1 There is a range of planned activity in the first quarter of 2018 around the spatial framework to ensure that the public continues to be informed about developments, and are prepared for the publication of the revised draft and the subsequent public consultation. This activity includes:

- 3.1.1 A media release following the publication of the brownfield sites, from across the ten Greater Manchester Districts will be issued and this will reiterate the communication messages outlined in the initial plan.
- 3.1.2 Monthly Mayor's Question Time (December – Bolton, January – Tameside, February – Wigan, March – Bury and April – Rochdale) will give members of the public an opportunity to ask the Mayor directly about questions relating to any part of the plan that they care about.
- 3.1.3 E-bulletin to people registered on the circulation list will be sent out in January with an update to any activity.
- 3.1.4 Ongoing engagement with interest groups, recorded through a centrally stored datasheet to monitor ongoing leader engagement.
- 3.1.5 Explore other opportunities for collaboration with partner agencies.

3.2 In addition, the communications and engagement working group will produce an updated communications and consultation plan by the end of February 2018, which will include –

- A full consultation plan, which will reflect the content taken from the Consultation Statement for Greater Manchester which is currently being

drafted with input from both planning, communication and engagement colleagues.

- A detailed communication plan with a table of milestones and dates, relating to wider GMSF information and release of information.
- An outline of the approach to engagement; how feedback will be captured, recorded and used, including that information that is captured outside of the formal consultation period or methods.

Appendix 3

NEIGHBOURHOOD PLANNING BRIEFING NOTE

INTRODUCTION

Neighbourhood planning is a right for communities introduced through the Localism Act 2011. (<http://www.legislation.gov.uk/ukpga/2011/20/contents/enacted>).

Communities can shape development in their areas through the production of Neighbourhood Development Plans, Neighbourhood Development Orders and Community Right to Build Orders. Neighbourhood planning is optional, not compulsory

Neighbourhood Development Plans become part of the Local Plan and the policies contained within them are then used in the determination of planning applications. Neighbourhood Development Orders and Community Right to Build Orders allow communities to grant planning permission either in full or in outline for the types of development they want to see in their areas.

The local parish or town council will lead on neighbourhood planning in their areas. Where one does not exist then a community group known as a neighbourhood forum needs to be established to lead. The Localism Act recognises that not all communities are residential in nature and as such in areas that are predominantly commercial then a business led neighbourhood forum can be established.

The Local Planning Authority is involved and will make decisions at key stages of the process, such as approving the neighbourhood area within which the Neighbourhood Development Plan will have effect. It will also organise the independent examination of the plan and the community referendum that is held at the end of the process.

The referendum is an important part of the process allowing those that live in the neighbourhood area to decide whether or not the Neighbourhood Development Plan, Neighbourhood Development Order or Community Right to Build Order comes into effect or not. This is direct democracy and outlines the importance of working with the wider community and securing their support at an early stage in the process.

It must be stressed that the policies produced cannot block development that is already part of the Local Plan. What they can do is shape where that development will go and what it will look like.

5 STAGES OF NEIGHBOURHOOD PLANNING

Stage 1: defining the neighbourhood

First, local people will need to decide how they want to work together. In areas with a parish or town council, the parish or town council will take the lead on neighbourhood planning. In areas without a parish or town council, local people will need to decide which organisation should lead on coordinating the local debate. In some places, existing community groups may want to put themselves forward. In other places, local people might want to form a new group. In both cases, the group must meet some basic standards. It must, for example, have at least 21 members, and it must be open to new members.

Town and parish councils and community groups will then need to apply to the local planning authority (usually the borough or district council).

It's the local planning authority's job to keep an overview of all the different requests to do neighbourhood planning in their area. They will check that the suggested boundaries for different neighbourhoods make sense and fit together. The local planning authority will say no if, for example, 2 proposed neighbourhood areas overlap. They will also check that community groups who want to take the lead on neighbourhood planning meet the right standards. The planning authority will say no if, for example, the organisation is too small or not representative enough of the local community, including residents, employers and business.

If the local planning authority decides that the community group meets the right standards, the group can call itself a 'neighbourhood forum'. (This is simply the technical term for groups which have been granted the legal power to do neighbourhood planning in a particular area.)

