

ASSOCIATION OF GREATER MANCHESTER AUTHORITIES

COMMITTEE: EXECUTIVE BOARD

DATE: 31 OCTOBER, 2008

SUBJECT: TIF PACKAGE PROPOSED AMENDMENTS

REPORT OF: THE CLERK TO GMPTA AND THE CHIEF EXECUTIVE
OF GMPTE

PURPOSE OF THE REPORT

This report sets out a series of refinements to the TIF investment package and congestion charging proposals for the Executive Board's approval. The amendments and refinements reflect (a) the key findings of the public consultation on the proposed TIF Package and (b) the outcome further investigation of a number of issues, raised both prior to and since the DfT's Programme Entry decision in June 2008, which the Executive Board has agreed should be resolved at this stage of the process. Subject to the Executive's approval of the proposals, the TIF Package as amended will be submitted to the DfT for Conditional Approval, pending consideration of the outcome of the forthcoming referendum and the further business polling.

This report should be considered alongside a separate report also on this agenda, setting out Officer recommendations, subject to the outcome of the TIF referendum, for the utilisation of Local Transport Plan resources to support measures to reduce congestion between Ramsbottom and Bury; to provide for investment priorities in the Blackburn/Bolton/Salford rail corridor; to provide for a future Golborne Rail Station; to contribute to Salford Crescent Station; to enhance further the provision of park and ride spaces in Greater Manchester; and to support specific local investment in Bolton, Stockport and Wigan.

This report should also be read in conjunction with the report on the outcome of the Public Consultation and the report which evaluates the TIF proposals as amended in the context of the four AGMA tests and the key conclusion that those tests continue to be positively met by the proposals contained in this report subject, of course, to consideration of the outcome of the forthcoming referendum and the further business polling.

RECOMMENDATIONS

The Executive is invited to consider the following recommendations in the light of the assessment of issues raised by the public and stakeholder consultation programme and the outcome of further investigations of those issues which the Executive Board has agreed should be resolved at this stage of the process together with the financial analysis which is summarised in this report and explained in more detail in a separate accompanying report elsewhere on the agenda:

- 1 to confirm the following schemes for inclusion in the TIF investment package:
 - the Barton Gyrotory bus priority scheme;
 - an enhanced Yellow School Bus scheme, including provision for a further 60 vehicles;
 - the redevelopment of Salford Crescent station at its current location;
 - Kingsway Metrolink stop;
 - travel behavioural change programme consistent with the original bid submitted to the DfT;
 - the full cost of the Stockport Town Centre Accessibility Scheme, consistent with the original bid submitted to DfT.
2. to endorse the design principles associated with the development of the bus network and to authorise Officers to take into account the detailed feedback from the consultation with a view to producing further detailed bus network proposals for local consultation over the coming months;
3. to endorse the approach to fares and ticketing including the simplified fares structure, the approach to price capping and the introduction of new smartcard-based products;
4. to approve a low paid worker discount of 20% on public transport fares during the peak periods only as part of the implementation of the TIF package;
- 5 to endorse the requirement for a strategic review on the Altrincham-Stockport corridor on how service frequencies can be increased and the potential for new stations (eg Baguley, Cheadle, Gatley North and Timperley East) to be evaluated in the anticipation of the outcomes of the Manchester Hub study, and on the full range of Metrolink/tram-train proposals serving Stockport, and Officers be requested to report back no later than June, 2009;

- 6 to endorse the presentation of a business case to the DfT incorporating the proposed new alignments to the extension of Metrolink to the Trafford Centre and to Port Salford including the proposed new stadium for Salford Reds and to authorise Officers to engage Salford and Trafford Councils and key landowners in the area on an implementation plan for report back in the New Year;
- 7 to authorise the preparation of a business case on Travel Behavioural Change programmes including cycling with a funding plan of £50 million;
- 8 to determine the detailed proposals in Appendix 1 to this report; and in particular the following boundary proposals:

For the outer ring, officers recommend that the outer ring will be as illustrated in Fig 4 of Appendix 1. Charging locations will be at the first roadside location on the local road network within the area defined by the M60 except:

- in Stockport, where Brinnington and Travis Brow will be outside the outer ring, and the boundary will follow the River Mersey between M60 Junction 1 and Junction 4
- in Manchester, where the boundary will follow the River Mersey between the M60 Junction 4 and Chorlton Water Park
- in Trafford, where the boundary will follow the River Mersey between Chorlton Water Park and the A56 Stretford Road
- in Bury, where Simister village will be inside the outer ring
- in Oldham, where the area in the location of Semple Way-Hollinwood station-Kaskenmoor School will be outside the outer ring
- in Tameside, where Lord Sheldon Way, Moss Way and the Snipe Retail area will be outside the outer ring.

For the inner ring, officers recommend that the inner ring will be as illustrated in Fig 13 of Appendix 1. The inner ring will follow Alan Turing Way, Slade Lane, Moseley Road, Wilbraham Road, Withington Road, Kings Road, Seymour Grove, Trafford Road, Albion Way, the River Irwell between The Crescent and Frederick Road, Camp Street, Great Cheetham Street, Elizabeth Street, and Queens Road.

- 9 to endorse the proposals in relation to the following charging discounts:

* a 20% discount for low income workers to be set at the level of the minimum wage for a period of 2 years when the impact of the discount will be reviewed;

* 100% discounts in relation to medical appointments, Blue Badge Holders, motorcycles, licensed Hackney carriages and private hire taxis, emergency vehicles and registered recovery vehicles;

* 100% discount for buses, scheduled coaches and community transport services as defined by Section 19/22 of the 1985 Transport Act;

* 100% discount to workers in Trafford Park which will end when the optimum public transport investment package becomes operational.

- 10 to withdraw the proposed £10 capped day pass charge and to agree that the maximum charge should be no more than the cost of a single crossing in any one charging period;
- 11 to welcome the approach to partnership by the Road Haulage Association and for joint working with AGMA on how the freight industry can contribute to reductions in congestion during peak periods and to agree to the deferral of charges for HGVs (vehicles of 3.5 tonnes and more) pending the outcome of a study of the actual performance of the freight sector within the first 12 months of the operation of the charging scheme;
- 12 to agree the Officers' proposals in relation to volunteers and driving instructors as described in the report;
- 13 to agree that for the reasons stated in the report there should be no discount for public service vehicles;
- 14 to agree for the reasons stated in the report that there should be no Annual Cap or ceiling charge;
- 15 to approve the proposals set out in the report for the establishment of a TIF Partnership Board chaired by the Clerk to GMPTA composed of the Chief Executive of the GMPTE, officers of neighbouring authorities and with DfT, GONW and the RDA being invited as observers, and to request that Officers bring forward a detailed work programme as soon as possible;
- 16 to approve in the light of the above recommendations the TIF package as amended and as set out in Appendix 3 which will form the factual basis for the public information plan, and to authorise the Officers to prepare and submit the appropriate documentation to the DfT for Conditional Approval subject to consideration of the outcome of the forthcoming local referendum and the further business polling.

