

Infrastructure Delivery Plan

Planning and Building Control

February 2011

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PART ONE

1.0 INTRODUCTION & CONTEXT

This Infrastructure Delivery Plan (IDP) seeks to provide a coherent Framework for all the separate existing infrastructure investment plans, to show that they are deliverable relative to planned-for development. It also identifies how any gaps may be bridged.

There are two parts to this document:

- Part One: Explanation of the infrastructure requirements arising from the proposed growth in the Core Strategy.
- Part Two: A detailed schedule of infrastructure projects within Manchester.

The purpose of the IDP is not to create a freestanding, detailed document that would duplicate the function of existing and bespoke infrastructure investment plans, and which Infrastructure Providers would not be bound to deliver. Instead, it is a mechanism to ensure that infrastructure providers - individually and collectively - are planning for broadly the correct level of future development, which can be supplemented as appropriate using contributions linked to new developments, such as s106 funding or potentially Community Infrastructure Levy (CIL). It is also important that mechanisms are in place to ensure that good communication between developers, local authorities, funding partners and infrastructure providers exist, to monitor development as it is brought forward and in particular to discuss the development of strategic sites. The IDP forms an important part of the evidence base for the Core Strategy and Development Plan Documents and will cover the plan period.

Planning Policy Statement (PPS12) sets out what is required from an IDP and states that;

“The core strategy should be supported by evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area”. (PPS12, s4.9)

PPS12 advises that the IDP should identify as far as possible;

- Infrastructure needs and costs;
- Phasing of development;
- Funding sources and;
- Responsibilities for delivery.

For the purpose of this document the definition of infrastructure is “Facilities and systems to serve the City’s population and to support future development”. This reflects that there is a degree of overlap between what should be contained within the Core Strategy and what should be contained within the Infrastructure Plan.

[r1]

Using this definition and the guidance contained in PPS12 - Local Spatial Planning, table 1.1 sets out the categories and sub categories that have been chosen for inclusion within this plan.

Table 1.1: Infrastructure categories and subcategories

PHYSICAL	
Transport	Strategic Road, Local Road (inc. Public Transport, Walking, Cycling and Car Parking), Metrolink, Rail, and off-road cycling
Energy	Centralised and Decentralised Electricity Supply, Gas Supply, CHP
Water	Water Supply, Wastewater Treatment & Disposal, Flood Risk Management
Waste	Recycling and Disposal
Minerals	Minerals supply, processing and storage
ICT / Digital	Broadband
SOCIAL & COMMUNITY	
Education	Higher Education, Further Education / Training, Secondary and Primary and Nursery Schools
Health	Hospitals, GPs, Dentists, Health centres
Community Services	Libraries, Social Services, Local Services, Provisions and Offices, Public Indoor Leisure Facilities, non-grass Sport Pitches and Courts, Children Facilities, Cemeteries and Crematoria.
Emergency Services	Ambulance, Police and Fire Services
GREEN	
Green Infrastructure	Open Spaces; Allotments; Gardens; Green Sports Pitches and Courts; Parks; Green Public Realm; River and Canal Corridors;

	Transport Corridors (Road, Rail and Metrolink) Reservoirs and Lakes; Forests and Woodlands; footpaths and cycleways and bridlepaths
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Monitoring and Review

The IDP is a 'living document' and has been amended through the iterative preparation process; it will be periodically reviewed and monitored to take account of changed circumstances and new policy guidance.

Community Infrastructure Levy

The Community Infrastructure Levy regulations came into force on 6th April 2010. The levy is intended to fill the funding gaps that remain once existing sources have been taken into account. It should not be used to remedy pre-existing deficiencies unless they will be made more severe by the new development. The levy can at present be used for the following infrastructure:-

- (a) roads and other transport facilities,
- (b) flood defences,
- (c) schools and other educational facilities,
- (d) medical facilities,
- (e) sporting and recreational facilities, and
- (f) open spaces.

The Government has indicated that the range of eligible infrastructure may be widened, and this will be kept under review over the life of the Core Strategy.

It does not include affordable housing and maintenance payments which will remain the subject of planning agreements.

Manchester City Council is considering its approach to developer contributions and if the Community Infrastructure Levy is introduced in Manchester, this Infrastructure Plan will be used to identify a selection of indicative infrastructure projects or types that will be subject to the levy.

National Infrastructure Plan

In October 2010, the Government published the National Infrastructure Plan, which sets out their plan for delivering infrastructure investment going forward, including some £200 billion from both the public and private sectors over the next five years. It provides an analysis of infrastructure challenges, and describes the specific policy and regulatory changes the Government intends to make in order to remove barriers to infrastructure investment.

The national infrastructure plan covers a range of different infrastructure: Energy Infrastructure, Transport Infrastructure, Digital Communications, Flood

Management, Water and Waste. Intellectual Capital is also addressed, but is not relevant to the IDP.

The National Infrastructure Plan notes that the roles and functions of Ofgem and Ofwat in terms of regulating investment by utility companies are being reviewed, and that the Planning system will be revised through the Localism Bill. The IDP has been produced using the best information currently available and will have regard to any relevant revisions to the regulatory or Planning frameworks up to and beyond the Core Strategy examination in public.

2.0 METHODOLOGY

The following methodology was adopted for the IDP:

Stage 1: The Identification of Key Infrastructure Providers

The key infrastructure providers for each of the three categories (physical, social & community and green) and sub categories were identified, by referring either to the Local Development Framework (LDF) contact databases or by contacting each of the providers to identify a relevant contact.

Stage 2: Liaising with the Providers

Stage 2a: Pro-Forma and Strategic Site/Locations

Once the relevant consultees and contacts were identified an e-mail or letter was sent to each of the infrastructure service providers to inform them of the Infrastructure Delivery Plan and its relevance to the LDF process and the Core Strategy Document.

Along with the e-mail/letter a pro-forma and a map of the Strategic Sites as identified in the Core Strategy Proposed Option was sent to each of the providers to identify:

- Whether the existing capacity is able to meet the future growth planned through the Core Strategy;
- If not, whether future capacity provided through infrastructure provider's service plans and delivery mechanisms will address the infrastructure requirements of this growth and;
- Whether it is likely that there will be further gaps in the infrastructure provision, and how these can be addressed.

Meetings were sought with each of the infrastructure service providers to discuss in more detail each of the sites and scale of development and to answer any questions that the providers had of the IDP process.

Stage 2b: Identification of plans and strategies

A desk based exercise was undertaken to identify strategic plans for each of the providers where available. This helped not only to inform discussions but also to identify existing or proposed schemes that would have an impact on the City.

Stage 2c: Identification of delivery mechanisms, risks and contingency

PPS12 states that the IDP should identify costs and who is responsible for delivery of infrastructure projects/objectives. Where funding is unknown PPS12 advises that contingency planning showing how the objectives will be achieved under different scenarios especially in circumstances where provision is uncertain. During the discussion and correspondence with service providers, projects and objectives were discussed identifying as far as possible delivery mechanisms, the risks associated and contingencies.

Stage 3: Preparation of the IDP and re-consulting with Service Providers

All the information collated on the individual schemes for each category has been inputted into a schedule of information. The schedule recorded:

- Responsible agencies;
- Sources of funding;
- When the infrastructure would be required in the short (2010 – 2015), medium (2016-2021) or long term (2022 – 2027);
- And the risks of not proceeding including if applicable a contingency measure.

The information included in this schedule is based on the best available information at the date of publishing.

Infrastructure providers were re-consulted with a draft schedule for them to inspect and provide comment before this version was published.

Engagement between the City Council and Infrastructure Providers will be an ongoing process throughout the Core Strategy period, to help inform investment planning, to respond to changing circumstances, and to ensure that development and infrastructure provision are brought forward in a timely and complementary manner.

Consultees

The following key infrastructure providers have been consulted:

Table 1.2: Infrastructure Delivery Plan Consultees

PHYSICAL	
Transport	<ul style="list-style-type: none"> • Greater Manchester Passenger Transport Executive • Highways Agency

	<ul style="list-style-type: none"> • Manchester City Council <p>Various Departments, including:</p> <ul style="list-style-type: none"> ○ Transport Policy Unit ○ Highways Authority ○ NCP Manchester (Joint Venture) <ul style="list-style-type: none"> • Network Rail • Manchester Airport • British Waterways
Energy	<ul style="list-style-type: none"> • Electricity North West • National Grid Electricity • National Grid Gas
Water	<ul style="list-style-type: none"> • United Utilities • Environment Agency
Waste	<ul style="list-style-type: none"> • Greater Manchester Waste Disposal Authority • Greater Manchester Geological Unit
Minerals	<ul style="list-style-type: none"> • Greater Manchester Geological Unit
ICT / Digital	<ul style="list-style-type: none"> • Manchester Digital Development Agency
SOCIAL & COMMUNITY	
Education	<ul style="list-style-type: none"> • Manchester City Council <p>Various Departments, including:</p> <ul style="list-style-type: none"> ○ Children Services Department <ul style="list-style-type: none"> • Manchester College • Manchester Metropolitan University • University of Manchester
Health	<ul style="list-style-type: none"> • National Health Service <ul style="list-style-type: none"> ○ Manchester Primary Care Trust • Manchester City Council Joint Health Unit
Community Services	<ul style="list-style-type: none"> • Manchester City Council <p>Various Departments, including:</p> <ul style="list-style-type: none"> ○ Neighbourhood Services

	<ul style="list-style-type: none"> ○ Manchester Library & Information Service • Sport England
Emergency Services	<ul style="list-style-type: none"> • Greater Manchester Fire and Rescue Service • Greater Manchester Police • North West Ambulance Service NHS Trust
GREEN	
Green Infrastructure	<ul style="list-style-type: none"> • Environment Agency • Natural England • Manchester City Council <p>Various Departments, including:</p> <ul style="list-style-type: none"> ○ Neighbourhood Services • Red Rose Forest • Sport England

Amount and level of growth

The Core Strategy sets out the vision for the City of Manchester in 2027. The City aims to deliver approximately 60,000 new dwellings (from 2009) and approximately 200ha of employment land from 2010 to 2027. The new development is concentrated within Strategic Locations as defined on the Core Strategy Key Diagram. New employment will be focused in the Regional Centre. The majority of new residential development will be in sites in the North and East of the City.

The IDP focuses on the new development and the services and facilities required by the resultant increase in residents and employees across the City.

Population Projections

The residential population and number of employees are expected to increase during the lifetime of the Core Strategy. The 2009 version of the Greater Manchester Forecasting Model (GMFM)¹ indicates that the City's residential population will increase by 84,900 and employees by 66,000 by 2027. (Tables 2.1 & 2.2).

The GMFM is an integrated economic, population and household forecasting model focused on the Manchester City Region (comprising the 10 Greater Manchester local authorities and prior to local government reorganisation in 2009, the districts of Macclesfield, Congleton, and Vale Royal; Warrington and High Peak are also part of the functioning City Region). The model was originally conceived to inform the Manchester / Salford Housing Market Pathfinder initiative but was designed from the outset to provide forecasts for the whole of Greater Manchester, and has been subsequently advanced to provide detailed forecasts for the whole City Region.

Table 2.1 GMFM (2009) Residential Projections

2010	2016	2022	2027
473.3	507.3	540.2	558.2

Table 2.2 GMFM (2009) Total Employees Projections

2010	2016	2022	2027
297.1	325.4	394.5	363.1

Residential growth by Strategic Regeneration Framework Area

An exercise was undertaken internally to identify the number of new residents that would result from 62,000 units built during the plan period. Information

¹ For the purposes of population projections the 2009 version of the GMFM was the most up to date data available at time when the research was conducted.

²

produced by the Housing Information Unit in May 2009 showed a household size of 2.29 for the whole of Manchester, with a variation between 1.22 in the city centre and 3.03 in Rusholme. Therefore in order to calculate the number of residents for each site within the strategic locations, the average household size for each of the Strategic Regeneration Framework Areas was multiplied by the number of housing units (Table 2.3).