Stage 2: preparing the plan

Local people will need to pull together and prioritise their early ideas, and draw up their plans. They can choose to draw up either a plan, or a development order, or both. It is entirely up to them. Both must follow some ground rules:

- they must generally be in line with local and national planning policies
- they must be in line with other laws
- if the local planning authority says that an area needs to grow, then communities cannot use neighbourhood planning to block the building of new homes and businesses; they can, however, use neighbourhood planning to influence the type, design, location and mix of new development
- neighbourhood plans must contribute to achieving sustainable development

With a neighbourhood plan, communities are able to establish general planning policies for the development and use of land in a neighbourhood. They will be able to say, for example, where new homes and offices should be built, and what they should look like. The neighbourhood plan will set a vision for the future. It can be detailed, or general, depending on what local people want.

With a neighbourhood development order, the community can grant planning permission for new buildings they want to see go ahead. Neighbourhood development orders allow new homes and offices to be built, without the developers having to apply for separate planning permission.

Stage 3: independent check

Once a neighbourhood plan or order has been prepared, an independent examiner will check that it meets the right basic standards. If the plan or order doesn't meet the right standards, the examiner will recommend changes. The planning authority will then need to consider the examiner's views and decide whether to make those changes.

If the examiner recommends significant changes, then the parish, town council or neighbourhood forum may decide to consult the local community again before proceeding.

Stage 4: community referendum

The local council will organise a referendum on any plan or order that meets the basic standards. This ensures that the community has the final say on whether a neighbourhood

plan or order comes into force. People living in the neighbourhood who are registered to vote in local elections will be entitled to vote in the referendum. If more than 50% of people voting in the referendum support the plan or order, then the local planning authority must bring it into force.

Stage 5: legal force

Once a neighbourhood plan is in force following a successful referendum, it carries legal weight. Decision makers are obliged to consider proposals for development in the neighbourhood against the neighbourhood plan.

A neighbourhood order grants planning permission for development that complies with the order. Where people have made clear that they want development of a particular type, it will be easier for that development to go ahead.

REQUIREMENTS OF A NEIGHBOURHOOD PLAN

There are certain basic requirements which are essential components of any Neighbourhood Development Plan. When a Parish Council or designated Neighbourhood Forum submits a plan to the local planning authority, it must include:

- A map or statement
- A consultation statement
- The proposed Neighbourhood Development Plan
- A statement explaining how the plan has met the 'basic conditions'.

Planning, Housing & Environment Overview & Scrutiny Committee

Date: 15 January 2018

Subject: The Town Centre Challenge

Report of: Andy Burnham, Greater Manchester Mayor

1. PURPOSE OF REPORT

To update Scrutiny members on the Town Centre Challenge , providing information on some of the background to this initiative and related work currently way

2. RECOMMENDATIONS

That Scrutiny members:

- Discuss the issues set out in Sections 4 and 5 of this paper, sharing relevant information from experience in their local town centres
- Note the town centres which have already been put forward as part of the challenge
- Agree that a further report is brought to Scrutiny Committee as lessons are learned from this initial work and experience develops

3. CONTACT OFFICERS

Simon Nokes, simon.nokes@greatermanchester-ca.gov.uk
Garreth Bruff, garreth.bruff@greatermanchester-ca.gov.uk

4. BACKGROUND

- 4.1 There are eight principal town centres in Greater Manchester (Altrincham, Ashton Under Lyne, Bolton, Bury, Oldham, Rochdale, Stockport and Wigan), around 20 smaller towns (eg Horwich, Marple, Denton, Leigh, Swinton, Wythenshawe, etc) and over fifty other local or suburban centres. Every one of them has a role to play in economic growth and making our city region world class.
- 4.2 Despite considerable efforts by local authorities in masterplanning a future for their town centres and getting stakeholders together, development has proved difficult to deliver through a traditional investment model which demands rates of return that town centre values cannot guarantee. Individual towns therefore struggle to bring forward value generating plans and collaborative work by Place Directors in the ten districts is looking at how to increase capacity in Greater Manchester in order to address this barrier.
- 4.3 Many of these town centres are also focal points of public transport services, including rail stations, yet in most there is no effective housing market. This is partly due to 'abnormal' costs of development (often on previously developed land) and partly due to the low end value of any schemes caused by a lack of current housing

demand in those town centres keeping prices low. At the same time, we have a massive housing need across GM and for that housing to be in sustainable locations, with a desire to minimise the amount of greenbelt land that needs to be used in order to enable an appropriate housing stock to be built.