INTRODUCTION

- 1 This report sets out a series of proposed changes to both the TIF investment package and core congestion charging proposition, as previously agreed by AGMA and GMPTA, as well as the charging policy positions, which were agreed by the Executive Board in June 2008 for consultation purposes. It is proposed that the amendments recommended in this report, alongside the previously agreed substantive TIF package, will form the basis of the TIF proposition that officers propose for the forthcoming referendum.

- 2 The amendments to the TIF package proposed in this report are put forward either as a result of the public consultation and stakeholder engagement programmes or as a result of the finalisation of the following additional feasibility studies which were requested by AGMA Executive in agreeing the TIF Bid submission in July 2007:
 - a. the appraisal of the Stockport Town Centre Accessibility Scheme as part of the Phase 1 bid and further analysis of the compatibility of the SEMMMS scheme, or parts of it, being accommodated as part of a phased investment programme;
 - b. the need to examine investment options for reducing congestion between Ramsbottom and Bury possibly utilising the heritage East Lancashire Railway and the potential for the extension of this railway via Heywood and Castleton;
 - c. the need to examine the feasibility of providing a Metrolink stop at Kingsway as part of the Metrolink Phase 3b works;
 - d. a review of investment priorities in the Blackburn/Bolton/Salford rail corridor, including the need to improve station facilities and car parking at Bromley Cross Station;
 - e. an evaluation of the Barton Gyratory bus priority scheme and any residual funding required for the Park Road junction scheme; and
 - f. a significant enhancement of both the number of yellow school buses and the number of park and ride spaces already included in the bid.

ANALYSIS OF KEY CONSULTATION ISSUES AND PROPOSED AMENDMENTS TO TIF INVESTMENT PROGRAMME

Bus Proposals

- 3 The consultation generated few responses concerning the overall design of the bus network. A significant number of the responses received related to individual bus services and the reliability of the current bus network serving certain areas of Greater Manchester. The main issues included access to the Regional Centre, including a desire for express services to the Regional Centre from, for example, Middleton and Heywood, the need for greater levels of orbital services, travel between satellite towns, services to industrial parks eg services from Leigh and Astley to Trafford Park and other out-of-town employment areas such as services to Middlebrook Business Park near Horwich and improved access to health facilities.
- 4 Given that there were few comments on the overall design of the bus network, it is **recommended** that the design principles which have guided the network development should be confirmed and together with the detailed comments received through the public consultation they will be used as the continuing basis for the further development of the network design. The network standards and design principles are set out below:

Bus Network Design Standards

Bus frequencies and hours of operation will be enhanced to cater for work journeys and other journey purposes. The aim is to provide high quality, reliable services at peak times which are a genuinely attractive alternative to the car, as well as enhanced services throughout the day. The aim is to achieve the following standards and enhancements to services:

- On main corridors between the City Centre and major town centres (Bolton, Bury, Rochdale, Oldham, Ashton-under-Lynde, Stockport, Altrincham, Wigan, Middleton, Hyde and Leigh), existing frequencies will be maintained or improved to give a service at least every seven to eight minutes during the day and twenty minutes during early mornings/evenings/Sundays. On main radial routes into the major town centres from places other than the city centre, the service frequency will be at least every twenty minutes during the day, and thirty minutes in the early mornings/evenings/Sundays. There will be enhanced Sunday frequencies on services to significant shopping centres.

- From Monday to Saturday, first buses on main radial corridors to the City Centre and major towns will arrive no later than 0600 and 0630 respectively. The last buses departing from the City Centre and major towns will leave no earlier than 2330 and 2300 respectively.
- Where an existing service runs earlier in the morning or later into the evening than these times, this will be maintained.
- The aim is to maximise the number of people within a five-minute walk of a regular or frequent all-day service to the most appropriate local centre. This will apply across Greater Manchester.
- More specifically, service levels will be planned so that at least 90% of the population will live within 5 minutes of a service operating at least every 20 minutes during the day and at least every 30 minutes at other times. 95% will live within a five minute walk to a service operating at least every 30 minutes during the day and at least every 60 minutes at other times. Where walk routes are particularly hilly, or there is a much larger than average elderly population, we will seek to further reduce walking distances.
- During the day, major hospitals will be served by services that operate at least every fifteen minutes from the appropriate local major town, or the City Centre.

Bus Network Design principles

The guiding principle is that the bus network should promote and support growth in overall public transport use, by making door-to-door journeys quicker and more convenient by public transport than they are at present. This will be done through:

- Simplifying the network: the strategy intends to make it easier to understand where routes go to and from. Where services come together on a main corridor, their timetables will be co-ordinated to ensure an even spread of service times across each hour. Evening and Sunday services will follow the same routes as daytime services.
- Minimising the need to change buses: virtually all passengers travelling from within the M60 to the City Centre will have direct services, as will those beyond who live near main roads to the city. The same service principles will also apply for local passengers to all the Town Centres in Greater Manchester.
- Providing cross-city services: to make it easier for travellers to make cross-city journeys or get to destinations within or on the other side of the City Centre.

- Improvements to orbital routes: to provide links to key centres of activity across the City Region, for example town centres, Trafford Park or Salford Quays/Media City.
- Bus feeder services to rail and Metrolink stations: to ensure sufficient feeder services are provided to rail and Metrolink stations, particularly outside the M60.
- Improved reliability by designing-in additional bus priority measures that will help make journey times faster and more consistent.
- Express buses: to operate to the City Centre from places more than 30 minutes away (provided there is sufficient demand) that are not served by a rail or Metrolink service. These will be 'limited stop' services aimed at providing a fast journey into the City Centre.
- Night services will also be provided, with the core route following the same routes as daytime services.

