



## **Economy Scrutiny Committee**

Date: Wednesday, 6 February 2019

Time: 2.00 pm

Venue: Council Ante Chamber, Level 2, Town Hall Extension

Everyone is welcome to attend this committee meeting.

**There will be a private meeting for Members only at 1.30pm in Committee Room 6 (Room 2006), 2nd Floor of Town Hall Extension**

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## **Membership of the Economy Scrutiny Committee**

**Councillors** - H Priest (Chair), Connolly, Davies, Douglas, Green, Hacking, Johns, Newman, Noor, Paul, Raikes, Razaq, Shilton Godwin, A Simcock and K Simcock

## Agenda

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**1. Urgent Business**

To consider any items which the Chair has agreed to have submitted as urgent.

**2. Appeals**

To consider any appeals from the public against refusal to allow inspection of background documents and/or the inclusion of items in the confidential part of the agenda.

**3. Interests**

To allow Members an opportunity to [a] declare any personal, prejudicial or disclosable pecuniary interests they might have in any items which appear on this agenda; and [b] record any items from which they are precluded from voting as a result of Council Tax/Council rent arrears; [c] the existence and nature of party whipping arrangements in respect of any item to be considered at this meeting. Members with a personal interest should declare that at the start of the item under consideration. If Members also have a prejudicial or disclosable pecuniary interest they must withdraw from the meeting during the consideration of the item.

**4. Minutes**

7 - 20

To approve as a correct record the minutes of the meeting held on 9 January 2019.

To receive the minutes of the District Centres Subgroup meeting on 19 December 2018.

**5. Northern Gateway Strategic Regeneration Framework Update - To follow**

Report of the Strategic Director (Development)

**5A Northern Gateway: Implementation and Delivery - To follow**

**6. Consultation on the draft Greater Manchester Spatial Framework (GMSF)**

21 - 48

Report of the Strategic Director (Development)

Greater Manchester local authorities are currently working collaboratively on the preparation of the Greater Manchester Spatial Framework (GMSF). This document will provide a policy framework to guide development across the City Region up to 2037. It will also provide a context for the preparation by individual authorities of updated Local Plans. In 2016, GM consulted on the first draft of the GMSF document. Following this consultation, and taking account of responses received, consultation on a second draft GMSF began on 21 January 2019. This consultation will be open for eight weeks, until 18 March 2019.

- 7. Greater Manchester Transport Strategy 2040: Draft Delivery Plan (2020-2025)** 49 - 64  
Report of the Strategic Director (Development) and the Deputy Chief Executive

This report presents the Greater Manchester Transport Strategy 2040 Draft Delivery Plan (2020-2025) for the committee to comment on. It has been developed in conjunction with the Greater Manchester Spatial Framework and is an important document in demonstrating how it is intended to effectively integrate new and existing development with future transport investments. The report sets out the background, the purpose of the plan and the timeline for publishing a final version of the Delivery Plan later in 2019.

- 8. City Centre Transport Strategy - Feedback from the Responses to the Conversation held in Autumn 2018** 65 - 96  
Report of the Strategic Director (Development) and the Deputy Chief Executive

This report presents the responses to a conversation and engagement exercise to support the development of a refreshed City Centre Transport Strategy. This was organised by Manchester and Salford City Councils and Transport for Greater Manchester and took place from August to October 2018 and obtained views from city centre residents, workers, visitors and businesses. The report also describes the proposed next steps in developing an updated transport strategy for the city centre taking account of the plans for growth.

- 9. Updated Financial Strategy and Directorate Business Plans 2019-20 - To follow**

- 9A Strategic Development Budget and Business Plan 2019-20 - To follow**

- 9B Neighbourhoods Budget and Business Plan 2019-20 - To follow**

- 10. Overview Report** 97 - 118  
Report of the Governance and Scrutiny Support Unit

This report provides the Committee with details of key decisions that fall within the Committee's remit and an update on actions resulting from the Committee's recommendations. The report also includes the Committee's work programme, which the Committee is asked to amend as appropriate and agree.

## Information about the Committee

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Scrutiny Committees represent the interests of local people about important issues that affect them. They look at how the decisions, policies and services of the Council and other key public agencies impact on the city and its residents. Scrutiny Committees do not take decisions but can make recommendations to decision-makers about how they are delivering the Manchester Strategy, an agreed vision for a better Manchester that is shared by public agencies across the city.

The Economy Scrutiny Committee has responsibility for looking at how the city's economy is growing and how Manchester people are benefiting from the growth.

The Council wants to consult people as fully as possible before making decisions that affect them. Members of the public do not have a right to speak at meetings but may do so if invited by the Chair. If you have a special interest in an item on the agenda and want to speak, tell the Committee Officer, who will pass on your request to the Chair. Groups of people will usually be asked to nominate a spokesperson. The Council wants its meetings to be as open as possible but occasionally there will be some confidential business. Brief reasons for confidentiality will be shown on the agenda sheet.

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Smoking is not allowed in Council buildings.

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## Further Information

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This agenda was issued on **Tuesday, 29 January 2019** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension (Mount Street Elevation), Manchester M60 2LA

## **Economy Scrutiny Committee**

### **Minutes of the meeting held on Wednesday, 9 January 2019**

#### **Present:**

Councillor H Priest – in the Chair

Councillors Connolly, Davies, Green, Hacking, Newman, Raikes, Shilton Godwin, A Simcock and K Simcock

#### **Also present:**

Councillor Leese – Leader

Councillor N Murphy – Deputy Leader

Councillor Sheikh – Assistant Executive Member for Housing and Regeneration

#### **Apologies:**

Councillors Douglas, Johns, Paul and Razaq and Councillor Richards (Executive Member for Housing and Regeneration).

#### **ESC/19/1 Minutes**

In relation to Minute ESC/18/56, Councillor Newman proposed that that the following point was inaccurate:-

- Why was the Local Housing Allowance higher in Wythenshawe in comparison to the rest of the city as this was proving problematic for Wythenshawe residents getting onto the property ladder.

He proposed that this be amended to:-

- Why was the Local Housing Allowance higher in Wythenshawe in comparison to the rest of the city as this was proving problematic for Wythenshawe residents who were on low incomes.

#### **Decision**

To approve the minutes of the meeting held on 5 December 2018 as a correct record, subject to the above amendment.

#### **ESC/19/2 Residential Growth update and Action Plan**

The Committee considered a report of the Strategic Director (Development), which provided a summary update of the progress made in implementation the activities set out in the Residential Action Plan over the period 2016 to date.

The Director of Housing and Residential Growth referred to the main points and themes within the report which included:-

- In March 2016 the Executive endorsed the Manchester Residential Growth Strategy which set a minimum target of 25,000 new homes to be delivered

within the city between April 2016 and March 2025. In December 2018 the Executive Member for Housing and Regeneration put forward a report, endorsed by the Economy Scrutiny Committee and Executive, that revised this target to 32,000 (including 20% affordable housing);

- The Residential Growth Strategy proposed a set of priorities to support the city's sustained economic growth and ensure that there are affordably priced houses and apartments for sale and rent, which would underpin the economic growth objectives of the city and meet the needs of all households;
- Details of the progress made in delivering residential growth since 2016;
- The Residential Growth Action Plan, taking into account:-
  - The impact of Brexit;
  - Delivering an appropriate mix of property types and tenures;
  - Land supply and availability of Public Sector funding;
  - The draft Greater Manchester Spatial Framework and Manchester Local Plan; and
- Progress of key activities underway together with actions that would be taken forward during 2019

Some of the key points that arose from the Committees discussions were:-

- What involvement has the Council had to date in the development of off site housing construction;
- What guidance was there for developers in relation to room sizes in new build properties;
- How optimistic was the Council that it would receive sufficient funding through the Government's Housing Infrastructure Fund (HIF);
- What balance of housing was the Council aiming for in relation to Council Tax bands;
- Was the Council considering the recently published report of Shelter that recommended an additional 3 million home across the country to address homelessness and the implications that this may have for Manchester;
- Could Officers provide further details on how it was envisaged that future partnership working arrangements would work in respect of the Council's role to influence and govern;
- What was the Council doing to ensure that it continued to provide owner occupation properties;
- Were Right to Buy Properties entering the private sector rental market becoming a problem;
- Did the option for the Council to repurchase properties that had been sold as Right to Buy apply to just Council housing stock or did it also include Council properties which were managed by other organisations and what was the viability of this option;
- When would progress be reported on the development of the Housing Affordability Zones;
- What consideration had been given alongside the strategy for the need of appropriate social infrastructure to support the occupation of these additional properties; and
- Consideration should also be given to the hidden demand in the city centre for older people to downsize.

The Director of Housing and Residential Growth advised that off site manufacturing of housing is essential to deliver the scale of housing development required across the country. However, for this area to develop, there would be a need for organisations such as the Council to back offsite housing, though not at an initial cost to the Council. It was reported that at present, most of the businesses within this field were located along the M1 corridor in Yorkshire. The Strategic Director (Development) added that the proposal to develop 200,000 homes across Greater Manchester, demonstrated the ambition of the region and should attract these types of companies to establish bases of operation within the North West.

The Committee was informed that the Executive had previously approved the Council's residential quality guidance which covered the size and space required for rooms within different types of developments. This was in accordance with national conditions.

The Committee was advised that the Council was working with Homes England to secure at least £50million of HIF investment. A bid would be submitted to Government on 1 March 2019 and a decision would be expected to be made in the Summer. It was reported however, that 80% of the HIF would be allocated to London and the South East, and as such, the Council would continue to lobby Government for more appropriate distribution of funding.

The Strategic Director (Development) commented that Manchester's profile of Council Tax banding across the city was skewed in comparison to other Greater Manchester areas, and although its profile had changed over the last 10 to 15 years, this in the main had resulted in a growth of property band C properties. He advised that assessments of properties being built were undertaken as part of Council Tax forecasting and agreed to provide information on this to the Committee.

The Strategic Director (Development) advised that in terms of partnership working, this was something that could be built into the Committees work programme for next year, to allow Members to gain a greater understanding and scrutinise the effectiveness and governance arrangements of such relationships. He also commented that it was the Council's ambition to measure the numbers of properties available for owner occupation properties, but this had challenges particularly within the city centre where investors, having acquired homes for sale, had then rented the properties and in some instances for Air BnB.

The Director of Housing and Residential Growth reported that the Council had the ability to limit the sale of Right to Buy properties to individuals that were not eligible and could take legal action if necessary where this occurred. He also commented that the Council was exploring the potential for the buyback of Right to Buy properties previously owned by the Council. He also advised that the Council would consider the report and proposals by Shelter in connection to addressing homelessness and how this may impact the city's housing affordability strategy.

Officers acknowledged the comments in relation to the progress that had been made with the Housing Affordability Zones and informed the Committee that an update would be provided shortly to Members. It was also commented that it was recognised that there was a need for appropriate social infrastructure in those areas

where additional housing was proposed at scale. To this effect, Officers were working alongside NHS partners and Education colleagues in terms of planning for these developments, especially for proposals within the city centre.

## **Decision**

The Committee:-

- (1) Notes the progress of key activities underway together with actions that will be taken forward during 2019;
- (2) Requests that the Committee's views are taken into account in developing the Action Plan and notes that it will be brought back to the Scrutiny Committee and Executive later this year, once the impact of Brexit is more clearly understood and a draft plan for Delivering Manchester's Affordability Strategy is in place; and
- (3) Agrees to look at look at partnership working in more detail as part of next years Work Programme.

### **ESC/19/3 Delivering the Our Manchester Strategy - Leader of the Council's portfolio**

The Committee considered the report of the Leader of the Council, which provided an overview of work undertaken and progress towards the delivery of the Council's priorities, as set out in the Our Manchester strategy, for those areas within his portfolio.

By way of a further update the Leader informed the Committee of the launch of the GCHQ Manchester Engineering Accelerator, which would help return added value on investments in the City which were not predictable at the time that the investments were made. He also reported that the Combined Authority had set out a series of policy developments for the region, which included the proposed new GMSF proposals and consultation and a new housing vision document. Furthermore, he advised that the Independent Prosperity Review in relation to the Local Industrial Strategy was about to conclude and results would be published on 8 February 2019, which would then be followed by a consultation period.

Some of the key points that arose from the Committees discussions within the Leaders report were:-

- How had the OMS resulted in activities being undertaken differently and involved Manchester residents;
- Who was at fault for the recent time table debacle on the rail networks across Manchester and the wider Greater Manchester region and what was the timescale for resolution;
- Clarification was sought as to what options were being considered at Piccadilly Station as part of Transport for the North strategy;
- How was the Combined Authority developing its view on the uncertainty of Brexit with a view to mitigating its impact on Manchester;
- What direct impact had the Our Manchester engagement sessions had;



- What decisions and associated risk assessments had been taken around the Channel 4 HQ bid; and
- How did the Calder Valley line sit within transport improvement plans.

The Leader gave examples of two Our Manchester engagement sessions that had resulted in highlighting innovative practices within areas of Manchester which were in the main community led. He added that these had demonstrated that there were things that communities could take responsibility for and also the role for local members to be community leaders. In terms of the rail timetable debacle, he advised that ultimate responsibility rested with the Secretary of State for Transport, however there had been a collective failure across the rail industry as Rail Operators, Network Rail and the Department for Transport were all aware before the new timetables were introduced that the engineering works had not been completed and as a consequence, the required numbers of trains had not been available to deliver the new timetable. He advised that although some improvements would happen in relation to improved fleets from Northern and TransPennine, total resolution of the matter would not be resolved in the short to medium term. In connection to this, the Leader also advised that the most recent analysis of station options at Piccadilly Station by Arup, had not taken into account any future proofing and had only concentrated on the ability to deliver the day one timetable for HS2 requirements. There was currently an impasse between Government and the Northern Powerhouse as to what would be the most appropriate reconfiguration of rail services in and out of Piccadilly that could meet the anticipated scale of passenger growth and demand for the next century plus. He also advised the Calder Valley line still remained a priority within the wider rail improvement network but he was unable to give any detail as to when any activity on this line would take place.

The Leader commented that in relation to the Channel 4 bid, local media reports had not been accurate as the Council had not been in competition with Salford City Council to secure Channel 4's new headquarters. The bid submitted had been supported by the GM Mayor and Salford City Mayor. Appropriate risk assessments had been undertaken and he advised that as in any bidding process, costs had been incurred, but these had not been considered to have been disproportionate given the size of the bid and what would have been the potential value added return should Channel 4 have selected Manchester as its new headquarters. He added that the cost of the bid would be apportioned with the GMCA as the bid was for Channel 4 to relocate in the Greater Manchester area.

He advised that the Combined Authority received monthly Brexit forecast reports which provided data sectors were responding to the implications of Brexit. The Combined Authority had also developed hypothetical models for both a 'hard' and 'soft' Brexit and commented that a consensus amongst all GM Leaders was that a 'No Deal' Brexit would be the worst option. He added that due to the uncertainty at a national level of what the final Brexit arrangements would be it was difficult to say how it intended to mitigate any impact on Manchester.

## **Decision**

The Committee notes the report

## **ESC/19/4 Delivering the Our Manchester Strategy - Deputy Leader's portfolio**

The Committee considered the report of the Deputy Leader of the Council, which provided an overview of work undertaken and progress towards the delivery of the Council's priorities, as set out in the Our Manchester strategy, for those areas within his portfolio.

Some of the key points that arose from the Committees discussions within the Deputy Leaders report were:-

- Requesting an update on the activity surrounding the Living Wage and the move towards accreditation;
- Welcoming the reported investment into the 101 telephone system operated by Greater Manchester Police and the introduction of a live chat facility, noting that it was important to retain the 101 service;
- Was the ongoing dispute between residents in the Green Quarter and the company awarded the contract for the Town Hall refurbishment taken into consideration as part of the procurement exercise; and
- What was being done to improve skills and training opportunities for both young and older residents to enter the labour market, particularly in areas such as construction where there existed a skills shortage.

The Deputy Leader advised that a report on the Living Wage activity was being considered by the Resources and Governance Scrutiny Committee at their next meeting. He further commented that he had met with the local Chamber of Commerce who were fully supportive of the Living Wage and recognised the benefits of this, and work was ongoing to influence their supply chain and further engage with them around this issue and zero hour contracts.

In response to the comments regarding the 101 reporting system the Deputy Leader acknowledged that investment had been made into the service, however a full review of the system was required to ensure it was appropriate. He also noted that the live chat service had relieved the pressure experienced by the 101 system and data on the 101 service would be provided to all Members. The Chair informed Members that this area of activity was within the remit of the Communities and Equalities Scrutiny Committee and she would discuss with the Chair the concerns raised by this Committee.

With regard to the Town Hall Project the Deputy Leader stated that a strict legal process had been followed to award the contract, and stated the many economic and social benefits the provider would deliver. He confirmed that the ongoing dispute did not, and could not be taken into consideration when assessing their bid. He stated that officers in the Housing Department, along with local Councillors and MP are working with the developer and building owner to resolve the dispute without any cost to the residents to replace the cladding.

In response to a comment made concerning the 50 – 64 year age group that now contain the most economically excluded parts of our communities, the Deputy Leader stated that work was ongoing to influence the attitudinal shift that was required to address this. He stated that work was ongoing with both local employers and the

employment service to develop clear pathways for people and provide the opportunities for retraining and updating skill sets in recognition on the realities of the demographic of the labour market. He also made reference to the activities to promote jobs and skills in the construction industry for both young men and woman.

### **Decision**

The Committee:-

- (1) Notes the report;
- (2) Requests that the Deputy Leader circulates current data on the number of calls made to and answered by the Greater Manchester Police 101 telephone service; and
- (3) Requests that the Deputy Leader circulates information on the Greater Manchester Police 101 telephone service to all Member so the Council.

### **ESC/19/5 Delivering the Our Manchester Strategy - Executive Member for Housing and Regeneration's portfolio**

This item was deferred to a future meeting as Councillor Richards (Executive Member for Housing and Regeneration) had submitted her apologies for the meeting.

### **ESC/19/6 Economy Dashboard - Quarter 2 2018/19**

The Committee considered the Quarterly Economy Dashboard for quarter 2 of 2018/19, which provided statistical data on economic development, housing and the visitor economy.

The Performance Analyst and Governance Lead presented the report to the Committee.

Some of the key points that arose from the committees discussions were:-

- Further comparative data was requested on the Housing Market Data for the city centre area;
- Further analysis of the airport passenger data was requested;
- Was comparative analysis undertaken against other core cities for the data sets presented within the dashboard;
- Consideration needed to be given to how the number of empty properties is presented within the report to ensure it is not misleading for readers; and
- Clarification was required regarding Business Rates in relation to sports, recreation and culture and asked that is a premises was repurposed following the closure of a business was this captured in another category.

The Performance Analyst and Governance Lead explained that further analysis and data in relation to the Housing Market and airport passenger figures and trends would be provided. He further informed the Committee that the State of the City Report presented the performance analysis against other core cities and the report would be circulated for information. In response to a comment from a Member regarding a breakdown as to the activity reported across the city centre the Performance Analyst

and Governance Lead stated that a map would be included in future dashboards to illustrate the areas referred to.

The Performance Analyst and Governance Lead accepted the comment regarding the empty property graph, stating that this could be misinterpreted and the format when presenting this data would be reviewed.

The Performance Analyst and Governance Lead clarified specific questions regarding terminology used within the report. The Chair recommended that Members may benefit from training in relation to understanding the data presented within the Dashboard. The Performance Analyst and Governance Lead confirmed this would be arranged for Members. He further confirmed that the online dashboard was accompanied by a document that provided a detailed description of the data and terminology used within the report to assist the reader.

### **Decision**

The Committee recommends that the next dashboard included figures and analysis of the passenger flight trends experienced at Manchester Airport.

### **ESC/19/7 Overview Report**

The Committee considered a report of the Governance and Scrutiny Support Unit which contained key decisions within the Committee's remit and responses to previous recommendations was submitted for comment. Members were also invited to agree the Committee's future work programme.

The Chair informed the Committee that the report listed for February on the impact of the Brexit settlement on the City would be deferred to a later date, to be confirmed. She further informed the Members that due to the number of items for consideration at the February meeting it was proposed to hold a two and half hour meeting.

### **Decision**

The Committee notes the report.

## **Economy Scrutiny Committee – District Centres Subgroup**

### **Minutes of the meeting held on 19 December 2018**

#### **Present:**

Councillor Shilton Godwin – in the Chair  
Councillors Hughes, Kirkpatrick and Madeleine Monaghan

Councillor Sheikh, Assistant Executive Member for Housing and Regeneration  
Councillor Lynch, Ward Councillor for Northenden  
Councillor Mary Monaghan, Ward Councillor for Northenden  
Councillor Russell, Ward Councillor for Northenden  
Councillor Reid, Ward Councillor for Gorton and Abbey Hey

Dr Steve Millington, Institute of Place Management (IPM), Manchester Metropolitan University (MMU)  
Gareth Roberts, IPM, MMU  
Chloe Steadman, IPM, MMU

**Apologies:** Councillor Connolly

#### **ESC/OSG/18/09     Minutes**

#### **Decision**

To approve as a correct record the minutes of the meeting held on 11 September 2018.

#### **ESC/OSG/18/10     Vital and Viable Neighbourhoods - Place Management Pilots Progress Report**

The Group considered the report of the Strategic Director (Development) which provided Members with an update on progress with the District Centre Place Management Pilot projects that were being delivered by the Institute of Place Management (IPM) at Manchester Metropolitan University, with the support of the Council. The Place Management Pilots were a key aspect of the work programme overseen by the District Centres Subgroup, and were considering new opportunities to engage local stakeholders and enhance the quality of Manchester neighbourhoods.

The report, which was accompanied by a presentation, summarised the outcomes of the Northenden and Gorton Place Management Pilots, both of which had reached the final report stage.

Dr Millington referred to the main points and themes within the report which included:-

- Work to identify the most effective policy approach the Council and its partners could take to promote successful centres in Manchester;
- The approach to the Place Management Pilots;
- A description of the Northenden Place Management Pilot and an overview of the recommendations;
- A description of the Gorton Place Management Pilot and an overview of the recommendations; and
- Noting that once the reports for all four pilots were available, it was suggested that the Council review all recommendations and determine key general policy and practice to be considered across the city.

Some of the key points that arose from the discussions with Ward Councillors were: -

- Northenden Ward Councillors welcomed the report and the work undertaken by the IPM, noting that there were many positive and unique aspects to the area that needed to be promoted, and the need to engage with and involve more residents in this activity;
- What was being done to promote the evening economy in Northenden, noting that the footfall data indicated a significant decline in the evening; and
- Welcoming the collective effort and dedication from Ward Councillors, officers and local resident groups that had contributed to the improvements experienced in Northenden.
- Gorton Ward Councillors felt attendance at the Gorton workshop was low, and were confident that a further workshop could improve engagement with local groups;
- Although the report suggested that Gorton lacked a central hub, the market was very popular with local residents;
- Welcoming the inclusion of the shops along Hyde Road in the study, commenting that they presented a visual disamenity in the area;
- The relevant Executive Member should look at the legislation relating to shops using the pavement in front of their store to display goods, and where necessary use enforcement powers to prevent this;
- There was a need to improve the food offer such as cafés and restaurants in the centre of Gorton;
- What was the purpose of the report and how much had it cost and how would the report be used to drive improvements and influence change in the Gorton area;
- Noting that people were moving into Gorton as neighbouring areas were becoming increasingly expensive and this provided an opportunity and stimulus for regeneration and redesigning the local offer to ensure it met the needs of the local population, including older residents; and
- Consideration should be given to managing the balance of the centre, particularly given the potential impact of the very large Tesco.

The Chair provided all of those present with the background and rationale as to why the Subgroup had been established, and recommended that the presentation that had been delivered by the IPM at the September meeting be circulated to the Ward Councillors present. The Strategic Director (Development) commented that the Gorton area had been identified to be included in the pilot study as it was recognised that the area required investment similar to that experienced in Harpurhey. He

reported that the investment in Harpurhey had delivered positive outcomes for the local area, supported by locating public services in the area. He said that the work of the Subgroup and the recommendations that would arise would inform future policy decisions. He advised that the Subgroup should consider inviting the relevant Executive Members to a future meeting to discuss and prioritise resources to support its recommendations.

Dr Millington responded by saying that he acknowledged the comment regarding the Gorton workshop. He said that the methodology used in the production of these reports was recognised nationally, however, noting the low turnout the report did specifically recommend that the event be run again. In response to a comment from a Member he clarified that the purpose of the study was not for the IPM to prescribe or dictate a list of actions for each district centre, but rather to provide residents and stakeholders with the data and evidence to stimulate local discussions and support the empowerment of residents and stakeholders to devise their own actions and priorities.

The Strategic Director (Development) confirmed that another Gorton workshop would be organised taking into account the comments from the Ward Councillors and a date for this would be agreed and circulated. Dr Millington further commented that his team would meet with the Members, the Neighbourhood Team and local stakeholders to explain the project and answer any questions prior to the event taking place. The Chair welcomed this suggestion.

The Neighbourhood Officer (South Area Team) informed the Subgroup of the work delivered to engage with residents and local businesses in the Northenden ward following publication of the report. She said the report provided an excellent platform to engage with as many residents and local businesses as possible. She reported that a variety of community events had resulted in the securing of funding to support a local Christmas event and the establishment of a local market. She informed Members that the collection of footfall data would be shared with local businesses to evidence the benefits to the local economy of such events.

The Neighbourhood Officer (South Area Team) further commented that to improve the evening footfall and support the evening offer they worked closely with developers to plan the high street. In addition, a new theatre would be opening in the new year that would attract people into the area and the local area offered a number of very good restaurants that supported the promotion of Northenden village as an attractive destination.

The Neighbourhood Manager (South Area Team) stated that, in addition to ward coordination and local forums, a specific group would be established in the new year to progress the findings of the report, commenting that the report had already been shared with local stakeholders. The Planning and Infrastructure Manager responded to a comment from the Chair regarding the importance of sharing footfall data with local businesses by stating that consideration would be given as to how this would be shared in a meaningful and informative manner. The Strategic Director (Development) added that this data, in particular increased footfall data as a result of events, was very compelling evidence to meaningfully engage with stakeholders to promote and establish a sense of place and transform an area.

The Strategic Director (Development) welcomed a comment from a Member that a local resident had coined the term Riverside Village to describe Northenden. He stated that consideration needed to be given to exploring the opportunities to improve the cycling and walking links and signage along the river to adequately connect Northenden to its neighbouring Manchester wards. The Chair commented that she had obtained evidence from a study undertaken in London as to the benefits of this approach and requested that the Scrutiny Support Officer circulate this information.

The Planning and Infrastructure Manager confirmed that funding had been provided for this research and reported that the evidence arising from this work would inform a range of actions for Gorton that would enable residents and stakeholders to stimulate and generate change. He also confirmed that the report had been shared with the local Neighbourhood Team and they would be invited to future meetings to contribute to the discussions and share their experience.

The Assistant Executive Member for Housing and Regeneration stated that he welcomed the report, commenting that the agents of change were local people and businesses who were engaged with and empowered to influence their local area. He described the success experienced in Levenshulme over recent years, describing that this had been driven by local residents. He said that if Members were interested he could facilitate meetings with those involved in the successful Levenshulme market to share good practice.

## **Decisions**

The Subgroup :-

1. Recommend that another Gorton workshop be arranged at the earliest opportunity;
2. Recommend that prior to the Gorton workshop taking place, representatives from the Institute of Place Management meet with ward councillors and the Neighbourhood Team to ensure that the right people are invited to the workshop;
3. Request that the Scrutiny Support Officer circulates the report on walking and cycling that was referred to by the Chair to those Members present;
4. Recommend that consideration be given as to how footfall data is shared with local businesses and stakeholders to demonstrate and promote the benefits of local organised events;
5. Recommend that consideration be given as to how public sector partners can be encouraged to locate services in district centres;
6. Request that the Scrutiny Support Officer circulate the presentation that was delivered at the meeting on 11 September 2018 to those Members present;
7. Recommend that consideration be given to how enforcement powers can be used to improve the appearance of commercial premises in Gorton and address the practice of using the public footpath to display goods; and



8. Recommend that officers prepare a summary of the 'quick wins' that have been identified across the pilot projects and that these are shared with all Members to help support and influence change and empower local communities.

### **ESC/OSG/18/11 Terms of Reference and Work Programme**

The Chair informed Members that the date and time for the next meeting would be circulated following consultation with Members. She stated that at the next meeting the group would consider the Harpurhey Place Management Pilot report and the Underserved Communities report.

### **Decisions**

The Subgroup :-

1. Noted that the date and time of the next meeting would be agreed in consultation with Members;
2. Noted that Members would consider the Harpurhey Place Management Pilot report and the report on Under-Served Communities at the next meeting; and
3. Agreed the work programme subject to the above amendment.

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**Manchester City Council  
Report for Information**

**Report to:** Economy Scrutiny Committee – 6 February 2019

**Subject:** Greater Manchester Spatial Framework Consultation and Manchester Local Plan Review - Update

**Report of:** Strategic Director, Development

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### Summary

Greater Manchester local authorities are currently working collaboratively on the preparation of the Greater Manchester Spatial Framework (GMSF). This document will provide a policy framework to guide development across the City Region up to 2037. It will also provide a context for the preparation by individual authorities of updated Local Plans. In 2016, GM consulted on the first draft of the GMSF document. Following this consultation, and taking account of responses received, consultation on a second draft GMSF began on 21 January 2019. This consultation will be open for eight weeks, until 18 March 2019.

### Recommendations

The Economy Scrutiny Committee is requested to note and comment on the report.