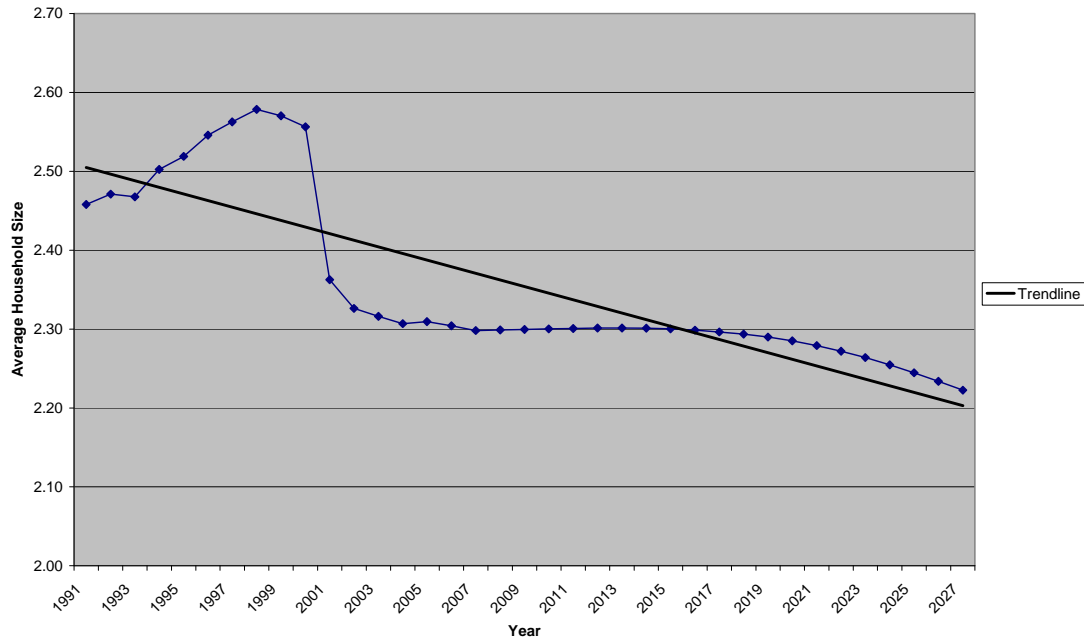
We have used 2009 household size figures provided by the Housing Information Unit as it was felt that this reflected the maximum and therefore the most robust approach for the purposes of the IDP.

It should be noted that according to the 2009 GMFM the average household size for the City is predicted to decline from 2.30 people per household in 2009 to 2.22 people per household in 2027 (Figure 2.1).

Table 2.3 Average Household Size and Residential Population across the Strategic Regeneration Framework Areas

		Area						
		City Wide (Total of all SRF Areas)	City Centre	Central	East	North	South	Wythenshawe
Average Household Size			1.22	2.42	2.16	2.3	2.44	2.25
Residential	Units	62,000	17,360	8,060	19,840	11,780	3,100	1,860
	People	122,381	21,179	19,505	42,854	27,094	7,564	4,185

Figure 2.1 GMFM (2009) Average Household Sizes 1991 – 2027



Employment by Strategic Regeneration Areas

The working population for each of the sites within the strategic locations was calculated by converting the site area in hectares to floor space in square metres using the same plot ratios as the 'Manchester Economy and Employment Space Study' and the retail floorspace derived from the 'Quantitative Retail Needs Study' (2006). The final part of the calculation involved converting floorspace (sqm) into employees, this was achieved by using employment densities from the Homes and Communities Agency 'Employment Densities Guide 2nd Edition' and as contained within the Manchester Economy and Employment Space Study.

The Core Strategy seeks to allocate 200 ha (this includes a 20% flexibility factor which was added to the original figure of 166ha) of employment land for B1, B2, B8 and retail uses by 2027. This translates into over 50,000 new employees with the City Centre projected to have the greatest increase in new employees (table 2.4).

Table 2.4 Total employees for Commercial and Retail Sectors

		Area						
		City Wide	City Centre	Central	East	North	South	Wythenshawe
Commercial	Area (ha)	166.3 ³	25	7.31	88.05	5.88	2.19	37.88
	Floorspace (Sqm)	1,065,200	500,000	29,520	352,200	23,500	8,750	151,500
	Workers	50,463	26,316	1,539	14,764	1,237	461	6,146 ⁴
Retail	Floorspace (Sqm)	109,500	74,500	4,500	5,000	5,000	12,500	8,000
	Workers	6,224	4,382	237	263	263	658	421
Total Commercial & Retail	Floorspace (Sqm)	1,174,700	574,500	34,020	357,200	28,500	21,250	159,500
	Workers	56,687	30,698	1,776	15,027	1,500	1,119	6,567

³ Does not include flexibility factor

⁴ This does not include Manchester Airport Masterplan job growth figures

3.0 PHYSICAL INFRASTRUCTURE

Introduction

The following section addresses the physical infrastructure needs for:

- Energy
- ICT / Digital
- Minerals
- Transport
- Waste
- Water

Energy

(Centralised and Decentralised Electricity Supply, Gas Supply, Combined Heat and Power (CHP))

Introduction

Ensuring that Manchester continues to receive sufficient energy to support its planned growth is essential. The approach contained within the Infrastructure Delivery Plan will support the delivery of all of the Strategic Objectives contained within the Core Strategy.

The majority of Manchester's energy (power and heat) supply comes from centrally generated and distributed sources – power stations, national grid, distribution networks (Electricity North West (ENW) owns the distribution network which covers Greater Manchester), through to customers. This is supplemented by micro-renewables. Heating for the City generally comes from centralised electricity and gas supplies; however there are a number of decentralised district heating networks within the City alongside CHP generators.

The UK gas and electricity markets are regulated by Ofgem, which governs what investment private companies who generate, transmit and distribute heat and power can make in their infrastructure, and consequently the prices they can charge their customers. In addition to the costs of generation / transmission / distribution energy markets for non - renewable sources are also concerned with fuel supplies, and the investment required to search for, and to extract these.

Energy supply is a complex issue involving a number of distinct stages and spatial scales, variable demand at different times of day and seasonally, involving different companies and often spanning administrative boundaries. In light of climate change obligations and security of supply issues there have

been changes in emphasis in terms of how energy is supplied in the UK; a greater focus on renewable energy and decentralised networks is likely to continue.

Infrastructure Requirements

At the present time there is sufficient energy to serve the City of Manchester. Under the gaze of Ofgem, the various generation / transmission / distribution companies are planning investment in their infrastructure (including the provision of new facilities) to ensure that this continues, in light of planned growth. Developers generally pay for heat / power supply infrastructure within their sites and often contribute to the costs of connecting to the wider networks, including the provision of sub-stations.

Decentralised energy generation and distribution currently supplements the Centralised system. Due to issues around security of supply, the need to reduce carbon emissions and the need to use traditional energy sources as efficiently as possible, Manchester is likely to use a combination of energy sources for the foreseeable future – centralised and de-centralised, renewable and finite sources.

Developer contributions will be sought in all appropriate cases to support the timely delivery of energy infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.

Strategies Plans and Programmes

As part of the regulatory process Ofgem requires companies involved in the energy supply process to submit five-yearly Business Investment Plans, which set out what investment is required by them to continue to meet their Energy supply obligations to their customers. Stakeholders, including local authorities, are engaged by utility companies as part of this process, and the scale, spatial distribution and phasing of planned development are considered. These utility investment plans are produced with regard to the issues raised by stakeholders, within the context of longer term strategies (such as ENW's Strategic Direction Statement 2010-2035), and with the knowledge of the existing infrastructure's capacity and maintenance requirements, before being assessed by Ofgem. The regulator may make changes to the amount of investment required (and consequently the prices that can be charged) over the five year period; ENW's latest business investment plan covers the period 2010 - 2015.

In order to facilitate an increase in the use of low / zero carbon, decentralised and renewable energy technologies Manchester has set out areas of opportunity for these technologies in its Core Strategy. These are the regional centre, district centre, strategic housing and employment locations and the airport strategic site. The use of low and zero carbon, decentralised and renewable energy will be encouraged across Manchester but particularly in these areas. The use of Energy Proposals Plans in these areas will be considered as part of the framework for bringing in low carbon energy solutions in a way which increases investor confidence. A programme for bringing these forward is still to be considered.

Committed and Planned Projects

The impact of new development is currently being assessed and will be updated in due course. The Council will continue to engage with Infrastructure providers within the Energy sector to help align investment plans with future development, and thereby ensure that adequate power supplies are maintained as the City grows. This engagement will also enable any spatial issues that may emerge over the Core Strategy timescale to be addressed.

ICT / Digital

Introduction

Ensuring that Manchester continues to receive sufficient ICT / Digital Infrastructure Investment to support its planned growth is important for the future prosperity of the City. The approach contained within the Infrastructure Delivery Plan will support the delivery of all of the Strategic Objectives contained within the Core Strategy.

Infrastructure Requirements

The Manchester Digital Strategy (MDS) proposed that Manchester should take a national lead to take advantage of its prime mover position by establishing the UK's first 'fibre to the premises' (FTTP) open network, which would be complemented by advanced wireless connectivity, building on the experience of the award-winning Eastserve initiative in East Manchester. The proposed network would be developed in phases starting in the Oxford Road Corridor and its wider area of benefit, the Central Manchester Regeneration Partnership area. This will deliver next generation connectivity to residents, businesses and institutions to support job creation, skill development, business growth, transforming public services and digital inclusion. Further development to expand the network, starting with East Manchester, including the creation of a major Internet Hub supporting a digital/creative industries cluster at Central Park, will be planned concurrently with the Oxford Road Corridor deployment in order to maximise local benefit.

Developer contributions will be sought in all appropriate cases to support the timely delivery of ICT / Digital infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.

Strategies Plans and Programmes

The MDS provides a strategic framework within which practical proposals for developing "next generation" broadband across the city and the city region as a whole can be developed. The Digital Strategy includes the idea of creating a "digital masterplan" for the city which would guide future investment and implementation known as the Digital City project.

Committed and Planned Projects

The first phase of the MDS is the Oxford Road Digitisation project which is currently developing a fibre network initially across the Corridor Area of Manchester, to connect up to 500 businesses and 1,500 residents.

The development of this first pilot network is funded by monies secured from the NWDA which finishes at the end of March 2011. Beyond this MDDA through discussions with MCC regeneration teams in other parts of Manchester, and with other public / private sector partners will look to extend the network throughout Manchester and other parts of Greater Manchester in line with the Digital Strategy. Engagement with ICT / Digital infrastructure providers and stakeholders will continue over the Core Strategy timescale, to identify and enable any issues that may emerge to be addressed.

Minerals

Introduction

Ensuring that Manchester continues to receive sufficient supply of minerals will be important to support its planned growth, and will be delivered through the Greater Manchester Joint Minerals Development Plan Document (GMJMDDP or “the Minerals Plan”. This approach, summarised here within the Infrastructure Delivery Plan, will support the delivery of all of the Strategic Objectives contained within the Core Strategy.

The geology of Greater Manchester is such that it cannot provide the high specification of minerals required for the development activity likely to come forward. In addition the extent of constraints, such as the urban area, reduces the development potential for primary minerals extraction. As a result of this Greater Manchester has historically relied upon imports of minerals from elsewhere, and this is expected to continue in future years.

Following the abolition of the Greater Manchester Council in 1986, planning and other functions transferred to the 10 Unitary Authorities that replaced it. The Minerals Planning function was also transferred, creating 10 Mineral Planning Authorities in Greater Manchester, including the City of Manchester. The Greater Manchester Geological Unit (GMGU) was created to retain a central service with technical expertise in Mineral (and Waste) Planning issues for each of the 10 Unitary Authorities. GMGU is now preparing the Greater Manchester Minerals Plan covering all 10 authorities to provide a co-ordinated sub-regional approach to minerals planning. The Minerals Plan will detail planning policies for managing mineral development, identifying potential sites for minerals developments, and identifying minerals locations requiring safeguarding from other forms of development.

Infrastructure Requirements

Development within the City of Manchester has historically involved the importation of aggregates from quarries and workings outside of Greater Manchester, and this is expected to continue. At the present time, and similar to most large urban areas within the country, it is not anticipated that there will be significant issues with Minerals supply, including recycled materials and new deposits, in Manchester for the plan period. The secure supply of Minerals necessary for the sustainable growth of Greater Manchester will be informed by the process of developing the Minerals Plan, and with regard to relevant national policy.

Strategies Plans and Programmes

The Minerals Plan will cover all 10 Greater Manchester Authorities and is being prepared by GMGU to provide a co-ordinated sub-regional approach to minerals planning. The Minerals Plan is scheduled to be adopted as part of each of the 10 Local Development Frameworks in 2012 and will provide a clear guide to minerals operators and the public about:

- The locations where mineral extraction and other mineral development including processing/treatment may take place;
- The safeguarding of mineral resources with potential for future extraction; and
- All aspects of environmental and resource protection including the sustainable transportation of minerals.

The Minerals Plan will be Greater Manchester's approach to implementing the principles of Minerals Planning Statement 1: Planning for Minerals.

Committed and Planned Projects

New primary minerals extraction sites are unlikely to be identified within the City of Manchester through the Minerals Plan.

However, there are significant minerals developments currently operating within the City of Manchester which have contributed to the growth of the City in recent years. Future minerals development requirements for the City and the City Region, including safeguarding existing and allocating new sites, will be progressed through the Minerals Plan preparation process.

Transport

Introduction

Ensuring that Manchester continues to receive sufficient investment in its transport infrastructure to tackle existing issues and support its planned growth is very important. The approach contained within the Infrastructure Delivery Plan will support the delivery of all of the Strategic Objectives contained within the Core Strategy.