5 Many respondents sought further assurance as to the ability of AGMA and the PTA to secure the step change in the quality and capacity of the bus network and to commit bus operators to delivering improved services on a sustainable basis. As reported to the Executive Board in July of last year, one of the cornerstones of the AGMA/GMPTA strategy in relation to the bus network has been the need to secure greater influence and, if necessary, control over the bus network. A Memorandum of Understanding between GMPTA and the Greater Manchester Bus Operators Association (GMBOA) was signed in July and this identified a framework for partnership arrangements together with a programme for further development of these arrangements leading to the execution of detailed legally binding agreements. The MOU also makes clear that the GMPTA will make Statutory Quality Partnership Schemes covering the central area, the core transport corridors and possibly other parts of the GMPTA area. These Schemes, which are enforceable by the Traffic Commissioners, will contain provisions relating to service quality, timing, frequencies and maximum fares, which will be consistent with the provisions in the partnership agreements.

6 Work on these arrangements is ongoing under the leadership of the Chief Executive of GMPTA with the prime objective being to agree with operators the network of local bus services including routes, frequencies, service standards and fares as well as a revised ticketing strategy and profit-sharing arrangements which will ensure that their profits are reasonable. The MOU set out a timetable for progressing discussions with the bus operators leading to the execution of legally-binding contracts; good progress is being made in all key work areas with the bus operators and Officers are confident that timescales can be achieved subject to the enactment of the Local Transport Bill. This timescale was adopted so that if negotiations cannot be satisfactorily

concluded, consideration can then be given to alternative methods, such as Quality Contract Schemes, for achieving the outcomes required for a major improvement in bus services.

Outcome of Bus Feasibility Studies

- 7 Two of the feasibility studies agreed by the Executive Board in July, 2007 were bus-related. The first was an evaluation of the **Barton Gyrotory bus priority scheme** in Trafford between Altrincham and Stretford. Officers have considered the scheme and **recommend** that it should be funded from the bus priority programme with the full details to be worked up in partnership with Trafford at the appropriate stage.
- 8 The second study involved an evaluation of the principle of additional enhancement of the number of **Yellow School Buses** included within the package. It is **recommended** that, in addition to the original 120 buses submitted as part of the bid, a further 60 buses should be delivered by TIF which will serve an additional 36 schools. The 60 vehicles will be delivered prior to 2013, will operate across Greater Manchester and will be specifically targeted at delivering modal shift from car for home to school trips. The enhancement through TIF of the Yellow School Bus scheme can also be seen as a positive response to the public consultation since approximately 200 written positive comments were received, many requesting an expansion of the scheme and for the vehicles to be delivered prior to the introduction of congestion charging. The total additional funding to be provided through the TIF package for the 60 vehicles is £10 million. The 180 vehicles are additional to the 36 vehicles already in operation in Greater Manchester. LTP funding which would have delivered 50 buses, but in a much longer timescale, would not therefore be required. A further 120 buses would be delivered through the RFA, making a total of 336 buses which will be in operation by 2016.

Next Steps

- 9 Having established through the consultation that there is significant public concern about the reliability of the current bus network serving specific areas of the conurbation, Officers believe that the bus strategy principles are robust and should continue to be used as the basis for the continuing bus network design. Officers will now undertake further work to develop the detailed approach for the bus network, responding to key elements of consultation feedback. In particular, this work will include the following key elements:
 - a) Additional network definition work to ensure that local bus network design addresses specific local needs raised through consultation and to maximise the potential of the bus network to secure the maximum scale of effective labour markets across the City region.

- b) Further development of the bus routing strategy that supports the wider Regional Centre Transport Strategy and the further development of a strong orbital route strategy
- c) Development, in particular with local bus operators, of opportunities to maximise the future potential of bus-based park and ride.

Officers intend to produce further detailed bus network proposals for local consultation over the coming months.

Fares and Ticketing Proposals

- 10 The TIF strategy includes a fares and ticketing approach, based upon the priorities identified by passengers and the opportunities that smartcard technology provides. The two key objectives of the approach are to deliver a simplified and better integrated fares and ticketing system. The comments made by the public during the consultation strongly support these objectives including in particular the a major concern about the affordability of public transport fares. In parallel, discussions have taken place with the major bus operators who support the following key proposals and which are **recommended** for endorsement:
- A simplified structure with 2 or 3 common fares bands (e.g. a 'short-hop' and a standard fare)
 - New smartcard based products allowing single fares to be purchased with the smartcard (acting as an electronic 'purse') and a series of price caps for short duration (eg 120 minutes) travel, daily travel and weekly travel.
- 11 The price capping could effectively offer unlimited daily travel on bus and tram; passengers would be assured of never paying more than the value of the caps. The cap would take effect once the value of the travel made reaches the cap threshold. If the value of the travel is below the cap, passengers would pay an amount lower than the cap. Fares levels for bus services will be subject to control through use of the powers provided by the Local Transport Bill which, when enacted, will allow maximum fares to be set. The growth in public transport use arising from the TIF programme will enable lower fares increases in the future.

- 12 In addition, following further analysis and feedback received through consultation from key stakeholders including trades unions, it is **recommended** that a low income worker discount of 20% on public transport fares is introduced, to incentivise people in this group to use public transport as far as possible. It is proposed that this discount should apply to all peak time journeys made by low income workers and would be administered through the smartcard. It is also proposed that a threshold for eligibility should be set at a level approximately equivalent to the minimum wage. On this basis, using 2007 income data, this would be based on a 2007 minimum wage hourly rate of £5.52. At the time of charging operation, this 2007 value would be appropriately indexed to reflect changes in income levels over the interim period.

Rail Proposals

- 13 The public consultation exercise generated a substantial number of comments on heavy rail services including requests for new railway lines to be built, requests for new services and enhanced frequencies, particularly during the peak periods and especially in the evenings and on Sundays and requests for new stations eg an on-line petition was received supporting the opening of a station at Baguley. Respondents also referred to overcrowding as a concern as well as expressing general dissatisfaction with the rail network, especially with respect to service reliability and accessibility problems at stations, perceived personal safety at stations and on trains, inadequate car parking facilities at stations and particular problems with luggage on trains to/from the Airport.
- 14 The TIF package includes significant increases in the provision of car parking spaces at stations (see below, within the separate Park & Ride programme) and also improvements to over 40 stations (see below). Although there are few proposals for additional services or increases in service frequency, because of system capacity constraints and the need to complement the priority focus of the TIF package on peak time activity, the TIF package will deliver significant additional capacity to reduce the overcrowding problems at peak commuting times (including the assumed additional passengers transferring from car to rail) providing for over 7,000 (through the HLOS and TIF programmes combined) extra journeys during the morning peak period. This additional capacity will also be available during the afternoon peak period. However due to ongoing commercial discussions between DfT and the TOCs it is not possible to identify exactly which corridors the rolling stock will be provided on although Officers will be consulted throughout this process and will be ensuring that the allocation of the rolling stock matches to those lines with the greatest demand.