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**Wards Affected:** All

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### Alignment to the Our Manchester Strategy Outcomes (if applicable):

<b>Manchester Strategy outcomes</b>	<b>Summary of how this report aligns to the OMS</b>
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The GMSF and the Manchester Local Plan will have important roles in supporting the continued sustainable and inclusive growth of city's economy. Ensuring that the right planning policies are in place will be important if this objective is to be achieved.
A highly skilled city: world class and home grown talent sustaining the city's economic success	The land use planning aims to promote an appropriate balance between different land uses and to ensure that by doing so the education sector in the city is able to thrive and new employment generating development is delivered.

A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	The GMSF and the Manchester Local Plan both have important roles to play in seeking to ensure that the city develops and grows in a way that promotes an inclusive economy and an inclusive society.
A liveable and low carbon city: a destination of choice to live, visit, work	Both documents will include policies that seek to promote a more liveable city and to build on the commitments made at Greater Manchester and city level to work to reduce carbon reductions and to become carbon neutral by 2038.
A connected city: world class infrastructure and connectivity to drive growth	The GMSF and the Local Plan will set out a plan for the future of the city's infrastructure that will be critical to future economic success and will seek to provide improved connections for local people connecting them to jobs and social and other facilities.

**Contact Officers:**

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**Background documents (available for public inspection):**

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy it is available at the link below or please contact the officer above.

Greater Manchester Spatial Framework – January 2019

<https://www.greatermanchester-ca.gov.uk/gmsf>

## **1.0 Introduction**

- 1.1 The Greater Manchester Spatial Framework (GMSF) is being prepared to set out the City Region's development ambitions. It sets out the number of homes for GM up to 2037, alongside development requirements for employment space. The GMSF identifies the infrastructure needed to enable this development, particularly for transport, and also seeks to promote development that supports the city region's carbon reduction ambitions.
- 1.2 The first draft GMSF was published for consultation in 2016. The second version was published in January 2019, and the current consultation on this document runs until 18 March 2019.
- 1.3 This report provides a broad overview of the current draft GMSF, focusing on its implications for Manchester and the next stages in the process of its preparation. It also sets out how the GMSF relates to planning at the individual local authority level, and the important role that remains for districts' Local Plans. A summary document of the current version of the GMSF is appended to this report.

## **2.0 Background**

- 2.1 The first draft of the GMSF was prepared in 2016. At this time, the plan proposed 227,200 homes, 2,450,000m<sup>2</sup> of new office space and 4,000,000m<sup>2</sup> of new industrial/logistics space. These development targets applied to the period 2015-2035.
- 2.2 Meeting this level of development need, for housing and industrial/logistics in particular, required significant release of Green Belt land. This led to very high levels of opposition to this iteration of the plan, principally from people living close to the affected areas of Green Belt.
- 2.3 Shortly after the end of the consultation on this document, the new Greater Manchester Mayor committed to addressing concerns raised during the consultation, and overseeing a radical rewrite of the GMSF. The main aim of the rewrite was to reduce the loss of Green Belt land, ideally to the point where there would be no net loss of Green Belt. However, there have also been changes that aim to support Greater Manchester's ambitions to become zero carbon and to ensure that transport plans complement the development strategy.

## **3.0 Status of the GMSF**

- 3.1 The GMSF is currently being prepared as a document jointly 'owned' by the ten Greater Manchester districts. This type of document is called a Joint Development Plan Document. The intention is that in the future the GMSF will become the GM Mayor's plan, called a Spatial Development Strategy (SDS). However, the legal regulations are currently not in place to progress the GMSF

as this type of document. It is hoped that these will be in place by the next formal stage of the GMSF, at which time it will be able to become a Mayoral SDS. If the GMSF is a Spatial Development Strategy, it will still need support from the leaders of all ten districts and the GM Mayor. Each Council Leader has indicated that they will seek the support of their council before giving their endorsement to the GMSF.

#### 4.0 Details of the 2019 Draft Greater Manchester Spatial Framework

##### *Overall Development Targets*

- 4.1 The 2019 version of the GMSF has been rewritten to take account of the GM Mayor's election commitment and to reflect changing circumstances since the previous version. These changes include more detailed understanding of the development potential of proposed sites, updated economic and demographic data, and in particular the introduction by the government of a standard methodology for calculating Local Plan housing targets. The new demographic data and methodology have resulted in a reduced overall housing target for Greater Manchester.
- 4.2 The rewrite has led to a change in the headline development targets. The housing target is now 201,000 (a reduction of 26,200), the office target 2,460,000m<sup>2</sup> (increase of 10,000m<sup>2</sup>) and the industrial/warehousing target is 4,220,000m<sup>2</sup> (an increase of 220,000m<sup>2</sup>). These targets apply to the period 2018-37. This period covers 19, rather than 20, years, which means that reductions are a little over-stated and increases slightly under-stated, relative to the previous version of the plan.

##### *Key Policy Proposals*

- 4.3 **"Our Strategy"** – The GMSF includes an overall spatial strategy. This seeks to maximise the performance of all parts of Greater Manchester. The core location for growth is the core of the conurbation, building on the strength of locations such as the City Centre and Salford Quays. For the north of Greater Manchester, the emphasis is on boosting competitiveness, supporting this area to attract more investment in homes and jobs. In the south of Greater Manchester, the GMSF advocates growth that sustains its current performance.
- 4.4 The 2019 version of the GMSF includes stronger commitments about using development to promote a more environmentally sustainable Greater Manchester ("**A Sustainable and Resilient Greater Manchester**"). Relevant policies cover the move towards carbon neutrality in new buildings and using new development to improve resilience from climate change threats such as flooding. In "**A Greener Greater Manchester**", the GMSF identifies key elements of Green Infrastructure that should be protected and enhanced as the city region grows in the period to 2037.

- 4.5 The chapter on “**Homes for Greater Manchester**” includes policies that aim to make best use of brownfield land, including increasing the density of development close to transport hubs and centres. The draft GMSF includes a policy on affordable housing, proposing that 50,000 of the new homes should be affordable. This includes 30,000 homes that fall into the definition of affordable homes in national planning policy, with the remainder being met through more flexible or bespoke housing products.
- 4.6 “**A Connected Greater Manchester**” sets out aims that will enable to accommodate the proposed growth without exceeding the capacity of the transport network. This includes providing new infrastructure that can support new levels and areas of growth, and managing development and wider investment in places to promote greater use of sustainable transport modes.

*Development Proposals for Manchester*

- 4.7 The proposals for the overall level of development within Manchester are similar to the previous version of the plan:

	2016 GMSF	2019 GMSF
Housing	55,300 units	54,530 units
Office space	1,360,000m <sup>2</sup>	1,551,630m <sup>2</sup>
Industrial/warehousing space	341,000m <sup>2</sup>	247,315m <sup>2</sup>

- 4.8 The changes are reflections of the Council’s assessment of its strategies and its land supply. Generally, they reflect small changes in scheme proposals, including reassessments of floorspace following more detailed design work or realignment of floorspace from one use to another.
- 4.9 The current draft of the GMSF proposes a reduction of overall Green Belt release by approximately 50%. The bulk of development across Greater Manchester will be on sites within the existing urban area. Manchester will accommodate a substantial proportion of new development up to 2037. The focus for development is in the conurbation core (City Centre and the immediately adjacent areas), which will see development focused on office-based employment and high-density residential schemes. Manchester airport provides a further focus for new development, including a mix of office-style, industrial and warehousing development. This will take advantage of the connectivity provided by the airport and the momentum established by the Enterprise Zone which has operated since 2012.
- 4.10 Development that is proposed in current Green Belt locations is covered by formal allocations. There are three allocations within Manchester, each retained from the previous version of the document. These sites are:
- Medipark – this site is immediately south of University Hospital South Manchester and Roundthorn Industrial Estate, and it is also immediately

northeast of the Timperley Wedge development proposal in Trafford. This site is within the Manchester Airport City Enterprise Zone, and would be developed to extend the Medipark commercial concept.

- Global Logistics – this site is an extension to the Global Logistics facility currently being delivered to the southwest of the airport. It is included within the Manchester Airport City Enterprise Zone. The proposed scale of development on this site has been reduced slightly from the 2016 GMSF, taking account of an assessment of development potential whilst also aiming to safeguard biodiversity in this area.
  - Southwick Park – this site is immediately south of the M60 motorway in the Northern Moor neighbourhood. The proposal is for a small residential development (around 20 homes). It is anticipated that development could retain a small recreation space and fund improvement to other parks in the immediate area.
- 4.11 Although development proposed within Manchester will be of greatest interest to the council, development across Greater Manchester has the potential to have impacts in the city. The City Centre extends across the Irwell to include parts of Salford, and it is anticipated that growth in homes and employment space will continue here. Salford Quays is also expected to continue to grow, and the GMSF supports improved transport infrastructure for the Quays. Elsewhere in Greater Manchester, there is policy support for development in the eight principal town centres. These locations have been foci for growth for Greater Manchester for a considerable period of time, and reflect a strategy of seeking to support housing and economic growth in places that are well connected to the public transport network.
- 4.12 Other locations where significant levels of new development are proposed are in the Green Belt. The large allocations include the extension to Port Salford to the west and the collection of sites along the M62 motorway covering parts of Bury, Rochdale and Oldham. Large new housing proposals include Carrington and Timperley Wedge in Trafford, but there are numerous less extensive allocations proposed across Greater Manchester which will have a cumulative impact, particularly in terms of transport.
- 4.13 The GMSF is accompanied by the GM2040 Delivery Plan, produced to set out the short, medium and potential long term transport schemes needed to deliver the GM2040 transport strategy. Through the consultation on the 2016 version of the GMSF, significant concern was raised over the ability of the transport network to accommodate the level of growth proposed. The GM2040 Delivery Plan provides more detail about how these impacts will be managed. More detail is provided in a separate report elsewhere on this meeting's agenda.
- 4.14 Considerable attention is placed on measures to extend the Greater Manchester transport network so that it connects new development on the



periphery of the City Region. This reflects the level of concern raised by residents of these areas, concerned that without substantial new investment, transport infrastructure in these areas is inadequate. However, a large number of new homes and, in particular, jobs will be within the core of Greater Manchester. Not only does this mean that investment continues to be needed to enable people to move around here, but many of the connections to peripheral areas are designed to enable more people to access the core for work and leisure. Unless increases in capacity fully include the core of the transport network, the overall system will not function effectively. In this respect, the reduction in the scale of development may be welcomed by the council, because this is likely to also lead to a reduction in demand for longer journeys (and more by car) to the centre of the conurbation.

## **5.0 Relationship between the GMSF and Manchester's Local Plan**

- 5.1 Alongside the GMSF, Local Plans will continue to play a crucial role. The GMSF is being developed as a strategic development plan for Greater Manchester. Its primary function is to set out the core development needs for the City Region, how the pressure for development should be distributed and what the key infrastructure challenges are in the provision of this level of growth. The aim is not that the GMSF replaces the function of districts' Local Plans. Rather, the GMSF should engage issues that can best be resolved at the Greater Manchester level. Indeed, should the GMSF progress as a Mayoral Spatial Development Strategy (see section 3), the associated legal provisions require that the document *only* addresses issues of strategic relevance to Greater Manchester.
- 5.2 Therefore, there remains a key role for districts' Local Plans, which will address the need for policies that cover local issues. It also explains why the GMSF should not address all development and planning policy issues. Although Greater Manchester is a coherent City Region, it comprises a great variety of places that demand a textured policy framework to effectively manage change. The GMSF does not engage issues that can be better resolved at the district level. Work to begin the review of the Manchester Local Plan is expected to begin in summer 2019, and this will provide an opportunity for all stakeholders to help determine how the development set out in the GMSF should be delivered and managed in Manchester.

## **6.0 Timetable – next steps**

- 6.1 Irrespective of which type of document the GMSF becomes, the next stage of its production will see a version of the document that is considered the final version. This will be the version that is submitted to the Secretary of State for Examination. The current timetable for the GMSF anticipates that this stage will take place in summer 2019. The format of the examination of the GMSF will depend on which type of document it is. For a Joint Development Plan Document, examination is undertaken by a planning inspector, including a period of Examination in Public, at which key issues can be discussed by all

stakeholders. If the GMSF is a Spatial Development Strategy, examination is undertaken by a panel of planning inspectors, who decide the key issues that should be considered and the people who should be invited to the Examination in Public.

## **7.0 Conclusion**

- 7.1 Consultation on the most recent version of the GMSF is underway, closing on 18 March 2019. There are significant differences between this version and the version consulted on in 2016. These differences primarily relate to an overall reduction in development on land that is currently Green Belt. Whilst these changes do not directly affect Manchester, they may contribute to a more sustainable overall pattern of development, and support a more sustainable Greater Manchester transport network, which complements overall aims of the council. The direct implications of the changes for Manchester are more limited, as the current proposals are broadly similar to those included in the previous iteration of the document. Following this consultation, a further version of the GMSF will be prepared. The intention is that this will be produced in the summer of this year, and officers will remain fully involved in this process to ensure this document appropriately addresses issues for Manchester and provides a robust foundation for the development of the Manchester Local Plan.

# **GREATER MANCHESTER'S PLAN FOR HOMES, JOBS AND THE ENVIRONMENT - OVERVIEW**

**GREATER MANCHESTER  
SPATIAL FRAMEWORK  
REVISED DRAFT - JANUARY 2019**

# FOREWORD

Over the last 20 years, Greater Manchester has made great strides.

Parts of our city-region have been transformed.

On some of the UK's oldest industrial sites now stand some of the country's most modern buildings and industries.

Manchester City Centre, MediaCityUK, Trafford Park and the flourishing Airport City, are all engines of the UK economy with Manchester Airport serving as a gateway to the rest of the world.

Our city was recently named as the "most liveable" in the UK.

And, on top of all of this, we have in place a devolution deal with the Government which gives us more freedom to set our own direction.

So now is the right time for pushing forward on our ambitions, set out in the Greater Manchester Strategy.

Our mission in the next 20 years must be to spread prosperity to all parts of Greater Manchester, particularly to the North of our city-region, ensuring every citizen is able to benefit.

Put simply, we want a safe, decent and affordable home and a good job for everyone who lives here, with no-one forced to sleep on the streets.

We want resurgent town centres circling our vibrant city-centre and a reliable transport system that connects people to the job, cultural and leisure opportunities in both.

Crucially, we want everyone to have green space to enjoy and clean air to breathe.

This is an ambitious vision for the future of Greater Manchester - and this latest version of the Greater Manchester Spatial Framework (GMSF) seeks to lay the foundations for it. Since the first version was published, we have listened carefully to what people told us.

Planning will always be a difficult question of striking a balance between creating new homes and jobs and protecting the environment.

But the first consultation revealed a strong feeling, shared by many, that the right balance had not been found.

Amongst many views expressed, people said:

- the burden of development was excessively weighted towards green sites;
- this site selection would not result in the building of new homes people could afford;
- it could add pressure on our congested transport system, worsening air quality, with development linked to roads rather than public transport;
- and it was not aligned with other Greater Manchester plans, particularly for transport, housing and other crucial infrastructure.

As a result, I committed to re-writing the first GMSF and I have done so, working with our 10 councils, according to three clear principles:

- a brownfield-field first approach to the



- release of sites for development
- a new priority on town centres for more residential development
- a new drive to protect the existing Green Belt as far as possible

This radically-revised GMSF is as much a vision for the environment and quality of life of Greater Manchester as it is for new development.

It cuts the loss of Green Belt by over half, introduces new protections on other green spaces and a presumption against fracking in Greater Manchester.

It is a prospectus for more sustainable development whilst not diminishing our ambitions for growth in housing and employment.

It is important that it is read alongside other new policy statements being published today, including our plans for clean air, transport and other infrastructure and housing. It also needs to be seen alongside the Local Plans and Core Strategies of our ten councils.

For instance, Greater Manchester's new vision for housing, with an emphasis on building at least 50,000 homes that people can truly afford, is entirely consistent with the "brownfield-first" approach set out in the GMSF.

In everything we do through devolution, we seek to involve the people of Greater Manchester fully in our decisions. That is why this plan will be subject to a further round of consultation and will ultimately require the approval of all of our councils.

But we are reaching the point where compromises will have to be agreed and decisions made. Without an agreed plan, our green space will be at greater risk from speculative development.

I can assure you that I will continue to listen. But I recommend this revised GMSF to you as a plan to keep Greater Manchester moving forward in the next 20 years with high ambitions for our people, places and environment.

**Andy Burnham,**

Mayor of Greater Manchester

# INTRODUCTION

**In this time of national uncertainty, socially and economically, Greater Manchester is taking the initiative to give people, communities and businesses hope and confidence for the future. The Greater Manchester Strategy sets a clear vision for Greater Manchester reflecting that people are at the heart of everything we do. We are already making great strides in implementing this vision but we want to go further, and faster. That is why we are publishing a number of bold plans for consultation [www.greatermanchester-ca.gov.uk/gmsf](http://www.greatermanchester-ca.gov.uk/gmsf) that will shape the future of our city-region for generations to come.**

The Greater Manchester Plan for Homes, Jobs and the Environment: the Greater Manchester Spatial Framework Revised Draft 2019 (revised Draft GMSF) has been re-written to reinforce our ambition to bring forward brownfield land, reduce the net loss of Green Belt and provide stronger protection for our important environmental

assets. It enables Greater Manchester to meet its local housing need, promotes our new approach to town centres, supports wider strategies around clean air, walking and cycling and underpins our ambition to be a carbon neutral city-region by 2038.

We are striving to become a top global city, with higher levels of international trade, investment, visitors, and students. We need to continue to develop our Research and Development capabilities underpinned by our excellent academic institutions as well as investing in strengthening existing, and creating new, employment locations so that all parts of Greater Manchester are able to contribute to, and benefit from growth as part of a thriving Northern Powerhouse. Town centres are critical to this success and we're working to improve them so that they become quality places to live and work. It is our aspiration that Greater Manchester becomes as well known for the quality of its

environment as for its economic success. Our Green Belt plays a role in this but there are important green spaces, parks, rivers and canals in the heart of our urban communities which are equally valuable.

There are significant challenges. Road congestion is amongst the most severe in the UK, with knock-on impacts on to air quality. The need to decarbonise our economy means we need to look at low carbon energy generation and storage, retrofitting of buildings, and low carbon transport.

Economic and population growth will place significant pressure on our infrastructure, roads, public transport, energy and water as well as schools and hospitals. Future climate change pressures will also require the city-region to adapt to bigger shocks and stresses, such as increased heat, drought and flood risk, which may require new sources of funding to be identified. The Greater Manchester Plan for Homes, Jobs

and the Environment: the Greater Manchester Spatial Framework Revised Draft 2019 is our plan to manage growth so that Greater Manchester is a better place to live, work and visit. It will;

- set out how Greater Manchester should develop over the next two decades up to the year 2037;
- identify the amount of new development that will come forward across the 10 districts, in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused;
- protect the important environmental assets across the conurbation;
- allocate sites for employment and housing outside of the urban area;
- support the delivery of key infrastructure, such as transport and utilities;
- define a new Green Belt boundary for Greater Manchester.

Three informal consultations have already taken place. The first, in November 2014 was on the scope of the plan and our initial evidence base, the second in November 2015, was on the vision, strategy and strategic growth options, and the third, on a Draft Plan in October 2016.

## RESPONDING TO THE 2016 CONSULTATION

The 2016 consultation attracted over 27,000 responses. We have been analysing these responses and taking into account the comments made, new and emerging evidence and the very different political climate we find ourselves in.

The main concerns were:

- Green Belt land was being released when there was a lot of brownfield land that could be used instead.
- Too much Green Belt was being proposed for development
- The Green Belt sites would not be providing

housing for local people

- Employment sites were primarily for low density, low value warehousing
- No account had been taken of the infrastructure implications of new development

The Greater Manchester Spatial Framework: Revised Draft 2019 seeks to address these concerns in the following ways.

## More efficient use of land.

As part of this consultation we are being as transparent as possible about the land we have identified within the urban area. We published our Brownfield Registers in December 2017 and our full land supply in March. An updated land supply position is published alongside this consultation (LINK).

The majority of development over the plan period will be on land within the urban area, most of which is brownfield land. Within the plan period 87% of housing, 96% of offices and 50% of industrial and warehousing development is within the urban area.

The scale and distribution of development required to meet the needs of Greater Manchester will necessitate some greenfield development and the release of a limited amount of land from the Green Belt. Development in the Green Belt will be dependent on the appropriate transport and other infrastructure being provided and Green Belt policy will continue to apply for uses other than those outlined in the allocation policy.

### Building at higher densities

Policies to maximise the use of brownfield land and build at higher densities in the most accessible locations have helped to reduce the total amount of land required for new development.

The Greater Manchester Spatial Framework: Revised Draft 2019 also supports regeneration of our town centres, particularly as locations for new housing. The Mayor launched the Town Centre Challenge in November 2017 and progress is being made across a range and size of centres, for example the potential Mayoral Development Corporation in Stockport Town Centre and the ambitions for growth in Bolton. The recently

announced Future High Street Fund could play an important role in underpinning the contribution of town centres as high quality neighbourhoods of choice.

### Brownfield preference

National planning policy does not support a 'brownfield first' approach, as Local Authorities are required to be able to provide a 5 year supply of housing sites which are available and deliverable for example. If we cannot demonstrate that our brownfield land is available and deliverable (and this is something which most of our districts currently struggle with) then we are required to identify other land which is – this may be Protected Open Land or Green Belt.

We are adopting a 'brownfield preference' approach – we will do all that we can to make sure that our brownfield sites comes forward in the early part of the plan period however to do this we need to continue to press Government for support to remediate contaminated land, to provide funding for infrastructure and to support alternative models of housing delivery. This is why discussions on the Housing Package are vital and why we need our bids to the Housing Infrastructure Fund to be successful.

### Net loss of Green Belt

The overwhelming majority of responses related to Green Belt release. We have reduced the net loss of Green Belt by 50% through;

- reducing the number of proposed sites
- reducing the loss of Green Belt within sites
- proposing 'new' Green Belt additions

The net amount of Green Belt land proposed for release is 2419 hectares – this means a 4.1% reduction in the size of the Green Belt compared to an 8.2% reduction in 2016

The Greater Manchester Green Belt currently accounts for 47% of Greater Manchester's overall land area. The proposals in Greater Manchester Spatial Framework: Revised Draft 2019 would result in a Green Belt covering 45% of Greater Manchester.

### Stronger protection for important Green Infrastructure

In addition to the Green Belt we have identified our most important 'Green Infrastructure' – for example our parks, open spaces, trees, woodlands, rivers and canals which provide multiple benefits and make a huge contribution to quality of life, promote good mental and physical health and supports economic growth. The strategic Green Infrastructure network in Greater Manchester is extensive. Around 60% is within the Green belt and therefore is afforded

significant policy protection. The remaining 40% (20,000 hectares) does not meet the tests of Green Belt but it is very important for the continued wellbeing of the city-region. This plan seeks to give stronger protection and priority to this land at a strategic level. The detail of this will be developed in district local plans.

Taking the extent of Green Belt and Green Infrastructure together, over 60% of Greater Manchester's land would have an enhanced level of protection from development.

### Wider environment

The plan sets out proposals to support the Greater Manchester ambition to be a carbon neutral city-region by 2038. A key element of this is to require all new development to be net zero carbon by 2028 and to keep fossil fuels in the ground. At this time therefore Greater Manchester authorities will not support fracking.

We are also seeking to deliver a net gain in biodiversity assets over the plan period and to contribute to improving air quality primarily by locating development in locations which are most accessible to public transport, seeking to expand the network of electric vehicle charging points and restricting developments that generate significant pollution. Government has directed Greater Manchester authorities to produce a Clean Air Plan to tackle Nitrogen Dioxide (NO2) concentrations and bring them within Limit

Values in the shortest possible time. The ten districts have chosen to do this collectively and an Outline Business Case will be presented to GMCA and submitted to Greater Manchester authorities for approval in 2019.

### Delivering a mix of housing

Most people accepted the need for housing to help to address the housing crisis but considered that the 2016 GMSF would not deliver affordable housing to meet the needs of local people. The 2019 GMSF policy approach to brownfield land, higher densities and town centre regeneration alongside the proposed allocations in Green Belt demonstrate how we are seeking to deliver a mix of housing to meet the diverse needs of our communities and to support economic growth.

The plan sets a minimum target of 50,000 additional affordable homes to be provided over the plan period.

We are developing a new housing strategy to provide more detail on the type and mix of housing required as well as developing a definition of 'affordable housing' that works for Greater Manchester. We have published a new Housing 'Vision' alongside the GMSF to inform the Strategy and signal our ambition.

Supporting our ambitions for good jobs  
The Greater Manchester Strategy sets out our ambitions to deliver good quality, high-skilled

jobs. Ongoing work on the Local Industrial Strategy will develop this further. This plan seeks to provide land to meet the widest range of employment opportunities to ensure that Greater Manchester remains as competitive as possible in a global economy in uncertain times.

The majority of new jobs will be in the City Centre and wider Core Growth Area stretching from Port Salford in the west to the Etihad campus in the east as well as around Manchester Airport. This area encompasses established employment areas such as Trafford Park, locations such as MediaCityUK which has seen strong growth over more recent times and our Universities which are driving growth in world leading research and development.

We are serious that our wider plans and strategies deliver more inclusive growth to benefit all areas of Greater Manchester. Through this plan we are looking to create more favourable conditions for growth by providing sites for advanced manufacturing, digital and tech jobs in areas where the urban land supply cannot support the scale or quality of development required. We have identified more land than our evidence suggest we need over the plan period, although our employment land has reduced by about 25% compared to 2016 GMSF, as several of the sites are large in scale and will take a long time to deliver.

### Impact of new development on Infrastructure

Many of the responses raised the issue of the impact of new development on existing infrastructure. As the majority of new development will be in the urban area, the capacity of the existing infrastructure is particularly important. We have looked at the major challenges that we consider our existing infrastructure networks will have to respond to and are consulting on a Draft Infrastructure Framework alongside 2019 Draft GMSF which sets these out (LINK to Infrastructure report on website). It is our intention to develop an Infrastructure Strategy for Greater Manchester over the next 12 months.

In addition we have done more work looking at the transport and other infrastructure that will be required in order to bring the allocation sites forward. The detailed policies for site allocations set out the necessary infrastructure requirements and sites will not come forward unless it can be demonstrated this will be provided. Proposals for new Metrolink stops, development of orbital public transport links and capacity enhancements to the rail network all form part of the overall package of measures identified. The 2040 Transport Strategy Delivery Plan 2020-2025 will be published in draft alongside the new draft GMSF in January 2019. It sets out all the transport projects we hope to achieve in the next five years to ensure that the planned new housing and employment can be sustainably integrated into Greater Manchester's

existing transport infrastructure as far as possible.

More than 65 transport projects will be delivered in the next five years, including Metrolink's Trafford Park Line; the purchase of 27 new trams; an upgrade of Salford Central Station; £160m new walking and cycling infrastructure across all ten districts; expanding the city-region's electric vehicle charging network; and new interchanges in Tameside and Stockport.

### Relationship with District Local Plans

Greater Manchester's Plan for Homes, Jobs and the Environment is the strategic spatial plan for Greater Manchester and sets out the planning policy framework for the whole of the city-region. It is a strategic plan and does not cover everything that a local plan would. Districts will continue to produce their own Local Plans setting out more detailed policies reflecting local circumstances.

Once Greater Manchester's Plan for Homes, Jobs and the Environment is finally agreed all of the Greater Manchester district local plans will be required to be in general conformity with it. The evidence that underpins the Greater Manchester Plan for Homes, Jobs and the Environment will also inform district level plans. The Greater Manchester authorities have worked together for many years and have collaborated for example on work around Brownfield Registers, land supply, Strategic Flood Risk Assessment and Strategic Housing Market Assessment.

### Process for Producing the GMSF

Following a recommendation from AGMA Executive Board in November 2014, the 10 Local Planning Authorities in Greater Manchester (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford and Wigan) agreed to prepare a joint Development Plan Document to set out the approach to housing and employment land across Greater Manchester for the next 20 years. In November 2014 the first devolution agreement provided for an elected Greater Manchester Mayor with responsibility to produce a Spatial Strategy. The first Mayor was elected in May 2017. It is intended that this will be the first Spatial Development Strategy prepared outside of London. At the moment the regulations are not fully in place to allow us to prepare the type of Spatial Development Strategy we require, so we are continuing to prepare the plan as a Development Plan Document. This consultation will be undertaken under consultation will be undertaken under regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 however we hope to move to a Spatial Development Strategy at the next consultation in summer 2019.

The main difference is in the role of the local councils in approving the document. A joint Development Plan Document requires full council approval at the Submission and Adoption stage, whereas a Spatial Development Strategy requires the unanimous approval of the Greater

Manchester Combined Authority (but not the full councils). The City Mayor of Salford and the Leaders of the 9 councils have all committed to seeking full council approval for the plan at the next and future formal stages of consultation however so all 10 Councils will have the opportunity to fully debate the plan before it is consulted on next time.

We now want to consult with Greater Manchester residents as well as a wide range of stakeholders about our spatial strategy, strategic policies and site allocations. All responses received in response to this consultation will be considered and influence the Draft Plan at the next stage.

### Timetable

Following this consultation, all responses will be analysed and a Draft plan will be produced for consultation in Summer 2019. This will be subject to approval by the 10 Councils as well as the GMCA (or GMCA/AGMA Executive Board depending on whether the SDS Regulations are in place).

The final plan will be submitted for examination in early 2020 and adopted late 2020/early 2021.

### How to Get Involved

Involving local people, organisations and businesses is an important part of the planning process. We want to give people the chance to comment on the proposals in this plan. The

consultation is an opportunity for you to have your say on the way in which Greater Manchester will develop over the next 20 years.