- 4.4 It was against this background that a Greater Manchester wide Town Centre Challenge was agreed by the GMCA in October 2017, with a widely covered media launch hosted by the Mayor and Cllr Shori in Bury town centre in November. The Town Centre Challenge is about raising the profile of town centres and using the convening powers of the Mayor to galvanize delivery. It will bring together all the key stakeholders and partners in a concerted effort to support the work of local councils and to unlock the potential of some of these places. The Mayor invited all councils across Greater Manchester to put forward a town centre to be part of the first phase of the initiative, with a particular focus on:
- Thinking big - to consider the long term potential of town centres, this includes opportunities for new housing, leisure and employment as well as a traditional retail;
 - Identifying schemes with a catalytic impact – to redefine the trajectory of a town centre and genuinely reshape investor and consumer confidence
 - Build on assets – to exploit the inherent assets in town centres and the potential these offer in the first instance, rather than starting with areas of greatest need.
- 4.5 In return, the Town Centres Challenge offers the support of the GM Mayor and the GMCA, so that a combination of powers and resources can be aligned to the benefits of the selected town centres. This gives the opportunity for creating a tailored approach to supporting each town centre, but an approach that will still need to be clearly defined and understood so that it can be managed and delivered.

5. CHALLENGES AND SOLUTIONS FOR TOWN CENTRES

- 5.1 Each town centre is very different, and needs to find its own path, but there are clearly some common issues around which efforts can best be focused for greatest impact. A GM wide town centre study in 2012/13 looked at the challenges facing town centres, demonstrating the retail revolution underway and that this would result in 21% less retail space and 31% fewer stores in town centre venues by 2020. This has left (and will continue to leave) many of our town centres needing to find a new purpose and play a significantly different role than in the past, with many in need of significant regeneration.
- 5.2 At that time recommendations for future development in the primary town centres in each District was proposed, with many of these plans focused on mixed use development including housing, non-retail business uses and concentrating the focus of a town in a narrower area to increase footfall. The latter included encouraging footfall from centralising public services and college sites in our town centres. Proposals were also explored to create a town centre fund to support such developments, although such a fund could never be made to work on an investment/return basis.
- 5.3 Many of these recommendations have since been acted upon and there has been some notable progress with several landmark projects being delivered in recent

years. For example, the Stockport Exchange development provides state of the art office, hotel and leisure opportunities; the historic town hall in Oldham has been converted to an award winning cinema and leisure attraction; Altrincham market has been re-invented as a successful and highly popular food and drink venue; and a new college campus has been created to help increase footfall into in Ashton Under Lyne.

5.4 However, there is still a long way to go before town centres in Greater Manchester fulfil their potential and contribute to the wider prosperity of the city region. Town centres need to be re-imagined to make them relevant for current and future generations, redefining them as long term, sustainable and sought after investment options. Recent work by Place Directors in all ten Greater Manchester districts has started to define the underlying barriers to achieving the scale of change required, as well as the solutions that could be available by working together in the Town Centre Challenge. Their work identifies a number of barriers which need to be overcome including:

- i) **Viability and investment:** current values in most centres are low when compared to the build costs, and there are few established market comparators to support investor confidence. We want to maximise the housing growth that can be accommodated in town centres which have better transport links, are accessible to more people and can offer local services like shops and restaurants.

So there is a need to identify which projects are most important, which will have that catalytic impact to genuinely reshape a place and the investment opportunities it provides. This needs a multi agency approach and the Mayor can work with local authorities to help bring together the people needed to identify these projects and support their development. Any investors will need to see clear leadership and the Mayor can also work with local leaders to reach a global audience of investors, as well as making sure that any available public funding is deployed in their support.

- ii) **Public and private sector drive:** public and private sector stakeholders are critical to success. At a very basic level, public sector land ownership is significant in all our town centres and this could be a great asset if deployed correctly. But the number of public and private land owners in town centres is very complex and a barrier to land assembly and investment.

The town centre challenge can address this in a number of ways – using the convening powers of the Mayor, it will be possible to get land owners, investors and others together to bring forward opportunities. Working with local authorities there is also have the option of enacting compulsory purchase powers or Mayoral Development Corporations, where this could release new investment.