- 15 In terms of requests for new lines and additional frequencies that lie outside of TIF, the ongoing strategic review of the Manchester Hub which will start to generate some conclusion early next year will help to address these issues. It is **recommended** that a strategic review will be commenced early in the New Year on the Altrincham-Stockport corridor on how service frequencies can be increased and the potential for new stations evaluated (including at Baguley, Cheadle, Gatley North and Timperley East) in anticipation of the outcomes of the Manchester Hub Study, and on a range of Metrolink/tram-train proposals serving Stockport. In addition, the options for the East Lancashire Railway are addressed in the LTP Finance Review report.

Outcome of Rail Feasibility Studies

- 16 A number of rail feasibility studies were agreed by the Executive Board in July, 2007 and the outcome of the studies is considered either here in this report or in the separate report elsewhere on the agenda on the LTP Finance Review. Firstly, a study has been undertaken into the need to rebuild **Salford Crescent Station** given the major overcrowding problems which have been experienced for some years and which are likely to increase substantially as passenger numbers increase. The station is currently used by 38,000 passengers per week and this is forecast to increase to 57,000 per week if the TIF package goes ahead (51,000 without TIF). A further problem is the shortness of the platforms and the increasing number of trains which are likely to be too long to stop safely at the station. The problems and opportunities for the station have been widely recognised by a wide range of stakeholders and work has been underway for some time on the development of a solution which is acceptable to all parties. An extensive option generation and evaluation exercise has been undertaken and two options for a redeveloped station have been identified for further development and evaluation. Further detail is set out in the LTP Finance Review report.
- 17 In terms of funding, although Network Rail has included a significant amount in its latest business plan update and it is proposed to earmark some resources in LTP, it is clear at this stage that there is a need for TIF to play the primary role in funding the shortfall between these two sources of funding. It is **recommended** that £20 million is allocated from within the existing TIF funding. This will allow for a redevelopment on the existing site which is likely to be the optimum solution for all key stakeholders in terms of connectivity, community, economy and regeneration considerations delivering the optimum level of interchange for passengers.

- 18 In addition to Salford Crescent station, the LTP Finance Review report, set out elsewhere on this agenda considers the outcome of the feasibility studies into the East Lancashire Railway, the Blackburn/Bolton/Salford rail corridor and a new station to serve Golborne, and makes recommendations for the utilisation of LTP resources to support these initiatives, subject to the approval of the TIF strategy. In relation to Golborne, which it is proposed should be funded by LTP, the preferred rail option has been identified through consultation with Network Rail and Northern Rail. Officers will continue to press the DfT to ensure that the rail services to underpin the new station at Golborne are allocated within the new franchise arrangements.

Metrolink Proposals

- 19 The public consultation showed that the Metrolink system is considered as a major asset with most comments relating to observations on potential service enhancements, which officers will continue to secure wherever possible. Key enhancements in this regard include the need to address overcrowding; options for enhancing evening service frequencies; opportunities to secure the most attractive fares possible. In addition, comments were made on the need to promote better safety and security on the system. A review should also be undertaken of the feasibility for carriage of cycles on trams.
- 20 In addition to these comments on the existing Metrolink system the consultation also highlighted an aspiration for further extensions of the system to be pursued in due course.
- 21 The consultation documents also referred to the intention as part of the TIF Strategy to secure a second city crossing for the network in Manchester City Centre so as to ensure robust frequencies across the fully expanded network (including the proposed Trafford Park line). There were few comments about this expansion and any other method that would allow trams to move through the City Centre more freely. GMPTE have produced alternative routes for the Second City Crossing and subject to the outcome referendum there will be specific consultation on these alternatives early next year leading to an application for planning powers in the Autumn.
- 22 A number of comments were made about the proposed Metrolink extension to Trafford Park and the Trafford Centre. The vast majority of these comments mentioned the fact that the line was necessary and welcome, especially in relation to the proposed inclusion of this area in the outer charging ring. However, no comment was made in relation to the route that the tram should take through this area. Some comments stated that the extension to Trafford Park was insufficient and should be extended over the M60 (or outer ring), that the major landowner in the area should pay the full cost of the extension.

- 23 Finally, a range of comments were made about Metrolink stops centred on a handful of themes. In particular, the need for additional car parking was highlighted underlining the value of the park and ride proposals in the TIF Strategy. Safety, cleanliness, accessibility, ticket machines and barriers, toilet facilities, electronic information signs, shelter provision and cycle parking, were commented on and will be addressed where possible through future detailed design and procurement activities should the TIF package proceed.
- 24 GMPTTE has undertaken a review of the Trafford Park Metrolink alignment in order to achieve the following objectives:
- more close alignment with current and future locations of employment and other activities within Trafford Park;
 - reduced end to end journey time; and
 - optimised balance between affordability and benefit to costs.
- 25 The review of the **Metrolink Trafford Park Extension** has shown that an alternative alignment, commencing at Pomona and running near to the Imperial War Museum and the Lowry Centre through to the Trafford Centre, is feasible. Proposed services from Victoria to the Trafford Centre show a journey time of 26 minutes. What has also been shown is the desirability of extending the line from the Trafford Centre to Port Salford and the proposed new Stadium for Salford Reds. While the line to the Trafford Centre can be accommodated within the existing funding envelope, this is not the case with the further extension. It would therefore be necessary to secure significant third party funding. Both of these options have to be tested against an alternative bus-based package and this work has shown that Metrolink optimises benefits to costs, justifying in the Officers' view the case for Metrolink to be expanded. It is therefore **recommended** that a full business case is presented to the DfT on this basis. The PTE will also consult Salford and Trafford Councils and the key landowners in the area, on an implementation plan for the Metrolink extension and will report back in the New Year.