The easiest way to respond is online - it counts just as much as a postal submission and is easy to do. You can access the online consultation at **gmconsult.org**. However, we know that some people prefer to respond by email or post, please be sure to include the following information.

**Name and contact details** – please give us your name and at least one way for us to get in touch with you (e.g. your phone number, email address, or postal address).

**Organisation** – are you representing an organisation or group? Tell us who it is and how we can contact them.

**What you are commenting on** – tell us which part of the plan you are writing to us about. Include the question, chapter names, and the reference number of the policy you're referring to. If known, please also give us page numbers and paragraph numbers. If talking about a particular site, please use the same site name/description used in the plan itself. If you have comments about more than one part of the document then set them out separately.

**Your comments** - tell us what you do or don't like about the part of the plan you are commenting on and include the reasons why.

**Suggestions/alternatives** - if you have better ideas or want to offer up alternative proposals, let us know about them. Tell us why you think your approach is better and how it will help us achieve the aims of the plan

If not responding online, please send your completed response by:

email to: **planningandhousing@**

**greatermanchester-ca.co.uk**

post to: **Planning Team Consultation, GMCA, Churchgate House, 56 Oxford Street, Manchester, M1 6EU**

In order to be open and transparent, the questions that are asked on **www.gmconsult.org** are also shown within this full document, to ensure that everybody – however they choose to access the information and potentially respond to the plan - can see the same questions.

# SUMMARY

## CONTEXT

Greater Manchester is home to 2.8 million people and provides around 1.4 million jobs. We are one of the most economically diverse city regions in the UK, generating nearly 40% of total output (GVA) in the North West and 19% across the North of England.

We want to make Greater Manchester one of the best places in the world to grow up, get on, and grow older. By the end of the plan period (2037), Greater Manchester will be a top global city, attracting international investment and providing its residents with a high quality of life.

## OUR VISION

The plan is designed to support the overall vision for the future of Greater Manchester - to make Greater Manchester one of the best places in the world to grow up, get on and get old - as set out in the Greater Manchester Strategy: Our People, Our Place.

**WE WANT TO  
MAKE GREATER  
MANCHESTER  
ONE OF THE BEST  
PLACES IN THE  
WORLD TO GROW  
UP, GET ON, AND  
GROW OLD.**

## OUR STRATEGY

We want to deliver inclusive growth across the city-region for the benefit of everyone.

This chapter looks at boosting northern competitiveness, inner area regeneration, sustaining south competitiveness with the City Centre continuing to be the driver of growth.

We plan to make the most of our key locations and assets, addressing disparities, make efficient use of land and prioritise development of brownfield sites. It also looks at the role of the town centres, green infrastructure and a sustainable transport network in delivering the vision for Greater Manchester.

## A SUSTAINABLE AND RESILIENT GREATER MANCHESTER

We want Greater Manchester to grow in a sustainable way whilst also making the city region more resilient.

This chapter looks at the carbon and energy policy, which sets out ways planning can help make Greater Manchester carbon neutral by 2038. We want to keep fossil fuels in the ground and we do not support fracking.

The chapter also includes policies relating to heat and energy networks, flood risk and the water environment, air quality and resource efficiency.

## A PROSPEROUS GREATER MANCHESTER

This plan will help make all sectors and places in Greater Manchester more productive and prosperous for the good of everyone living in the city-region.

This chapter sets out our employment land targets and identifies the land supply necessary to deliver

them. It identifies key locations which will support long-term economic growth across Greater Manchester.

## HOMES FOR GREATER MANCHESTER

Greater Manchester has a diverse range of housing and residential neighbourhoods, capable of meeting the wide variety of needs of our residents.

Despite this, Greater Manchester is facing a housing crisis. It is adversely affected by the broken housing market that afflicts the country as a whole.

This plan is one of the tools we will use to address this issue.

This chapter sets out our housing requirement and the land supply necessary to deliver it. It also sets out an ambition of delivering 50,000 new affordable homes across Greater Manchester, and explores a Greater Manchester definition of affordability.

## A GREENER GREATER MANCHESTER

As well as supporting wildlife and helping to reduce the impacts of climate change, our green spaces make a huge contribution to our quality of life. They promote good mental and physical health, create nice places to live, and support economic growth. Many of our landscapes are central to our local identity and pride, and are well-loved by local residents.

This chapter seeks to protect and enhance our environment, explores how we can achieve a net gain of biodiversity, establishes a network of strategic green infrastructure, identifies key elements (e.g. river valleys and waterways) which will have enhanced protection within the city region, and sets out our policy for managing the Green Belt.



**A GREATER MANCHESTER FOR EVERYONE**

Although Greater Manchester has an excellent range of employment, housing and leisure opportunities, some neighbourhoods have not shared in the benefits of recent economic growth.

There are places in Greater Manchester where a significant proportion of the population suffer from deprivation with low levels of educational attainment, and poor health and life expectancy. And many people are unable to find a suitable home at a cost they can afford.

This plan aims to help address these inequalities and disadvantages.

**A CONNECTED GREATER MANCHESTER**

We want to make Greater Manchester one of the best connected places in the world, both by transport and digitally.

This chapter looks at how we will ensure that new developments will be well served by transport and sets out the proposed improvements to transport infrastructure.

The chapter identifies our plans to improve the transport network so that at least 50% of all journeys can be made by walking, cycling and public transport by 2040.

It sets out our plans for digital connectivity and how we will make sure there is affordable, high

quality, digital infrastructure across Greater Manchester.

**PROPOSED ADDITIONAL SITES (ALLOCATIONS)**

To achieve the vision set out in this plan, and deliver the scale of development required to meet housing need and increase economic prosperity, we need to allocate a number of strategic sites across Greater Manchester.

Whilst most new development over the plan period will take place on **currently identified** sites within the urban area, some **additional** development sites are required to meet housing need and boost the economic competitiveness of Greater Manchester.

**DELIVERING THE PLAN**

This chapter describes how the plan will be delivered. Many of the actions lie outside its direct scope and will be taken forward through other strategies, plans and programmes.

This chapter also describes our approach to securing the infrastructure investment required to support the plan

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**WE WANT  
GREATER  
MANCHESTER  
TO GROW IN A  
SUSTAINABLE  
WAY WHILST ALSO  
MAKING THE CITY  
REGION MORE  
RESILIENT.**

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# BOLTON



Bolton has three allocations, all of which are located near to the M61 motorway. These will provide land for warehouses, industrial space, distribution and manufacturing.

These three allocations are:

GM Allocation 4 – **Bewshill Farm**

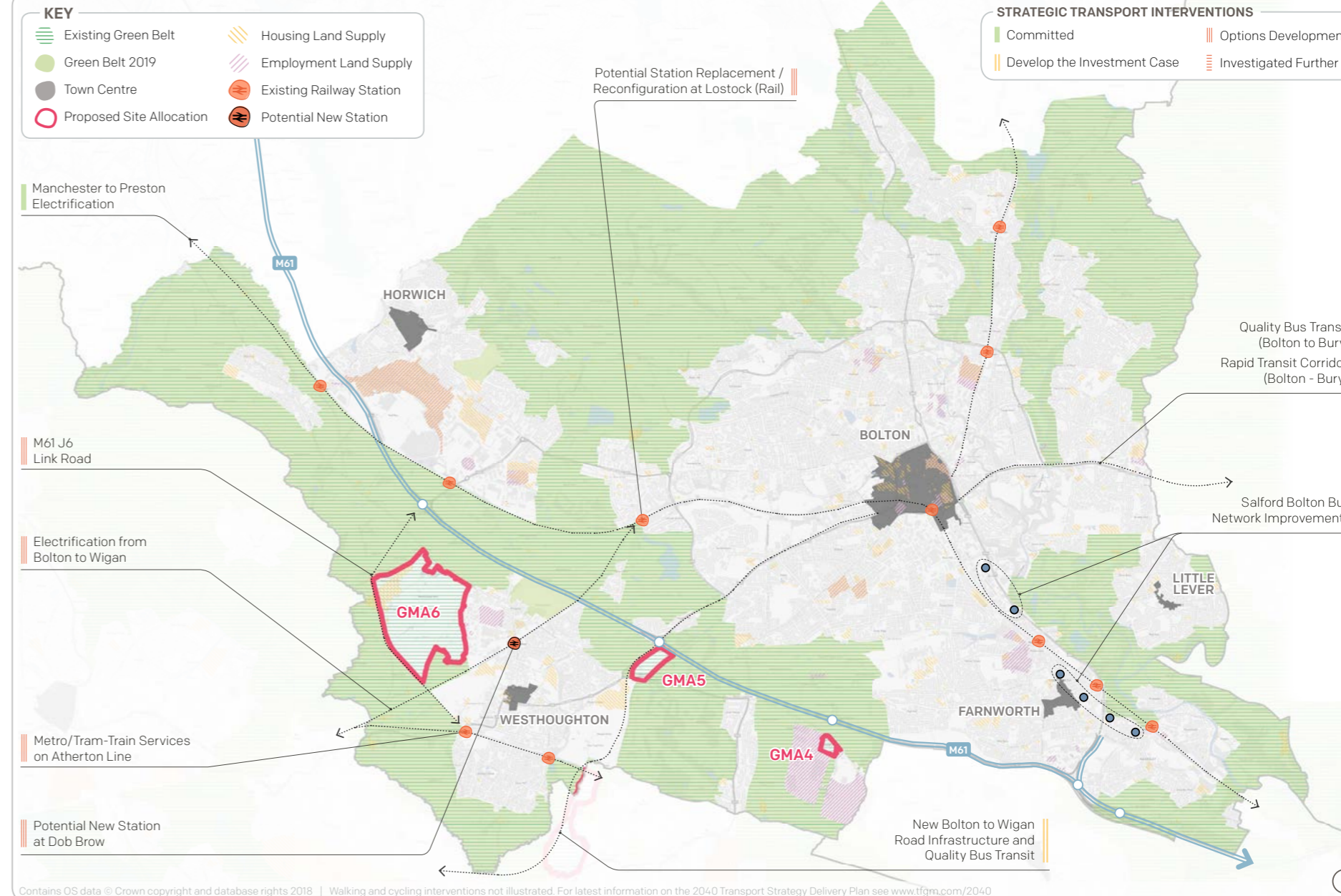
GM Allocation 5 – **Chequerbent North**

GM Allocation 6 – **West of Wingates / M61 Junction 6**

To find out more about your area visit:

[www.gmconsult.org](http://www.gmconsult.org)

## BOLTON DISTRICT OVERVIEW



# BURY



There are four allocations in Bury. These will provide land for a broad mix of almost 5,500 houses within the plan period, including affordable homes.

These four allocations are:

- GM Allocation 1.1, 1.2, 1.3 - **Northern Gateway (cross boundary with Rochdale)**
- GM Allocation 7 - **Elton Reservoir Area**
- GM Allocation 8 - **Seedfield**
- GM Allocation 9 - **Walshaw**

To find out more about your area visit:

[www.gmconsult.org](http://www.gmconsult.org)

## BURY DISTRICT OVERVIEW

### KEY

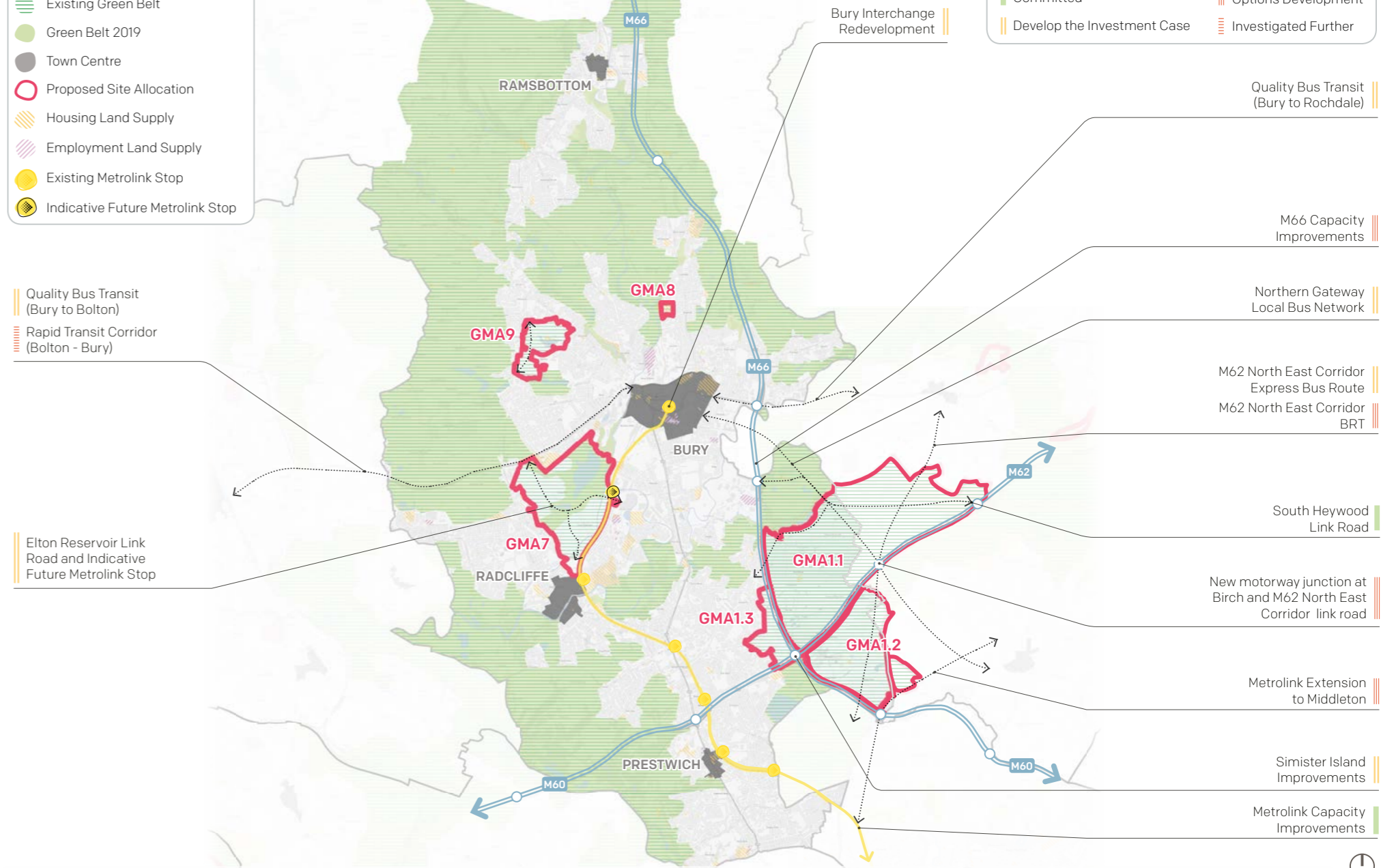
- Existing Green Belt
- Green Belt 2019
- Town Centre
- Proposed Site Allocation
- Housing Land Supply
- Employment Land Supply
- Existing Metrolink Stop
- Indicative Future Metrolink Stop

- Quality Bus Transit (Bury to Bolton)
- Rapid Transit Corridor (Bolton - Bury)

- Elton Reservoir Link Road and Indicative Future Metrolink Stop

### STRATEGIC TRANSPORT INTERVENTIONS

- Committed
- Develop the Investment Case
- Options Development
- Investigated Further



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# MANCHESTER



Manchester has three allocations, all located in the south of the borough. These will help to maximise economic growth by providing cargo and operational facilities for the airport and industrial space. One of the allocations will also provide homes for 20 families.

These three allocations are:

GM Allocation 10 - **Global Logistics**

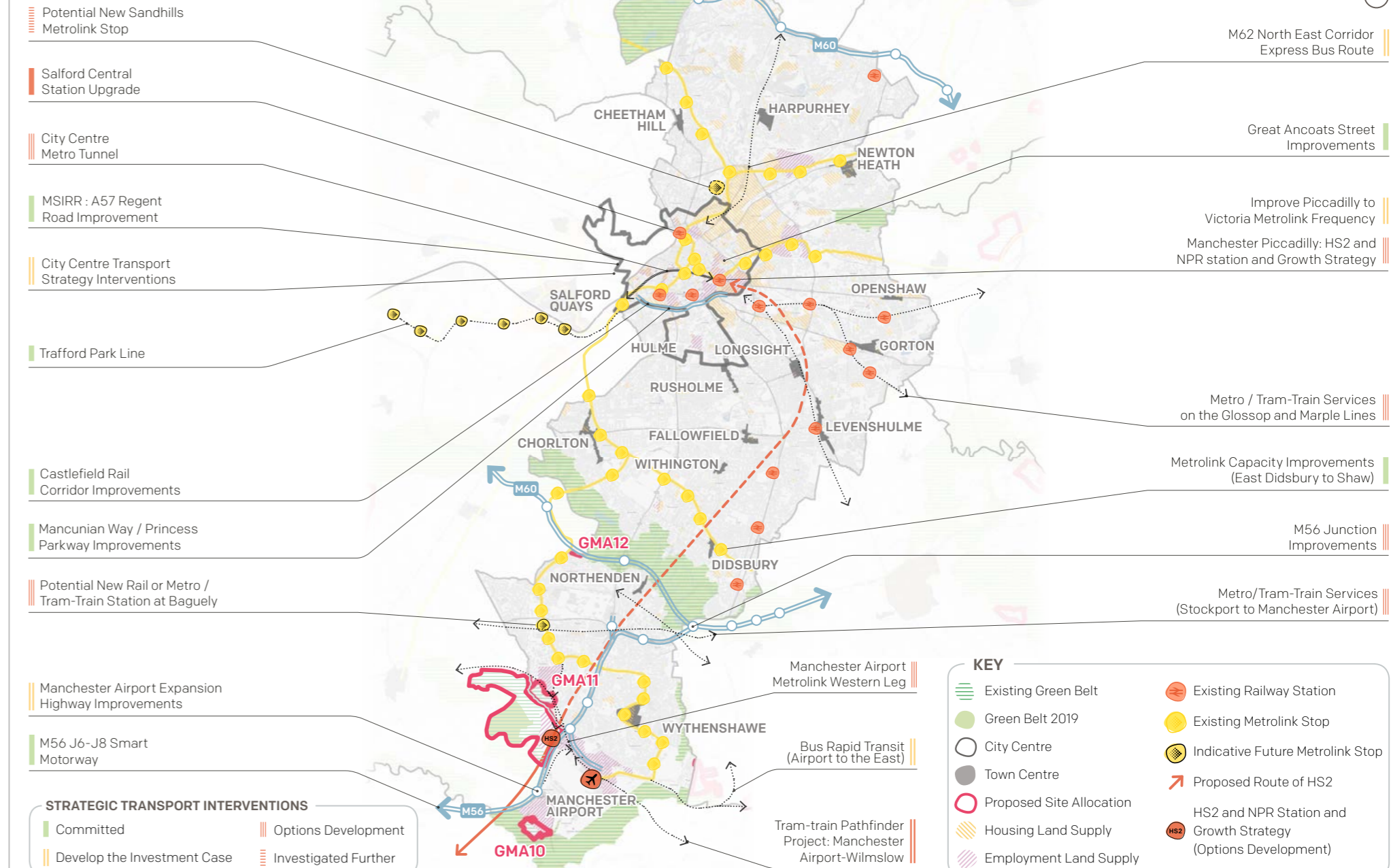
GM Allocation 11 - **Roundthorn Medipark Extension**

GM Allocation 12 - **Southwick Park**

To find out more about your area visit:

[www.gmconsult.org](http://www.gmconsult.org)

## MANCHESTER DISTRICT OVERVIEW



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# OLDHAM



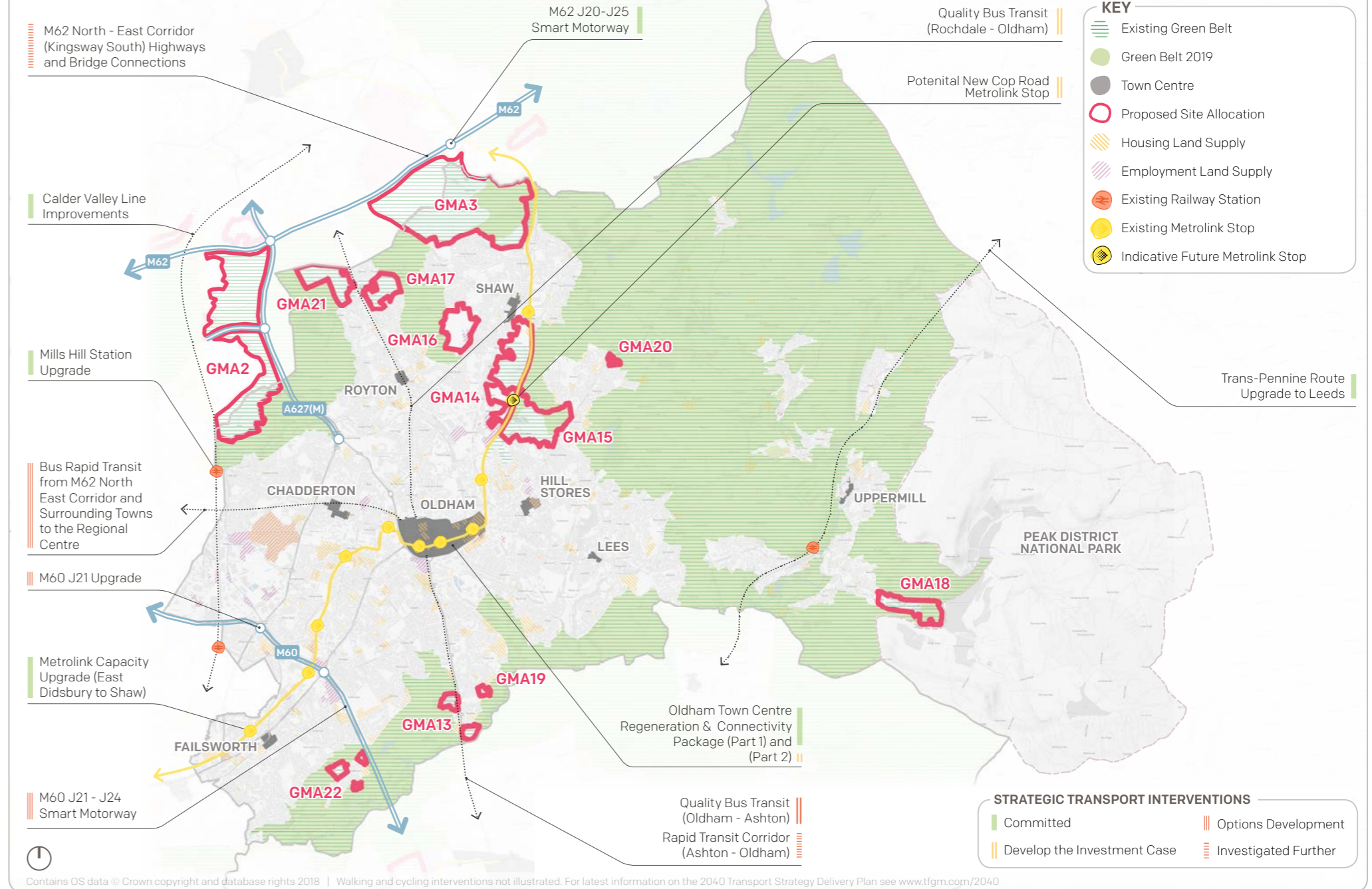
There are 10 allocations in Oldham which will provide the land for more than 4,000 homes. Some sites will also enable the building of employment floor space.

These ten allocations are:

- GM Allocation 2 - **Stakehill (cross boundary with Rochdale)**
- GM Allocation 3 - **Kingsway South (cross boundary with Rochdale)**
- GM Allocation 13 - **Ashton Road Corridor**
- GM Allocation 14 - **Beal Valley**
- GM Allocation 15 - **Broadbent Moss**
- GM Allocation 16 - **Cowlshaw**
- GM Allocation 17 - **Hanging Chadder**
- GM Allocation 18 - **Robert Fletchers**
- GM Allocation 19 - **South of Rosary Road**
- GM Allocation 20 - **Spinners Way/ Alderney Farm**
- GM Allocation 21 - **Thornham Old Road**
- GM Allocation 22 - **Woodhouses Cluster**

To find out more about your area visit:  
[www.gmconsult.org](http://www.gmconsult.org)

## OLDHAM DISTRICT OVERVIEW



# ROCHDALE



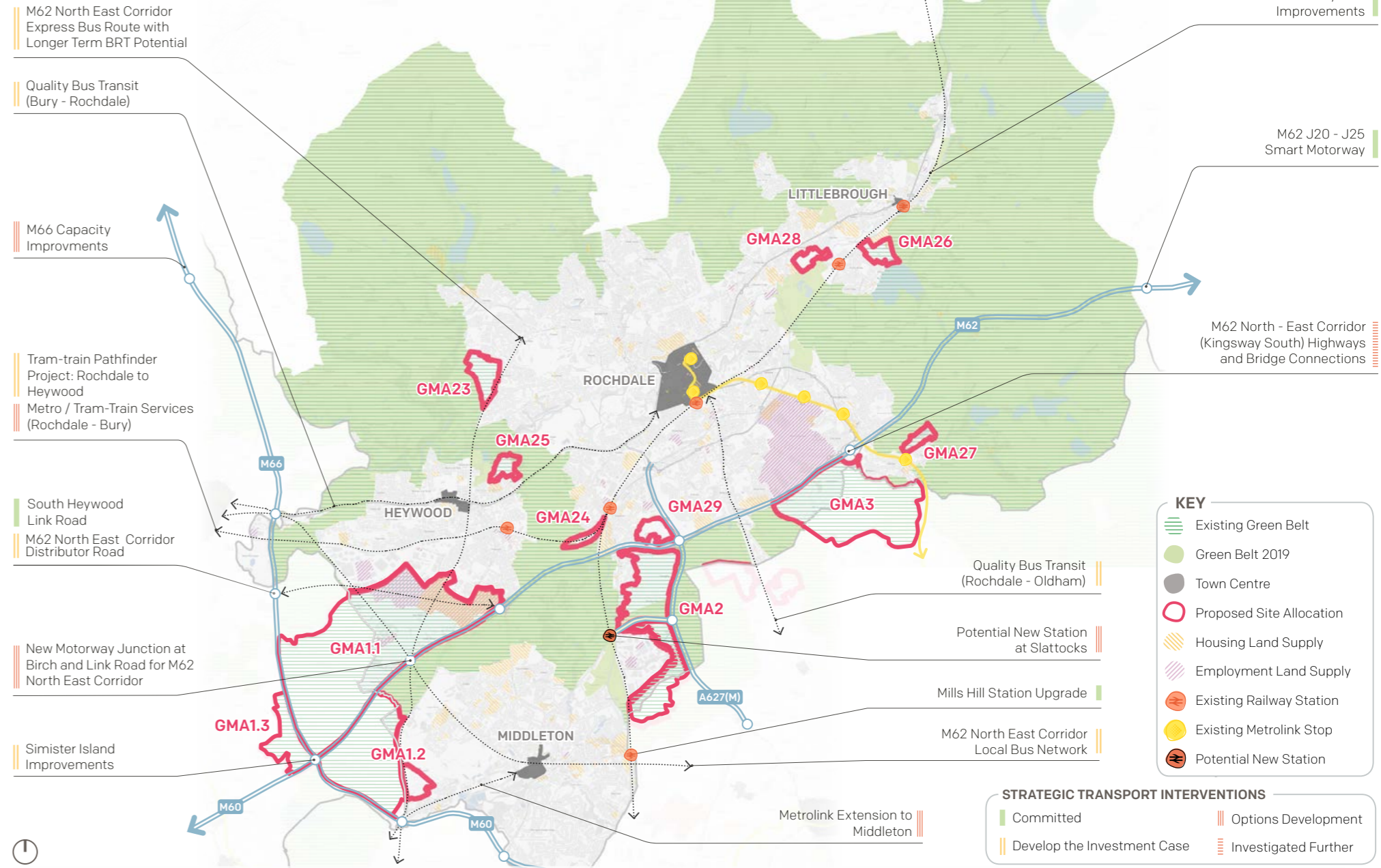
There are seven allocations located solely in Rochdale. These will provide the land for almost 3,600 homes. There are 10 allocations in total, of which three are cross-boundary

These 10 allocations are:

- GM Allocation 1.1, 1.2, 1.3 - **Northern Gateway**
- GM Allocation 2 - **Stakehill (cross boundary with Oldham)**
- GM Allocation 3 - **Kingsway South (cross boundary with Oldham)**
- GM Allocation 23 - **Bamford/ Norden**
- GM Allocation 24 - **Castleton Sidings**
- GM Allocation 25 - **Crimble Mill**
- GM Allocation 26 - **Land North of Smithy Bridge**
- GM Allocation 27 - **Newhey Quarry**
- GM Allocation 28 - **Roch Valley**
- GM Allocation 29 - **Trows Farm**

To find out more about your area visit:  
[www.gmconsult.org](http://www.gmconsult.org)

## ROCHDALE DISTRICT OVERVIEW



# SALFORD



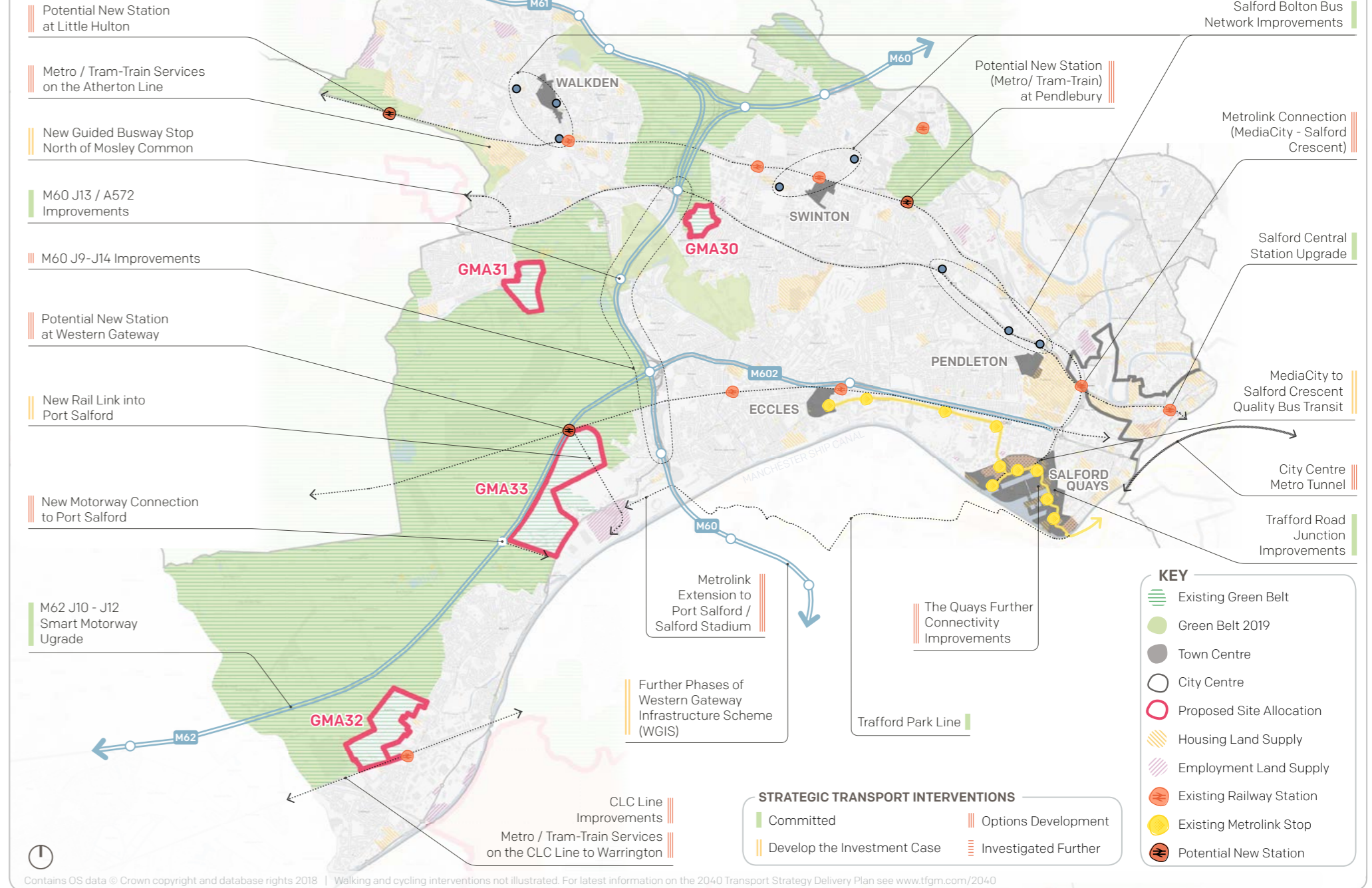
Salford has four allocations. Three of these will provide the land for 2,300 homes, whilst the fourth will deliver 320,000 square metres of employment floorspace through the expansion of Port Salford.