Where a solution cannot genuinely be found, the Mayor also has the opportunity to raise these very real issues with the Government to encourage changes at a national level or better Government support.

- iii) **Releasing the hidden demand:** despite some successes, lack of delivery of new town centre schemes at scale means that there are too few examples of success to demonstrate demand. But where local authorities have delivered speculative schemes, more often than not they are let or occupied quickly (eg

Stockport Exchange offices and car park, conversion of Oldham's old town hall to a Cinema).

So there is a hidden demand for new town centre businesses and homes. Local authorities need to take some tough decisions to acquire land and invest in these types of schemes and the Town Centre Challenge can help support this in more places. The best advice, specialist skills, market knowledge and other information will be needed to identify trends, define opportunities and inform these decisions.

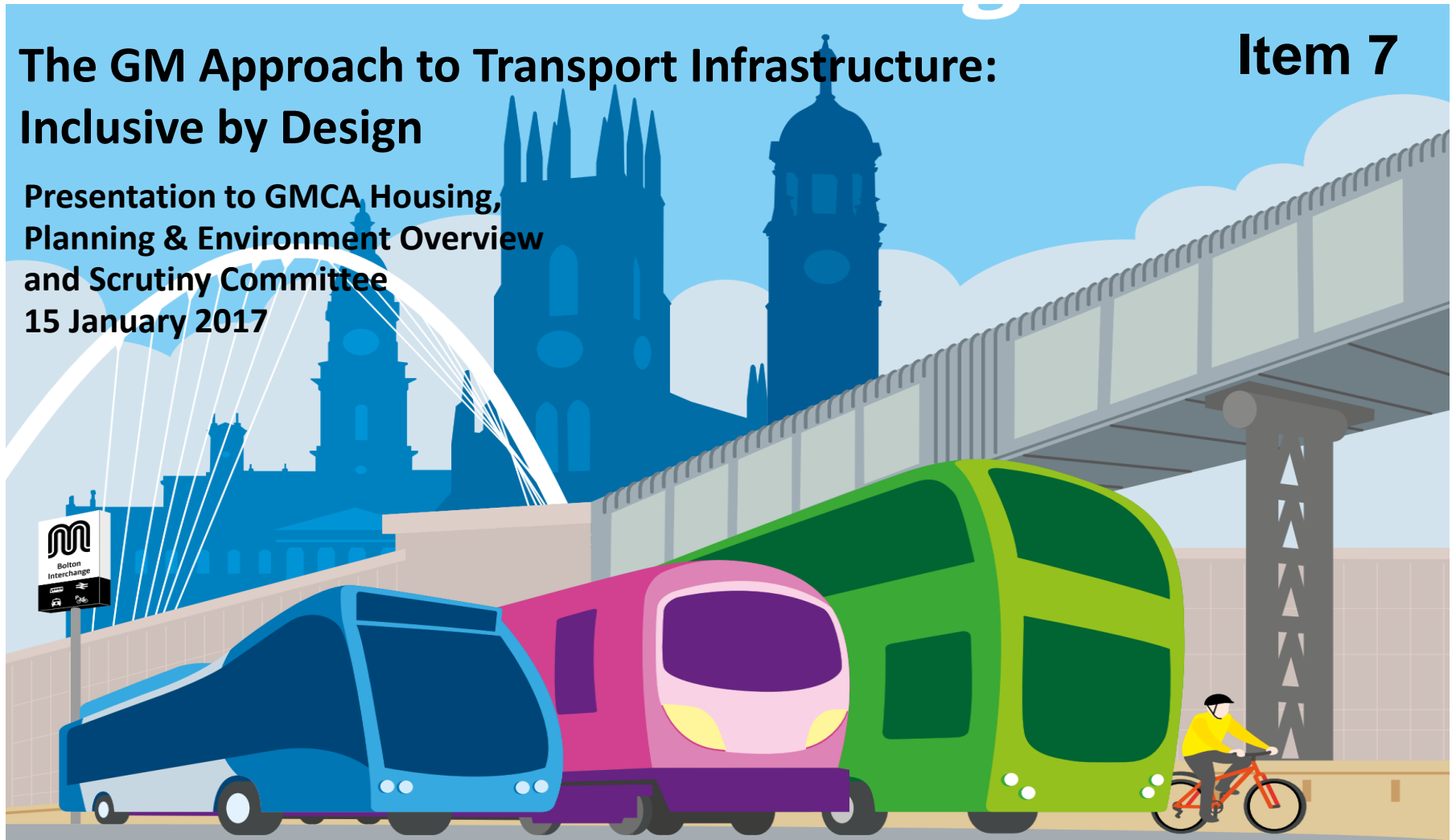
6. NEXT STEPS

- 6.1 Since the launch of the challenge in November last year, several town centres have been put forward by local authorities to be part of this initiative in the first phase. To date, these include:
- Farnworth
 - Withington
 - Stockport
 - Swinton
 - Stretford
 - Leigh
- 6.2 Bury, Rochdale and Tameside Councils are expected to confirm a preferred town centre in early January.