Outcome of Metrolink Feasibility Study

- 26 One of the feasibility studies agreed by the Executive Board in July, 2007 was a review of the feasibility of providing a **Metrolink stop to serve the Kingsway Business Park**; a large scale development site located between Shaw and Rochdale which is expected to create in excess of 7,000 new permanent jobs. Officers are satisfied that there is a strong business case for this and propose to promote Kingsway Business Park Metrolink stop, situated on the Phase 3 network, as a TIF scheme. A full economic and financial appraisal of the scheme is currently underway. The Kingsway partnership is able to contribute £1.4 million towards the stop with the balance of approximately £1 million to be funded by TIF.

Wider TIF Investment Package

(i) Travel Behavioural Change including cycling

- 27 The proposed Travel Behavioural Change Programme (TBC) aims to enable and encourage people who are travelling in and around Greater Manchester to choose walking, cycling, public transport and other sustainable modes more often. Evidence from other schemes elsewhere in the UK shows that investment in Individual Travel Marketing, Travel Plans, cycle infrastructure and training and walking improvements can secure modal switch from single occupancy car to more sustainable modes by raising public awareness of, and confidence in using, public transport, cycle or walking alternatives. The proposed programme will support those people who seek these alternatives, particularly in areas affected by the charging rings. Feedback at the environmental consultation event and individual and stakeholder responses including from Directors of Public Health and districts showed strong support for these measures and emphasises the importance of extending the package wherever possible particularly in relation to additional cycle facilities and measures to combat climate change. Officers have developed the business case and have satisfied themselves that the programme can be delivered in full in accordance with a funding plan of £50 million which will be reflected in the submissions to the DfT.
- 28 The programme of **cycling** improvements consists of cycle lanes where desirable, a cycle hire system and cycle parking and it has been developed in close liaison with district cycling officers and engineers over the last year. GMPTE have developed a stakeholder strategy for the Travel Behaviour Change TIF scheme which sets out the level of engagement and timeframe for future consultation and stakeholder involvement on cycling. Cycle groups are an important stakeholder, and it is for this reason that GMPTE will be involving them in the development of a cycle design guide. Officers will also establish a Behavioural Change Stakeholder Group to act as a forum for key interested stakeholders, including environmental groups and trades unions, to further develop the detailed deployment of behavioural change measures. Further consultation with wider stakeholders will also be facilitated through the formal planning process.

(ii) Park and Ride

- 29 Many of the consultation responses called for a significant increase in the amount of park and ride to support modal switch from car to public transport with strong support for provision to be made within the rail, Metrolink and bus networks.

30 One of the feasibility studies agreed by the Executive Board in July, 2007 was an assessment of potential for a significant enhancement of the number of park and ride spaces beyond the proposed doubling of existing provision which was included in the original bid. Further detail on the outcome of this study is contained in the report on the LTP Finance Review with a recommendation being put forward for £10 million to be made available from the LTP Integrated Transport Block for the enhancement of the existing programme of park and ride spaces.

(iii) Stockport Town Centre

31 As part of the further work agreed by the Executive Board in July, 2007, it was agreed that an appraisal of the Stockport Town Centre Accessibility Scheme would be undertaken to ensure maximum strategic fit with wider TIF objectives.

32 The analysis has demonstrated that the Stockport Town Centre package consists of schemes which are highly complementary to each other and to schemes in other TIF business cases. The package will provide a more accessible town centre with improved public transport services, promote mode shift away from car, and promote economic vibrancy in Stockport town centre, and therefore the sub-region through a combination of:

- On-highway improvements, providing car and bus priority enhancements and incorporating cycling and pedestrian facilities; and
- Travel behaviour change improvements, including a dedicated travel plan co-ordinator for Stockport Town Centre, segregated cycling infrastructure, a compatible 'Velib' (Cycle Hire) scheme similar to that proposed for central Manchester, pedestrian infrastructure enhancements, and locations for car club sites.

33 The analysis shows that the measures together will reduce congestion, improve bus journey times and reliability, improve routing of freight and strategic traffic, and improve the opportunities and environment for walking and cycling around the town centre at the location of the outer charging ring. The total cost of the package is in current prices £42.5 million (£49 million in nominal prices). On the basis of the further analysis, it is **recommended** that the full cost be included in the TIF package.

(iii) SEMMMS

- 34 The LTP Finance Review report elsewhere on this agenda details the outcome of the various components of the SEMMMS strategy and seeks approval for a range of follow-up actions. In particular, DfT officials are actively considering options in relation to SEMMMS and are expected to report to the Secretary of State imminently.

ANALYSIS OF KEY CONSULTATION ISSUES AND PROPOSED AMENDMENTS TO TIF CONGESTION CHARGING SCHEME

Consultation Proposals

- 35 The congestion charging scheme as outlined in the consultation documents is designed to tackle congestion at the time and in the place and direction where it is at its worst. The system is based on two rings and a vehicle could be liable to pay a charge if it crosses a ring at peak time and in the direction of peak traffic flow. Only vehicles heading in towards Manchester on the weekday morning (7am to 9.30am) or outward away from Manchester on a weekday evening (4pm to 6.30pm) will be charged.
- 36 The consultation documents outlined an outer ring of charging points to be located just inside the M60. Traffic on the M60 itself would not be subject to a charge. The second set of charging points would be positioned to form an inner ring between the M60 and the centre of Manchester. Again, traffic orbiting that route would not have to pay. The following table summarises the charging policy:

	Crossing Inner Ring		Crossing Outer Ring	
	Inbound	Outbound	Inbound	Outbound
Mon-Fri 0700-0930	£1	No charge	£2	No charge
Mon-Fri 0931-1559	No charge	No charge	No charge	No charge
Mon-Fri 1600-1830	No charge	£1	No charge	£1
Mon-Fri 1831-0659	No charge	No charge	No charge	No charge
Weekends	No charge	No charge	No charge	No charge
Bank Holidays	No charge	No charge	No charge	No charge

- 37 The scheme as described in the consultation documents included a proposed package of discounts:
- 100% discounts for emergency service vehicles, buses, blue badge holders, hospital appointments, motorcycles, taxis and private hire
 - An interim 50% discount in Trafford Park until the completion of the Trafford Park public transport package; and
 - 20% discount for low income workers who work within the charging rings.

- 38 It was also proposed that commercial vehicles should be charged at the same rate as private cars and that any charges incurred by vehicles would be capped at £10 per day, regardless of the number of times a charge point is crossed in that day. Vehicles would not need to stop to pay the charge, the charging process would be automatic and triggered by a vehicle crossing a charging ring (at peak time and in the direction of peak flow). Most vehicles would be identified using tag and beacon technology, a back-up system of automatic number plate recognition (ANPR) cameras would identify the rest. A wide range of payment methods would be possible supported by an enforcement policy ensuring that drivers who do not pay would be fined.