These four allocations are:

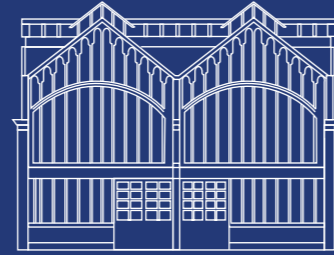
- GM Allocation 30 – Land at Hazelhurst Farm
- GM Allocation 31 – Land East of Boothstown
- GM Allocation 32 – North of Irlam Station
- GM Allocation 33 – Port Salford Extension

To find out more about your area visit:  
[www.gmconsult.org](http://www.gmconsult.org)

## SALFORD DISTRICT OVERVIEW



# STOCKPORT



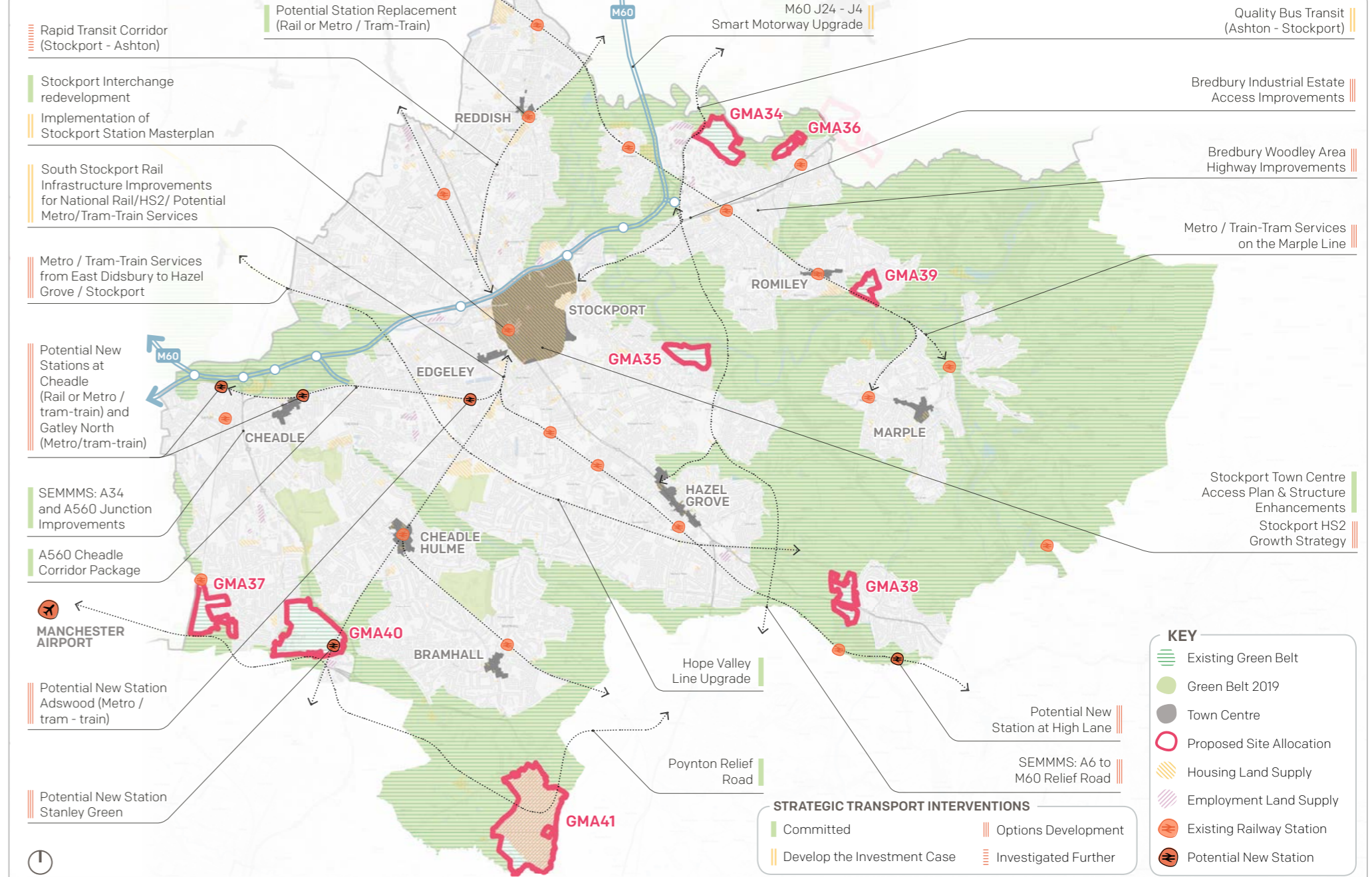
Stockport has eight allocations, the first of which will provide around 90,000sqm of industrial and warehouse floor space. The other seven will provide the land for 3,700 homes.

These eight allocations are:

- GM Allocation 34 - **Bredbury Park Industrial Estate Expansion**
- GM Allocation 35 - **Former Offerton High School**
- GM Allocation 36 - **Gravel Bank Road / Unity Mill**
- GM Allocation 37 - **Heald Green**
- GM Allocation 38 - **High Lane**
- GM Allocation 39 - **Hyde Bank Meadows / Oak Wood Hall**
- GM Allocation 40 - **Griffin Farm, Stanley Green**
- GM Allocation 41 - **Woodford Aerodrome**

To find out more about your area visit:  
[www.gmconsult.org](http://www.gmconsult.org)

## STOCKPORT DISTRICT OVERVIEW





# TAMESIDE



Tameside has three allocations, two of which will provide the land for around 2,790 homes. The third will deliver around 175,000 square metres of high-quality employment floorspace.

These three allocations are:

- GM Allocation 42 – **Ashton Moss West**
- GM Allocation 43 – **Goodley Green Garden Village**
- GM Allocation 44 – **South of Hyde**

To find out more about your area visit:

[www.gmconsult.org](http://www.gmconsult.org)

## TAMESIDE DISTRICT OVERVIEW

### STRATEGIC TRANSPORT INTERVENTIONS

- Committed
- Options Development
- Develop the Investment Case
- Investigated Further

Quality Bus Transit (Oldham - Ashton)

M60 J21 - J24 Smart Motorway

Trans-Pennine Route Upgrade to Leeds

Metrolink Frequency Improvements to Ashton

Potential Station Replacement (Rail or Metro / Tram-Train)

Denton Island Improvements

A57 Hyde Road Localised Widening

M60 J24 - J4 Smart Motorway

Rapid Transit Corridor (Stockport to Ashton)



Potential New Station at Dewsnap

Rapid Transit Corridor (Ashton - Oldham)

MOSSLEY

ASHTON-UNDER-LYNE

STALYBRIDGE

DENTON

HYDE

GMA43

GMA44

Trans Pennine Upgrade to Leeds

Ashton Interchange Redevelopment

Metrolink Extension to Stalybridge

Quality Bus Transit (Ashton-Stockport)

Metro / Tram-Train Services on the Glossop Line

Tintwistle and Hollingworth Further Interventions

Mottram Moor and A57 (T) to A57 Link Road

### KEY

- Existing Green Belt
- Green Belt 2019
- Extent of Town Centre
- Proposed Site Allocation
- Housing Land Supply
- Employment Land Supply
- Existing Railway Station
- Potential New Station
- Potential New Station South-Facing Access and Foot / Cycle Bridge
- Existing Metrolink Stop

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# TRAFFORD

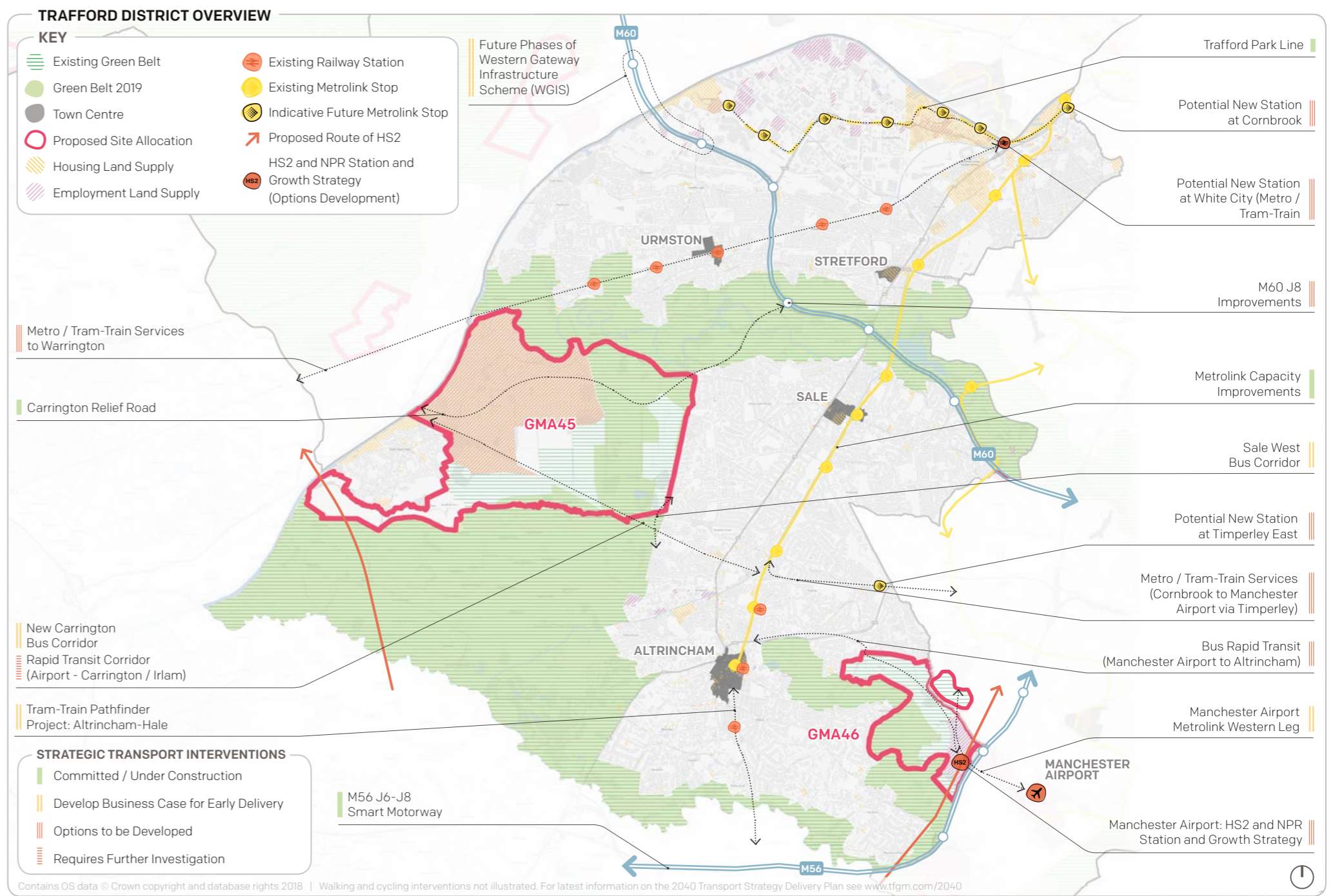


Trafford has two allocations, delivering around 8,500 homes in the plan period. The Carrington allocation will deliver a minimum of 6,100 of homes in the plan period and up to 10,000 new homes in total. It will also deliver over 400,000 square metres of employment floor space up to 2037.

These two allocations are:  
GM Allocation 45 – **New Carrington**  
GM Allocation 46 – **Timperley Wedge**

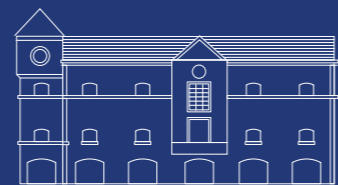
**To find out more about your area visit:**  
[www.gmconsult.org](http://www.gmconsult.org)

Page 42



Appendix 1, Item 6

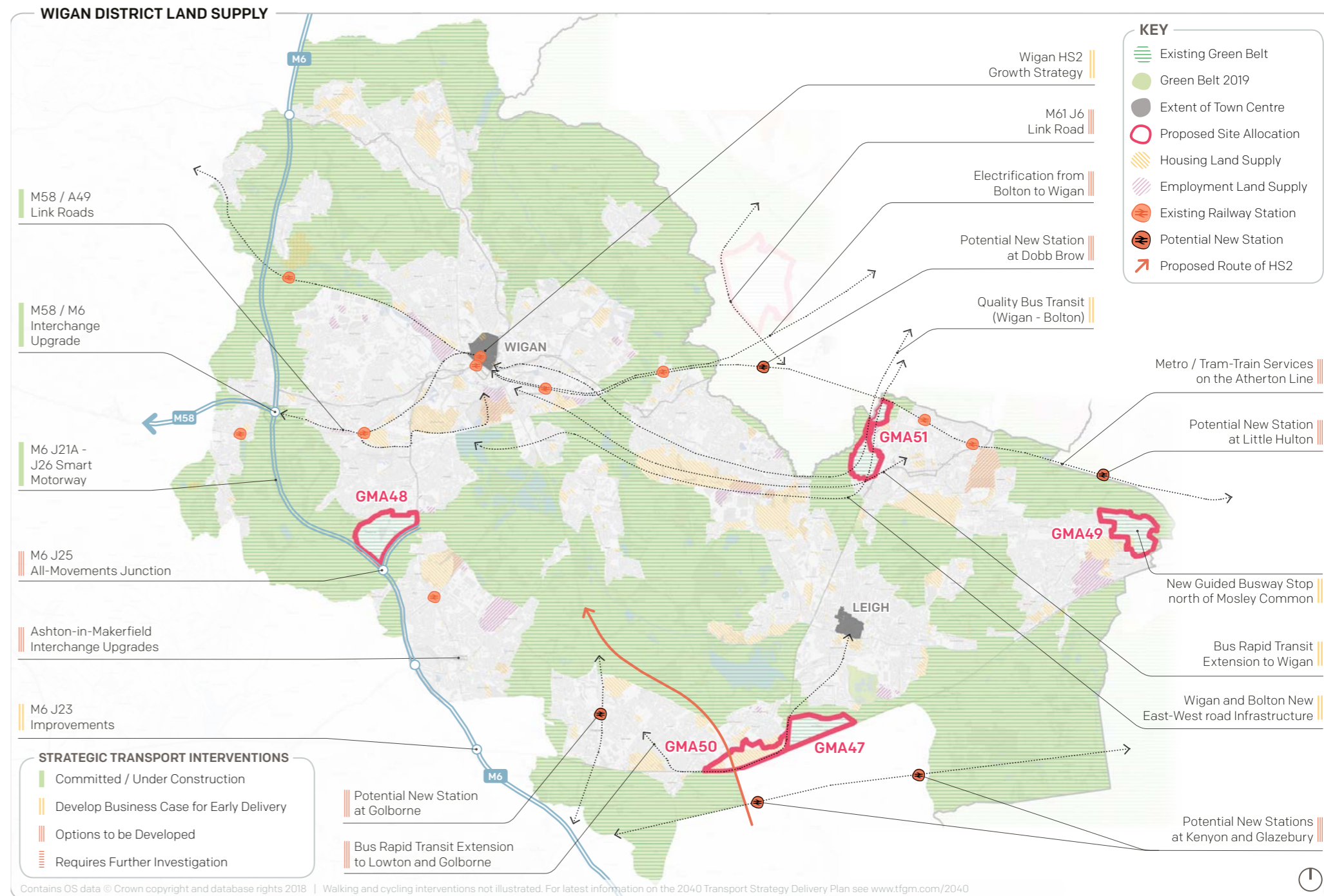
# WIGAN



Wigan's five allocations will provide the land for around 350,000 square metres of employment floorspace and around 2,500 homes.

- These five allocations are:
- GM Allocation 47 – Land South of Pennington
  - GM Allocation 48 – M6 J25
  - GM Allocation 49 – North of Mosley Common
  - GM Allocation 50 – Pocket Nook
  - GM Allocation 51 – West of Gibfield

To find out more about your area visit:  
[www.gmconsult.org](http://www.gmconsult.org)



# HOW TO GET INVOLVED

## Greater Manchester's Plan for Homes, Jobs and the Environment: Greater Manchester Spatial Framework

This Plan is all about making Greater Manchester fit for the future and one of the best places in the world to live and work.

It's important you have your say to make sure the final plan reflects your views.

The plan talks about homes and jobs, but it's about so much more than bricks and mortar. It's about reducing inequalities, improving the lives of our residents, and transforming Greater Manchester into the world-leading city we know it can be.

The easiest way to tell us what you think is by taking part in our online survey. Here you will find more information about the plan and you can answer as many or as few questions as you want:

[www.gmconsult.org](http://www.gmconsult.org)

Other ways you can have your say are:

[planningandhousing@greatermanchester-ca.gov.uk](mailto:planningandhousing@greatermanchester-ca.gov.uk)

Planning Team Consultation, GMCA,  
Churchgate House, 56 Oxford Street,  
Manchester, M1 6EU

The consultation closes on Monday 18 March, 2019 at 11:59pm.

### NOTES

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**Manchester City Council  
Report for Information**

**Report to:** Economy Scrutiny Committee – 6 February 2019

**Subject:** Greater Manchester Transport Strategy 2040: Draft Delivery Plan (2020–2025)

**Report of:** Strategic Director, Development and Deputy Chief Executive

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### Summary

This report presents the Greater Manchester Transport Strategy 2040 Draft Delivery Plan (2020-2025) for the committee to comment on. It has been developed in conjunction with the Greater Manchester Spatial Framework and is an important document in demonstrating how it is intended to effectively integrate new and existing development with future transport investments. The report sets out the background, the purpose of the plan and the timeline for publishing a final version of the Delivery Plan later in 2019.

### Recommendations

The Committee is recommended to:

- Note and comment on the content of this report and the Draft Delivery Plan, particularly in terms of its implications for the city and plans to deliver an effective, inclusive and sustainable transport system. A summary Fact Sheet is attached at Appendix 1.
  - Note the timetable set out in the report for agreeing a final version of the Delivery Plan later in 2019.
- 

**Wards Affected:** All

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### Alignment to the Our Manchester Strategy Outcomes (if applicable):

<b>Manchester Strategy outcomes</b>	<b>Summary of how this report aligns to the OMS</b>
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The 2040 Draft Delivery Plan sets out the planned transport investments in Greater Manchester. Such investment will play a key role in helping to underpin a strong and inclusive economy and be an important stimulus to further employment growth in the city.
A highly skilled city: world class and home grown talent sustaining the city's economic success	The Draft Delivery Plan sets out plans to deliver a significant level of investment in new transport infrastructure across Greater Manchester. This

	investment will create direct opportunities for skilled workers during construction and will support growth in the local economy, unlocking new opportunities.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	An important emphasis of the Draft Delivery Plan is to improve transport connections to job and other opportunities across the city and Greater Manchester as a whole. Ensuring that public transport improves for all residents is an important goal of the Plan
A liveable and low carbon city: a destination of choice to live, visit, work	The Delivery Plan contains a range of proposals designed to reduce the carbon footprint of the city's transport system including introduction of more higher quality facilities for pedestrians and cyclists and a significant enhancement of the scale and capacity of charging points for electric vehicles.
A connected city: world class infrastructure and connectivity to drive growth	Improving connectivity is the overall aim of the Draft Delivery Plan and many measures that it contains are designed to ensure that Manchester's transport system is further developed to enable it to compete effectively with other cities at home and abroad.

#### Contact Officers:

Name: Richard Elliott  
Position: Head of Policy, Partnerships and Research  
Telephone: 0161 219 6494  
E-mail: r.elliott@manchester.gov.uk

Name: Ian Graham  
Position: Principal Policy Officer  
Telephone: 0161 234 1166  
E-mail: i.graham@manchester.gov.uk

#### Background documents (available for public inspection):

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above.

Transport 2040 – Transport Strategy for Greater Manchester  
GM Transport Strategy 2040 Draft Delivery Plan (2020-2025)

<https://www.tfgm.com/2040/delivery-plan-2020-2025>



## **1.0 Introduction and Background**

- 1.1 This report introduces the “Greater Manchester Transport Strategy 2040 Draft Delivery Plan (2020-2025)” and sets out how the plan has been developed in conjunction with the Greater Manchester’s Plan for Homes, Jobs and the Environment – Greater Manchester Spatial Framework (GMSF) which is the subject of an earlier report on the agenda. A Delivery Plan summary Fact Sheet is attached at Appendix1.
- 1.2 The delivery plan refers to what the elected Mayor, GMCA, local authorities, the Local Enterprise Partnership and TfGM – collectively want to achieve in the next 5 years through a transport investment and reform programme, to work towards delivering the vision set out in the Greater Manchester Transport Strategy 2040. It has been prepared to respond to the range of economic, social, environmental and quality of life opportunities and challenges facing Greater Manchester.
- 1.3 It sets out the practical actions planned to deliver the Greater Manchester Transport Strategy 2040 and the Greater Manchester Strategy, and to enable a coordinated approach to transport investment. It contains the schemes and interventions necessary to begin to address the existing reliability and capacity issues on our transport network, to deliver a more sustainable and integrated transport system, and to deliver housing and employment growth.
- 1.4 The delivery plan sets out the transport projects and supporting measures, in the short and longer terms, that it is intended to deliver. The Plan has an important role in demonstrating that there are plans in place to deliver the transport investment identified as necessary in the GMSF. The delivery plan will be updated as required to reflect changing funding circumstances, as well as emerging findings from study work, and any shift in strategic priorities.
- 1.5 The process of preparing this draft delivery plan has involved: district planning and transport officers; Highways England; TfGM and other partners. There is broad consensus across district officers that this document is a fair representation of the aspirations for transport across Greater Manchester.
- 1.6 A copy of the draft Delivery Plan and its Executive Summary is appended to this report for consideration.
- 1.7 The delivery plan has been published alongside the GMSF consultation documentation.

## **2.0 Purpose of the Delivery Plan**

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

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

### **3.0 Other GMSF supporting evidence**

- 3.1 In addition to the Draft Delivery Plan (2020-2025), a number of other key supporting documents have been prepared, alongside the draft GMSF. These include:
- GMSF Transport Study: Understanding the Issues
  - GMSF Transport Study: Addressing the Issues
  - 2040 Transport Strategy Evidence Base Update

- 3.2 A “GMSF Transport Study: Strategic Modelling and Analysis Report” will also be prepared – when the GMSF allocations have been agreed – with the intention of publishing this alongside the second GMSF public consultation later in 2019. This report will use the GM modelling suite to examine the potential strategic impact of population, housing and employment growth on our transport network. It will be underpinned by local modelling and analysis work being led by the districts, as part of their concept planning of sites, which examines the potential local area impact of large new allocations.
- 3.3 There is also an intention to prepare a transport review of the agreed GMSF new allocations. This will set out a more detailed framework for delivering the strategic interventions that have been identified in support of these sites.

#### **4.0 Content of the Draft Delivery Plan**

- 4.1 The draft delivery plan consists of an introduction and observations on the challenges and opportunities for transport in Greater Manchester. The background section is structured around the four ‘pillars’ of the 2040 Transport Strategy vision: economy, environment, quality of life, and innovation – and references the ambitions of the Greater Manchester Strategy, the GMSF, the Local Industrial Strategy, Congestion Deal, the Green Summit and the Clean Air Plan, amongst other matters.
- 4.2 In relation to the GM Clean Air Plan, this will ensure that Greater Manchester can address the nearer term issue of air pollution, and in particular NO<sub>2</sub>, in existing urban areas. This is a crucial component in safeguarding our urban areas as the strategic focus for future development, as is set out in the revised draft Greater Manchester Spatial Framework.
- 4.3 The document sets out the link between the draft delivery plan and the GMSF, and the vision for 2040, along with the transport investments that support and are supported by the new housing and commercial development sites. The “delivery” section of the plan – which is structured around public transport, streets for all, and integration – outlines the interventions that, in the next five years, the Greater Manchester authorities:
- are committed to delivering;
  - aim to complete investment cases for early delivery; and
  - will further develop in order to identify options and determine feasibility.
- 4.4 The plan also highlights those longer term issues and interventions that it is expected will need to investigate beyond 2025.
- 4.5 The final sections of the Draft Delivery Plan look at the funding and devolution ‘asks’ of government, and set out the current Key Performance Indicators which will be used to measure success.

## 5.0 Implications for Manchester

- 5.1 The Draft Delivery Plan sets out how the transport system in Greater Manchester needs to be improved to better meet the needs of today's residents while also identifying the future investments that will be required to support the predicted growth in the local economy and in population in the future.
- 5.2 The GMSF proposes that 27% of new housing and 63% of new office space in Greater Manchester over the plan period from 2018 to 2037 will be located in Manchester with a particular focus in the city centre and neighbouring areas. . Manchester sits at the heart of the wider region's transport networks and therefore improvements in transport infrastructure in other parts of Greater Manchester very often have implications for the city. Similarly, network wide proposals such as plans to introduce a better integrated ticketing offer or to reform the way in which bus services are delivered will have particular implications, and potentially significant benefits, for the city. The delivery of transport schemes of national significance such as HS2 and NPR will also impact on Manchester.
- 5.3 Manchester Airport and Airport City is a second area where significant growth in employment and overall travel demand is predicted with passenger numbers at the Airport expected to increase from 28 million per annum today to over 50 million by 2050 and very significant increases in employment in the area.
- 5.4 The Delivery Plan identifies the following network wide proposals which will have benefits to the city:
- **Bus Reform:** An assessment of a range of options to reform the bus market in Greater Manchester
  - **Congestion Deal:** A range of measures and projects to reduce congestion in the city-region. This includes 27 new trams funded by the Transforming Cities Fund
  - **Streets for All:** A series of projects to make our streets more focused on people and places, rather than just vehicle traffic, including £160m investment in walking and cycling through the Mayor's Cycling and Walking Challenge Fund. This is likely to include a new Greater Manchester public bike hire scheme
  - **Clean Air Plan:** A package of measures designed not only to achieve legal compliance but to address air pollution as a contributor to ill health and reduce transport-related carbon emissions, protecting both people and the environment
  - **Integrated Ticketing:** Projects to make travelling on and between different kinds of public transport easier and more accessible including Metrolink zonal tickets and contactless and integrated and smart travel across the North
  - **Creation of urban consolidation centres** and other measures to reduce the impact of goods vehicles

- **Transpennine Route Upgrade to Leeds:** To deliver faster, longer, more frequent and more reliable services across the North of England (delivered by Network Rail)
- **Rail Service Improvements:** To deliver faster, more frequent and more reliable services across the
- North of England e.g. Manchester-Preston Electrification, and Calder Valley Line improvements (delivered by Network Rail)
- **Motorway improvements:** to provide a more resilient and reliable motorway network, including continued delivery of the Smart Motorways programme and local junction improvements (delivered by Highways England)
- **New stations:** TfGM is currently evaluating the feasibility of potential new rail stations and Metrolink stops in Greater Manchester, with a view to developing more detailed plans for a small number of stations that are likely to deliver the greatest value for money. Two stations in Manchester at Baguley and Sandhills in the Northern Gateway development are emerging as priorities for further investigation. The aim would be to deliver the schemes that offer the greatest benefits within the shortest possible timescales

5.5 The Delivery Plan also identifies the following proposals in the Manchester as being priorities for the first five years in the city:

- **Castlefield Rail Corridor Capacity Expansion:** To increase the number of trains that can run through this restricted point (delivered by Network Rail)
- **Cycling and Walking Infrastructure:** Including improving cycling and walking infrastructure between Chorlton and Manchester city centre and a range of other schemes across the city
- **Increased Metrolink capacity:** More double units to operate between East Didsbury and Shaw, and across other parts of the network
- **Manchester and Salford Inner Relief Route (A57 Regent Road & Great Ancoats Street):** To improve capacity across the network and reduce severance impacts of the ring road on local communities
- **Mancunian Way junction with Princess Parkway:** To increase capacity, traffic management and walking and cycling improvements.