Manchester is at the heart of an extensive sub-regional transport system connecting residents with jobs and services. Bus, train and tram services are structured around the Regional Centre, but also serve town and district centres and Manchester Airport, whilst the extensive local highway network, footpaths and cycleways often span Local Authority boundaries. The Regional Centre and Manchester Airport are both well served by car parks. The City is also well served by the national motorway, trunk road and railway networks, and through Manchester Airport has excellent global transport links.

Greater Manchester Integrated Transport Authority (GMITA) is the body responsible for setting local public transport policy through the Local Transport Plan and for deciding how money is spent on supporting and improving Greater Manchester's transport networks. The Authority's decisions

are implemented by Greater Manchester Passenger Transport Executive (GMPTE). GMPTE is also the owner of the Metrolink light rail network.

On the 16th November Ministers agreed to plans to create the Greater Manchester Combined Authority (GMCA), which amongst other things, will replace the GMITA, and will also involve the GMPTE becoming Transport for Greater Manchester Executive (TfGME); this change is expected to take place over the next few months. References to GMITA / GMPTE within the IDP should therefore be viewed in this context.

The local Highway Authority is responsible for the maintenance and operation of the local highway network and they receive funding through the Local Transport Plan to carry out this function, with the Highways Agency responsible for the strategic road network (motorways and major trunk roads); Network Rail is responsible for the heavy rail network, including within the City.

Infrastructure Requirements

As an established urban area, Manchester's transport system generally operates effectively, serving the needs of residents and the many people who commute into the City for work or leisure purposes, or to access services. Maintaining road, rail, and tram networks, alongside investment to expand public transport networks and services will enable the City's population and economy to grow, whilst improving connectivity and accessibility and reducing congestion. In addition, developers often pay for, or contribute towards the cost of, improvements to transport facilities that directly relate to their sites.

Developer contributions will be sought in all appropriate cases to support the timely delivery of transport infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.

Strategies, Plans and Programmes

Transport is a broad topic, with different organisations responsible for different elements of transport infrastructure, and with different means of planning for future investment and for securing the required funding over different timescales. Some of the principal strategies / programmes are set out below:

The **Greater Manchester Local Transport Plan** is prepared collaboratively between GMITA and the 10 Greater Manchester authorities to inform future transport investment within the City Region over a five year period. There have been two Local Transport Plans produced so far, covering the period to 2010/11, with a third currently being prepared for submission in March 2011. The 3rd LTP will set out a 10-15 year strategy for investment and network management and will be accompanied by a Manchester City Council investment plan (which will also form the Manchester Transport Strategy) which will support the delivery of the City's economic and spatial priorities. This covers an initial three-year period but also contains a longer-term 10-15 year plan.

The **Greater Manchester Transport Fund** (GMTF) is the primary mechanism to support a range of transport schemes within Greater Manchester with its programme of works expected to be completed by 2016/17; within Manchester, extensions to the Metrolink network, improvements to bus services and park and ride facilities are proposed.

The GMTF is £1,512 million, funded from a range of sources, including the Regional Funding Allocation; top-slice funding from the Local Transport Plan, grants from central Government, prudential borrowing by GMITA and local / third party contributions.

The **Manchester Transport Strategy** will form both Manchester's district implementation plan for the LTP and the Action Plan for the Manchester Transport Board. It will consist of a one-year funding plan; a three-year implementation plan; and a 10-15 year forward strategy (in line with the Greater Manchester LTP).

Given planned employment growth in the City Centre, a consequent increase in peak time trips, and in order to retain essential labour market connectivity, the main thrust of the **Transport Strategy for Manchester City Centre** aims to maintain access to the City Centre by all modes and to strengthen public transport capacity and quality, together with improving conditions for cyclists and pedestrians. This additional capacity will allow an increasing number of people to switch to more sustainable modes of transport, a process that will be encouraged through a package of measures to promote Smarter Travel and behavioural change.

As part of the strategy, road traffic that does not need to travel through the City Centre will be redirected via a more efficient, better signed strategic main road within the M60. This, in turn, will help ease the pressure on the Inner Ring Road and allow it to play a more effective role as a City Centre access and distributor route.

The strategy stresses the need to continue to pursue measures to develop transport infrastructure to ensure that anticipated growth is not constrained or inhibited, and to ensure better access to the new employment opportunities that will be created. The transport infrastructure investments and service improvements will bring a significant increase in public transport capacity, giving more sustainable travel choices to commuters, shoppers and visitors, and so help to tackle congestion. This improved public transport system will help to hold the number of cars entering the City Centre at around existing levels and so, in turn, give more opportunities to reduce the impact of traffic in the City Centre, increase the scope for public realm works, enhance pedestrian safety and deliver public transport improvements.

The **Future of Air Transport White Paper 2003** considered aviation growth nationally and forecast growth at each of the airports. Manchester Airport was forecast to grow to 50 million passengers per annum by 2030 partly due to the existing runway capacity being able to cater for this figure. The forecasts for growth have been revised down to 45 million passengers per annum to take

into account the impact of climate change policies and economic forecasts in the UK Air Passenger Demand and CO2 Forecasts January 2009. The Airport has identified a number of proposed additional areas to ensure this level of growth can be accommodated, ensuring that runway capacity is matched by operational capacity at the Airport, such as terminal expansions, new apron and piers and other essential uses which are displaced by growth.

The **Manchester Airport Masterplan** is a suite of documents published in 2007 to demonstrate how sustainable growth could be achieved. Included within the Masterplan is the **Manchester Airport Ground Transport Strategy** which addresses the surface access issues of Manchester Airport. It upholds the vision of an integrated public transport plan for passengers, employees and service partners and reducing dependency on the private car, including by increasing capacity on key transport routes; extending the network of public transport services - both in frequency and destinations; improving service quality and facilities; and by proactively managing road traffic demand by passengers and staff.

The **Northern Hub** (formerly known as the Manchester Hub) is a large rail infrastructure project to improve capacity on the central Manchester heavy rail network which will unlock benefits for the whole of the North of England. This will be constructed (subject to funding) over a 10-year period and will increase line speeds, reduced journey times and improve access to Manchester Airport. It will also provide additional capacity for freight.

Finally, a “concordat” has been created which sets out the agreed arrangements for joint working through regular liaisons on the preparation of Local Development Frameworks (LDFs) and the supporting transport evidence between the following parties:

- Association of Greater Manchester Authorities
- Greater Manchester Integrated Transport Authority
- Greater Manchester Passenger Transport Executive and;
- The Highways Agency

The protocol recognises that planned interventions which address the transport impacts of the LDF in the short term (0-5 years) will largely be confined to those schemes already committed and those which have arisen out of the AGMA Scheme Prioritisation process. A review of Local Transport Plan 2 (LTP2), and subsequently LTP3 during this period may, however, provide opportunities to address some the issues identified through the Greater Manchester transport modelling, particularly in relation to public transport.

During the latter phases of the Core Strategy plan period medium term (5-10 years) and long term (10-15 years) the protocol will ensure that further work is undertaken to determine future transport requirements and feasible interventions. In particular it will be important to consider the impact of the Highways authority planned schemes on the Strategic Road Network (SRN).

The Council will engage with Transport Infrastructure providers to ensure that their investment plans dovetail with future development within Manchester so far as is possible, and any spatial issues can be identified and addressed.

Committed and Planned Projects

The following section highlights some of the major transport infrastructure schemes affecting Manchester, at the date of publishing. However, the Council will continue to engage with all stakeholders to identify and address any transport infrastructure issues that may develop over the Core Strategy period.

Bus[r2]

The creation of the Leigh-Salford-Manchester Busway, the development of new Cross-City bus routes, and the expansion of the free City Centre Metroshuttle bus service are some of the bus transport infrastructure enhancements proposed. In Autumn 2010, the free City Centre Metroshuttle bus service received 20 new replacement vehicles, which amongst other things use less fuel and reduce emissions. The development of Park and Ride linked to the Metrolink and Rail network is also planned. The new Wythenshawe bus station will provide opportunities for interchange with the proposed Metrolink extension

Metrolink

Works to expand the Metrolink network are progressing in phases, as set out below. In addition, there are proposals to remove / replace a number of stops in North Manchester (Bury line) and the City Centre, to improve access and the overall performance of the network.

The Phase 3a extension comprises work on three lines within Manchester. The East Manchester line will link Manchester Piccadilly Station with Droylsden in Tameside by 2012, with five new tram stops within the City. The Oldham / Rochdale line will link Manchester Victoria Station with Oldham and Rochdale by 2012, with three new tram stops within the City. The South Manchester line branches off from the existing Altrincham line in Trafford and will reach Chorlton in 2011, with two new stops within the City.

The Phase 3b extension, within Manchester, comprises work on the South Manchester line linking Chorlton to East Didsbury, and along a separate route, Chorlton to Wythenshawe and Manchester Airport with opportunities to interchange with buses at Wythenshawe bus station and with buses and rail services at Manchester Airport. The work will be undertaken in phases with up to a maximum of twenty-three tram stops to be provided within the City and will be completed in 2016. A second city centre crossing, also to be completed by 2016, will be provided to increase capacity and thereby facilitate the network's expansion.

Rail

Network Rail's CP4 Delivery Plan (2009-14) includes works to the rail system in and around Manchester including new rolling stock and station improvements.

The matter of rail overcrowding remains an issue going forward.. GMITA/PTE have been working closely with the DfT for some time in an attempt to secure the additional carriages that are essential to allow local rail services to build upon the success of recent years in attracting customers.

Strategic Highways

A number of improvements will be made to the motorway / trunk road network serving the City including improvements to the M56 motorway and its junctions at Manchester Airport and between the M6 and M56. In addition to this there are proposals to introduce “controlled motorway” on the M60 and M62 which will increase capacity and reduce delay caused by collisions on this section of the network

Local Highways

On the local network capacity improvements to deliver better public transport will be made to a number of arterial routes through the Cross City Bus Programme. In addition, a programme is being developed to make best use of orbital routes around the city centre to remove through traffic and provide additional highway capacity for public transport and local servicing access. Improvements to the Urban Traffic Control system are also planned.

Engagement with the local highway authority will continue in parallel with GMITA and the Highways Agency, using compatible modelling and other techniques to identify problem areas and the best approach for addressing these without displacing congestion elsewhere.

Waste

Introduction

Ensuring that residents, businesses and other organisations within Manchester continue to have sufficient access to waste recycling and disposal facilities is very important both currently and as the City grows, and will be delivered through the Greater Manchester Joint Waste Development Plan Document (GMJWDPD or “The Waste Plan. This approach, summarised here within the Infrastructure Delivery Plan, will support the delivery of all of the Strategic Objectives contained within the Core Strategy.

Following the abolition of the Greater Manchester Council in 1986, planning and other functions transferred to the 10 Unitary Authorities that replaced it. The Waste Planning function was also transferred, creating 10 Waste Planning Authorities in Greater Manchester, including the City of Manchester. The Greater Manchester Geological Unit (GMGU) was created to retain a central service with technical expertise in Waste (and Mineral) Planning issues for each of the 10 Unitary Authorities. GMGU is now preparing a Greater Manchester Waste Plan covering all 10 authorities to provide a co-ordinated sub-regional approach to waste planning.

The Greater Manchester Waste Disposal Authority (GMWDA) is responsible for the treatment and disposal of waste collected from nine of the ten Greater

Manchester authorities, including the City of Manchester. The Council is responsible for the collection of waste for treatment / disposal by GMWDA. The waste collected by the Council is mainly from households across the City but also includes waste from council offices and grounds and also small businesses. All other wastes including commercial wastes are collected and recycled / disposed of by a range of private companies operating across Greater Manchester.

GMWDA has a range of waste management facilities across the nine authorities, to enable it to fulfil its function of treating and disposing of waste. The GMWDA has recently signed a twenty-five year Private Finance Initiative (PFI) Recycling and Waste Management contract with a private waste company (Viridor Laing Greater Manchester Ltd) which will involve the provision of new and upgraded existing waste facilities to meet future demands.

Infrastructure Requirements

GMWDA's existing facilities across the conurbation, together with the investment that is being undertaken as part of the twenty-five year PFI Recycling and Waste Management contract with Viridor Laing means that there is sufficient capacity to accommodate planned growth, whilst adhering to waste minimisation ambitions.

The remaining waste arisings in Greater Manchester will be dealt with through the policies and site allocations within the Waste Plan.

Strategies Plans and Programmes

The Greater Manchester Recycling and Waste Management PFI Contract that GMWDA signed with Viridor Laing in April 2009, is set within the context of the Greater Manchester Municipal Waste Management Strategy, together with relevant national policy and guidance.