Charging Rings

- 39 In June, the Executive Board agreed a number of options for the routing of the inner charging ring and asked for the consultation process to seek comments on the routing of both rings. The outer ring was described in the consultation documentation as being 'just inside the M60'. A potential inner ring was proposed, with a number of options for its final route. Feedback from consultation, including specific liaison with the local district councils, has identified a number of potential issues and potential solutions. It is now proposed that the routes of both rings should be modified as a result of public consultation. Smart charging principles have been followed to minimise the negative impact on community ties and to prevent the location of charging points inappropriately targeting journeys that do not contribute to congestion.
- 40 Appendix 1 provides maps that illustrate the routes for both the inner and the outer rings. In addition, Appendix 1 describes the rationale supporting the routes identified by addressing each relevant district's geography.
- 41 During the consultation process a variety of suggestions were made that would have a major impact on the location of the charging rings and their operation. The three key suggestions were:
- Change the outer ring so it follows the Manchester City Council boundary instead;
 - Change the outer ring so it follows the Greater Manchester boundary instead;
 - Modify the charging rules so vehicles only pay for crossing the outer ring if they subsequently cross the inner ring.

- 42 Officers have assessed each of the three suggestions and are satisfied that none of the suggestions could improve the originally proposed scheme design and in fact perform poorly against the AGMA tests. Appendix 1 provides the rationale supporting this conclusion.

Congestion Charging Policy Propositions

- 43 In June the Executive Board also agreed a series of congestion charging policy propositions as the basis of the public consultation prior to a final decision in the light of the comments received. Each proposition, and the final position that the Executive Board is recommended to approve, is presented below.

Low Income Workers

Consultation Proposition 1: The lowest paid workers who would incur a charge because their workplace is located within the M60 motorway should be eligible for a charging discount of up to 20%.

Consultation Proposition 2: The public will be consulted on whether a similar low income worker discount should be developed for public transport fares for the same group of workers.

- 44 Consultation has underlined the need for low paid people in particular not only to be afforded a discount on charging but also to be positively incentivised to switch to public transport through a similar discount on public transport fares during the peak periods. It is **recommended** that a 20% discount on charging be provided to the low paid for a minimum period of two years, when the impact of the discount will be reviewed.
- 45 It is also proposed that a threshold for eligibility should be set at a level approximately equivalent to the minimum wage. Using 2007 income data, the threshold would be set based on a 2007 minimum wage hourly rate of £5.52. At the time of charging operation, this 2007 value would be appropriately indexed to reflect changes in income levels over the interim period.

Medical Appointments

Consultation Proposition 3: Patients attending hospitals and specialist health facilities within the M60 for regular treatment should be entitled to a 100% discount for any cordon crossings that they incur on these days. The detailed processes that would support the effective delivery of this discount would be developed in partnership with the relevant NHS bodies over the period running up to the charging scheme operation in 2013.

Consultation Proposition 4: There may be exceptional cases where it will be appropriate for people to receive a discount for charges whilst attending an appointment at a local health centre or GP clinic. The detailed processes that would support the effective delivery of this discount would be developed in partnership with the relevant NHS bodies over the period running up to the charging scheme operation in 2013.

- 46 Following the start of the consultation period officers have been working with the NHS Working Group formed specifically to further refine the detail behind a medical appointment discount. It is **recommended** that the above discounts are confirmed. Future work of the Working Group will support the administration of the scheme and, further information about patients most likely to be affected by regular hospital treatment, including the obvious need for some patients to be accompanied, including children.
- 47 Appendix 2 also provides additional detail on the operation of this discount.

Blue Badge Holders

Consultation Proposition 5: 100% discount should be provided for blue badge holders. Detailed arrangements for this provision will be developed following the conclusion of DfT's current review of policy guidance on the issuing of blue badges.

- 48 The consultation confirmed that the original proposition is still appropriate. Officers **recommend** that this proposition is included within the final package.

Motorcycles

Consultation Proposition 6: 100% discount should be provided for motorcycles.

- 49 This was an issue in the months preceding the start of formal consultation and nothing in the consultation has changed the Officers' view that the original proposition is still appropriate. Officers **recommend** that this proposition is included within the final package.

Taxis

Consultation Proposition 7: 100% discount should be provided only for licensed hackney carriages that are registered with a Greater Manchester authority.

- 50 Following further discussions by the Executive it was also agreed that the public consultation exercise would include consideration on whether discounts should be given to private hire vehicles as well as hackney cabs. There was limited feedback from the consultation on this issue but Officers believe that the extended proposition is still appropriate. It is therefore **recommended** that the proposition is included within the scheme ie 100% discount will be provided for licensed hackney carriages and private hire taxis that are registered with a Greater Manchester authority.

Buses

Consultation Proposition 8: 100% discount should be provided for all service buses and registered community transport services.

- 51 Officers recognise that the definition of 'service buses' needs to be broadened to incorporate ring and ride services (as previously specified in the consultation Information Pack) and those coaches making scheduled trips across the charging rings. Consequently officers **recommend** that 100% discount should be provided for any public service vehicle operating a scheduled service in Greater Manchester plus any vehicle operating under Section 19 or 22 of the 1985 Transport Act.

Emergency Vehicles

Consultation Proposition 9: 100% discount should be granted for all emergency service vehicles, including those operational vehicles as determined by the Chief Constable, Chief Fire Officer and Chief Executive of the Ambulance Service

- 52 The consultation confirmed that the original proposition is still appropriate. Officers **recommend** that this proposition is included within the final package.

Trafford Park

Consultation Proposition 10: 50% discount should apply for all charged car trips into/out of Trafford Park until the completion of the full Trafford Park public transport package.

Consultation Proposition 14: The public and businesses will be consulted on whether an interim HGV rate should apply for charged trips into and out of Trafford Park until the optimum Trafford Park public transport package is operational.