5.6 The Transport Delivery Plan also identifies longer-term ambitions and priorities for transport investment and infrastructure across Greater Manchester. Funding is in place to complete business cases for some of these schemes, but further funding for development and delivery of any of these longer-term priorities needs to be secured. These include:

- **New Tram-Train Lines:** To expand the Metrolink network by using existing rail lines. This could include pilot pathfinder projects from Altrincham to Hale, Manchester Airport to Wilmslow and Rochdale to Heywood. It could be followed by new lines to Bury, Stockport to Altrincham via Wythenshawe, Marple, Hazel Grove, Warrington and Wigan

- **New Metrolink Connections (Port Salford, Stalybridge, Middleton, Salford Crescent):** To connect the Metrolink network with the growing freight terminal and existing and growing urban centres
- **The arrival of High Speed 2 and Northern Powerhouse Rail:** To prepare Greater Manchester's infrastructure for the arrival of these new national and regional rail projects so that they align with local networks and growth ambitions, including fully integrated stations including those at Piccadilly and Manchester Airport.
- **City Centre Metro Tunnel:** To improve rapid-transit capacity across Manchester city centre and rail connections across the wider city-region as identified above additional capacity would be required. The Plan identifies the need to carry out further work to investigate the option of a city centre tunnel to facilitate future growth.

## **6.0 Consultation**

- 6.1 In parallel, with the GMSF consultation, a light-touch consultation on the document is currently being undertaken. Interested parties are invited to comment via the 2040@tfgm.com email address. There will be no formal consultation website or questionnaire, as the focus for the public consultation will be on the GMSF document. From a transport perspective the comments on the GMSF connectivity chapter will be of particular relevance to considering whether any changes are required to the delivery plan before the final version is published later in the year.
- 6.2 The comments received via the email address will be combined with the comments received via the GMSF consultation for analysis, and will be used to inform the final version of the delivery plan. Comments from Members on the draft plan are therefore requested at this stage.

## **7.0 Next steps and timescales**

- 7.1 Following the current consultation of the GMSF and the draft delivery plan, and analysis of the consultation outcomes, a final version of the delivery plan will be prepared for publication later in 2019.

## **8.0 Recommendations**

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



# GREATER MANCHESTER TRANSPORT STRATEGY 2040 Draft Delivery Plan 2020 -2025 Factsheet



## Introduction

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The Greater Manchester Transport Strategy 2040 Draft Delivery Plan (2020-2025) accompanies the Greater Manchester Spatial Framework (GMSF). It sets out all the transport improvements which will be delivered in the next five years to support the 2040 Transport Strategy vision, and to ensure that the planned new housing and employment identified in the GMSF can be sustainably integrated into Greater Manchester's existing transport infrastructure as far as possible.

It has been developed through close collaboration between TfGM, GMCA, the 10 local authorities and other key partners, to ensure that the transport improvements will make Greater Manchester one of the best places in the world to grow up, get on and get old.

The plan identifies more than 65 transport projects that will be delivered in the next five years in Greater Manchester, including the Metrolink Trafford Park Line; the purchase of 27 new trams; £160m new walking and cycling infrastructure across all 10 districts; expanding the city-region's electric vehicle charging network; and new interchanges in Tameside and Stockport.

These transport improvements are being delivered by a range of delivery bodies including TfGM, local authorities, Network Rail and Highways England and many of the improvements require close partnership working, recognising that there are often significant interdependencies between projects. The improvements over the next five years are being funded by a variety of funding sources including GM Transport Fund 1; Growth Deal; and the Transforming Cities Fund.

However, the Transport Strategy Delivery Plan also identifies longer-term ambitions and priorities for transport investment and infrastructure across Greater Manchester, including future Metrolink expansion; quality bus connections between the town centres; ongoing investment in walking and cycling infrastructure; new tram-train services; sustainable freight projects; and preparation for the arrival of HS2 and NPR.

Some development funding is in place to complete business cases or fully design a number of these schemes, but a step change in funding for development and delivery of any of these longer-term priorities will be needed to realise the scale of ambition set out in the Delivery Plan.

Greater Manchester is working with Government to review options for this future funding strategy, building on the successful Greater Manchester Transport Fund 1 which delivered significant improvements to transport over the past ten years including the expansion of Metrolink, major new interchanges across Greater Manchester, the A6 to Manchester Airport Relief Road and the Leigh Guided Busway. It is estimated that around £3bn capital investment is needed to ensure funding for a transport system which delivers world class connections that support long term, sustainable economic growth and access to opportunity for all. Our approach fits closely with the recommendations that Government received from the National Infrastructure Commission in 2018 for a new "Devolved Cities" funding regime.



## Priority Transport Projects

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The list below sets out all the funded transport schemes in the Delivery Plan and those that could be funded through Transforming Cities Fund or the Housing Infrastructure Fund (by 2023).

The schemes which are not yet funded and are subject to either planning approval and/or business case approval are highlighted in blue. A full list of proposed transport interventions for development and delivery between 2020-2025 is in the full Draft Delivery Plan.

### GREATER MANCHESTER-WIDE

- **Bus Reform:** An assessment of a range of options to reform the bus market in Greater Manchester
- **Congestion Deal:** A range of measures and projects to reduce congestion in the city-region. This includes 27 new trams funded by the Transforming Cities Fund
- **Streets for All:** A series of projects to make our streets more focused on people and places, rather than just vehicle traffic, including £160m investment in walking and cycling through the Mayor's Cycling and Walking Challenge Fund. This is likely to include a new Greater Manchester public bike hire scheme
- **Clean Air Plan:** A package of measures designed not only to achieve legal compliance but to address air pollution as a contributor to ill health and reduce transport-related carbon emissions, protecting both people and the environment
- **Integrated Ticketing:** Projects to make travelling on and between different kinds of public transport easier and more accessible including Metrolink zonal tickets and contactless and integrated and smart travel across the North
- **Quality Bus Transit:** To provide high quality public transport connections between Greater Manchester's town centres, including Wigan, Bolton, Bury, Rochdale, Oldham, Ashton-under-Lyne and Stockport
- **Creation of urban consolidation centres** and other measures to reduce the impact of goods vehicles
- **Transpennine Route Upgrade to Leeds:** To deliver faster, longer, more frequent and more reliable services across the North of England (delivered by Network Rail)
- **Rail Service Improvements:** To deliver faster, more frequent and more reliable services across the North of England e.g. Manchester-Preston Electrification, and Calder Valley Line improvements (delivered by Network Rail)
- **Motorway improvements:** to provide a more resilient and reliable motorway network, including continued delivery of the Smart Motorways programme and local junction improvements (delivered by Highways England)
- **New stations:** TfGM is currently evaluating the feasibility of potential new rail stations and Metrolink stops in Greater Manchester, with a view to developing more detailed plans for a small number of stations that are likely to deliver the greatest value for money. The figure below shows the stations and stops that are emerging as priorities for further investigation. The aim would be to deliver the schemes that offer the greatest benefits within the shortest possible timescales

## Potential new rail stations and Metrolink stops



## Summary of Priority Transport Project by District

### BOLTON

- **Salford-Bolton Bus Network Improvements:** A series of improvements across Salford and Bolton to make the local transport network more efficient (including bus, cycling and walking enhancements)
- **Cycling and Walking Infrastructure:** Including improving infrastructure on B6226 Chorley New Road. Funded by the Mayor's Cycling and Walking Challenge Fund
- **Rail Electrification** Manchester-Bolton-Preston (delivered by Network Rail)
- **Additional park and ride capacity at Horwich and Bolton station**
- **Bolton-Wigan new east-west road infrastructure, including a Bus Rapid Transit extension to Wigan**

### BURY

- **Park and Ride and Mobility Hub upgrades (Radcliffe and Whitefield):** To increase capacity at these sites

- **New Trafford Park-Crumpsall Metrolink line:** Once completed in 2020, trams on the new Trafford Park line will run to Crumpsall, increasing services & capacity on the Bury line
- **Cycling and Walking Infrastructure:** Including improved cycle parking on the Metrolink Bury Line and upgraded crossing points and junctions in Bury
- **Increase Metrolink capacity:** More double units to operate between Bury and Altrincham
- **New Metrolink stop at Elton Reservoir/Hagside\***
- **New interchange facility at Bury**

## MANCHESTER

- **Castlefield Corridor Capacity Expansion:** To increase the number of trains that can run through this restricted point (delivered by Network Rail)
- **Cycling and Walking Infrastructure:** Including improving cycling and walking infrastructure between Chorlton and Manchester city centre
- **Increase Metrolink capacity:** More double units to operate between East Didsbury and Shaw, and across other parts of the network
- **Manchester and Salford Inner Relief Route (A57 Regent Road & Great Ancoats Street):** To improve capacity across this network and reduce severance impacts of the ring road on local communities
- **Mancunian Way junction with Princess Parkway:** To increase capacity, traffic management and walking and cycling improvements
- **Additional park and ride provision at East Didsbury Metrolink stop**

## OLDHAM

- **Oldham Town Centre Regeneration and Connectivity Package:** A £6 million grant to improve transport and the public realm in Oldham town centre
- **Cycling and Walking Infrastructure:** Including refurbishing the King Street and Union Street foot and cycle bridges
- **New Metrolink stop at Cop Road\***
- **Additional park and ride provision at Derker and/or other Metrolink Stops**

## ROCHDALE

- **Calder Line Valley Line Improvements:** New services enabled by line speed and signalling upgrades (delivered by Network Rail)
- **Mills Hills station upgrade:** To improve station accessibility (delivered by Network Rail)
- **Cycling and Walking Infrastructure:** Including improving cycling and walking infrastructure on the Castleton Local Centre Corridor
- **South Heywood Link Road:** To improve connections to existing and future development sites
- **New express bus corridor from Manchester City Centre to Northern Gateway site via Middleton and Heywood\***
- **Additional park and ride provision at Rochdale rail station**

**SALFORD**

- **Salford-Bolton Bus Network Improvements:** A series of improvements across Salford and Bolton to make the local transport network more efficient (including bus, cycling and walking enhancements)
- **Salford Central Station Upgrade:** To provide additional capacity by re-opening disused platforms and accommodating longer trains (delivered by Network Rail)
- **Cycling and Walking Infrastructure:** Including at Swinton and Walkden, A6 Broad Street, B6186 Frederick Road, Chapel Street East, Monton and Trinity Way/Springfield Lane
- **Manchester and Salford Inner Relief Route (A57 Regent Road & Great Ancoats Street):** To improve capacity and resilience
- **Additional Vantage Services buses and park and ride provision on A580**
- **Walkden Park and Ride**

**STOCKPORT**

- **Stockport Interchange Redevelopment:** To transform the bus station into a modern transport interchange
- **Stockport Town Centre Access Plan:** A £73m project which will improve access to the town centre, the M60 and the rail station
- **Hope Valley Line Improvement:** Including new passing facilities (delivered by Network Rail)
- **Stockport area rail infrastructure improvements** to enable rail franchise service commitments, HS2, and potential metro/tram-train services (e.g. Greek Street bridge)
- **Walking and Cycling Infrastructure:** Including at Gillbent Road, Welkin Road and Hazel Grove
- **A560 Cheadle Corridor:** A package of measures to improve resilience and reliability
- Plus **Bredbury Industrial Estate access improvements** and **Airport East Bus Rapid Transit** to improve connections between existing communities and new housing in Stockport and Cheshire East and Manchester Airport

**TAMESIDE**

- **Tameside Interchange:** To transform Ashton-under-Lyne's bus station into a modern transport interchange
- **Walking and Cycling Infrastructure:** Including Tameside neighbourhood schemes
- **Metrolink increased service frequency:** Six minute frequency to increase capacity through to Ashton-under-Lyne
- **Mottram Moor and A57(T) to A57 Link Roads:** to improve Trans-Pennine connections (delivered by Highways England)
- **Ashton Moss Metrolink improved park and ride provision.**

**TRAFFORD**

- **Trafford Park Line:** The £350m line will add six new tram stops to the Metrolink network and is due to complete in 2020

- **Increase Metrolink capacity:** More double units to operate between Altrincham and Bury
- **Walking and Cycling Infrastructure:** Including Talbot Road Junction Upgrades
- **Carrington Relief Road**
- **Carrington\*and/or Sale West\* bus corridors**
- **Stretford Metrolink additional park and ride provision**

## WIGAN

- **Cycling and Walking Infrastructure:** Including the Victoria Street/Warrington Road junction and the Standish Mineral Line enhancements
- **M58/M6 Junction Upgrade, M58 and A49 Link Roads:** To increase capacity and provide better connections between Wigan and the Port of Liverpool
- **M6 SMART Motorway:** Junction 21A to Junction 26 (delivered by Highways England)
- **New busway stop (North of Mosley Common)\***
- **Park and Ride at Tyldesley/Astley**
- **Wigan and Bolton new east-west road infrastructure including a Bus Rapid Transit extension to Wigan**

\* Subject to appropriate planning approvals for associated new allocations in GMSF.

## Future Transport Priorities & Ambitions (2020-2025)

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The Transport Delivery Plan also identifies longer-term ambitions and priorities for transport investment and infrastructure across Greater Manchester. Funding is in place to complete business cases for some of these schemes, but further funding for development and delivery of any of these longer-term priorities needs to be secured. These include:

- **New Tram-Train Lines:** To expand the Metrolink network by using existing rail lines. This could include pilot pathfinder projects from Altrincham to Hale, Manchester Airport to Wilmslow and Rochdale to Heywood. It could be followed by new lines to Bury, Stockport, Marple, Hazel Grove, Warrington and Wigan
- **New Metrolink Connections (Port Salford, Stalybridge, Middleton, Salford Crescent):** To connect the Metrolink network with the growing freight terminal and existing and growing urban centres
- **The arrival of High Speed 2 and Northern Powerhouse Rail:** To prepare Greater Manchester's infrastructure for the arrival of these new national and regional rail projects so that they align with local networks and growth ambitions, including fully integrated stations e.g. at Piccadilly, Manchester Airport, Wigan and Stockport
- **City Centre Metro Tunnel:** To improve rapid-transit capacity across Manchester city centre and rail connections across the wider city-region.



**Manchester City Council  
Report for Information**

**Report to:** Economy Scrutiny Committee – 6 February 2019

**Subject:** City Centre Transport Strategy – Feedback from the Responses to the Conversation held in Autumn 2018

**Report of:** Strategic Director, Development and Deputy Chief Executive

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### Summary

This report presents the responses to a conversation and engagement exercise to support the development of a refreshed City Centre Transport Strategy. This was organised by Manchester and Salford City Councils and Transport for Greater Manchester and took place from August to October 2018 and obtained views from city centre residents, workers, visitors and businesses. A summary of the responses received is attached at appendix 1. The report also describes the proposed next steps in developing an updated transport strategy for the city centre taking account of the plans for growth.

### Recommendations

The Committee is recommended to note and comment on the content of this report and in particular the response received to the City Centre Transport Strategy conversation and the proposed next steps in the development of the Strategy.

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**Wards Affected:** Ancoats and Beswick, Ardwick, Cheetham, Deansgate, Hulme and Piccadilly.

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### Alignment to the Our Manchester Strategy Outcomes (if applicable):

<b>Manchester Strategy outcomes</b>	<b>Summary of how this report aligns to the OMS</b>
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The updated city centre transport strategy will need to provide the capacity needed to underpin growth and support the creation of new jobs and opportunities in the city.
A highly skilled city: world class and home grown talent sustaining the city's economic success	The updated strategy will support the delivery of projects that will create high quality employment opportunities in the city and will support growth in a range of key sectors of the economy.

A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	The strategy will support the enhancement of the transport network serving the city centre and through initiatives such as better ticketing and reform to the delivery of local bus services will open up opportunities for communities across the city.
A liveable and low carbon city: a destination of choice to live, visit, work	The responses to the conversation have highlighted the desire of respondents for the city's transport system to be cleaner and greener and for the city centre to continue to become a more attractive place to live, work and visit.
A connected city: world class infrastructure and connectivity to drive growth	Improvements to connectivity are central to the plans to refresh the strategy and the conversation responses will help to shape the future document.

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### Background documents (available for public inspection):

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above.

- Transport Strategy for Manchester City Centre, November 2010  
[http://www.manchester.gov.uk/downloads/download/1871/transport\\_strategy\\_for\\_manchester\\_city\\_centre](http://www.manchester.gov.uk/downloads/download/1871/transport_strategy_for_manchester_city_centre)
- Greater Manchester Transport Strategy 2040  
<https://www.tfgm.com/2040>



## 1.0 Background

- 1.1 A report was submitted to this committee in June 2018 that set out the intention to carry out a widespread conversation with city centre residents, workers, visitors and businesses to inform the development of a refreshed Transport Strategy for Manchester City Centre. The report explained the rationale for updating the strategy and the process to be adopted in carrying out the engagement exercise. The engagement exercise took place between August and October. Almost 4,000 responses were received and since then the responses have been analysed.
- 1.2 This report summarises the responses received and sets out the proposed next steps in the development of the Strategy.
- 1.3 Attached at appendix 1 is a presentation providing an analysis of the responses received. The responses provide information on how people currently use the city centre be it as a pedestrian, cyclist, public transport user or car driver or passenger. There is a wealth of data about users' current perceptions in the responses and they need to be understood in the context of the method of transport used and the range of purposes for which people access the centre.
- 1.4 The conversation was structured to focus on three themes:
- i) Views on getting into and moving around the city centre;
  - ii) Views on the way in which space in the city centre should be allocated between different users; and
  - iii) Views on a suggested future vision for the city centre's transport network.

## 2.0 The Need to Review the CCTS

- 2.1 Over the last 20 years, Manchester city centre has been transformed into one of the most vibrant urban centres in Europe. The core of the conurbation has been repopulated and a quality housing offer has been established. A much-expanded employment market, world class cultural offer, internationally recognised universities and excellent retail and leisure amenities in the city centre attract a wide variety of workers, residents, students and visitors.
- 2.2 Today around 50,000 people live in the heart of the city (including parts of Manchester Salford and Trafford), hundreds of thousands of people live within a short walk, cycle or bus / tram ride and over 7.2 million people currently live within one hours travel time of the city centre.
- 2.3 The city centre continues to be the main engine for economic growth in the North of England and accounts for more than 10% of all jobs in Greater Manchester (GM), with more than 140,000 people currently employed in the core city centre area.

- 2.4 The city centre is also a transport hub and gateway to the wider city region and north of England. How the city centre functions therefore influences the wider GM transport network whether this is on the rail, Metrolink, bus or highway network.
- 2.5 In 2016, there were over 100,000 trips each day into the city centre in the morning peak period. As a result of significant investment in public transport facilities and connections, over 76% of these trips were made using forms of transport other than the car. Overall, the proportion of non-car journeys has increased from 63% in 2002.
- 2.6 The success of the city centre and the wider Greater Manchester city region is testament to placing connectivity and transport investment at the heart the city's regeneration. An efficient and expanded transport system has supported these achievements; delivering a growing economy, improved accessibility, greater mobility and increased productivity.
- 2.7 There are currently over 11,000 residential units, and 1.5 million sq ft. of office space under construction, making Manchester one of the fastest growing cities in Europe. As the city centre continues to change and grow it needs to develop and protect its assets alongside addressing the environmental and health impacts that transport and in particular road traffic can have on people.
- 2.8 Since the publication of the previous City Centre Transport Strategy, at the end of 2010, a number of transport investments, such as the second city Metrolink crossing have been completed as well as changes in the planning and policy context in Greater Manchester.
- 2.9 Given the scale of change, now is an appropriate time to develop a new city centre transport strategy that refreshes the original strategy and looks forward to the longer term, setting a framework for how transport can support the inclusive and sustainable growth of the city centre between now and 2040.
- 2.10 The updated CCTS is being developed jointly in partnership by Manchester and Salford City Councils along with Transport for Greater Manchester. Important policy documents which will guide our aspirations for how the city centre should look and function as we progress towards 2040 are the Our Manchester Strategy, published in 2016, that sets out a vision for the City of Manchester for the period until 2016, the City Centre Strategic Plan 2015-2018, the Greater Manchester Strategy (GMS) and Greater Manchester Transport Strategy 2040 (2040 Strategy).

### **3.0 Highlights from the Response**

- 3.1 The public engagement exercise ran for 12 weeks between August and October 2018.
- 3.2 The 3700 responses have produced some useful findings with some more detail contained in the appendix.

- 90 per cent of respondents identifying air quality as an important issue;
- 80 per cent agreed that improving cycling, walking and public transport infrastructure would be the best way to improve air quality;
- Congestion and traffic was identified as one of the biggest problems when travelling into and around the city centre;
- 69 per cent of those asked felt that reducing levels of traffic was the best way to create a high-quality city centre;
- Expanding the public transport network, cheaper and discounted travel and more frequent and reliable services were highlighted as being needed to encourage more people to use public transport to access the city centre;
- Safety and parking were major issues when it came to cycling, with 80 per cent of respondents indicating they felt unsafe when cycling around the city centre;
- 78 per cent felt the current levels of cycle parking as insufficient;
- Half of people felt that pedestrians had too little space on the city centre's streets
- sixty four percent of respondents felt cyclists had too little space.
- Deansgate was highlighted as the main street in the city centre that has too little space for pedestrians.

#### **4.0 Next Steps**

- 4.1 Work will now be undertaken to produce a draft strategy document for consultation that draws on the responses and identifies specific schemes that will be needed to support future growth. The draft strategy will be developed in the context of the wider aspirations to reform the way in which local bus services are delivered. It will seek to identify specific proposals to improve conditions for pedestrians and cyclists in the city centre for potential funding through the Mayor's Challenge Fund. It will also be important to consider the complementary measures that are required in the areas surrounding the centre to ensure that any transport impacts that arise from the continuing growth of the city centre are effectively managed.
- 4.2 The current intention is to develop a draft document for consultation in the Summer and to bring a further report to this committee prior to the draft being considered by the Executive.

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# City Centre Transport Strategy (CCTS) Conversation

## Presentation Report

December 2018

## Methodology and sample

Conversation survey was launched on 8<sup>th</sup> August 2018 and closed on the 17<sup>th</sup> October 2018. **3715** respondents completed and submitted their responses.



40% of responses were from women and 60% from men.



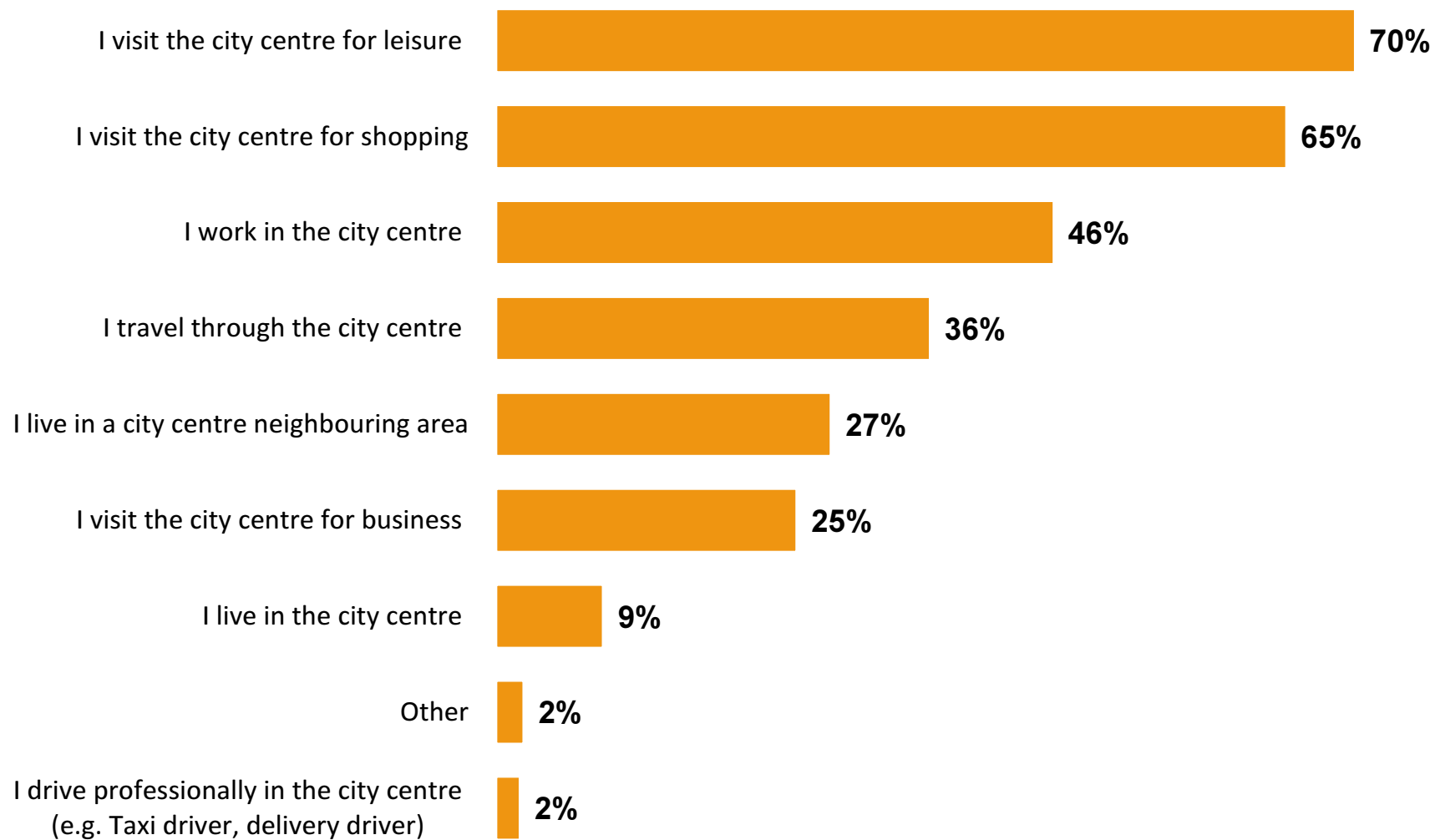
Respondents aged 25-54 were overrepresented. Respondents over 65 were underrepresented.

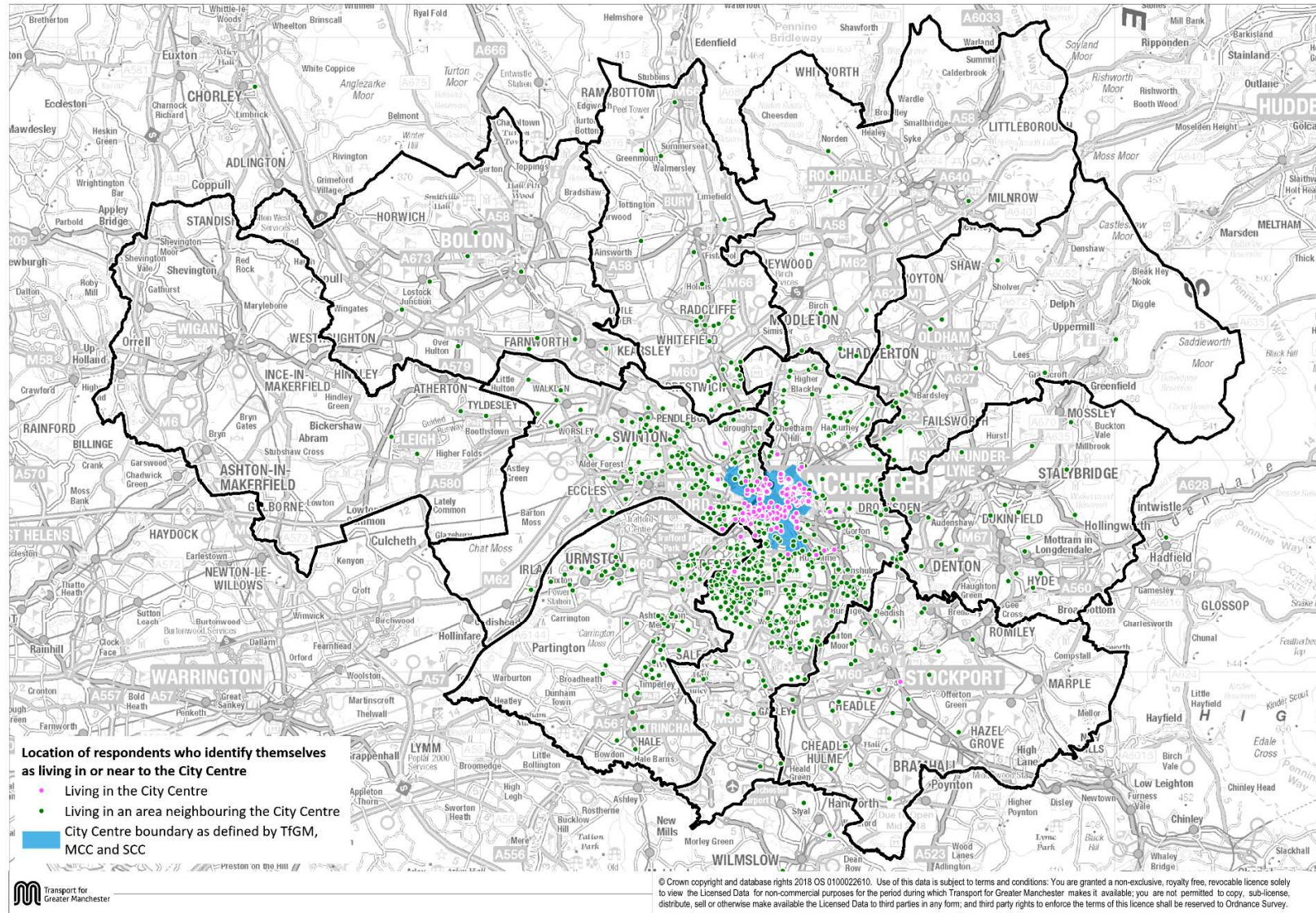


The highest response was from Manchester (35%), Salford (13%), or Trafford (12%). Within Manchester the highest number of respondents came from Chorlton, Piccadilly, Chorlton Park, Hulme and Deansgate.