- 6.3 The next step in the town centre challenge will be for the Mayor to meet key stakeholders in each town centre early in the new-year, so that issues and potential solutions can be considered in much more detail and more bespoke actions can be agreed for each centre. Where needed, there is also the potential for the Mayor to convene GM wide meetings to ensure that key public sector bodies, like transport or government agencies, are working in a more joined up way to the benefit of these town centres. A number of other organisations, including private sector developers, house builders and environmental groups, have also offered support to the town centre challenge and these will be brought into the process as their areas of expertise are matched against the needs of different centres.
- 6.4 Given the ongoing dynamics of this initiative it will be important to continue to share information and experience between the ten GM districts, so that lessons from different projects can be applied more widely across Greater Manchester. It is also envisaged that further rounds of the challenge will enable other town centres to be the focus of this work as experience is gained and progress is made through this initial set of town centres, and some districts are already preparing for this.
- 6.5 A further update report can be brought to Scrutiny as lessons from this initial work are learned and experience develops.

The GM Approach to Transport Infrastructure: Inclusive by Design

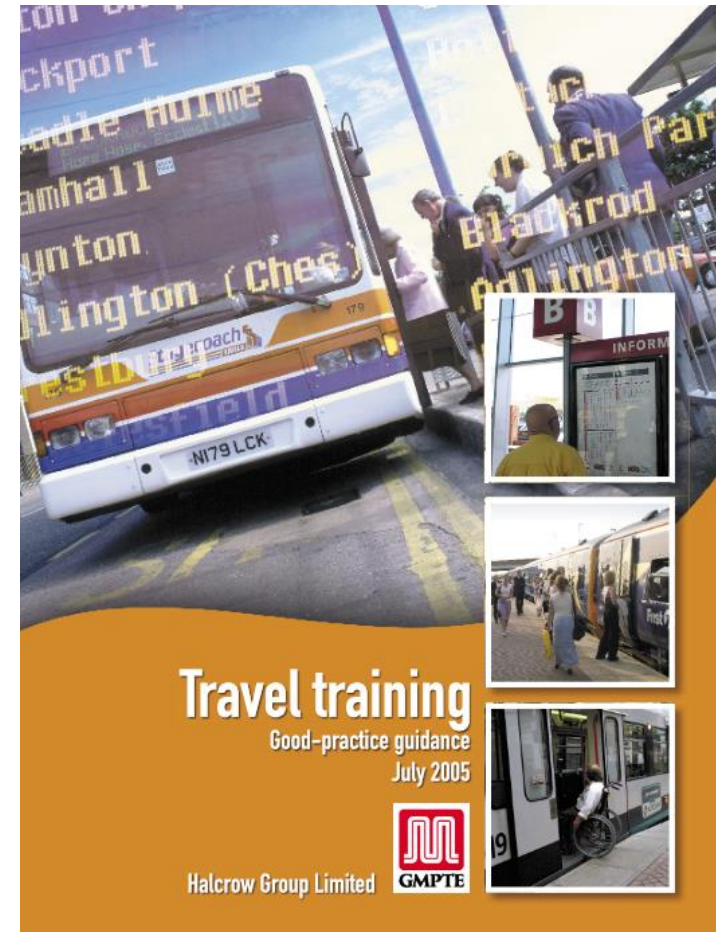
Item 7

Presentation to GMCA Housing,
Planning & Environment Overview
and Scrutiny Committee
15 January 2017



Today's Presentation

- What we do
- A few examples of what we've done
- Bolton Interchange – A Case Study
- Approach to Metrolink, Bus and Rail
- Summary