GMGU is now preparing the Waste Plan covering all 10 authorities to provide a co-ordinated sub-regional approach to waste planning. The Waste Plan will form part of the Local Development Framework (LDF) for each of the 10 Greater Manchester Districts. The Plan seeks to safeguard existing sites, such as those identified through the GMWDA PFI contract for the processing of Local Authority collected wastes and set out the strategy for dealing with all other waste arising in Greater Manchester. The Waste Plan also makes provision for waste development across Greater Manchester including the identification of sites and areas suitable for recycling, waste treatment, energy recovery, residual waste disposal. Once adopted, scheduled for 2012, the Waste Plan will replace the existing policies in each individual UDP.

Within the emerging Waste Plan, Ardwick Yards (20.77 hectares in East Manchester) is identified as a location suitable for enclosed built waste management facilities; it is one of a number of sites across Greater Manchester identified for different kinds of waste management facilities to meet expected future needs.

Committed and Planned Projects

As part of the Greater Manchester Recycling and Waste Management PFI Contract that GMWDA signed with Viridor Laing in April 2009 there will be works to waste management facilities across the nine authorities and beyond. All waste to be treated by GMWDA will be recycled and then processed within Greater Manchester at the new and upgraded facilities into a fuel for use by a chemicals company in Runcorn, Cheshire. The fuel will feed a new Combined Heat and Power plant which will produce electricity and steam to replace energy currently generated from non-renewable sources. There will be a small residual element of all the waste processed by GMWDA which can only be sent to landfill.

Within the City of Manchester the following enhancement works are being undertaken:

- Modernising the Household Waste Recycling Centres (HWRCs) at Sandfold Lane in East Manchester, Reliance Street in North Manchester and Longley Lane in South Manchester.
- Building a new Mechanical Biological Treatment (MBT) facility at Reliance Street and Longley Lane.
- Relocating and improving the existing waste handling facilities at Longley Lane.

Future waste development requirements for the City and the City Region, including the safeguarding of existing and the allocation of new sites, will be progressed through the Waste Plan preparation process; this also deals with Minerals recycling facilities.

Water

(Water Supply, Wastewater Treatment & Disposal, Flood Risk Management)

Introduction

Ensuring that Manchester continues to receive sufficient water supply, to have access to sufficient wastewater treatment and disposal facilities, and can manage flood risk from all relevant sources effectively is essential to support its planned growth. The approach contained within the Infrastructure Delivery Plan will support the delivery of all of the Strategic Objectives contained within the Core Strategy.

Manchester's water supply and wastewater treatment & disposal infrastructure are provided by United Utilities (UU), the private company that serves all of Greater Manchester and the North West region. UU is regulated by Ofwat, which governs what investment they can make in their infrastructure and consequently the prices that they can charge their customers. UU is also

regulated by the Environment Agency (EA) in terms of water extraction and quality.

The 2009 Flood Risk Regulations and the 2010 Flood & Water Management Act set out new responsibilities for the management of flood risk. Manchester City Council is designated as a Lead Local Flood Authority (LLFA) and is responsible for local flood risk management, from surface water, groundwater, ordinary watercourses and small reservoirs, including any interactions they may have with main rivers and large reservoirs, which are the responsibility of the Environment Agency.

Flood Risk is a complex issue that often spans administrative boundaries, and a thorough assessment of risk is essential for effective Flood Risk Management, rather than simply investing in flood defence infrastructure. Flood defence infrastructure is fragmented in terms of ownership, operation and future investment mechanisms; organisations with flood defence infrastructure include UU, the EA, the Manchester Ship Canal Company, British Waterways and Local Authorities.

Infrastructure Requirements

At the present time there is sufficient water supply / wastewater treatment infrastructure to serve the City of Manchester. UU, through their Asset Management Plans (AMPs), are planning investment in their infrastructure to ensure that this continues, in light of planned growth and changing environmental regulations. Developers generally pay for water supply / wastewater treatment infrastructure within their sites and to connect to the wider networks.

Flooding is a risk, particularly during severe weather events, and in a heavily urbanised area such as Greater Manchester flood management infrastructure is complex and inter-connected, often in different ownerships and funded through different mechanisms. Generally speaking flood risk management infrastructure within the City is fit for purpose, and the risk of new developments flooding is considered through the Planning process. Investment in flood risk management infrastructure can further lower the risk of flooding, although care is needed to avoid displacing flooding to another location.

Developer contributions will be sought in all appropriate cases to support the timely delivery of water supply, wastewater treatment and flood defence and management infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.

Strategies Plans and Programmes

As part of the regulatory process Ofwat requires UU to submit five-yearly Asset Management Plans (AMPs), which set out what investment is required by them to continue to meet their water supply / wastewater treatment and disposal obligations to their customers, whilst also meeting the requirements of relevant legislation such as that relating to the European Union's Water Framework Directive. AMPs are produced within the context of longer-term

strategies for water supply and wastewater treatment and disposal (produced by UU), and the phasing, scale and spatial distribution of future planned development (produced by RPBs and LPAs). The AMP is assessed by Ofwat who may make changes to the amount of investment required (and consequently the prices that can be charged) over the five year period – the latest version is AMP 5, covering the period 2010 - 2015. The Council will engage with UU to ensure that their investment plans dovetail with future development within Manchester so far as is possible, and any spatial issues can be identified and addressed.

There are many strategies, plans and programmes produced by different organisations in relation to flood risk, including Strategic Flood Risk Assessments (SFRAs) such as the one produced jointly by Manchester, Salford and Trafford Councils. These identify risk and provide the context for site-specific flood risk assessments (FRAs) produced by developers in relation to their sites. FRAs may point to the need for new flood defences, the augmentation of existing flood defences, maintaining and improving existing drainage infrastructure (including sewers, drains and rivers), and reducing the amount / intensity of water entering drainage infrastructure during storm events. UU, the EA, Local Authorities and other stakeholders are responsible for different components and plan their investment over different time periods. The 2010 Flood & Water Management Act sets out new roles and responsibilities for organisations, recognising the range of different stakeholders involved, the different sources of flooding and the fact that they often interact. The Council is required to undertake a Preliminary Flood Risk Assessment (PFRA) (and subsequent work as necessary) under the 2009 Flood Risk Regulations, and to produce a Local Flood Risk Management Strategy (LFRMS) under the 2010 Flood & Water Management Act.

The Core Strategy and associated Infrastructure Delivery Plan are both informed by Flood Risk issues, and inform and help to align future investment by relevant stakeholders, including developers. In addition, the Council is working with the other Greater Manchester districts, with the EA, UU and other stakeholders, to develop effective flood risk management plans and to secure funding to deliver these.

Committed and Planned Projects

Through their AMP 5, UU plan to invest some £3.7 billion in their water supply and wastewater treatment and disposal infrastructure, between 2010 and 2015. Some projects included in this are building a water supply pipeline between Greater Manchester and Merseyside, cleaning the Manchester Ring Main, investing in waste water treatment facilities and networks so that they can meet future demands arising from population growth, and, completing work on storm water overflows, which would also have positive flood risk management implications.

In terms of flood risk, the Council has completed a SFRA with Salford and Trafford Councils and the EA, and is playing a leading role in the progression of Greater Manchester wide Surface Water Management Plan (SWMP), working with the EA and UU. Once completed, the SWMP can be used to

attract and direct funding for flood defence works. The Flood Risk Regulations 2009 require Lead Local Flood Authorities, such as Manchester City Council, to produce Preliminary Flood Risk Assessments to inform their future flood risk management functions. Manchester is also part of the South Manchester Flood Risk Management Strategy, which will inform the EA's capital investment in flood defence works across southern Greater Manchester and north east Cheshire.

The Council will continue to engage closely with UU, the EA and other stakeholders to ensure that any issues with water supply, wastewater treatment and disposal and flood risk management over the Core Strategy timescale can be addressed effectively.

4.0 SOCIAL & COMMUNITY INFRASTRUCTURE

Introduction

The following section addresses the physical infrastructure needs for:

- Community Services
- Emergency Services
- Education
- Health

Community Services

Ensuring that Manchester's residents have sufficient access to the community services that they need is important to support planned growth. The approach contained within the Infrastructure Delivery Plan will support the delivery of all of the Strategic Objectives contained within the Core Strategy.

Cemeteries and Crematoria

Infrastructure Requirements

There are five cemeteries within the City of Manchester: Blackley and Manchester General (Harpurhey) in North Manchester, Philips Park and Gorton in East Manchester, and Southern Cemetery in South Manchester. Manchester General and Philips Park cemeteries are both full, but there is sufficient capacity in the three remaining cemeteries to meet the City's requirements well beyond the period covered by the Core Strategy. In addition, there is a Crematorium in Blackley.

The Council's website also contains links to facilities in neighbouring authorities, reflecting that facilities often serve wider catchments than individual authorities.

Developer contributions will be sought in all appropriate cases to support the timely delivery of infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.

Strategies Plans and Programmes

The Council's Bereavement Services Department is responsible for the operation of the City's municipal cemeteries and crematoria, and monitors both the capacity and use of these facilities to ensure that they can continue to operate going forward; at the present time, there are sufficient facilities available to meet the City's current requirements.

Committed and Planned Projects

The Council will continue to monitor all relevant information, and engage with relevant stakeholders, to ensure that any issues that may arise over the course of the Core Strategy, in terms of cemeteries and crematoria, can be addressed in a timely manner.

Libraries

Infrastructure Requirements

Manchester and Library Information Service (MLIS) is responsible for delivering a range of leisure, cultural, learning and information services through a network of 24 community libraries, as well as a Central Library, 4 mobile libraries, home library and Prison Library services. MLIS also manages the Greater Manchester County Record Office on behalf of AGMA, and the City Archive Service. MLIS has over 123,500 active members, issues over 2.3m items and attracts more than 3.3m visitors per year. ICT and on-line services are a fast growing business area; as well as delivering nearly 750,000 public access computer sessions in libraries, nearly 45,000 on-line reservations and 263,000 on-line renewals. The web site's local studies pages alone registered nearly 350,000 page reviews.

The library service estate is currently going through a 5 year programme of renewal. The infrastructure requirements during this period have been identified and planned to be met through the Library Strategy.

Developer contributions will be sought in all appropriate cases to support the timely delivery of community infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.

Strategies Plans and Programmes

The Library Strategy produced in January 2008 is a 5 year programme of modernisation, refurbishment or replacement delivered in 3 phases. The first phase involved the refurbishment of Chorlton and Withington libraries as well as 4 new libraries (Forum, North City, Clayton and East City libraries). Phases 2 and 3 are currently in progress and details of which can be seen in the section below.

Committed and Planned Projects

Phase 2 of the library strategy should be completed in the Autumn of 2010. Projects included the refurbishment of Moss Side Powerhouse, Longsight, Levenshulme, Burnage, Fallowfield and Didsbury libraries and the opening of two new libraries at Beswick and Brooklands and the new Avenue Library and Learning Centre to replace Higher Blackley Library.

Phase 3 involves the refurbishment of the Central Library including the Archive Centre and the creation of the City Library which will be located within the refurbished Town Hall Extension. Phase 3 is due to be completed in 2013.

Continued engagement with the Manchester Library and Information Service and other stakeholders will ensure that any issues that arise over the Core Strategy timescale can be addressed effectively.

Leisure Facilities (Indoor Leisure)

Infrastructure Requirements

Manchester has range a of local, regional, national and international facilities. These include indoor sport and leisure facilities spanning the whole of the City boundaries consisting of leisure centres, swimming pools, sports halls and centres of excellence for sports development and staging of high-level competition. The facilities are managed by Manchester Leisure Service, the private sector and Sport Trusts (Manchester Sport and Leisure Trust, Manchester Velodrome Trust and the Wythenshawe Forum Trust).

In line with Planning Policy Guidance Note 17 (PPG17), Manchester completed its City Wide Open Space Sport and Recreation Study (the study) in 2009. The study mapped all publicly accessible open space, sport and recreation facilities across the city, assessing quantity, quality and access. A survey of local people's and visitors views on provision and their aspirations for open space was also undertaken..

With regards to Indoor Sport Facilities the study used Sport England's Facilities Planning Model (FPM) and Active Places Power (APP) to assess local demand as well as feedback from a survey of local people and visitors. The study included the following facilities within the Indoor Sport category:

- Swimming Pools
- Sports Halls
- Indoor bowls facilities
- Indoor tennis facilities
- Squash facilities, and;
- Indoor cycling facilities'

The study analysed the current supply and demand of indoor sports facilities in Manchester and concludes that;

... "there are sufficient facilities to meet current demand in quantitative terms" (S9.125, pg 264).

The study however, indicates that access issues need to be addressed to encourage use amongst key target groups and that there are some issues in terms of quality at some of the older facilities

The existing Leisure Service is currently part way through a change programme which is working towards new management delivery structures. They will have a geographic approach to service delivery utilising the existing Strategic Regeneration Frameworks, Locality and Ward boundaries delivering neighbourhood focused Community Based Services (CBS).