Transport

High number of metrolink users and cyclists provided responses





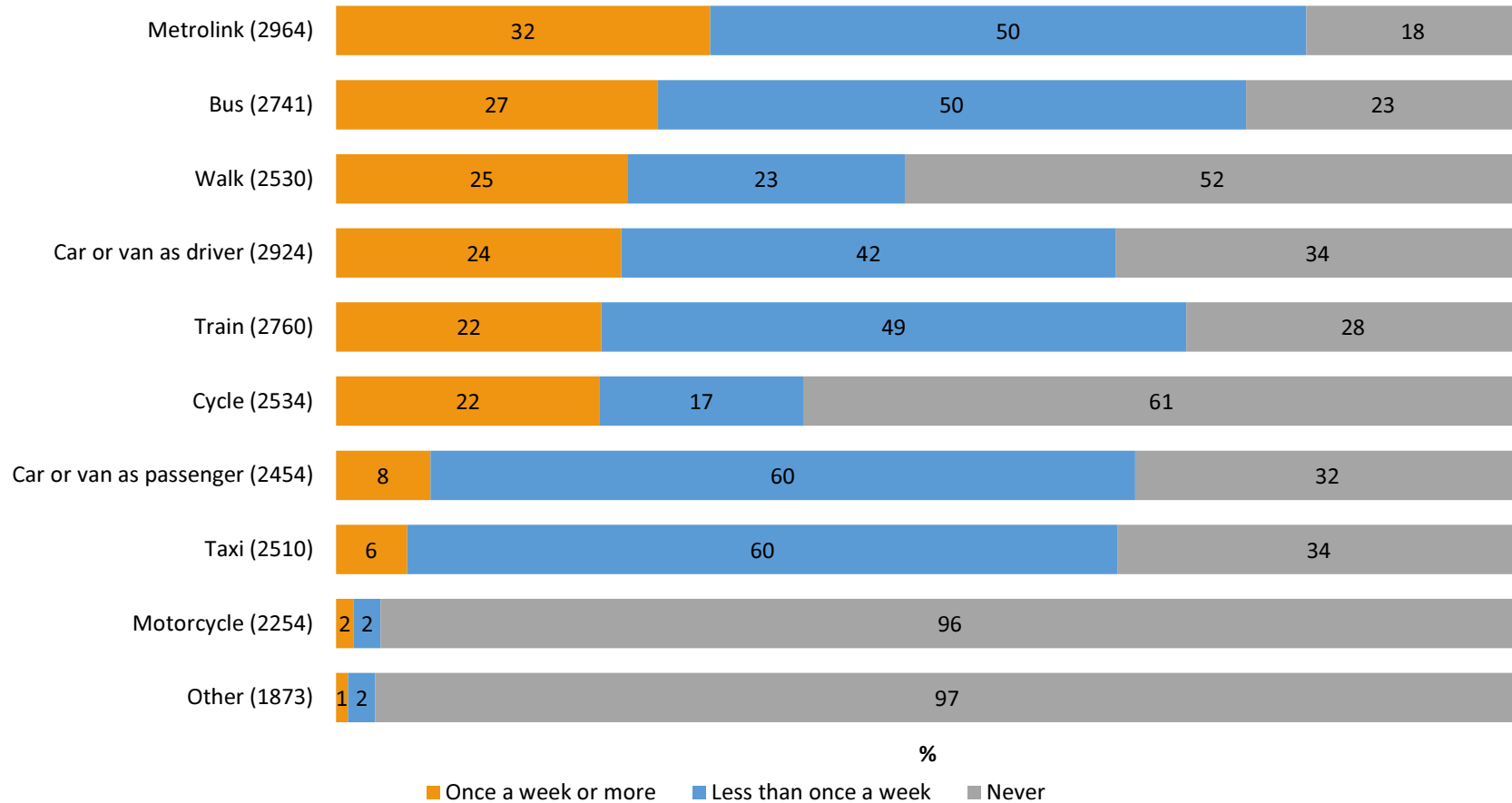


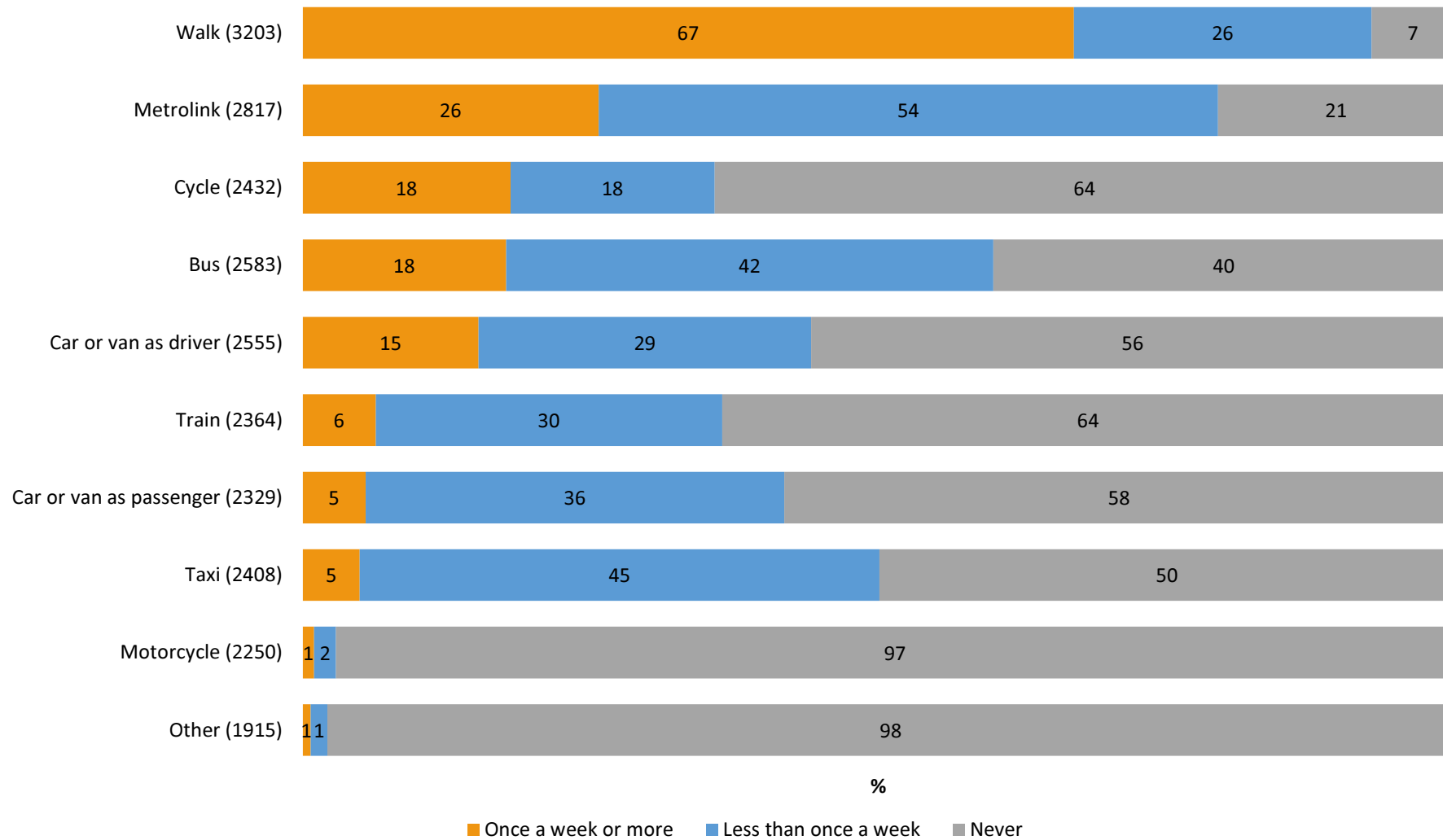


**City Centre Transport Strategy (CCTS) Conversation**  
**Getting into and around the city centre**



A higher percentage of respondents were using public transport to regularly travel into the city centre than were driving. Respondents were most likely to have used Metrolink, bus or train at least once. Cyclists were particularly likely to respond.



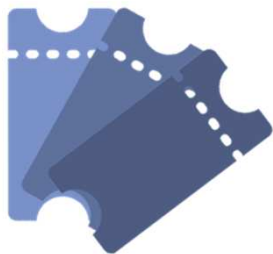




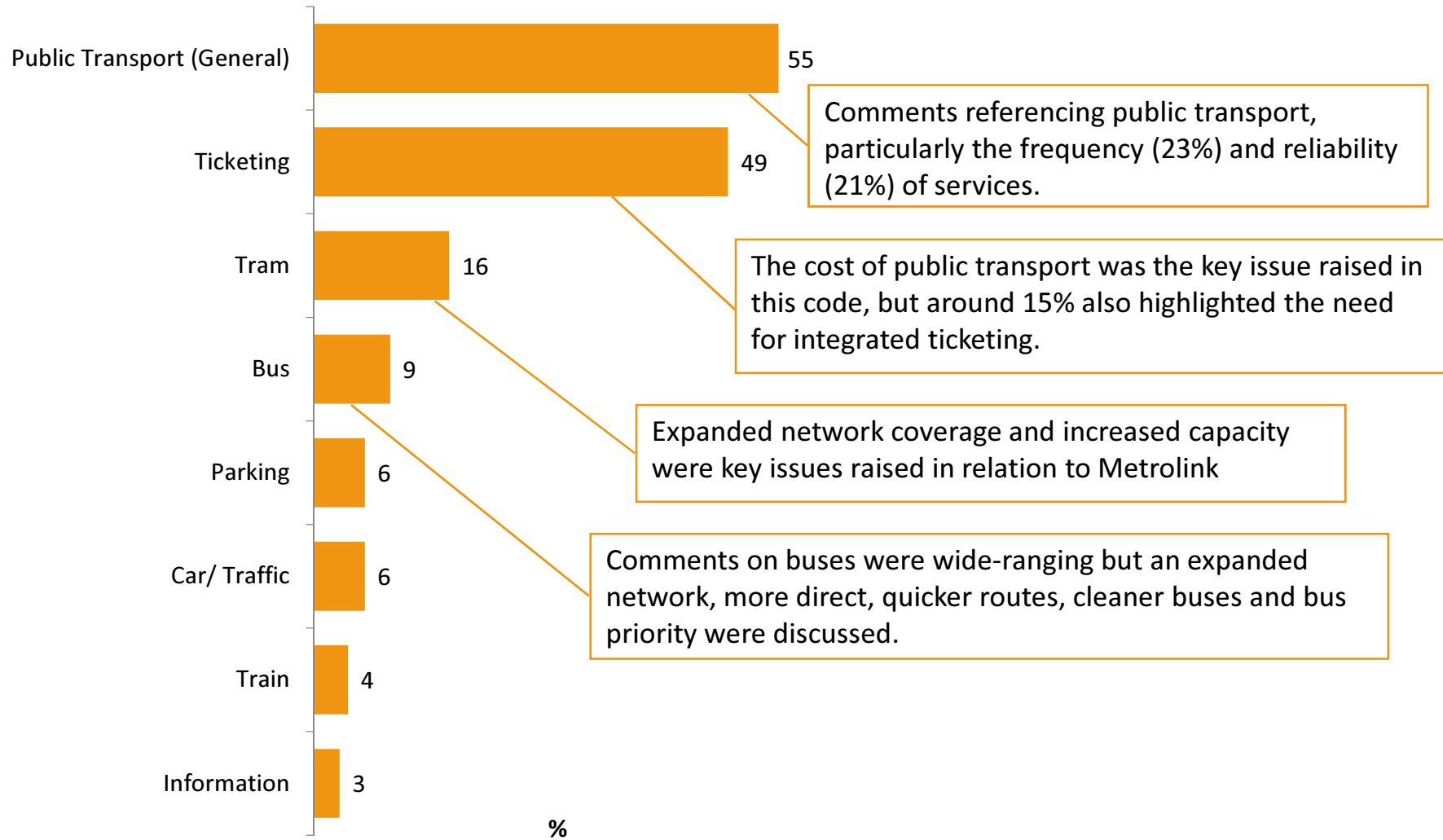
74% of respondents who had used a car to get into the City Centre stated that they always or sometimes had an alternative.



Improvements to public transport, in particular the expanded public transport networks and frequency of services, was the most frequently cited factor that would reduce car travel in verbatim comments. The same theme was most popular in the congestion conversation....



Cheaper tickets on public transport was the second most popular factor that would discourage car use (also the second most popular factor in the congestion conversation...)



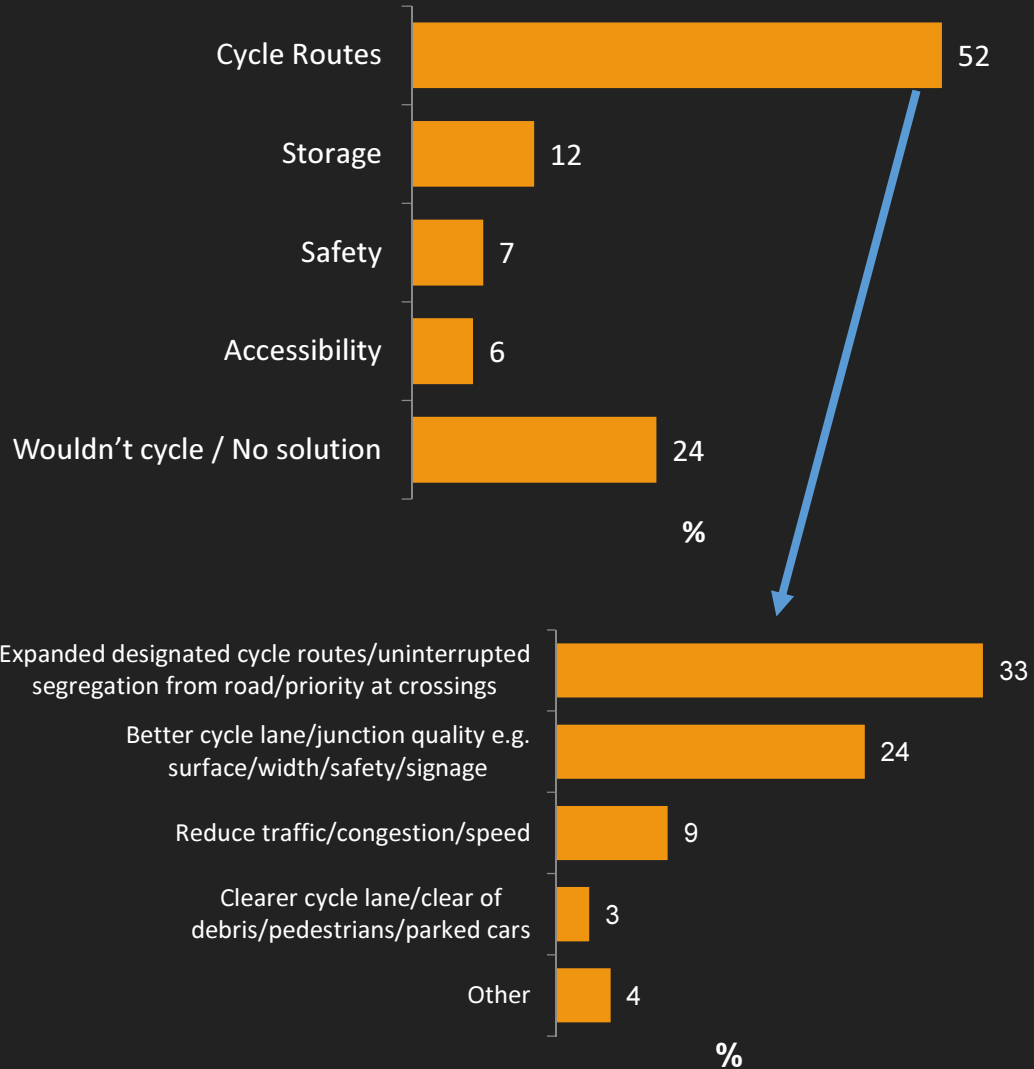


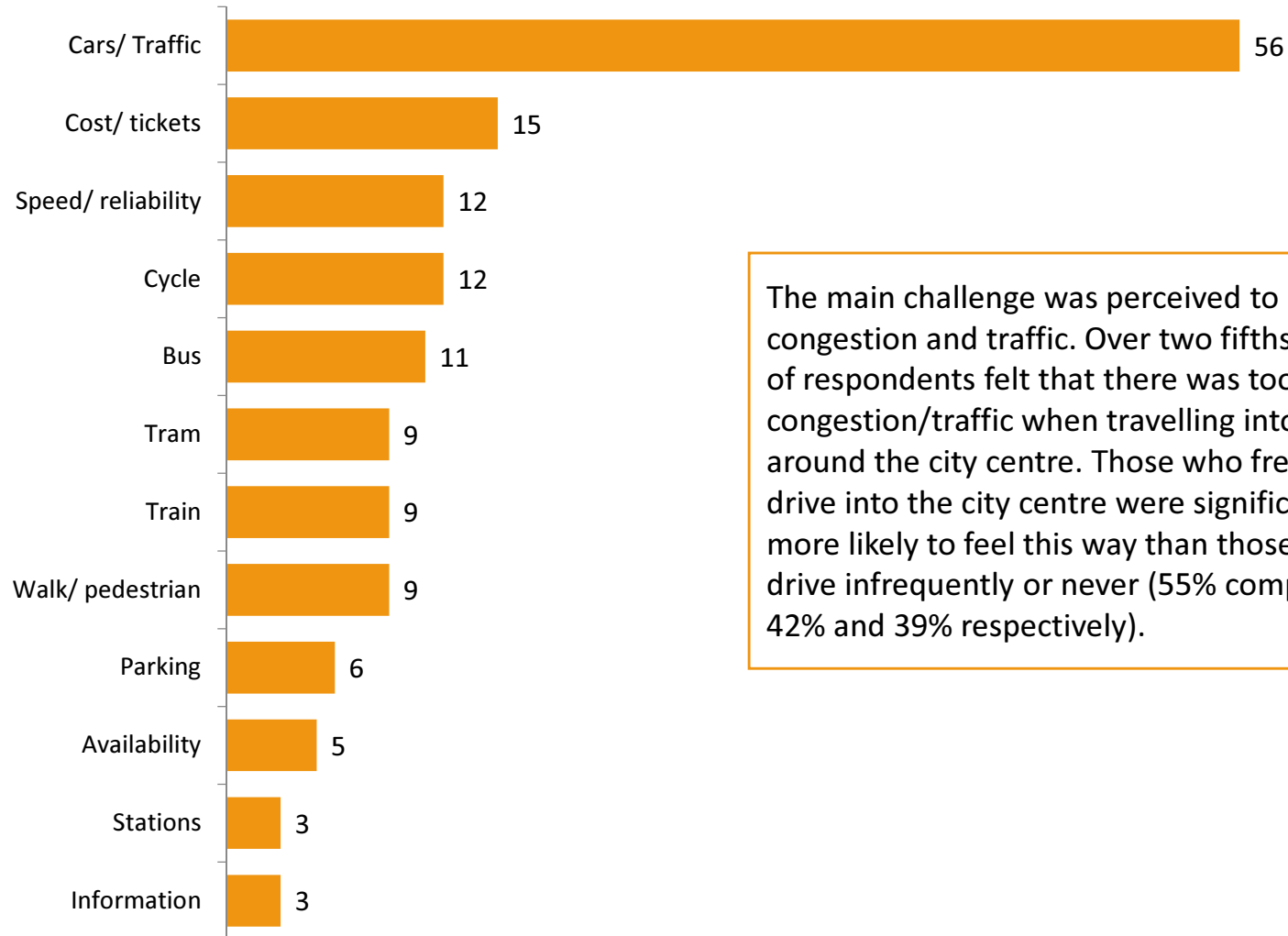
# What would it take to encourage you to cycle more frequently?

The availability and upkeep of cycle routes was the main factor that would encourage more cycling into the City Centre.

A third of respondents (33%) claimed EXPANDED cycle routes, would encourage them to cycle more frequently into the city centre. Amongst non-cyclists, 26% suggested that if these were improved they would be encouraged to cycle more frequently.

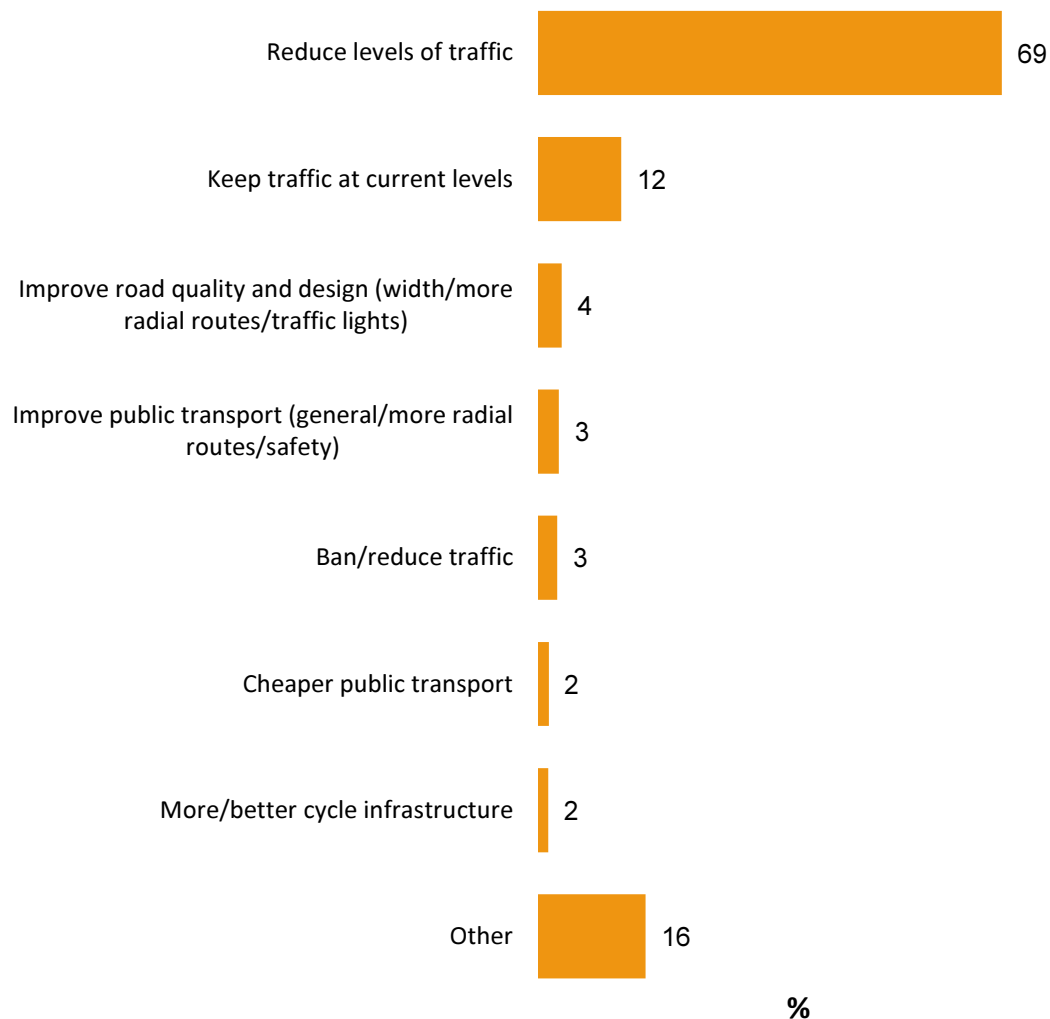
A quarter (24%) of respondents would be encouraged to cycle more frequently if cycle lanes were IMPROVED. Younger respondents aged 16-34 were significantly more likely to suggest this.





The main challenge was perceived to be congestion and traffic. Over two fifths (42%) of respondents felt that there was too much congestion/traffic when travelling into and around the city centre. Those who frequently drive into the city centre were significantly more likely to feel this way than those who drive infrequently or never (55% compared to 42% and 39% respectively).

%



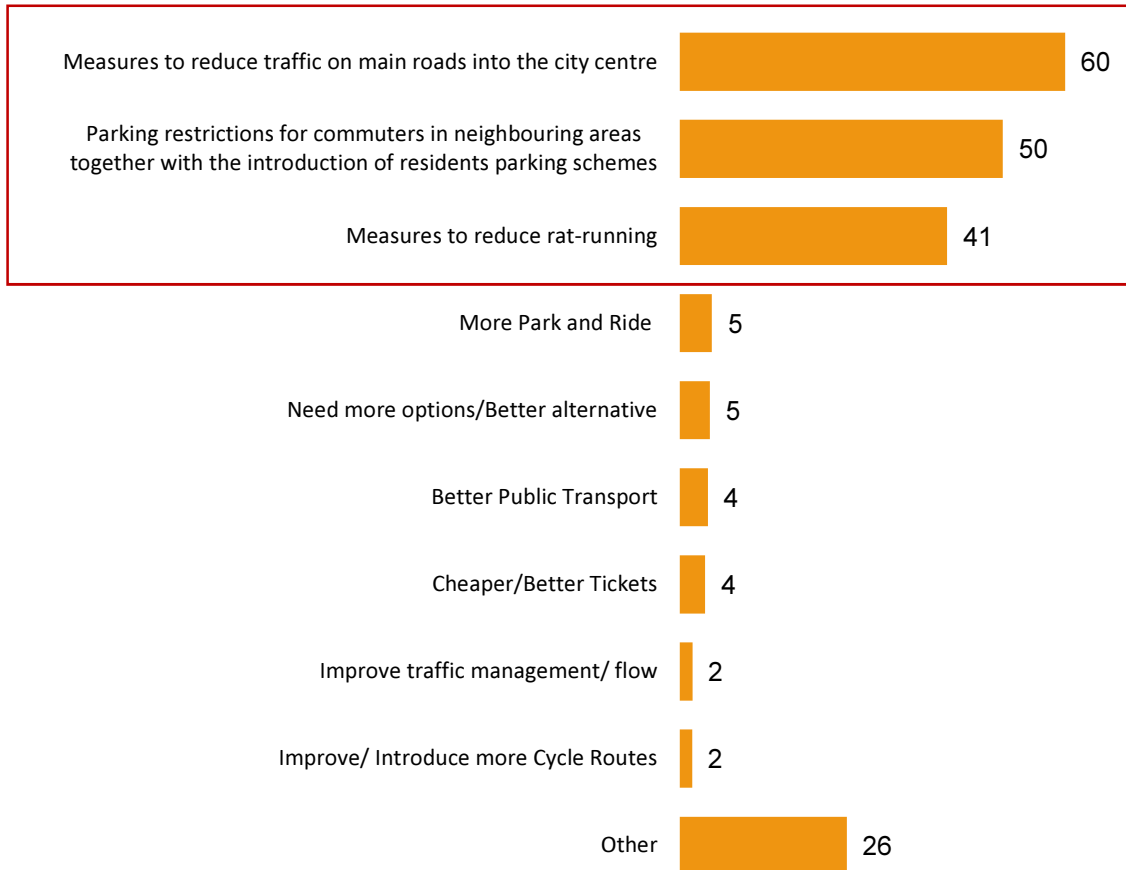
Respondents were asked how best to create a high quality city centre. Within the survey, respondents were given three initial options, 'Reduce levels of traffic', 'Keep traffic at current levels' or 'Something else'. Following recoding of the 'Something else' responses, the results were as follows.

Frequent users of bus, train, tram and cycling to get into the city centre were all significantly more likely than those who don't use those modes to think levels of traffic should be reduced, whilst frequent car drivers were significantly more likely than non-drivers to think traffic should be kept at current levels (21% compared to 8%).