- Deliver on the transport policies and priorities set by the GM Mayor/GMCA.
 - Invest in and promote Active Travel as a convenient, safe, healthy and sustainable travel choice.
 - Own and operate GM's bus stations, guided busway, bus stops and shelters and invest in new and refurbished infrastructure.
 - Contract bus services where necessary to fill gaps in commercial operations.
 - Own and operate one rail station – Horwich Parkway (All others are owned by Network Rail).
 - Own and operate Metrolink.
 - Provide passes to help older, disabled and young people.
 - Play a leading role in coordinating GM's plans to reduce air pollution/congestion.
 - Keep traffic flowing on the 360 mile Key Route Network.
 - Develop easier, smarter ways to travel and plan your journey.

- The People of GM.
 - 19 % of GM residents have a disability or long-term limiting illness.
 - 10 % of GM residents care for someone with a disability or long term limiting illness.
- Committed to improving the accessibility of the transport network.
 - Making travel easier for all residents of, and visitors to, the region.
 - Better provisions for disabled people and Accessibility for All is a key principle in the development of all schemes

- **Metrolink** – New routes and trams with comprehensive audio-visual information and step free access at all stops.
- **Bus** New Accessible bus routes/stops – Guided Busway/ Cross City; worked with operators to modernise fleet.
- **Rail** – Lobbied the rail industry to deliver step free access at a number of key GM Rail stations. And funded and delivered passenger safety, security and information systems (CCTV, Help Points and CIS) at nearly 50 stations to date.
- **Interchanges** - New accessible. Inclusive by design.
- **Technology** – New easy to navigate website.
- **Active Travel** – Schemes such as Oxford Road Corridor include much improved and accessible pedestrian facilities.



Extensive Consultation – Inclusive Design

- Met with the Bolton Disability Partnership Board - Requests to accommodate longer wheelchairs in lifts and toilets - TfGM has been designing for this since.
- Various consultation events including - Accessibility drop-in session. Information provided in a variety of formats – audio files, sign interpreter.
- Disability Design Reference Group (DDRG) involved throughout.
- Numerous local groups invited to visit interchange before opening (Age UK; GM Mental Health (NHS); Bolton Dementia Group, Bolton Community and Voluntary Services).
- Operational Test Event –Bolton public, volunteers from Octagon Theatre. Local insight valuable.

Application of Standards and Best Practice

- Interchange design references relevant national standards for accessibility.
 - Exceeds current Building Regulations requirements.
 - Substantial compliance with BS8300:2009+A1:2010.
 - UK's best practice on accessibility in buildings.
 - New edition due Jan 2018.
 - Accessibility Consultant retained by TfGM to
 - review compliance with relevant Standards.
 - Advise on Best Practice.
- Achieving balancing between competing interests.
- Our own Design Manual.

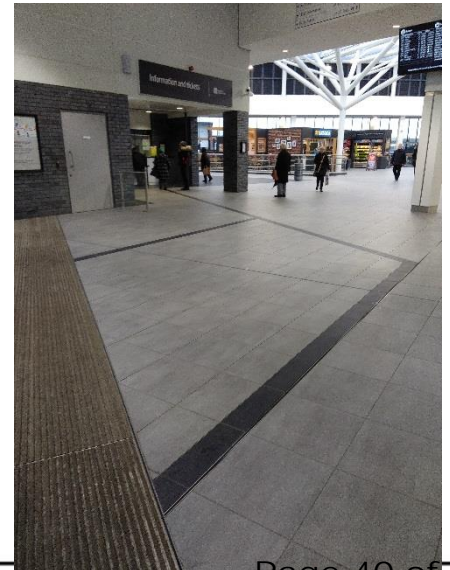
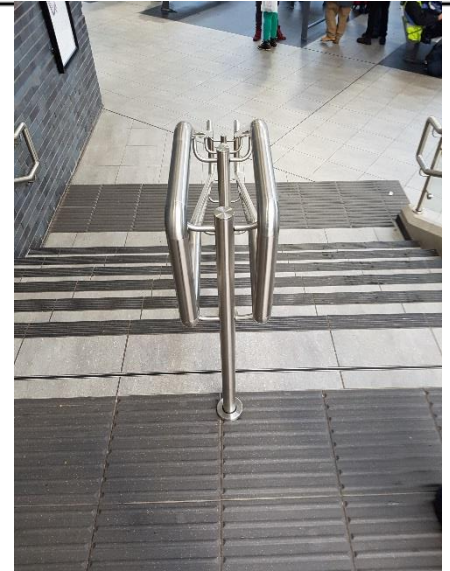