Historically identified deficits have been addressed in part by Developer Contributions at a local level in delivering a service which meets latent / increased demand due to an increasing local population.

Strategies Plans and Programmes

The current Leisure Service Business Plan lifespan is three years and is reviewed on a yearly basis. However, due to the current circumstances a

revised Business Plan and management model will be developed to mirror the emerging service. The Leisure Service philosophy and approach is to be inclusive across the wider community in delivering services and this built in flexibility across the leisure service's delivery partners will allow for gap analysis and rectification in a joined up way.

Committed and Planned Projects

Continued engagement with the Leisure Service and other stakeholders will ensure that any issues that arise over the Core Strategy timescale can be addressed effectively.

Developer contributions will be sought in all appropriate cases to support the timely delivery of community infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.

Emergency Services

Introduction

Ensuring that the people who live and work in Manchester continue to have access to Emergency Services – Police, Fire & Rescue and Ambulance – should they need them, is important to support planned growth within the City. The approach contained within the Infrastructure Delivery Plan will support the delivery of all of the Strategic Objectives contained within the Core Strategy.

Police and Fire & Rescue services are currently delivered across Greater Manchester, by the Greater Manchester Police (GMP) and Greater Manchester Fire & Rescue Service (GMFRS). Investment decisions are undertaken by the Greater Manchester Police Authority and the Greater Manchester Fire & Rescue Authority. The North West Ambulance Service (NWAS) NHS Trust is responsible for Ambulance services across the region, including those within Manchester.

Infrastructure Requirements

Manchester currently has sufficient Emergency Services provision. Four of GMP's 13 Divisions are located within the City of Manchester – North Manchester, Metropolitan, South Manchester and the Airport, with numerous Police Stations and other facilities. The GMFRS has 41 Fire Stations across the 10 local authorities of Greater Manchester, together with other facilities to support the delivery of the fire and rescue service. A significant part of the NWAS work within Greater Manchester is linked to emergencies, and there are 35 Ambulance stations across Greater Manchester serving the area, with 4 within the City of Manchester itself. In addition, there are also further Ambulance stations in neighbouring Cheshire.

Developer contributions will be sought in all appropriate cases to support the timely delivery of emergency services infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.

Strategies Plans and Programmes

All three Emergency Services have plans and strategies for future service delivery, and the Council will ensure that the planned future development of the City is communicated to these organisations to inform their internal planning processes.

Committed and Planned Projects

A new Headquarters building for GMP is currently under construction at Central Park, in East Manchester. Other facilities / resources for all three Emergency services will be provided as needed through their internal planning processes.

The Council will continue to engage with Emergency Services providers over the Core Strategy period to ensure that any issues that may arise can be addressed.

Education

Ensuring that Manchester's residents have sufficient access to Educational services that they need is very important to support planned growth. The approach contained within the Infrastructure Delivery Plan will support the delivery of all of the Strategic Objectives contained within the Core Strategy.

Nursery / Primary / Secondary Education

Introduction

Manchester has a large number of nurseries and school facilities to cater for its existing and growing population. These range from Sure Start Centres, primary schools through to High Schools and Academies.

The 2009/10 progress report of Manchester's Building Schools for the Future (BSF) and Academies Programmes noted that the City had a combined BSF and Academies Programme with £500million capital investment to rebuild or refurbish all 33 of the City's high schools, seven of which will be specialist academies. Working alongside the programme of improvements to secondary schools is a £20million investment in primary schools through the Primary Capital Programme and almost £20million in the refurbishment and rebuild of 31 Sure Start centres across the city.

Infrastructure Requirements

The Council's Education Department liaise with other Council Departments to understand the scale and spatial distribution of new housing development being planned for; regular contacts enable future projections to be kept up to date. In addition to this the Education Department also has access Health records for the whole of the City, which show numbers of births and the numbers of under 5's by year in each of the wards. This also helps them to plan for future reception intake.

Developer contributions will be sought in all appropriate cases to support the timely delivery of Education infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.

Strategies Plans and Programmes

As referred to above, the Building Schools for the Future and the Academies programmes will deliver significant investment in educational facilities going forward, to meet the requirements of the current and future population.

At the present time, there are no plans for new primary schools, so planned growth is currently based around expansion on existing school sites, and possibly the development of split school sites.

Committed and Planned Projects

The 2009/10 Progress Report noted that thirteen BSF-funded projects are now complete within Manchester, with eight further schemes on site, and due for completion by early 2011. Eleven additional high schools are currently being designed and are expected to be completed by 2013.

The Council will continue to share information with education stakeholders so that all are aware of the planned growth of the City, and to ensure that any issues that may arise over the Core Strategy period can be addressed.

Further Education

Introduction

Manchester has one main further education college – Manchester College. There are also a number of smaller colleges, as well as five Schools / Academies with sixth form elements.

Infrastructure Requirements

The Manchester College was created in August 2008, following the merger of Manchester College of Arts and Technology (MANCAT) and City College Manchester. The Manchester College is now based at many sites across the city: from Moston and Harpurhey in the North, Openshaw in the East and Wythenshawe and West Didsbury in the South, as well as several locations in the City Centre.

Loreto College is based in Hulme, and Xaverian College is based in Rusholme and whilst both are Catholic Colleges they are open to people of all faiths. King David High School in Crumpsall, Whalley Range High School for Girls, Parris Wood High School in East Didsbury, William Hulme's Grammar School Academy in Fallowfield and Manchester Academy in Moss Side all offer 6th form facilities.

The Council will seek Developer contributions in all appropriate cases to support the timely delivery of further education infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.

Strategies Plans and Programmes

Further Education colleges and academies within the City have their own plans for their facilities going forward.

Committed and Planned Projects

The Council will engage with further education stakeholders so that they are aware of the planned growth of the City and to ensure that any issues that may arise over the Core Strategy period can be addressed.

Higher Education

Introduction

Manchester is home to several institutions of higher education including the, the Royal Northern College of Music, the University of Manchester (UoM) and the Manchester Metropolitan University (MMU), and various hospitals in the City have teaching links to the University.

Infrastructure Requirements

Manchester Metropolitan University

The central campus is situated close to Manchester's city centre. There are six further campus locations, four in other parts of the city and two in Cheshire, 36 miles (58 km) from Manchester.

MMU has a £350 million Estates Programme which involves moving uses around within the estate and redeveloping parts, including the new £75 million Business Centre and Student Hub

University of Manchester

The 2004 Estates Strategy and Masterplan were produced prior to merger of UMIST and the Victoria University of Manchester has invested £400 million into the University estate which covers 288 hectares of land, which occupies 347 buildings and has a replacement value in excess of £2 billion.

The current version of the University's estates strategy 'Estate Strategy 2010 – 2020' has a long term aspiration to relocate the schools based at the North campus to the South campus and according the University will not acquire additional land to relocate activities but will redevelop existing sites when needed.

Royal Northern College of Music

The Royal Northern College of Music (RNCM) is located on Oxford Road on a single site – unlike the much larger nearby Universities.

Developer contributions will be sought in all appropriate cases to support the timely delivery of higher education infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.

Strategies Plans and Programmes

Both Universities within the City and the RNCM have their own plans and strategies for their facilities going forward.

Committed and Planned Projects

The Council will continue to engage with the RNCM, the University of Manchester and Manchester Metropolitan University to keep them apprised of the planned growth of the City and to ensure that any issues that may arise over the Core Strategy period can be addressed.

Health

Ensuring that Manchester's residents have sufficient access to the Health services that they need will continue to be very important to support planned growth. The approach contained within the Infrastructure Delivery Plan will support the delivery of all of the Strategic Objectives contained within the Core Strategy.

Manchester Primary Care Trust

Introduction

Manchester Primary Care Trust (PCT) was formed from a merger of North, Central and South Manchester PCTs in October 2006. The PCT is directly responsible for Primary Care in Manchester. However it is important to recognise that the NHS operates on 3 levels of care tertiary, secondary and primary.

Tertiary Care

Tertiary care in the North West is provided by the North West Strategic Health Authority (SHA) who are responsible for 24 PCTs, 23 Acute Trusts, 8 Mental Health Trusts, 7 Specialist Trusts and the North West Ambulance Service (See also Emergency Services Infrastructure). The SHA manages the NHS locally and provides an important link between the Department of Health and the NHS. The SHA also provides an advisory and supportive role to the PCTs to ensure that national priorities for health are integrated into local health plans

Special health authorities also provided tertiary care and are health authorities that provide a health service to the whole of England. One example is the The National Blood Authority.

Secondary Care

Hospitals in Manchester are managed by acute trusts, Manchester has three acute trusts these are, Central Manchester University Hospitals NHS foundation trust, University Hospital of South Manchester NHS foundation trust and the Pennine Acute Hospitals Trust (who manage North Manchester Hospital)

Primary Care

PCTs are the most commonly used part of the NHS and control 80% of the NHS budget. They are GP surgeries, dentists, opticians, pharmacists as well as NHS Walk In Centres and NHS Direct. Primary care in Manchester is split into 3 Hubs, North, Central and South Manchester which is approximately 11 wards in each hub.

However in July 2010 the Government announced in the The NHS White Paper, Equity and excellence: Liberating the NHS that the SHA's and PCT's will be abolished and replaced by a GP Consortia by April 2013.

The IDP will continue to be updated to reflect the changes once more information becomes available.

Infrastructure Requirements

Manchester Joint Strategic Needs Assessment (JSNA) has been developed by the Joint Health Unit in partnership with Manchester NHS, Children's Services, Adult Social Care and Manchester Local Involvement Network. It builds on some of the comprehensive needs assessment work already carried out in the city, including the Children and Young People's Plan and the various plans for Manchester NHS and Adult Social Care.

It is an important baseline reference document that sets out the policy context and current situation in Manchester, followed by an analysis of local data and a series of recommendations based on available research evidence.

The JSNA is expected to influence the commissioning process across both health and social care. It is also expected to underpin the development and implementation of the Local Area Agreement and the Commissioning Strategic Plan (CSP) of NHS Manchester.

Developer contributions will be sought in all appropriate cases to support the timely delivery of health infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.

Strategies Plans and Programmes

Improving Health in Manchester Commissioning Strategic Plan 2009 – 2014 (3rd Edition)

The NHS Manchester Commissioning Strategic Plan 2009 – 2014 explains how NHS Manchester will lead improvements through five strategic objectives and subsequent priorities.

There are two other plans that are important to the implementation of the Strategic Plan these are:

Operational Plan:- Is a one year plan that sets out how NHS Manchester will implement the priorities described here along with the wider range of other commissioning activities that NHS Manchester need to undertake.

Organisational Development Plan:- Sets out NHS Manchester's approach to delivering Strategic Objective 5 and ensuring that NHS Manchester is effective both as a commissioner and provider of local services.

Committed and Planned Projects

Work is ongoing in relation to the various healthcare facilities within the City to meet the needs of patients, under the gaze of the SHA. The Council will continue to engage with stakeholders in the Health sector to ensure that any issues that may arise over the Core Strategy period can be addressed effectively.

5.0 GREEN INFRASTRUCTURE

Green Infrastructure and Outdoor Leisure

Introduction

A Greater Manchester Green Infrastructure strategy is currently being prepared by AGMA. It defines green infrastructure in Manchester as consisting of:

- Open spaces - parks, woodlands, informal open spaces, nature reserves, lakes, historic sites and natural elements of built conservation areas, civic spaces and accessible countryside
- Linkages - river valleys and canals, pathways, cycle routes, tram routes and railway lines - both used and disused
- Networks of “urban green” - the collective resource of private gardens, pocket parks, street trees, verges, green roofs and green walls

Ensuring that Manchester’s residents have sufficient access to green infrastructure is important to support planned growth. The approach contained within the Infrastructure Delivery Plan will support the delivery of all of the Strategic Objectives contained within the Core Strategy.

Infrastructure Requirements

The City already has substantial formal and informal Green Infrastructure assets (such as parks, woodlands, gardens, river valleys, canals, street trees etc.) many of which are well used by residents, and which perform a range of different functions, such as recreation, bio-diversity, air quality, flood management etc. The City is also working to identifying unused or neglected incidental open space within those neighbourhoods where residential development is planned and remediate these into functional good quality green spaces, whilst ensuring that these are linked together by green corridors.

The development of the public realm within the City Centre has played a key role in the regeneration of the area and is now integral to the character of the City. Open space in the City Centre is used not just by residents but also by workers and tourists. The City Centre Strategic Plan recognises attractive green spaces for residents, visitors and workers at Sackville Park, St Johns Gardens, Parsonage Gardens, Piccadilly and Cathedral Gardens. Large open spaces, such as Hulme Park are also easily accessible. Canal basins and routes along waterways are also identified as providing additional opportunities for local residents as well as acting as routes in and out of the City Centre for visitor. The redevelopment of the Oxford Road Corridor to the south of the City Centre will address a range of issues and open space is central to the proposals in the area. There will be a concerted effort to improving both the quantity and quality of area’s green infrastructure, making the area a more pleasant place to live and work.