- 53 The Propositions which were agreed by AGMA for the purposes of the public consultation exercise incorporated a number of features where Trafford Park area was concerned. These included the following:
- A commitment to a bus-based investment package which would be delivered quickly to support connectivity to and within the Trafford Park area and which was seen to be complementary to the optimum public investment package which would be implemented by or around 2016.
 - Further work was to be undertaken on the alignment, costs and benefits of the Metrolink line through Trafford Park to support the funding which had been earmarked within the overall TIF package. The progress of this work and proposals going forward are identified elsewhere in the report.
 - Charging discounts of 50% would be made available to workers within the Trafford Park area to recognise that until such time as the optimum investment package was operational, choice to promote changes in travel behaviour would be limited.
 - The proposition also included a question for determination following the consultation whether the same discount should also apply to HGVs which required access and egress from Trafford Park at the proposed time of the peak hours charging.
- 54 These proposals were formulated on the basis that there were special factors in play where Trafford Park is concerned. It was by far the largest concentration of industrial based employment affected by the charging proposals, the obvious weaknesses of the present public transport system which had created strong flows outside the M60 of worker traffic and the fact that significant work is required to be undertaken to determine a Metrolink system which passes the AGMA tests and the DfT's investment criteria and which then had to be prosecuted through the full range of statutory and planning processes. There would be a delay of at least 3 years from the time charging is planned to be operational before we could be confident of having Metrolink operational.
- 55 The public consultation has revealed concerns within Trafford Park by local businesses in particular about the practicability and effectiveness of the short term bus based package. The view has been put forward that because the network impacts will inevitably be limited and this will not change until a Metrolink package or an alternative optimum investment package is brought forward, available choice to workers in Trafford Park will be negligible. The view has also been expressed that a full discount should be provided.

- 56 Officers recognise that the potential to improve the effectiveness of the short term bus based package is limited. This is not just about the availability of resources. Only the optimum investment package will deliver the full network impacts of an integrated public transport system. On that basis they **recommend** that a full (100%) discount from charges should apply to workers in Trafford Park which will end when the optimum investment package becomes operational which is considered to be 2016. Only in this way will it be possible to provide maximum choice to workers in the area. While officers will continue to work with Trafford Park businesses to support travel behavioural change, it is clear that during this transitional phase only modest improvements in public transport can be justified and that travel change is unlikely to be significant as a result.
- 57 The issue of HGVs is dealt with separately later in this report.

Capped Day Pass

Consultation Proposition 11: It is proposed that a capped day-pass charge of £10 (2007 prices) should apply regardless of the number of times a charge point is crossed.

- 58 The consultation document proposed that a vehicle's maximum charges in any one day would be capped at £10. Consultation has provided a range of feedback related to this proposition. Some has been in direct response to the £10 daily cap. In addition, there have been a variety of responses from stakeholders concerned about the impact of the charge on those who have no choice but to make multiple crossings in the charging periods eg delivery vehicles, home care workers, driving instructors.
- 59 Officers' analysis shows that, at a Greater Manchester level across all journeys, there will be a relatively small number of vehicles making multiple trips in one day and incurring total charges of between £5 and £10 per day (2007 prices). However, at a local level, there is a significant impact on those few drivers that do have to make multiple chargeable crossings. To ensure such drivers do not bear an inappropriate burden due to the nature of the charging policy, officers recommend changing the proposition for a daily cap.

- 60 It is **recommended** that once a vehicle has incurred a charge for crossing a particular ring, it will not incur any more charges if it crosses that ring again in the same charging period. This approach means that the **maximum** charges (in 2007 prices) that a vehicle could possibly incur in each period are:

Period	Ring Crossed	Maximum charge
Morning Peak	Outer	£2
Morning Peak	Inner	£1
Evening Peak	Outer	£1
Evening Peak	Inner	£1

HGV Charges

Consultation Proposition 12: All HGVs should be charged at the standard charge rate that would apply for cars and light goods vehicles.

Consultation Proposition 13: No additional pollution-based surcharge for HGVs will be introduced at the start of the charging scheme in 2013

- 61 HGVs are crucial to the economic competitiveness of the region, and this will remain the case at least until we can develop effective alternatives through greater investment in heavy rail-based facilities. The propositions which were put forward as part of the public consultation in relation to HGVs tried to reflect this context. There would not be a higher charge for HGVs, they would be charged the same as all other vehicles which cross the cordon(s), reflecting the advice that higher charges could have a disproportionate impact on independent local haulage companies.
- 62 Officers have taken every opportunity to engage the freight industry particularly in meetings with the Road Haulage Association (RHA) and sectoral meetings organised through the Greater Manchester Chamber of Commerce. A number of key conclusions have emerged from these meetings:
- There is a general recognition that rising levels of congestion impacts upon the haulage industry and that action to tackle congestion which is generated by cars and commuters seems to be a principle which is supported.

- The work undertaken by the PTE/A on the overall benefits associated with charging for businesses has been shared with stakeholders. The PTE/A has been advised by the RHA that the imposition of a charge on HGVs in the absence of hard evidence relating to the actual benefits captured by the haulage industry as a result of charging in terms of time savings and other reliability benefits would not be supported.
- The PTE/A has also been advised that the RHA recognises the contribution it can make in working constructively with local partners to reduce the impact the industry makes to congestion and in promoting environmental responsibility. They have emphasised to Officers a strong willingness to explore how the impact of freight movements particularly during the peak periods can be reduced through the development of new distribution facilities, different approaches to traffic regulation and enforcement, the industry's perspective on environmentally efficient vehicles, and the future development of policies on fuel duty.

63 The officers believe that a new partnership with the RHA and the freight industry in general has significant potential for the future of transport planning and the development of an integrated approach to a reduction in congestion within Greater Manchester, and consider a new Partnership should be created. Officers **recommend** that there should be a deferral of the charges for HGVs pending the outcome of a study of the actual performance of this sector of the transport industry within the first 12 months of the operation of the charging scheme. This will determine the actual incidence of time savings and other benefits in relation to costs, and the terms of the study will be agreed between the RHA and the freight industry and AGMA. The intention will be to establish this Partnership which will be chaired by the Clerk with the RHA and the freight industry early in the New Year.

Other Groups

64 The consultation process identified a number of other groups of scheme users that have special circumstances and warrant further consideration.

(i) Recovery Vehicles

65 It is recognised that recovery vehicles play a vital role in removing congestion caused by breakdowns on busy roads. Charging such vehicles would provide a disincentive for them to attend breakdowns in congested areas. Consequently, it is **recommended** that a 100% discount should be provided for registered recovery vehicles that operate within the M60.