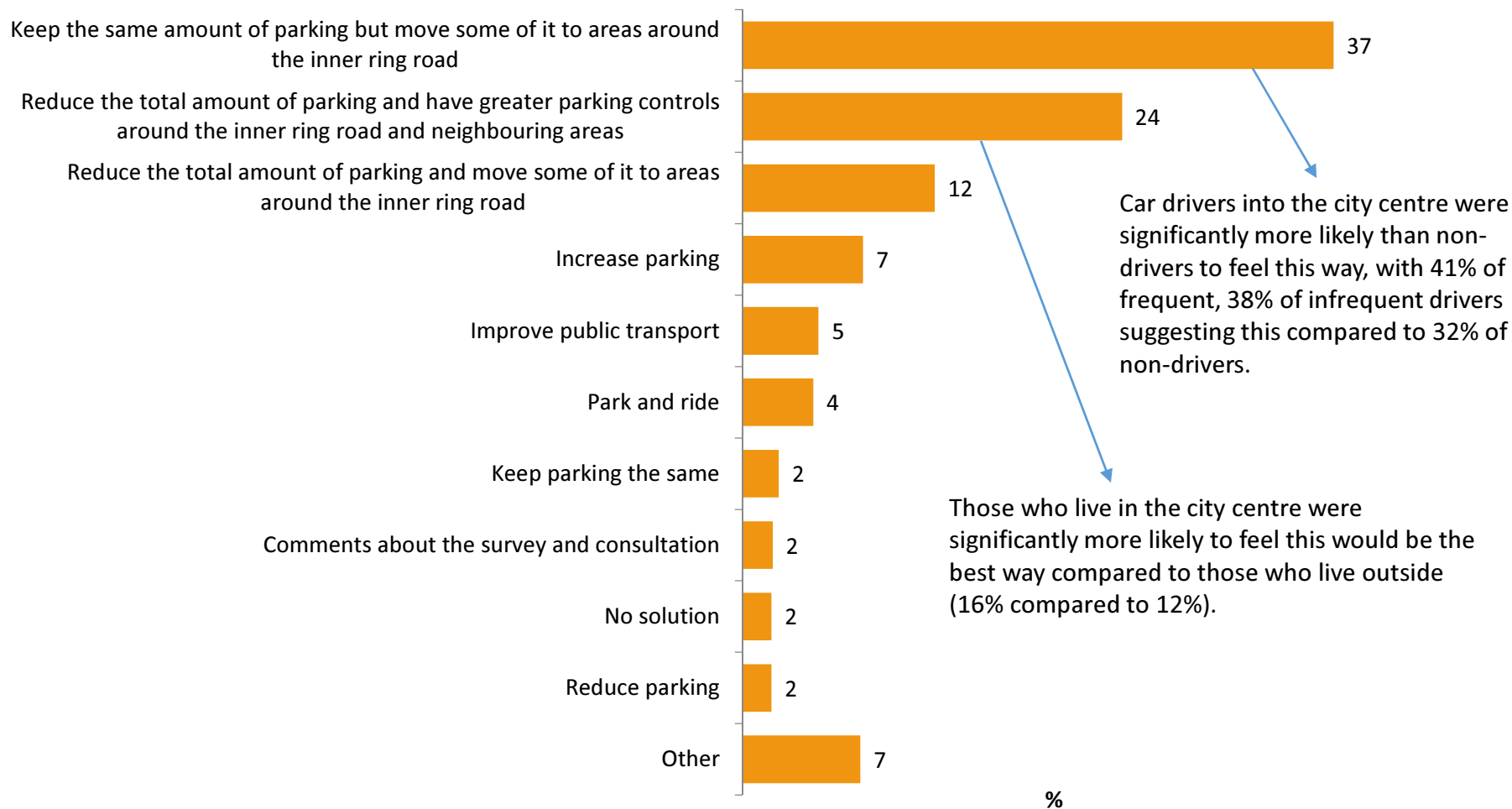
Respondents were given three main options to reduce the impact of travel into the city centre on neighbouring areas. Open responses were also allowed and have been coded in the response below.



Those with a car in the household were significantly less likely to feel the three options would help reduce the impact than those without a car in the household. (55% compared to 74%, 47% compared to 60%, and 39% compared to 48% respectively).



Open responses have been recoded show the main themes emerging under 'something else'.





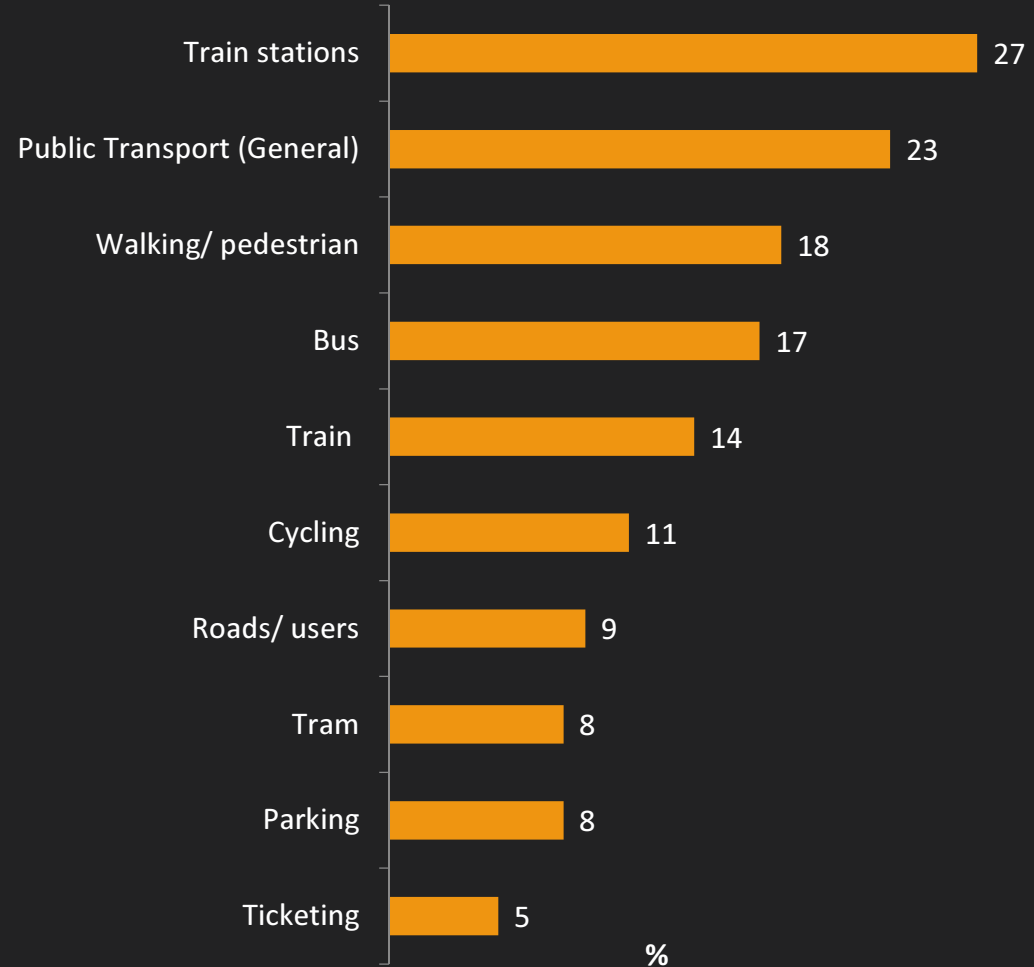
Over a quarter (27%) of all comments referred to train stations and 14% to trains.

Nearly a fifth of comments (17%) stated that access to train stations was already good and no improvements were needed.

Comments on public transport referred to integration, as well as more general concerns such as cost.

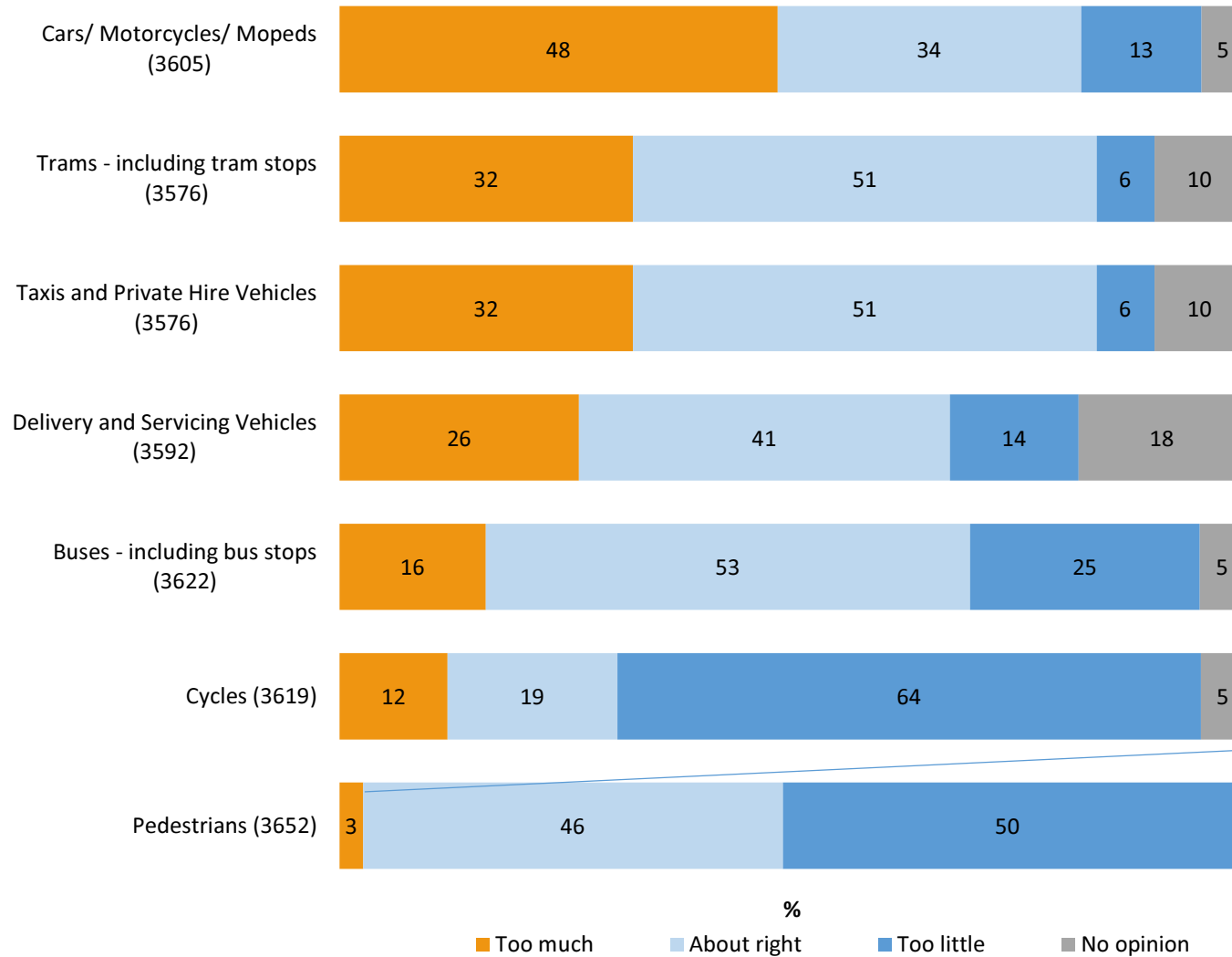
Walking comments particularly mentioned pedestrian priority in the city centre and wayfaring.

Comments on buses were most likely to refer to the frequency of the 'Free bus' service.



# City Centre Transport Strategy (CCTS) Conversation

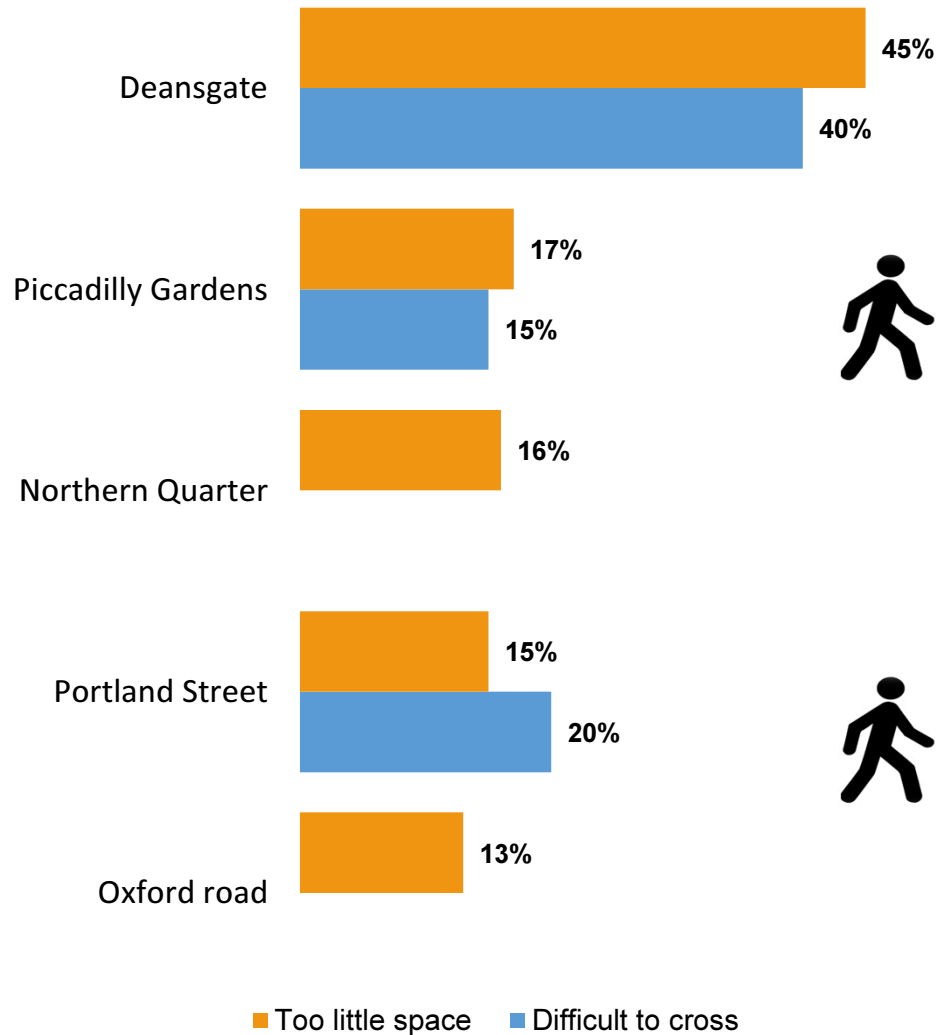
Your streets, your space



Frequent drivers around the city centre were significantly more likely to think pedestrians had too much space than infrequent drivers or non-drivers (9% compared to 3% and 1% respectively).



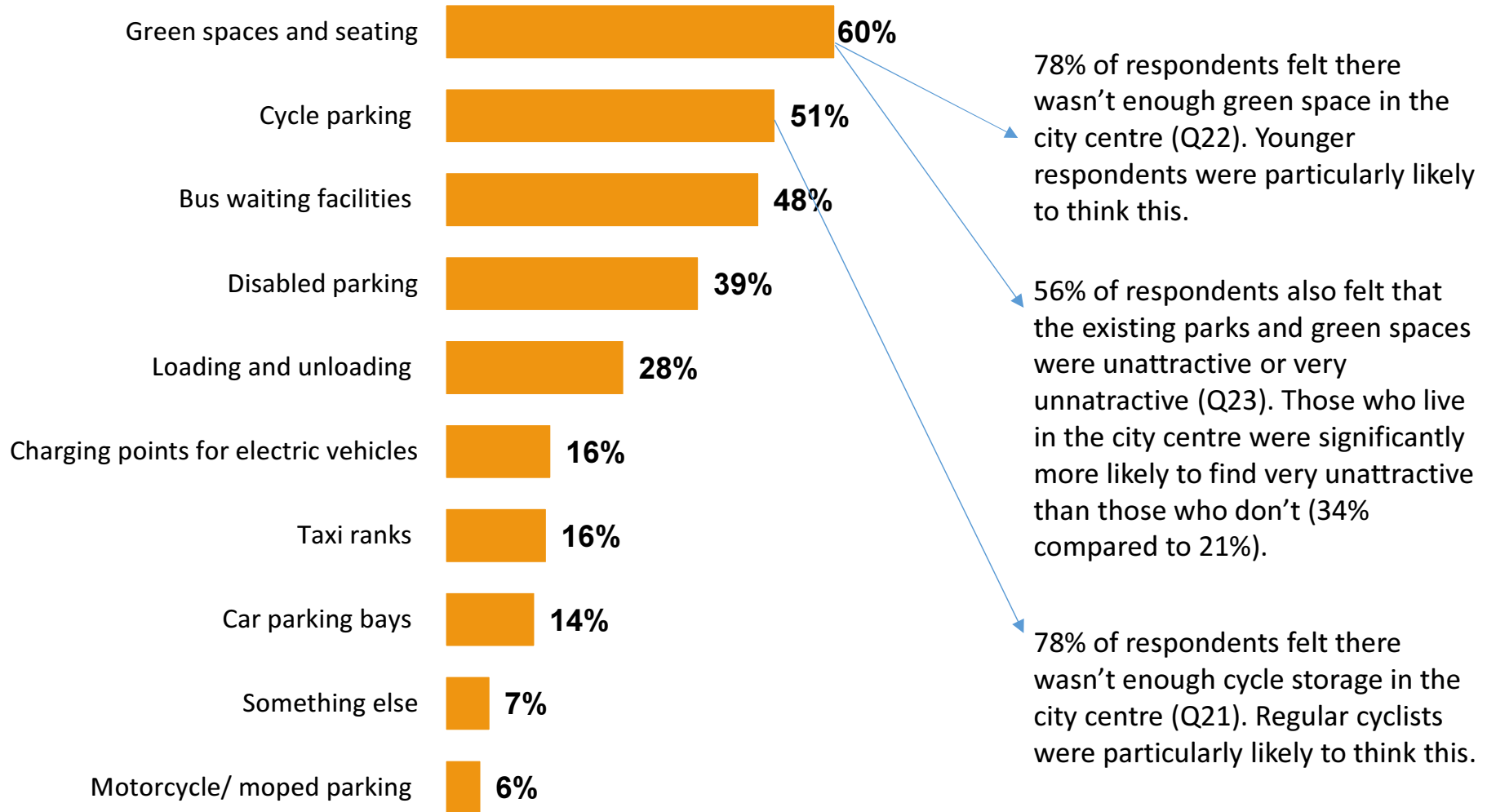
# Particular streets in the city centre that have too little space for pedestrians or are difficult to cross.

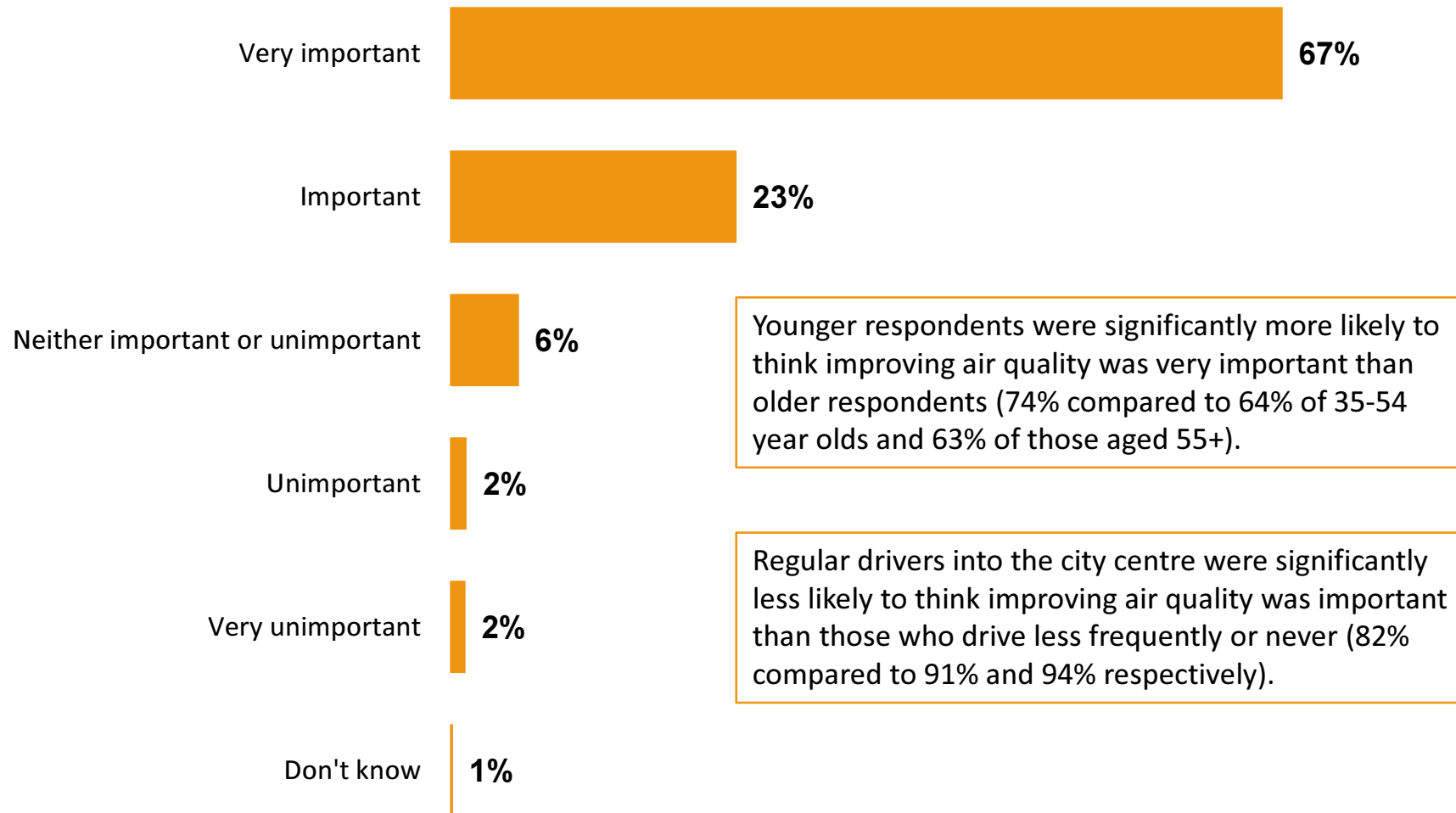


50% of respondents felt that pedestrians had too little space, whilst 30% found it difficult or very difficult to cross the street. Three of the five streets identified as having the least space, were also rated the most difficult to cross.

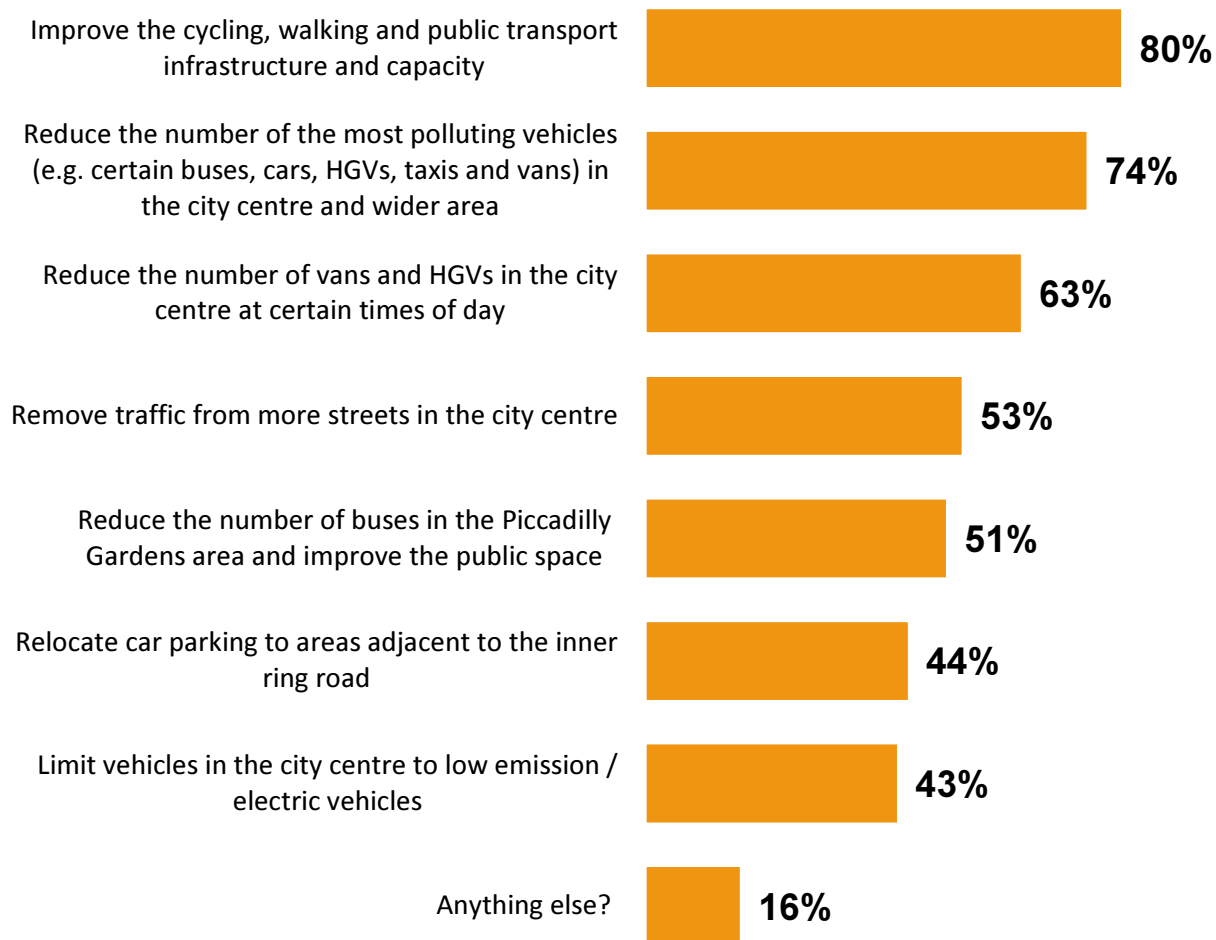


Sixty four percent of respondents felt the amount of time given to cross streets at pedestrian crossings is about right (Q20). Those with a limiting health issue were significantly more likely to feel that there wasn't enough time to cross the road than those without a health issue (35% compared to 23%).









The most popular option amongst regular drivers was to improve the cycling, walking and public transport infrastructure and capacity (68%), whilst those who never drive were significantly more likely to prefer removing traffic from more streets in the city centre (64%), relocating car parking to adjacent areas to the inner ring road (50%), and limiting vehicles in the city centre to low emission / electric vehicles (52%) than those who drive.