- Step free access to all levels.
- Modern accessible toilets.
 - Left and Right handed wheelchair accessible.
 - Ambulant Disabled cubicles in male and female toilets.
- Changing Places facility - TfGM's first – only c.1,000 in UK.
 - ¼ million people cannot use standard disabled WC.
 - More space, height adjustable bench, hoist and shower.
- Induction loops for hearing aid users - front and back of house.
 - Ticket and Supervisors Office Counters; Concourse PA.
 - Training and Incident Management Room.





- Laid out as three ‘streets’ around perimeter, assisting navigation.
- Tactile paving to national standards at all steps.
- Tactile signage on WC’s and lift controls.
- Handrails in accordance with national standards to assist blind and partially sighted users.
- Contrasting lines to identify routes.
 - Between main entrance and Newport Street/Great Moor Street junction.
 - Between main entrance and ticket and information office.
- Low wheelchair accessible counters at Ticket Office.



- Contrasting door surrounds.
- Stand layout is as consistent as possible.
- Stands are accessed from two of the three ‘streets’.
 - Avoids need for users to negotiate the large concourse area when trying to locate stands.
 - Lift access is available from the intersection of the two bus stand streets.
- Interchange Staff – dedicated to customer assistance.
 - Staff are much more visible than at Moor Lane.
 - Staff have good views across interchange.
- Fully enclosed with no busway crossings - improving safety and assisting navigation.



Why are certain things “missing”?

- Two areas of provision at Moor Lane consciously not replicated:
 - REACT– a fob based locator system – trialled at Moor Lane – is being superseded by app based solutions.
 - Contrasting lines to individual stands – Complexity of potential movements around interchange; integration with rail station where such facilities are not provided. Approach instead is to delimit seating areas with contrast flooring.
- Needs to be recognised that ‘Needs and Wants’ of different groups can conflict.
 - e.g.- Tactile Guidance Paths for blind and partially sighted – can cause issues for the Ambulatory disabled - some LTAs have removed it for this reason.
 - Where provided, often is not to the standard (400mm as opposed to 800mm) in attempt to find “middle ground”.
 - Areas of dark flooring provided by way of colour contrast can appear as ‘holes in the ground’ to some people with dementia.

- GMCA/TfGM in conjunction with other industry stakeholders/local authority partners has played an important role in supporting and promoting inclusive design on GM's rail infrastructure.
- In addition CA/TfGM has invested heavily local rail infrastructure.
- Examples include:
 - **Rail Station Improvement Strategy** – Delivery of Passenger information displays which benefit all users, particularly those passengers unable to hear announced information. Public Address systems will benefit all passengers but particularly those people with impaired visibility.
 - **DfT Access for All** – Influenced DfT to introduce step free access at a number of stations.
 - **Rail Station Accessibility Programme** – TfGMC's top ten list of stations in need of step free access. Continue to work with the rail industry to ensure that TfGMC's aspirations are recognised to influence the debate/priority. Blackrod complete. Mills Hills being developed.
 - **Rail Park & Ride Programme** - Delivery of spaces ensuring equality of transport opportunities. Safety and security features, blue badge spaces, walking routes, dropped kerbs.
 - **National Station Improvement Programme** – Worked with the rail industry to ensure inclusive designs such as information and security, access improvements, seating, new signage; dual height ticket counters and toilets for example.

- Metrolink has grown significantly including the construction of new lines and new stops.
- In addition work continues on the Trafford Park Line
- Accessibility and inclusive design is a key principle:
 - DDRG is actively involved in the design of new tram stops.
 - All stops are provided with access ramps or lifts, tactile paving, high visibility handrails, disabled boarding points and help points on the platforms.
- Once built, and prior to any new line being brought into use, TfGM invites the DDRG to travel by tram to the new station stops, to ensure that all of the station stops are suitable for disabled passengers.
- The approach taken by TfGM in developing the DDRG is now recognised as a model of best practice by the Equality and Human Rights Commission.