It is recognised that the provision of new open space will be challenging in some parts of the City Centre. In these areas in particular, a key priority will be to deliver new urban features such as green roofs and living walls together with more street trees, to increase and enhance green infrastructure, encouraging urban cooling and mitigating climate change. Furthermore, the provision of green spaces reduces flood risk and breaks up the urban landscape. Canals, towpaths and walkways in the City Centre provide an invaluable network of green corridors. This network ensures that residents are able to access open spaces outside of the City Centre through the use of green linkages.

The North and East SRF areas are well served with parks and open space with Phillips Park, the Medlock Valley and Velo park all having capacity for increasing visitor numbers. The key priority for these areas of the City is to ensure that opportunities are taken through increases in resident population to improve the quality and long term management of the existing green infrastructure and improving linkages between them.

Central Manchester SRF area has a very urban character, dominated by streets of terraced housing, often with small or no private gardens. The future strategy will focus on more innovative solutions, including green roofs, green walls and additional street tree planting. Access routes between open spaces are particularly important in this area if opportunities are to be maximised.

The Mersey Valley dominates the South Manchester SRF area, and the future focus for the provision of green infrastructure across South Manchester will be a balance of new provision, maintaining and improving the quality of existing provision where required and the creation of green linkages.

Wythenshawe has higher levels of green infrastructure in comparison to other areas of the City. While the quantity of green infrastructure is good, in parts of the area the distribution is uneven. The strategy for improvement of the areas green infrastructure will focus on increased provision in areas that are currently deficient, making qualitative improvements, improving access (in particular areas woodland, while also improving linkages between sites. Future planned development at Manchester Airport provides opportunities in particular to enhance the management of existing green infrastructure within the surrounding area.

Developer contributions will be sought in all appropriate cases to support the timely delivery of green infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.

Strategies Plans and Programmes

Green Infrastructure is a broad topic, with different organisations responsible for different elements, with different means of planning for future investment and for securing required funding, over different timescales. Some of the principal strategies / programmes are set out below:

- Outdoor Leisure Capital and Asset Management Programmes to achieve the long term ambition for parks and recreational green spaces which is to:-
 - improve all to Green Flag status which includes ratings for physical and horticultural attributes and biodiversity.
 - introduce water back into parks including reservoirs to increase biodiversity and help combat heat islands and flooding.
- Manchester Open Space, Sport and Recreation Study (August 2009)

In line with Planning Policy Guidance Note 17 (PPG17), Manchester completed its City Wide Open Space Sport and Recreation Study in 2009. The study mapped all publicly accessible open space, sport and recreation facilities across the city, assessing quantity, quality and access. A survey of local people's and visitors views on provision and their aspirations for open space was also undertaken. Taking both the audit of current provision and the survey to understand local needs into consideration, standards were set for quantity, quality and accessibility for all types of open space, sport and recreation facilities across the City. The standards are a current benchmark for provision and the application of these standards across the City allows an understanding of where there are critical issues relating to both existing provision and the need for new provision. The study found that a high priority for the City is better quality and improved access for its open space, sport and recreation facilities. However there is also a need to provide extra provision in some areas if the opportunity arises. The priorities for open space in each area are outlined in the Core Strategy and in more detail in the Manchester City Council City Wide Open Spaces, Sport and Recreation Study.

- Parks for all seasons
Over recent years Manchester has made great improvements to its parks and open spaces with 29 having attained Green Flag status by 2009.

[r3]

- Playing Pitch Strategy

Manchester's Playing Pitch Strategy 2003 - offers a 10-year vision for providing community opportunities for participating in pitch sports, and outlines how Manchester City Council can provide an appropriate number and range of high-quality playing pitches to meet this vision inclusive of latent demand. Recommendations are given that address issues of quality and capacity of facilities for playing fields, recreation grounds and sports clubs, which suggest that any quantitative shortfalls should be addressed by improvements to the quality and capacity of existing facilities.

- Towards a Green Infrastructure Framework for Greater Manchester (2008)

- Wild About Manchester: Manchester City Council's Biodiversity Strategy (2005).

This sets out the Council's approach to conserve, protect and enhance biodiversity for current and future generations.

Committed and Planned Projects

The following section highlights some of the specific green infrastructure schemes within Manchester, at the date of publishing.

Ronald Johnson Playing Fields, Moston £1,370,000

Improvements to pitch, new changing facilities and a 3G artificial playing surface.

Fencing, infrastructure and CCTV, improvements to Green Infrastructure across the City, £240,000

Parks pathways refurbishment programme, across the City, £190,000

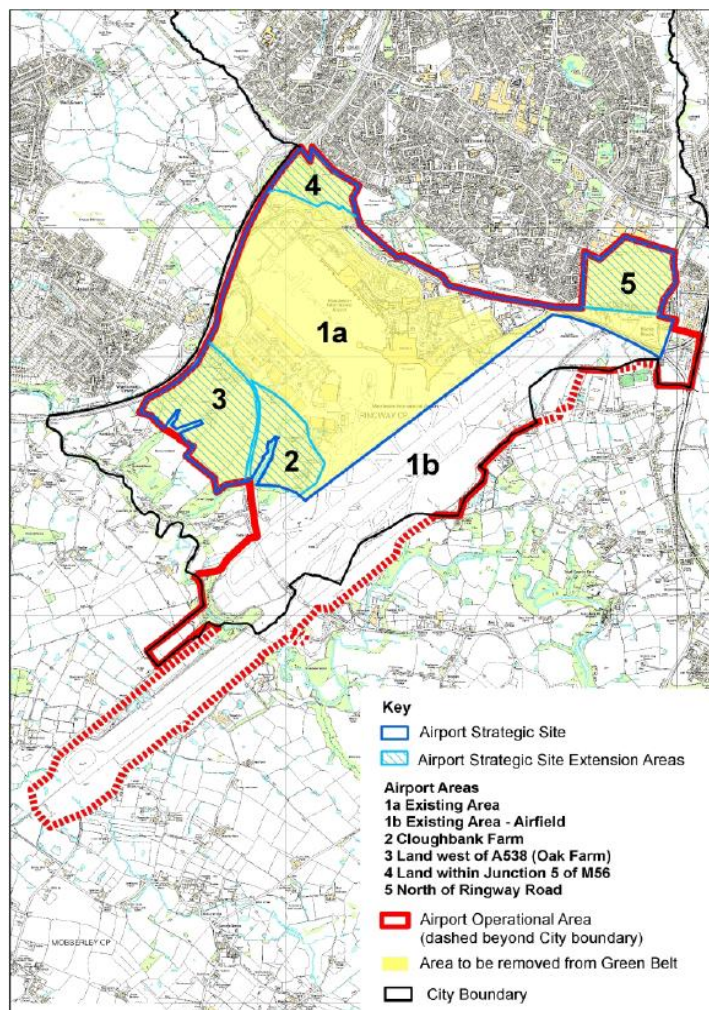
Wythenshawe Stables phase 2, Wythenshawe Park, £250,000

The Council will continue to engage with stakeholders in the field of Green Infrastructure in order that any issues that may arise over the course of the Core Strategy can be addressed effectively.

6.0 STRATEGIC SITES

Manchester Airport Strategic Site

Core Strategy policy MA1 designates the area outlined in blue below as a strategic site for Manchester Airport Development. Development within the site will enable the Airport to accommodate 45 million passengers per annum by 2030. This will involve the expansion of the developed Airport area 1 into areas 2 to 5. The Green Belt boundary in this area has been amended to exclude any areas needed for airport development.



Infrastructure requirements for expansion

Infrastructure provision at Manchester Airport will be improved in order to support its expansion. The Airport published its Airport Masterplan in 2007 which included:-

- The Land Use Plan
- The Ground Transport Plan
- The Environment Plan

- The Community Plan

Many of the infrastructure requirements are covered in detail within the Masterplan and its supporting documents.

Ground Transport

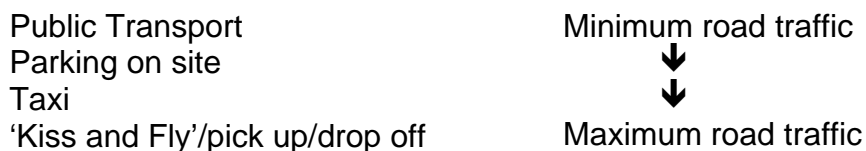
Highways

Impacts on the Strategic Road Network by the growth at the Airport and any associated development were considered when planning permission was given for Manchester Airport's second runway. Conditions attached to the planning permission set triggers linked to passenger numbers requiring improvements to the network. These are critical infrastructure improvements which are subject to legally bound funding agreements.

Parking

Car parking is an essential element of the Airports operation and an appropriate level of short, medium and long stay parking needs to be provided on site. Managing the supply and demand for parking is part of the Airport's surface access strategy.

For passengers, demand management principally involves reducing the attraction of private car pick up and drop off. Controlling access to the forecourts and terminals is the central element of the Airport's strategy. All pick up and drop off traffic is directed into short stay car parks, and a pricing policy set to promote the Airport's hierarchy of preferred transport choices:-



In 2007, 61% of passengers are 'picked up' or 'dropped off' ('kiss and fly') by private cars or taxis. This is the largest component of road traffic around the airport and the biggest contributor to congestion. If passengers are to be persuaded to switch away from 'kiss and fly' adequate parking needs to be provided on site at an appropriate price. Providing an appropriate level of short, medium and long stay parking on site is therefore critical to the development of the Airport.

Public Transport

The Airport's long term ambition is for 40% of passengers and 50% of staff to be using public transport. This is to be achieved thorough the development of public transport services and network capacity development. It should be noted that many of the public transport developments are not controlled directly by the Airport and as such will require action from other service operators and providers.

All public transport operations are integrated in a single complex at the centre of the site, 'The Station', located between Terminals 1 and 2. Over 300 trains,

100 coaches and 500 buses per day provide frequent links to destinations throughout the Airport's catchment area.

Rail

The Station provides direct links to Manchester and the West Coast Main Line via Crewe and it operates 24 hours a day. , The Airport's aim is for 25% of passengers to travel to the Airport by rail by 2030 (approx 12 million). Infrastructure required to help achieve this aim is:-

- Action to Unlock the Manchester hub: Remove the capacity problems south of Piccadilly.
- Integrate the West Coast Main Line: Link the Airport to the Chester line and so enable through running, long distance services

Metrolink

Phase 3 of Metrolink includes an extension to the Airport. Metrolink will increase significantly the number of employees travelling by public transport and provide better access to jobs at the Airport for local people. Construction of the Metrolink to the Airport is due to start in 2010 and the first passengers are expected in 2016.

Coach

The Airport includes a coach station but at present, partly due to the success of the rail station, only 2.5% of passengers arrive or depart by coach. Long term plans for coach travel include:-

- Launch Air-link:Secure dedicated high-speed services to Merseyside, North Wales, Central and East Lancashire, West Yorkshire and Midlands.
- Gateway Programme: New interchanges at key nodes on the motorway network with passenger facilities, parking and feeder services.

These schemes are important for increasing the percentage of passengers travelling by public transport and widening passenger choice.

Local bus services

The Airport is served by a network of bus services which provide an effective link to the core staff catchment areas. Around 10% of staff currently use a bus to travel to work. The Airports priorities for increasing bus travel by employees are:-

- Upgrade Skyline: Support Quality Bus Corridors on high volume routes with frequent, all day services and high quality vehicles, real time information and improved waiting facilities.
- Bus Partnerships: Develop a stable network of services in quality contracts with operators, specifying service patterns, fares and performance standards in return for financial support.
- Airport Shuttle: Encourage an innovative new network of 'demand responsive' services, tailored to the needs of smaller markets, such as in Cheshire. Work to provide feeder services to the rail and coach networks.

Cycling and walking

On the Airport site, a network of footpaths and cycleways link current and future developments to provide a safe and accessible network of routes for employees, passengers and the local community. The Manchester Airport Orbital Cycle Route provides safe and signed routes into the Airport from Greater Manchester, Cheshire and other cycle networks.

Energy

The Airport has set a target to be carbon neutral for its energy and fuel use by 2015. The Airports principal carbon emissions come from energy use in buildings and road vehicles. All new buildings and major refurbishment projects, will include a combination of ground source heat pumps, solar heating, PV cells, CHP and other low/zero carbon technologies. This is to achieve 10% of power demand or a level that is in line with Local Planning Authority requirements. The Airport intends to significantly increase the proportion of renewable energy it uses by 2015.

United Utilities have confirmed that the Airport has its own primary electricity network which will have capacity for all the planned future development; on 1st July 2010 ENWL completed the purchase of United Utilities Electricity Services.