(ii) Volunteers

- 66 Feedback from consultation has also identified concerns around the position of volunteers who need to drive across rings at charging times in order to carry out voluntary work. The updated design of the cap arrangements will go some way to resolving some issues. However, it is recognised that much more work needs to be done to minimise unintended consequences of the charging scheme given that volunteers are by definition unwaged (or are workers who volunteer in their spare time) and hence will not benefit from a low income worker discount scheme.
- 67 It is recognised that the voluntary sector and its volunteers contribute significantly to Greater Manchester and officers will work with voluntary sector representatives and their local authority partners to:
- Qualify and quantify the issues;
 - Review travel planning support;
 - Explore the potential for alternative methods of working to minimise the requirements to pay any charges.
- 68 A detailed report will be brought back to AGMA Executive Board within the next 6 months with detailed proposals for action.

(iii) Driving Instructors

- 69 The Association of Driving Instructors have raised issues about the impact of the charging proposals on their activities. While the proposals for changing the nature of the cap will meet some of these concerns, future discussions are required with the DfT and other stakeholders before any future action can be proposed. The intention will be to report in due course.

(iv) PSVs

- 70 In June the Executive Board asked officers to consider the potential to offer discounts to Public Service Vehicles (PSVs) such as (e.g. Refuse Collection Lorries). The feedback from consultation is mixed. Although the second MORI opinion survey observed general support for a PSV discount, other feedback throughout consultation identified public concern over potential discounts for the public sector. Officers' analysis has concluded that:
- Such vehicles can and often do contribute to congestion when they travel at peak times
 - Local Authorities should exercise leadership about changing behaviour to support a reduction in congestion in peak periods. There will be over four years to plan for the introduction of the charge. If a discount is introduced there will be no incentive to modify operations to reduce congestion

- Proposals for changing the nature of the cap design will reduce the potential impact of the charge on PSVs.

71 It is **recommended** that there are no discounts provided for PSVs.

Annual Cap

72 In June the Executive Board asked officers to consider the potential for an Annual as well as a Daily Discount/Ceiling Charge. Officers' analysis has concluded that:

- The congestion charge is aimed to provide an incentive to drivers to change journey patterns and thus decrease congestion at peak times. Implementing an annual cap effectively means that a 'frequent driver' will reach a point in the year when all future journeys are free. This removes any incentive to change behaviour and so decreases the ability of the scheme to reduce congestion.
- Drivers who take advantage of an annual cap will make certain peak time journeys with no charge (once they have reached their cap). This will effectively reduce their average journey cost. This could be seen as inequitable by those drivers who choose not to drive every day and therefore cannot benefit from such a discount.
- One perceived benefit of an annual scheme could be to reduce the administration burden on vehicle owners. However, the current scheme design makes this unnecessary anyway, as the current design has simple administration. A regular driver would have a tag account supported by a direct payment arrangement. Following one-off registration and setup, the system will automatically ensure the tag account is topped up via direct payment throughout the year, as charges are incurred.

73 In summary, the proposal reduces the ability of the scheme to decrease congestion. It will increase costs (due to the need to administer the discount), decrease revenue and disproportionately benefit those who are heavy users of the scheme or can afford to make one-off annual payments.

74 It is **recommended** that there is no annual cap or ceiling charge.

OTHER ISSUES

TIF Partnership Board

75 There has been extensive engagement with neighbouring sub-regions over the past months to explain the key characteristics of the TIF proposals and their relationship to present and future employers accessing labour markets outside Greater Manchester and for residents of other sub-regions to access jobs within Greater Manchester.

- 76 While it is the case that other sub-regions would ideally like to see a greater emphasis on investment in their areas within the TIF package, Officers have indicated the limits of this approach although they have undertaken to work positively with all neighbouring authorities to ensure that where this is justified within the terms of the Greater Manchester TIF package, investment in bus based activity (over and above the rail investment which will be the responsibility for the DfT to deliver) will take place. There is also a requirement for close liaison with neighbouring authorities on the development of the Park & Ride strategy.
- 77 The most important and productive aspect of joint working going forward, however, is how progress is made in aligning local investment priorities so that the impact of the TIF investment is maximised. There is also the important question of the Manchester Hub Study which is likely to have the most influential impact on the capacity of the Rail system and the delivery of key regional and intra-regional priorities. The importance of establishing an integrated view on the emerging conclusions of this study cannot be over-emphasised. Officers have therefore promoted the creation of a Partnership Board composed of Officers from neighbouring authorities to work with Officers from the PTA/E on a full range of these issues; the detailed terms of reference of the Partnership Board would be as follows;
- Review progress in executing the overall TIF programme generally and activity outside Greater Manchester.
 - Address the inter-relationship between the overall TIF programme and the priorities for additional investment in areas outside Greater Manchester to support the execution of that programme, including behavioural change programmes.
 - Consider the Strategic Priorities for the Rail Network in particular as a result of the Manchester Hub Study.
 - Produce a report on low, medium and long term investment priorities through existing mainstream programmes for presentation to regional and national stakeholders and for that report to be the subject to regular monitoring.
- 78 The Board would be chaired by the Clerk to the PTA and in addition to the Chief Executive of the PTE and representatives of neighbouring authorities, would also include as observers representatives of GO-NW, the RDA and the DfT. The Executive is recommended to endorse the principle of this Board and to ask Officers to work with neighbouring authorities and produce a detailed work programme for submission to the Executive early in the New Year.

FINANCIAL IMPLICATIONS

- 79 The financial implications of the proposed amendments described in this report have been included in the financial analysis in a separate accompanying report to the AGMA Executive Board. This report confirms that costs and revenues relating to amendments to the TIF package can be met through the TIF funding package. This includes £1.3 billion of TIF capital grant from the DfT, £0.2 billion of resource grant from DfT, £0.1 billion of local third party (eg developer) and other local contributions, and £1.2 billion of borrowing, to be undertaken by GMPTA, which will be repaid from revenues generated by the package, including from congestion charging.

CONCLUSIONS

- 80 The public consultation exercise has been a very significant undertaking. It has generated very high levels of responses, and has also resulted in a constructive contribution to the continued development of the TIF package. The proposals in this Report represent a considered response to the consultation. They not only maintain the integrity of the package but enhance even further its effectiveness and the outcomes to be delivered.
- 81 Appendix 3 to this Report outlines the details of the TIF proposals if the proposals in this Report are approved which will form the basis of the public information plan which will be executed after the Executive meeting.
- 82 A separate report on the agenda addresses the issue of compliance of the TIF proposals as amended with the four AGMA tests.
- 83 Detailed recommendations appear at the front of this report.

Sir Howard Bernstein
Clerk, GMPTA

David Leather
Chief Executive, GMPTE