- Played a key role in supporting and promoting inclusive design on the bus network, including some 12,500 stops, in collaboration with Local Highways Authority partners to improve access to public transport.
- Leigh-Elfenbrook Guided Busway.
 - Level boarding at stops along Busway; Passenger information displays at all stops; 'next stop' audio/visual displays on buses.
 - Significant input from DDRG in scheme design.
- Cross City Bus Package.
 - Raised kerbs, bus stop clearways, shelters with seats, improved pedestrian crossings.
- Better Bus Area Fund.
 - 500 bus stop enhancements across Greater Manchester including raised kerbs, shelters and bus stop clearway.

-
- Making Travel Easier *for All* – Core Objective for TfGM.
 - Transcends modes and informs all that we do.
 - TfGM aims to exceed standards and be an exemplar of best practice Standards and represent Best Practice
 - TfGM works collaboratively with various groups, partners and bodies to improve accessibility for all.
 - Constant review process and lessons learnt.

WORK PROGRAMME HOUSING, PLANNING & ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

The table below sets out the Scrutiny's work programme for Members to develop, review, and agree. This is a 'live' document and will be updated where necessary at each meeting to ensure that the Committee's work programme remains current.

The Committee is asked to outline specific requests to be addressed by the report authors in preparing the reports coming forward to this Committee.

At the Committee's first meeting the following standing agenda items were agreed:

- brief update on the Greater Manchester Spatial Framework (if no substantive item is on the agenda)
- work programme

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

The Committee may wish add to their work programme in February to use the chance to examine the proposed new GMS Performance Management Framework.

The Committee may also choose to establish a task and finish group to investigate a particular topic in more detail.

MEETING DATE	TOPIC	CONTACT OFFICER	REASON FOR SUBMISSION TO SCRUTINY COMMITTEE
15 th Jan 2018 10.30	Update on work on town centres	Simon Nokes	The committee wished to explore the background to the recent mayoral announcements concerning GM's town centres work.
	Inclusive design of GM's Transport Infrastructure	TfGM	Accessibility to ensure that GM's transport infrastructure is designed and maintained in an inclusive way
15 th Feb 2018 6pm	Timetable for preparation of the revised GMSF	Anne Morgan Head of Planning Strategy, GMCA	To ensure that the committee remain fully briefed on the production of the revised strategy.
	The Air Quality Plan		
13 th Mar 2018 10.30pm	Green Summit Tbc	Mark Atherton GMCA Green City Region Lead Officer	
	Waste Strategy Presentation	John Bland, GMWDA	

17 th Apr 2018 6pm	Progress with GM's work on bus services in GM		
	Updated GMS Implementation Plan	John Holden, Assistant Director of Research & Strategy	
	Performance Management Framework for GMS	John Holden, Assistant Director of Research & Strategy	
15 th May 2018 10.30pm			
Items that have been previously considered			
18 th Oct 2017 6pm	GM Strategy Implementation Plan	Simon Nokes (John Holden) GMCA	Provides an update on the development of the Greater Manchester Strategy Implementation Plan. This will provide the Committee with information as to the key policy areas of the GMCA which could shape their work programme and an opportunity to comment on the plan before it is submitted to the GMCA.
	Bus Services in Greater Manchester'	Rod Fawcett TfGM	Further detail on how bus services were currently provided and the options that the Bus Services Act 2017 may provide.
16 th Nov 2017 10.30	Transport Strategy Update	Simon Warburton TfGM	An overview of GM's transport strategy to assist the committee's understanding of this area and identify where they can add value to this work.
	Greater Manchester Housing Affordability	Paul Beardmore GMCA Housing Lead	The committee highlighted this as an area of interest.
13 th Dec 2017 6pm	GM as a carbon neutral city region.	Mark Atherton GMCA Green City Region Lead Officer	The committee highlighted this as an area of interest.
	Congestion		The committee highlighted this as an area of interest.
	National infrastructure	Anne Morgan Head of Planning Strategy	Consultation draft response

ITEMS TO BE SCHEDULED

- Strategic work on tenure, social housing and work to improve the quality of homes in the private rented sector.
- Work being undertaken to address long term empty homes across Greater Manchester.
- Housing.
- Work being undertaken on busses, regulation and providers.
- Waste.
- An item exploring inclusive design, access and safety issues.
- Requested that as work on housing affordability and the GMCA housing strategy develops that it be brought to the committee prior to it being considered by the GMCA.