Water

Water and Wastewater issues at the Airport will be addressed within the context of the overall approach to Water in the City and City Region. United Utilities have advised that at present there is a water supply issue should significant development be progressed in the short term; UU have plans for rectifying this situation within the context of their Asset Management Plans (AMPs), and discussions between the Airport and United Utilities are planned in relation to this, and other relevant issues.

Around 500,000m³ of water is used each year at the Airport. The main uses are toilet facilities, catering, construction and on aircraft. Almost all of this is mains 'potable' water and is returned to the main sewer for treatment at United Utilities Davyhulme treatment works. Rainwater run-off from the Airport is discharged into the River Bollin and several small streams that border the site. Control measures are in place to avoid contamination of the local watercourses.

Almost all of the Airport's water is supplied by United Utilities and distributed through a private local pipe network. There is detailed metering of major users and a water conservation programme is in place. These measures are intended to maintain average mains water per passenger to existing levels. It is intended that as a result of rainwater harvesting systems, mains water will only be used for potable and emergency uses.

Rainwater run off from the Airfield that is contaminated with winter anti-icing and de-icing chemical is diverted to balancing lagoons before discharge to the main sewer. The onsite containment system ensures that the discharge rates meet United Utilities' requirements.

Waste

Waste at Manchester Airport will be addressed within the context of the overall approach to waste in the City and City Region. In 2005, 79% of solid waste went to landfill but by 2015 the Airport aims to have kept both the total amount of waste and the amount going to landfill to less than 2005 levels and by 2030 to have reduced this waste going to landfill to zero. One of the main ways to reduce the amount of waste landfilled in the future is by a significant increase in recycling. However increasing waste segregation at source requires the co-operation and partnership of all business on the Airport site. Options are being reviewed for sorting waste off-site in order to recycle a greater proportion and to optimise the number of on-site containers and collections needed for recycling.

Current schemes to reduce waste and increase recycling include:-

- More recycling bins for passengers in the terminals;
- Introduction of shrink wrap recycling collections;
- Extension of existing office recyclables collections;
- A focus on recycling at the World Freight Terminal
- Working with airlines to increase on board waste segregation
- Working with retailers to improve the quality and quantity of waste segregated for recycling.

Proposals planned for the medium term, 2015, include:-

- The amount of waste landfilled will be kept less than 2005 levels (7400 tonnes).
- On and off-site waste segregation for recycling will be increased to 50%.
- Introduction of “pay-by-weight” charges for waste.
- Targets and requirements for recycling included in future contracts for waste and cleaning.

Emergency Services

Ambulance

Manchester Airport is covered by the North West Ambulance Service; the closest Ambulance Station to the Airport would be at Sharston in South Manchester, although further Ambulance Stations in neighbouring authorities form the network serving Greater Manchester, Cheshire and the wider Region. The Airport also has a permanent on-site Paramedic fast-response resource.

Fire

The Airport’s licence includes a mandatory requirement to provide Fire and Rescue Services that are appropriate to the aerodrome and the types of aircraft that use it. The CAA set out this requirement and it includes the minimum levels for staffing and appliances. Airport Fire Stations must be

located so that the Fire and Rescue Service can reach all parts of the airfield in two to three minutes. The site of the North Fire Station will be required for future taxiway/apron improvements, therefore, a site will be identified in the vicinity of the existing facility within the Operational Area for a new Fire Station. The Fire and Rescue Service must continue to meet the CAA's requirements, therefore, the new Fire Station is critical to Airport development.

Police

The policing of the Airport site is managed from the subdivisional HQ of Greater Manchester Police. The existing Police Station is located close to Terminal 3. This site is too small for the present and future operational demands of the Airport and cannot easily be extended. Some temporary accommodation has been provided for Greater Manchester Police, but a new Police Station will be required. This will need to be within the strategic site with access to the Terminals and the local road system. The Terminal 2 Phase 2 development and its associated road scheme may provide a site in the Thorley Lane / Runger Lane area, however detailed feasibility studies will be required. In the longer term, the current operational facility on the West Side will also require relocation as part of the redevelopment of that area.

Customs

Facilities and accommodation for the Control Authorities including UK Border Agency and Special Branch will continue to be provided, mainly within the terminals. This is to ensure the Airport continues to meet the regulatory and operational needs of the authorities. Security facilities will be provided within the terminals. In addition, Security Search Areas at various points around the site will be provided or extended as required to meet increasingly stringent security requirements.

Green Infrastructure

The Airport aims to limit its effects on nature conservation and landscape resources and seeks to create new facilities and enhance local ecological and landscape value. The Operational Area includes areas of structure landscape planting and some 350ha of ecologically managed land around the Second Runway.

The development of the airport does not require additional green infrastructure to be provided but areas of ecological importance need to be protected or mitigation provided where protection is not possible.

Manchester Airport strategic site borders part of a national Site of Special Scientific Interest (SSSI), Cotteril Clough. Although development will avoid the SSSI, any impact will need to be assessed.

The strategic sites include parts of two Sites of Biological Importance (SBI) which are:-

- Ponds near Manchester Airport Runway (Grade C SBI);
- Marl Pit near Cotteril Clough (Grade A SBI)

- Sunbank Woods SBI
- Cotteril Clough SBI

The Airport currently manages a large area of land to the west of the runway under its Landscape and Habitat Management Plan (LHMP). As part of the planned development the LHMP will be extended by 100 hectares to compensate for, and to mitigate any effects of, increasing the Operational Area of the Airport by working with the various landowners to enhance the ecological diversity within the area. The area identified for the extension lies either side of the Bollin Valley between the M56 and Castle Hill Farm. The Airport will undertake the mitigation works in advance of development taking place.

PART TWO

7.0 SCHEDULE OF INFORMATION

The schedule contains information regarding the type, timing (where possible in 5 year segments) and cost of infrastructure needed to support the growth proposed by the Core Strategy.

For ease of use with the Core Strategy document the schedule has been split into each of the Core Strategy Policies. Some of the items within the schedules are repeated, as some of the infrastructure projects span multiple Strategic Objectives and policies.

This information in the schedule is organised in to three levels of priority

- Committed: Schemes/projects where a need has been identified, and where funding is secure or works are underway.
- Planned: Schemes/projects where a need has been identified, potential funding options scoped, but formal funding / delivery approvals have not yet been secured.

Long Term / Aspirational: Schemes/projects where a need has been identified, but no funding or delivery mechanism.

The colour coding is used to reflect the status/risk for specific projects

Committed	Planned	Long Term / Aspirational
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Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
SP 1 Spatial Principles										
New Primary Schools	Primary Schools	Manchester City Council	Old Moat	Capital Programme	6,125 (2010/11)	✓			Committed	
			Parkview, Miles Platting	Capital Programme	2,227 (2010/11)	✓			Committed	
			Pike Fold, Blackley	Capital Programme	3,900 (2010/11)	✓			Committed	
			Varna Street, Openshaw	Capital Programme	4,724 (2010/11)	✓			Committed	
Primary School Alterations	Primary Schools	Manchester City Council	Cravenwood, Crumpsall	Capital Programme	80 (2010/11)	✓			Committed	
New Secondary Schools / Academies	Secondary Schools	Manchester City Council	Burnage High School	Capital Programme / BSF	7,969 (2010/11)	✓			Committed	
			Castlefield (SEN)	Capital Programme / BSF	1,009 (2010/11)	✓			Committed	
			Gorton Educational Village	Capital Programme / BSF	489 (2010/11)	✓			Committed	
			King David High School, Crumpsall	Capital Programme / BSF	11,500 (2010/11)	✓			Committed	
New Secondary Schools / Academies	Secondary Schools	Manchester City Council	Southern Cross (SEN), Chorlton	Capital Programme / BSF	3,093 (2010/11)	✓			Committed	
			Levenshulme High School	Capital Programme / BSF	21,033 (2010/11)	✓			Committed	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
New Secondary Schools / Academies	Secondary Schools	Manchester City Council	Wright Robinson High School, Gorton	Capital Programme / BSF	1,787 (2010/11)	✓			Committed	
			Communication Academy, Harpurhey	Capital Programme / BSF	7,889 (2010/11)	✓			Committed	
			Creative and Media Academies, Blackley	Capital Programme / BSF	34,397 (2010/11)	✓			Committed	
			East Manchester Academy, Beswick	Capital Programme/BSF	4,699 (2010/11)	✓			Committed	
			Manchester Enterprise Academy, Wythenshawe	Capital Programme / BSF	6,726 (2010/11)	✓			Committed	
			Manchester Health Academy, Wythenshawe	Capital Programme / BSF	7,712 (2010/11)	✓			Committed	
			The Co-Operative Academy of Manchester, Blackley	Capital Programme / BSF	9,167 (2010/11)	✓			Committed	
BSF General & ICT	Secondary Schools	Manchester City Council	City Wide	Capital Programme / BSF	3,356 (2010/11)	✓			Committed	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Phase 1 Information & Communication Technology (ICT)						✓				
BSF Phase 2 Buglawton Hall School Chorlton High School ICT Ewing School Grange School Lancastrian School Loreto High School Parrswood High School ICT St.Peter's RC High School The Barlow R.C High School & Specialist College Trinity C. of E. High School Whalley range 11-18 High School	Secondary	Manchester City Council	City-Wide	Capital Programme / BSF	100,255 (2010/12)	✓			Committed	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Business School at All Saints South Campus with Student Hub (Including closure of Ayton building)	Higher Education	Manchester Metropolitan University	City Centre/Regional Centre	MMU Capital Development Programme	65,000 (2007/8 – 2011/12)	✓			Committed	
International Student Village	Higher Education	Manchester Metropolitan University	South Manchester	MMU Capital Development Programme	31,000 (2007/8 – 2011/12)	✓			Committed	
All Saints Multi Storey Car Park	Higher Education / Car Park	Manchester Metropolitan University	City Centre/Regional Centre	MMU Capital Development Programme	6,000 (2007/8-2011/12)	✓			Committed	
Art & Design reconfiguration	Higher Education	Manchester Metropolitan University	City Centre/Regional Centre	MMU Capital Development Programme	45,000 (2007/8 – 2011/12)	✓			Committed	
Chemical Engineering & Analytical Science phase 1 new build	Higher Education	University of Manchester	City Centre/Regional Centre		16,000				Planned	
Learning Commons refurbishment/new build	Higher Education	University of Manchester	City Centre/Regional Centre		25,000				Planned	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Optometry Refurbishment	Higher Education	University of Manchester	City Centre/Regional Centre		6,000				Committed	
Completion of the Chemical Engineering & Analytical Science	Higher Education	University of Manchester	City Centre/Regional Centre		25,000				Planned	Identified as a priority after 2011
Accommodation for MAHSC	Higher Education	University of Manchester	City Centre / Regional Centre / South Manchester		1,500				Planned	Identified as a priority after 2011
Schools Refurbishment Programme	ALL	Manchester City Council	City-Wide	Capital Programme Manchester Partnership Programme	12,325 (2010/12)	✓			Committed	
Improvement to the existing or development of new educational facilities	ALL	Manchester City Council	City-Wide	TBC	TBC	✓	✓	✓	Long Term / Aspirational	
Improvement to the existing or development of new health facilities	ALL	Manchester City Council National Health Service	City-Wide	TBC	TBC	✓	✓	✓	Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Improvement to the existing or development of new emergency services facilities	ALL	GMP GMF&RS NWAS	City-Wide	TBC	TBC	✓	✓	✓	Long Term / Aspirational	
EC 1 Employment and Economic Growth in Manchester										
Oxford Road Digitalisation	ICT	Manchester City Council	City Centre / Regional Centre	Capital Programme NWDA Grant	713	✓			Committed	
Urban Traffic Control Improvements	Highways	GMUTC	City-wide	Capital Programme	10,600	✓			Committed	
Metrolink Improvements	Tram	GMPTE GMITA	Abraham Moss and Queens Road Stations, Bury Line	GMITA, Department of Transport	7,100	✓			Committed	
			City Centre – Chorlton, City Centre – Droylsden, City Centre – Oldham and Rochdale Line Extensions including stations	LTP CAPEX	575,000	✓			Committed	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
			Chorlton – Didsbury Line Extensions including stations	GMTF	88,000	✓			Committed	
			Chorlton – Manchester Airport and Second City Crossing	GMTF	512,000	✓	✓		Committed	
Leigh-Salford-Manchester Busway	Bus	GMPTE / GMITA	GM-Wide	GMTF	76,000	✓			Planned	
Metroshuttle Network	Bus	GMPTE / MCC / NCP / Manchester / Allied London	City Centre	GMPTE / MCC / NCP / Manchester / Allied London	TBC	✓	✓		Committed	
Cross City Bus Package	Bus	GMPTE	Rochdale Road, City Centre and Oxford Road		TBC				Planned	Cross City Bus Package have been allocated to DfT's Development Pool of schemes. DfT has recognised that the schemes in the Development Pool offer good value for money but have indicated that they are not in a position to fund all the schemes in this pool. Promoters will need to submit Best and Final