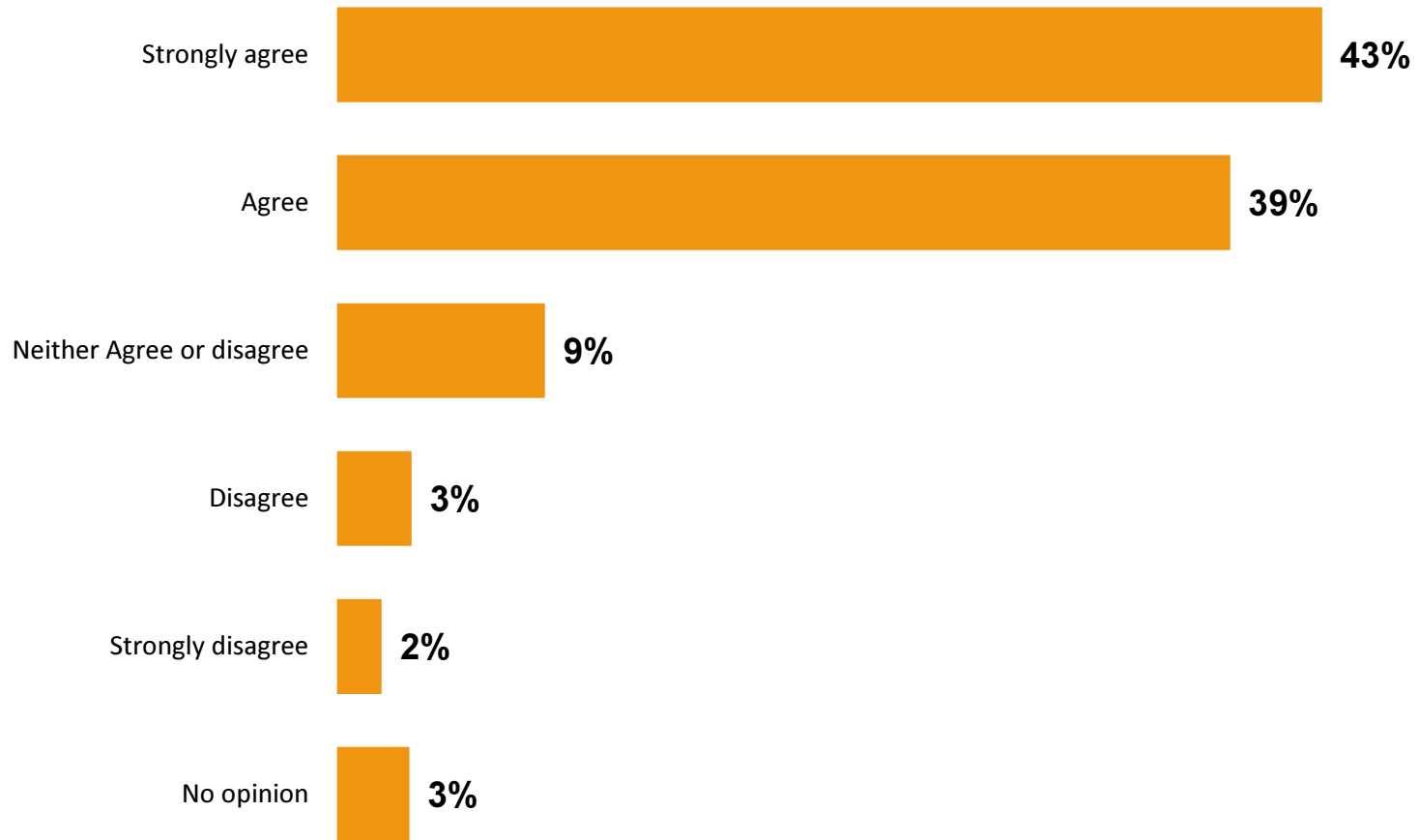


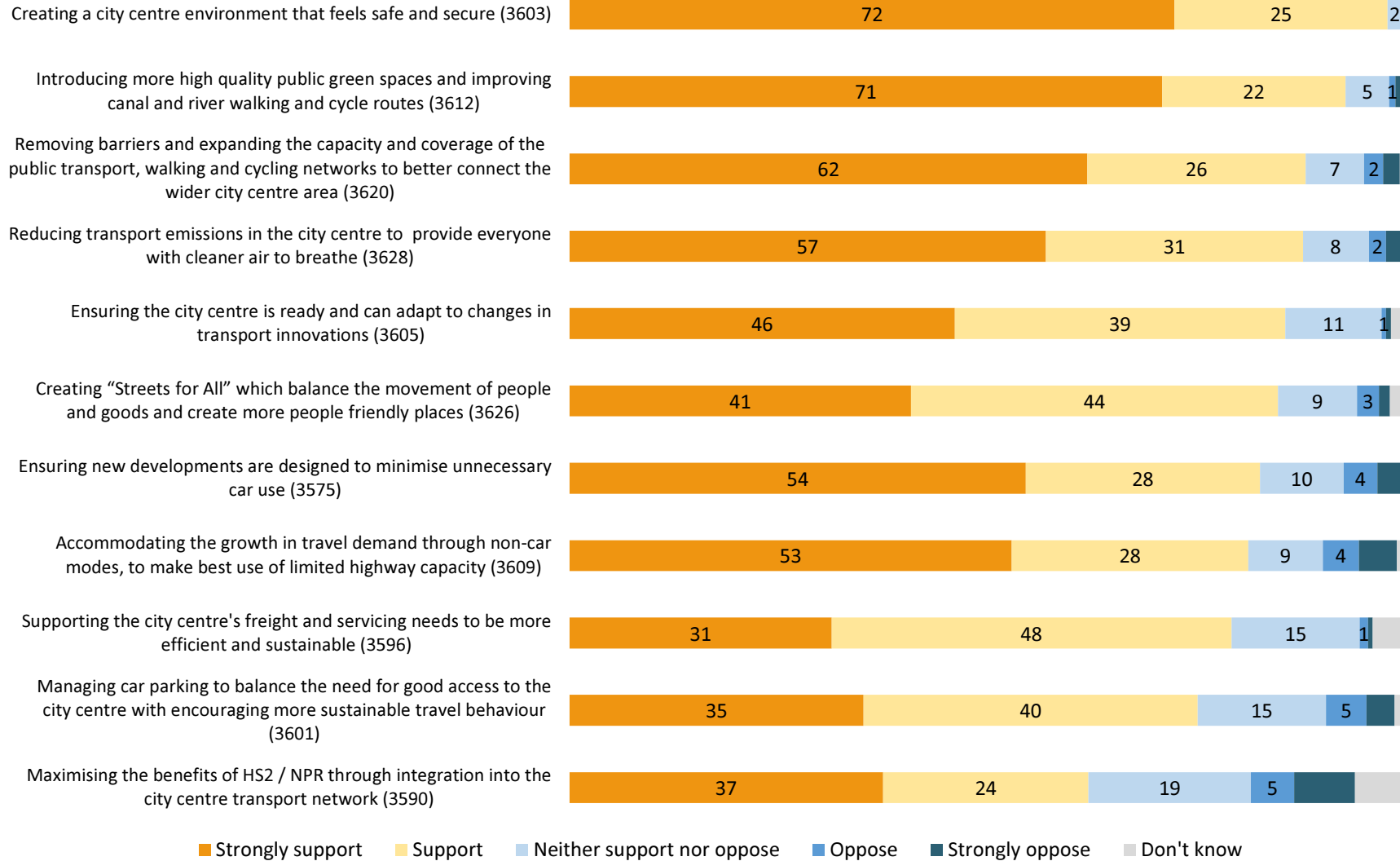
# City Centre Transport Strategy (CCTS) Conversation

## Our vision



'Our vision is for a well-connected city centre at the heart of the North, offering our residents, employees and visitors a great place to work, live in and visit.'







### City Centre Traffic

- Respondents identified issues relating to cars and traffic as the biggest problems whilst travelling into and around the city centre.
- Over two thirds (69%) of respondents felt reducing levels of traffic would be the best way to create a high quality city centre.
- Half (48%) of respondents felt cars/motorcycles/mopeds had too much space in the city centre, whilst two thirds (64%) felt cyclists had too little.
- Over a third (37%) felt the amount of parking in the city centre should be kept the same, but some should be moved to areas around the inner ring road.

### Access to City Centre

- Public transport issues and ticketing issues were repeatedly mentioned as barriers to people using alternatives to the car for travelling into the city centre.
- It was frequently suggested that greater integration between modes would improve access to rail stations and make public transport more accessible.

### Cycling

- Improving/ providing more cycle routes into the city centre was the most popular suggestion to encourage cycling into the city centre.
- Over three quarters (80%) felt unsafe whilst cycling around the city centre.
- The vast majority (78%) of respondents felt there was not enough bicycle parking available in the city centre.

### Public Space and Streets

- Respondents were divided on whether they found it easy to cross streets in the city centre or not, whilst the majority of respondents (64%) felt the amount of time given to cross at crossings was about right.
- The majority of respondents (60%) felt green spaces and seating should be prioritised when considering spaces next to kerbs.
- Over three quarters of respondents felt there was not enough public space in the city centre, and over half (56%) felt the current public space was unattractive.

### TfGM Vision

- There was agreement amongst the majority of respondents (90%) that air quality was an important issue, with most (80%) suggesting improving cycling, walking and public transport infrastructure and capacity would be the best way to improve air quality in the city centre.
- There was widespread support for TfGM's vision, with the vast majority of respondents (82%) in support of it. Respondents were particularly supported of creating a city centre environment that feels safe and secure.



Transport for  
Greater Manchester

## Contact Details:

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Jonathan.Marsh@tfgm.com

Nick Mills  
Research Officer  
0161 244 1336  
Nick.Mills@tfgm.com

## Manchester City Council Report for Resolution

**Report to:** Economy Scrutiny Committee – 6 February 2019  
**Subject:** Overview Report  
**Report of:** Governance and Scrutiny Support Unit

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### Summary

This report provides the following information:

- Recommendations Monitor
- Key Decisions
- Work Programme
- Items for Information

### Recommendation

The Committee is invited to discuss the information provided and agree any changes to the work programme that are necessary.

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**Wards Affected:** All

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### Contact Officers:

Name: Mike Williamson  
Position: Team Leader- Scrutiny Support  
Telephone: 0161 234 3071  
Email: m.williamson@manchester.gov.uk

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### Background documents (available for public inspection):

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above.

None

## 1. Monitoring Previous Recommendations

This section of the report contains recommendations made by the Committee and responses to them indicating whether the recommendation will be implemented, and if it will be, how this will be done.

Items highlighted in grey have been actioned and will be removed from future reports.

Date	Item	Recommendation	Response	Contact Officer
5 Sept 2018	ESC/18/39 Working Well and Work & Health update	To requests that officers share details of the challenges that had been identified within the south Manchester area.	A response to this recommendation was circulated to Members via email 25.01.19.	Matt Ainsworth (Growth Company)
10 Oct 2018	ESC/18/45 Gap analysis of the City's Bus network service	To request information including a summary of data that has been used to date to underpin current findings, including information on frequencies of services and services that have been removed or reduced in the last three years.	This information will be circulated to Members when available	Richard Elliott
9 Jan 2019	ESC/19/4 Delivering the Our Manchester Strategy - Deputy Leader's portfolio	To request that the Deputy Leader circulates current data on the number of calls made to and answered by the Greater Manchester Police 101 telephone service; and  To request that the Deputy Leader circulates information on the Greater Manchester Police 101 telephone service to all Member so the Council	This information will be circulated to Members when available  This information will be circulated to Members when available	Cllr N Murphy (Deputy Leader)  Cllr N Murphy (Deputy Leader)



## 2. Key Decisions

The Council is required to publish details of key decisions that will be taken at least 28 days before the decision is due to be taken. Details of key decisions that are due to be taken are published on a monthly basis in the Register of Key Decisions.

A key decision, as defined in the Council's Constitution is an executive decision, which is likely:

- To result in the Council incurring expenditure which is, or the making of savings which are, significant having regard to the Council's budget for the service or function to which the decision relates, or
- To be significant in terms of its effects on communities living or working in an area comprising two or more wards in the area of the city.

The Council Constitution defines 'significant' as being expenditure or savings (including the loss of income or capital receipts) in excess of £500k, providing that is not more than 10% of the gross operating expenditure for any budget heading in the in the Council's Revenue Budget Book, and subject to other defined exceptions.

An extract of the most recent Register of Key Decisions, published on **16 January 2019**, containing details of the decisions under the Committee's remit is included below. This is to keep members informed of what decisions are being taken and, where appropriate, include in the work programme of the Committee.

### Directorate - Corporate Core

Decision title	What is the decision?	Decision maker	Planned date of decision	Documents to be considered	Contact officer details
Strategic Land and Building Acquisitions Ref: 15/003	The approval of capital expenditure for the purpose of the strategic acquisition of land and buildings.	City Treasurer	March 2018 or later	Checkpoint 4 Business Case	Eddie Smith 0161 234 4821 e.smith@manchester.gov.uk
Collyhurst Regeneration Ref: 15/005	The approval of capital expenditure for land and buildings in Collyhurst.	City Treasurer	March 2018 or later	Checkpoint 4 Business Case	Eddie Smith 0161 234 4821 e.smith@manchester.gov.uk

Decision title	What is the decision?	Decision maker	Planned date of decision	Documents to be considered	Contact officer details
Depots Programme Ref: 15/007	The approval of capital expenditure on the council's depots.	City Treasurer	March 2018 or later	Checkpoint 4 Business Case	Julie McMurray Tel: 0161 234 6702 j.mcmurray@manchester.gov.uk
Factory Project Ref: 15/012	The approval of capital expenditure in relation to the creation of the Factory.	City Treasurer	March 2018 or later	Checkpoint 4 Business Case	Dave Carty 0161 219 6501 d.carty@manchester.gov.uk
Article 4 directions for office, light industry and logistics Ref:2017/06/30A	To give notice of introduction of Article 4 directions for office, light industry and logistics in one year's time. To begin a year-long notice period for the introduction of Article 4 directions to manage the change of use from office, light industry and logistics to residential.	Head of Planning, Building Control and Licensing	March 2018 or later	Report to Head of Planning, Building Control and Licensing; supporting evidence report	James Shuttleworth Planning and Infrastructure Manager 0161 234 4594 j.shuttleworth@manchester.gov.uk
Estates Transformation Ref:2017/06/30D	The approval of capital spend to ensure that the operational estate is fit for purpose.	City Treasurer	March 2018 or later	Checkpoint 4 Business Case	Julie McMurray Strategic Development 0161 219 6791 / 07950 790533 j.mcmurray@manchester.gov.uk

Lincoln Square/Brazennose St Ref: 2017/12/04A	To approve the signing of a collaboration agreement among landowners, as a precursor to the Council investing £1.2m of a total of £4.08m in a new public square and public realm.	City Treasurer	March 2018	Draft collaboration agreement  Draft public realm development plans  High level cost schedule	Pat Bartoli Head of City Centre Growth and Regeneration 0161 234 3329 p.bartoli@manchester.gov.uk
Brownfield Land Register Update Ref: 2017/10/17A	To publish Manchester's Brownfield Land Register	Strategic Director, Development and the Deputy Chief Executive (Growth and Neighbourhoods)	March 2018 or later	Report and recommendations	Richard Elliott Head of Policy, Partnerships and Research 0161 219 6494 r.elliott@manchester.gov.uk
Acquisition of New Build Properties at Booth Hall, Charlestown Ref: 2017/11/01B	The acquisition of up to 20 new build housing units from Taylor Wimpey	Strategic Director (Development)	March 2018 or later	Report and recommendation	Nick Mason Development Surveyor 0161 234 1309 n.mason@manchester.gov.uk
Local Plan Review – Issues and Options Consultation Ref: 2018/01/16A	To agree document and proposals to consult on the Local Plan Review - Issues and Options.	Executive	March 2018 or later	Report with consultation document appended	Name: Richard Elliott Position: Head of Policy, Partnerships and Research Tel no: 0161 219 6494 Email address: r.elliott@manchester.gov.uk

<p>Empty Homes Clusters Phase 2</p> <p>Ref: 2018/02/28D</p>	<p>The approval of capital expenditure for the purchase and refurbishment of long term empty properties in North and East Manchester</p>	<p>City Treasurer</p>	<p>March 2018 or later</p>	<p>Business Case and Checkpoint 4 Business Case</p>	<p>Ian Runacres 0161 234 4953 i.runacres@manchester.gov.uk</p>
<p>National Productivity Investment Fund – Mancunian Way Junctions with Princess Parkway Improvements</p> <p>Ref: 2018/04/03/B</p>	<p>The approval of capital spend to improve and increase capacity throughout by signalling two key junctions of the Mancunian Way; Princess Road/Medlock Street and Cambridge Street/Higher Cambridge Street</p>	<p>City Treasurer</p>	<p>April 2018 or later</p>	<p>Checkpoint 4 Business Case</p>	<p>Steve Robinson Director of Operations (Highways) 0161 234 4828</p>

<p>North West Construction Hub High Value Framework (2018-2022) Reprocurement</p> <p>Ref: 2018/05/1A</p>	<p>Approval to appoint contractors to the North West Construction Hub High Value Framework 2018, for the delivery of construction projects of a value between £8m – over £35m for public sector organisations within the North West of England.</p>	<p>City Treasurer</p>	<p>November 2018</p>	<p>Confidential High Value Report 2018 (will be attached at Key Decision stage once outcome of process is known)</p>	<p>Name: Jared Allen  Position: Director of Capital Programmes and Property  Tel no: 0161 219 6213  Email address:j.allen@manchester.gov.uk</p> <p>Name: John Finlay  Position: Capital Programme Procurement Manager  Email: j.finlay@manchester.gov.uk  0161 219 6213</p>
<p>Northern Gateway Draft SRF</p> <p>Ref: 2018/05/1E</p>	<p>To endorse the draft Strategic Regeneration Framework (SRF) for the Northern Gateway and proceed to a period of formal public consultation.</p>	<p>The Executive</p>	<p>25 July 2018 or later</p>	<p>Executive Report and Draft SRF</p>	<p>Name: Ian Slater  Position: Head of Residential Growth  Tel no: 0161 234 4582  Email address: i.slater@manchester.gov.uk</p>

Acquisition of lease for occupation for the decant of Alexandra House  2018/08/06A	The Council would acquire a lease of occupation for up to 3 years. This would facilitate the decant of Alexandra House to enable it to be refurbished.	Strategic Director (Development)	September 2018	Heads of Terms	Name: Richard Munns Position: Head of Corporate Estate Tel no: 0161 245 7226 Email address: r.munns@manchester.gov.uk
Framework Agreement for the Provision of Office Furniture  2018/09/07/C	To seek approval to award a framework of up to 5 suppliers for the provision of office furniture	Strategic Director (Development) and the City Treasurer	October 2018	Report and Recommendation	Samantha Wilson Senior Procurement Officer samantha.wilson@manchester.gov.uk 0161 234 4368

<p>Metroshuttle Funding</p> <p>2018/10/05A</p>	<p>To finalise and agree the terms for a new funding agreement with Transport for Greater Manchester for the City Council funding contribution towards the Metroshuttle costs.</p>	<p>City Treasurer and City Solicitor in consultation with Lead Member for Finance and Human Resources</p>	<p>Nov 18</p>	<p>Funding agreement and Executive Report</p>	<p>Name: Paul Hindle  Position: Head of Finance  Email:-  p.hindle@manchester.gov.uk  Telephone:0161 234 3025</p> <p>Name: Richard Elliot  Position: Head of City Policy  Email:  r.elliott@manchester.gov.uk  Telephone: 0161 219 6494</p>
<p>Airport Car Park Investment</p> <p>2018/12/14B</p>	<p>The approval of capital spend for the purpose of an investment into further development at the Airport.</p>	<p>City Treasurer</p>	<p>January 2019 or later</p>	<p>Business Case</p>	<p>Carol Culley  City Treasurer  Carol.culley@manchester.gov.uk  234 3406</p>
<p>College Loan</p> <p>2018/12/14C</p>	<p>The approval of capital spend for the purpose of providing a loan to LTE Group as per the Report to Executive on 12<sup>th</sup> December 2018</p>	<p>City Treasurer</p>	<p>January 2019 or later</p>	<p>Business Case</p>	<p>Carol Culley  City Treasurer  Carol.culley@manchester.gov.uk  234 3406</p>

<p>Grant of a development lease for the Assembly Scheme, Pollard Street, New Islington, Manchester</p> <p>2019/01/17A</p>	<p>To dispose of a 250 year leasehold interest to General Projects in land at Pollard Street, New Islington, Manchester, in return for a ground rent. The scheme of approx. 200,000 sq ft on land owned by MCC/TFGM will transform the site into a new commercial campus creating over 2400 jobs for SMEs, start-ups, small-scale manufacturers and established tech, media, creative &amp; fashion businesses. The project will also see over 2 acres of new public realm infrastructure delivered around New Islington tram stop. The commercial space will be developed in a number of phases depending on market conditions but with an obligation to build out.</p> <p>The 2016 Ancoats and New Islington Neighbourhood Development framework identifies the subject land for employment led uses.</p>	<p>Strategic Director, Development</p>	<p>February 2019</p>	<p>Delegated approval report, Heads of terms and valuation. These documents contain commercially sensitive information and should remain confidential</p>	<p>Nick Mason MRICS Principal Development Surveyor Development Team Strategic Development Directorate Manchester City Council P.O. Box 532 M60 2LA</p> <p>Location: Level 8, Town Hall Extension</p> <p>Tel 0161 234-1309 Internal 800-1309 Fax 0161 234-1277 E-mail n.mason@manchester.gov.uk Website www.manchester.gov.uk</p>
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<p>The Factory – MCC Contribution to the Factory &amp; Land Acquisition's in St Johns</p> <p>2019/01/02A</p>	<p>Approval to spend MCC capital funding on the Factory Project &amp; Land Acquisition's in St Johns</p>	<p>The City Treasurer</p>	<p>Feb 19</p>	<p>Factory Manchester</p> <ol style="list-style-type: none"> <li>1. Report to The Executive 29 July 2015</li> <li>2. Factory Manchester Project Overview 31st May 2016</li> <li>3. Report to The Executive 26 July 2017</li> <li>4. Report to The Executive January 2017</li> <li>5. Report to The Executive 21 March 2018</li> <li>6. Report to The Executive 14 November 2018</li> </ol>	<p>Jared Allen Director of Capital Programmes</p> <p>Tel: 0161 234 5683 Mobile: 07866 989671 email: j.allen4@manchester.gov.uk</p>
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### Directorate - Growth and Neighbourhoods

Decision title	What is the decision?	Decision maker	Planned date of decision	Documents to be considered	Contact officer details
<p>Disposal of Land at Little Peter Street</p> <p>Ref: 2017/04/03/A</p>	<p>Disposal of existing car park on a long leasehold basis for development</p>	<p>Chief Executive</p>	<p>March 2018 or later</p>	<p>Heads of Terms for the transaction</p>	<p>Laura Green 0161 234 1258 l.green3@manchester.gov.uk</p>

Decision title	What is the decision?	Decision maker	Planned date of decision	Documents to be considered	Contact officer details
	purposes.				
Ben Street Project – Land at Ilk and Alpine Street, Clayton Ref: 2018/02/07B	Disposal of Land for residential development	Strategic Director (Development)	April 2017	Note detailing the proposed disposal	Louise Hargan

### Directorate - Strategic Development

Decision title	What is the decision?	Decision maker	Planned date of decision	Documents to be considered	Contact officer details
Heron House Refurbishment – Letting of the contract Ref: 2017/08/01A	To approve the letting of the contract for the refurbishment of Heron House.	City Treasurer	March 2018 or later	Briefing note	Gill Boyle 0161 234 1069 g.boyle@manchester.gov.uk
Leasehold Land Disposal – 401 Mauldeth Road West Ref: 2018/02/19B	To agree the disposal of land by way of 125 year lease.	Chief Executive	April 2018	Briefing Note and Heads of Terms	Richard Cohen Senior Development Surveyor 0161 234 3019 r.cohen@manchester.gov.uk
Toxteth Street – phase 2 (final phase) 2018/02/23C	Development of phase 2 area by Lovell	Chief Executive	March 2018	Briefing Note	Gill Boyle, Development Manager ext 31069 g.boyle@manchester.gov.uk

<p>Marginal Viability - Housing Infrastructure Fund, New Victoria site.</p> <p>Ref: 2018/03/1B</p>	<p>To release grant funding of £10.074m secured from the Government's Housing Infrastructure Marginal Viability Fund to enable delivery of a key strategic residential and commercial development scheme at New Victoria, developing 520 new homes in total.</p>	<p>Strategic Director of Development</p>	<p>April 2018</p>	<p>Checkpoint 4 Business Case</p>	<p>Martin Oldfield          Director of Strategic Housing and Residential Growth          0161 234 4811          m.oldfield@manchester.gov.uk</p>
<p>To bring forward two new housing affordability products.</p> <p>Ref:2018/02/14A</p>	<p>Approve the two schemes as set out in the report to the Executive 7 March 2018: Rent to Purchase Empty houses to First Time Buyer Homes</p>	<p>Director of Housing and Residential Growth in consultation with the Deputy Leader of the Council with responsibility for Housing</p>	<p>April 2018 or later</p>	<p>Agreements for each of the products</p>	<p>Martin Oldfield          Director of Housing          0161 234 4811          m.oldfield@manchester.gov.uk</p> <p>Steve Sheen          Housing Strategy and Partnerships Manager          0161 234 4115          s.sheen@manchester.gov.uk</p>

<p>Northern Gateway Draft SRF</p> <p>2018/05/25B</p>	<p>To endorse the draft Strategic Regeneration Framework (SRF) for the Northern Gateway and proceed to a period of formal public consultation.</p>	<p>The Executive</p>	<p>27 June 2018</p>	<p>Executive Report and Draft SRF</p>	<p>Name: Ian Slater Position: Head of Residential Growth Tel no: 0161 234 4582 Email address: i.slater@manchester.gov.uk</p>
<p>National Taekwondo Centre</p> <p>2018/10/19A</p>	<p>Enter into a 39 year lease with Sport Taekwondo UK Ltd for areas within the building.</p>	<p>The Chief Executive</p>	<p>November 2018</p>	<p>Briefing Note and Heads of Terms</p>	<p>Name: Richard Cohen Position: Senior Development Surveyor Tel no: 234 3019 Email address: r.cohen@manchester.gov.uk</p>

### 3. Economy Scrutiny Committee Work Programme – February 2019

Wednesday 6 February 2019, 2.00pm (Report deadline Monday 28 January 2019)				
Theme – The interlinkage of Greater Manchester and Manchester City Council Strategies				
Item	Purpose	Lead Executive Member	Strategic Director/ Lead Officer	Comments
Northern Gateway Strategic Regeneration Framework Update	To consider the Executive reports on the Northern Gateway which will provide an update on the outcome of the public consultation exercise and seek the approval of the final SRF and set out a broad programme for how this masterplan will be implemented with a focus on JV delivery activity in years 1-5	Cllr Leese  Cllr Richards (Exec Member for Housing and Regeneration)	Eddie Smith Jon Sawyer	
Consultation on the draft Greater Manchester Spatial Framework (GMSF) and The Manchester Local Plan	To receive a report on the consultation by the Combined Authority on the revised GMSF and to receive a report in relation to the proposed consultation on the first draft of Manchester's Local Plan taking into account the proposals within the draft GMSF	Cllr Leese	Richard Elliott	
Transport 2040 Strategy - Delivery Plan	To receive a report on the progress of Transport for the North's strategy and its potential impact on the City Centre and region.	Cllr Leese	Richard Elliott	

City Centre Transport Plan	To receive an update on the Council's progress in developing a refreshed City Centre Transport Strategy.	Cllr Stogia (Exec Member for Environment, Planning and Transport)	Richard Elliott	
Detailed budget and business plans	The Committee will consider the Detailed budget and business plans for Strategic Development, following consideration of original proposals at its December 2018 meeting.	Councillor Ollerhead (Executive Member for Finance and HR)	Eddie Smith Carol Culley	
Overview Report	Monthly report includes the recommendations monitor, relevant key decisions, the Committee's work programme and any items for information.		Mike Williamson	

**Wednesday 6 March 2019, 2.00pm  
(Report deadline Monday 25 February 2019)**

**Theme –**

<b>Item</b>	<b>Purpose</b>	<b>Lead Executive Member</b>	<b>Strategic Director/ Lead Officer</b>	<b>Comments</b>
Family Poverty Strategy update	To receive an update on the implementation of the Family Poverty Strategy, including the role that anchor institutions can play and how we build the resilience of families living in poverty.	Cllr S Murphy (Deputy Leader)	Angela Harrington	
The Impact of Welfare Reform and Universal Credit on the Manchester Economy	To receive a further update on the Government's welfare reform programmes, including the roll-out of Universal Credit across the City and the impact on Manchester's residents.	Cllr S Murphy (Deputy Leader)	Angela Harrington Job Centre Plus	
The Impact of Procurement Policies on Small and Medium Businesses	To receive an update on the impact of the Council's procurement policy on small and medium businesses in the City including consideration of any challenges and what more we can do in the future to enable SMEs in the City to compete for City Council contracts and commissioned services.	Cllr Ollerhead (Exec Member for Finance and Human Resources)	Ian Brown	

The impact of low skills on residents ability to enter the labour market and sustain quality work	To consider the issue of low skills in the City, how many of the City's residents are low-skilled and where the concentrations are in neighbourhoods and in economic sectors, as well as the contribution that MAES and the Manchester College make to addressing the low-skills challenge.	Cllr N Murphy (Deputy Leader)	Angela Harrington	Invite representatives from MAES and the LTE Group (Manchester College)
Progress update on the Greater Manchester Local Industrial Strategy and Manchester Local Industrial Strategy	To receive a report that sets out the draft Local Industrial Strategies for both Greater Manchester and Manchester	Cllr Leese (Leader)	Richard Elliott David Houliston	
Overview Report	Monthly report includes the recommendations monitor, relevant key decisions, the Committee's work programme and any items for information.		Mike Williamson	



Items to be Scheduled				
<b>Theme – Strategic Regeneration</b>				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
District Centres	To receive a report on the work of the District Centres Sub-Group and Institute of Place Management	Councillor Richards	Eddie Smith	Invite Professor Cathy Parker, Institute of Place Management.
Outcome of the consultation with stakeholders in relation to the proposed Housing Affordability Zones	To receive a report on the outcome of the consultation with stakeholders on the four proposed Housing Affordability Zones	Councillor Richards	Eddie Smith	See November 2017 minutes
<b>Theme – Transport and Connectivity</b>				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
<b>Theme – Incorporating Inclusive Growth into Council Services/strategies</b>				
Item	Purpose	Lead Executive Member	Lead Officer	Comments

<b>Theme - Skills development for Manchester residents aged 16 and over.</b>				
<b>Item</b>	<b>Purpose</b>	<b>Lead Executive Member</b>	<b>Lead Officer</b>	<b>Comments</b>
Employment Contracts and Labour Market Flexibility	To receive a report on changes in employment contracts and labour market flexibility and the implications for workers in Manchester.		Angela Harrington	See February 2016 minutes
Hospitality and Tourism skills gap	To receive report on the issue around skills challenges within the hospitality and tourism sector	Councillor N Murphy	Angela Harrington	See November 2017 minutes
<b>Theme – Growing the Manchester Economy</b>				
<b>Item</b>	<b>Purpose</b>	<b>Lead Executive Member</b>	<b>Lead Officer</b>	<b>Comments</b>
Markets strategy and marketing the City's areas	To be captured in District Centres Sub Group	Councillor Leese / Councillor S Murphy	Eddie Smith	
City Centre Business Engagement		Councillor Leese	Eddie Smith	
The Growth Company's business support activity in Manchester	To receive an future update on the development of the prosperity fund for post 2021 and the work the Council is undertaking to deliver a local Industrial Strategy	Councillor Leese	Eddie Smith	See November 2017 minutes

Theme - Miscellaneous				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
The impact of the Brexit settlement on the City	The precise detail of this issue is to be determined when it is clearer as to the type of Brexit settlement likely to be agreed on by Government.	Cllr Leese	Eddie Smith	
Delivering the Our Manchester Strategy	This report provides an overview of work undertaken and progress towards the delivery of the Council's priorities as set out in the Our Manchester Strategy for those areas within the portfolio of the Executive Member for Housing and Regeneration.	Cllr Richards (Exec Member for Housing and Regeneration)	Cllr Richards	Cllr Richards to present
Development of a Manchester City Council energy Company	To receive a report on whether the Council was considering a scheme to develop its own energy company	Councillor Leese	Eddie Smith	See November 2017 minutes

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