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
										<p>funding bids no later than Autumn 2011.</p> <p>Decisions will be made by the end of 2011 on those schemes who's Best and Final funding bids are to be accepted. These schemes will then receive a reactivated Programme Entry approval and then subsequently progress to a Full Approval decision.</p>
Northern Hub This includes the following: Refurbishment of Manchester Victoria Station Electrification of the Manchester to Liverpool Line Construction of the Ordsall Chord	Rail	Network Rail	North West / North East / Yorkshire & Humber Wide	Network Rail	530,000		✓	✓	Planned	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Additional Capacity Manchester to Bradford / Huddersfield / Sheffield / Buxton / Preston / Chester										
More capacity for freight to Trafford Park										
4th Platform at Manchester Airport										
Improvements to disabled access provision at Oxford Road Station	Rail	Network Rail	City Centre	Network Rail Access for All Programme	TBC	✓			Planned	Subject to funding approval
Manchester Airport Road Improvements	Highways	Manchester City Council, Manchester Airport Group, Highways Authority	M56 – Styal Road, M56 widening and relocation of Junction 6	S278 Agreements	TBC	✓	✓	✓	Planned	Subject to funding approval
		Manchester City Council, Trafford MBC, Manchester Airport Group, Highways Authority	A538 Wilmslow Road	S278 Agreements	TBC			✓	Planned	Subject to funding approval

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Realignment of Manchester Inner Ring Road (Miller Street)	Highways	Manchester City Council	City Centre	Highways, CAPEX	C 7,000	✓			Planned	Subject to funding approval
Town Hall Complex	Municipal Services	Manchester City Council	City Centre	Capital Programme	140,477	✓			Committed	
District Centres	Local Services	Manchester City Council	Cheetham Hill District Centre	Capital Programme	500	✓			Committed	
			Wythenshawe Town Centre	Capital Programme	488	✓			Committed	
EC 2 Existing Employment Space										
EC 3 The Regional Centre										
CC 1 Primary Economic Development Focus : City Centre and Fringe										
Oxford Road Digitalisation	ICT	Manchester City Council	City Centre / Regional Centre	Capital Programme NWDA Grant	713	✓			Committed	
Urban Traffic Control Improvements	Highways	GMUTC	City-wide	Capital Programme	10,600	✓			Committed	
Metrolink Improvements	Tram	GMPTE GMITA	Abraham Moss and Queens Road Stations, Bury Line	GMPTA, Department of Transport	7,100	✓			Committed	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
			City Centre – Chorlton, City Centre – Droylsden, City Centre – Oldham and Rochdale Line Extensions including stations	LTP CAPEX	575,000	✓			Committed	
			Chorlton – Didsbury Line Extensions including stations	GMTF	88,000	✓			Committed	
			Chorlton – Manchester Airport and Second City Crossing	GMTF	512,000		✓		Committed	
Leigh-Salford-Manchester Busway	Bus	GMPTE / GMITA	GM-Wide	GMTF	76,000	✓			Planned	
Metroshuttle Network	Bus	GMPTE / MCC / NCP / Manchester / Allied London	City Centre	GMPTE / MCC / NCP / Manchester / Allied London	TBC				Committed	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Cross City Bus Package	Bus	GMPTE	Rochdale Road, City Centre and Oxford Road		TBC				Planned	<p>Cross City Bus Package have been allocated to DfT's Development Pool of schemes. DfT has recognised that the schemes in the Development Pool offer good value for money but have indicated that they are not in a position to fund all the schemes in this pool.</p> <p>Promoters will need to submit Best and Final funding bids no later than Autumn 2011.</p> <p>Decisions will be made by the end of 2011 on those schemes who's Best and Final funding bids are to be accepted. These schemes will then receive a reactivated Programme Entry approval and then subsequently progress to a Full Approval decision.</p>
Northern Hub This includes the following:	Rail	Network Rail	North West / North East / Yorkshire & Humber Wide	Network Rail	530,000		✓	✓	Planned	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
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Refurbishment of Manchester Victoria Station										
Electrification of the Manchester to Liverpool Line										
Construction of the Ordsall Chord										
Additional Capacity Manchester to Bradford / Huddersfield / Sheffield / Buxton / Preston / Chester										
More capacity for freight to Trafford Park										
4th Platform at Manchester Airport										
Improvements to disabled access provision at Oxford Road Station	Rail	Network Rail	City Centre	Network Rail Access for All Programme	TBC	✓			Planned	Subject to funding approval
Realignment of Manchester Inner Ring Road (Miller Street)	Highways	Manchester City Council	City Centre	Highways, CAPEX	C 7,000	✓			Planned	Subject to funding approval

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Town Hall Complex	Municipal Services	Manchester City Council	City Centre	Capital Programme	140,477	✓			Committed	
CC 2 Retail										
Electricity generation / distribution Infrastructure	Electricity	Electricity North West Ltd, Developers, Manchester City Council, Department for Environment and Climate Change	City Centre	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Gas distribution Infrastructure	Gas	National Grid Gas, Developers	City Centre	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Water supply Infrastructure	Water Supply	United Utilities / Developers	City Centre	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	At the present time there is sufficient water supply / wastewater treatment infrastructure to serve the

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
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						2010	2016	2022		
						2015	2021	2027		
									Long Term / Aspirational	<p>City of Manchester. UU, through their Asset Management Plans (AMPs), are planning investment in their infrastructure to ensure that this continues, in light of planned growth and changing environmental regulations.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
Wastewater treatment Infrastructure	Wastewater Treatment and Disposal	United Utilities / Developers	City Centre	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Flood Risk Management Infrastructure		Manchester City Council / United Utilities, Environmental Agency / Natural England / DEFRA / Developer Contributions	City Centre	AMP5,6,7,8 / Developer Contributions / Defra funding	TBC	✓	✓	✓	Committed	<p>Generally speaking flood management infrastructure within the City is fit for purpose, and the risk of new developments flooding is considered through the Planning process. Investment in flood risk management infrastructure can further lower the risk of flooding, although care is needed to avoid displacing flooding to another location.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of flood defence and management infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
CC 3 Housing										
Electricity generation / distribution Infrastructure		Electricity North West Ltd, Developers, Manchester City Council, Department for Environment and Climate Change	City Centre	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Gas distribution Infrastructure		National Grid Gas, Developers	City Centre	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Water supply Infrastructure	Water Supply	United Utilities / Developers	City Centre	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	At the present time there is sufficient water supply / wastewater treatment infrastructure to serve the

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Wastewater treatment Infrastructure	Wastewater Treatment and Disposal	United Utilities / Developers	City Centre	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
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						2015	2021	2027		
Flood Risk Management Infrastructure		Manchester City Council / United Utilities, Environmental Agency / Natural England / DEFRA / Developer Contributions	City Centre	AMP5,6,7,8 / Developer Contributions / Defra funding	TBC	✓	✓	✓	Committed	<p>Generally speaking flood management infrastructure within the City is fit for purpose, and the risk of new developments flooding is considered through the Planning process. Investment in flood risk management infrastructure can further lower the risk of flooding, although care is needed to avoid displacing flooding to another location.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of flood defence and management infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
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Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
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						2010	2016	2022		
						2015	2021	2027		
CC 4 Visitors - Tourism, Culture and Leisure										
CC 5 Transport										
Urban Traffic Control Improvements	Highways	GMUTC	City-wide	Capital Programme	10,600	✓			Committed	
Metrolink Improvements	Tram	GMPTA / GMITA	Abraham Moss and Queens Road Stations, Bury Line	GMPTA, Department of Transport	7,100	✓			Committed	
			City Centre – Chorlton, City Centre – Droylsden, City Centre – Oldham and Rochdale Line Extensions including stations	LTP CAPEX	575,000	✓			Committed	
			Chorlton – Didsbury Line Extensions including stations	GMTF	88,000	✓			Committed	
			Chorlton – Manchester Airport and Second City Crossing	GMTF	512,000		✓		Committed	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Leigh-Salford-Manchester Busway	Bus	GMPTE / GMITA	GM-Wide	GMTF	76,000	✓			Planned	
Metroshuttle Network	Bus	GMPTE / MCC / NCP / Manchester / Allied London	City Centre	GMPTE / MCC / NCP / Manchester / Allied London	TBC				Committed	
Cross City Bus Package	Bus	GMPTE	Rochdale Road, City Centre and Oxford Road		TBC				Planned	<p>Cross City Bus Package have been allocated to DfT's Development Pool of schemes. DfT has recognised that the schemes in the Development Pool offer good value for money but have indicated that they are not in a position to fund all the schemes in this pool.</p> <p>Promoters will need to submit Best and Final funding bids no later than Autumn 2011.</p> <p>Decisions will be made by the end of 2011 on those schemes who's Best and Final funding bids are to be accepted. These schemes will then receive a reactivated Programme Entry approval and then subsequently progress to</p>

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
									a Full Approval decision.	
Northern Hub	Rail	Network Rail	North West / North East / Yorkshire & Humber Wide	Network Rail	530,000		✓	✓	Planned	
This includes the following:										
Refurbishment of Manchester Victoria Station										
Electrification of the Manchester to Liverpool Line										
Construction of the Ordsall Chord										
Additional Capacity Manchester to Bradford / Huddersfield / Sheffield / Buxton / Preston / Chester										
More capacity for freight to Trafford Park										

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
4th Platform at Manchester Airport										
Improvements to disabled access provision at Oxford Road Station	Rail	Network Rail	City Centre	Network Rail Access for All Programme	TBC	✓			Planned	Subject to funding approval
Realignment of Manchester Inner Ring Road (Miller Street)	Highways	Manchester City Council	City Centre	Highways, CAPEX	C 7,000	✓			Planned	Subject to funding approval
Electricity generation / distribution Infrastructure	Electricity	Electricity North West Ltd, Developers, Manchester City Council, Department for Environment and Climate Change	City Centre	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Gas distribution Infrastructure	Gas	National Grid Gas, Developers	City Centre	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Water supply Infrastructure	Water Supply	United Utilities / Developers	City Centre	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	<p>At the present time there is sufficient water supply / wastewater treatment infrastructure to serve the City of Manchester. UU, through their Asset Management Plans (AMPs), are planning investment in their infrastructure to ensure that this continues, in light of planned growth and changing environmental regulations.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
									Long Term / Aspirational	
Wastewater treatment Infrastructure	Wastewater Treatment and Disposal	United Utilities / Developers	City Centre	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
									Long Term / Aspirational	
Flood Risk Management Infrastructure		Manchester City Council / United Utilities, Environmental Agency / Natural England / DEFRA / Developer Contributions	City Centre	AMP5,6,7,8 / Developer Contributions / Defra funding	TBC	✓	✓	✓	Committed	<p>Generally speaking flood management infrastructure within the City is fit for purpose, and the risk of new developments flooding is considered through the Planning process. Investment in flood risk management infrastructure can further lower the risk of flooding, although care is needed to avoid displacing flooding to another location.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of flood defence and management infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>

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						2015	2021	2027		
									Long Term / Aspirational	
CC 6 City Centre High Density Development										
Electricity generation / distribution Infrastructure	Electricity	Electricity North West Ltd, Developers, Manchester City Council, Department for Environment and Climate Change	City Centre	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Gas distribution Infrastructure	Gas	National Grid Gas, Developers	City Centre	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Water supply Infrastructure	Water Supply	United Utilities / Developers	City Centre	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	At the present time there is sufficient water supply / wastewater treatment infrastructure to serve the

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
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									Long Term / Aspirational	<p>City of Manchester. UU, through their Asset Management Plans (AMPs), are planning investment in their infrastructure to ensure that this continues, in light of planned growth and changing environmental regulations.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
Wastewater treatment Infrastructure	Wastewater Treatment and Disposal	United Utilities / Developers	City Centre	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Flood Risk Management Infrastructure		Manchester City Council / United Utilities, Environmental Agency / Natural England / DEFRA / Developer Contributions	City Centre	AMP5,6,7,8 / Developer Contributions / Defra funding	TBC	✓	✓	✓	Committed	<p>Generally speaking flood management infrastructure within the City is fit for purpose, and the risk of new developments flooding is considered through the Planning process. Investment in flood risk management infrastructure can further lower the risk of flooding, although care is needed to avoid displacing flooding to another location.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of flood defence and management infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
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Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
CC 7 Mixed Use Development										
CC 8 Change and Renewal										
Metrolink Improvements	Tram	GMPTE / GMITA	Chorlton – Manchester Airport and Second City Crossing	GMTF	512,000	✓	✓		Committed	
CC 9 Design and Heritage										
CC 10 A Place for Everyone										
EC 4 North Manchester										
Metrolink Improvements	Tram	GMPTE / GMITA	Abraham Moss and Queens Road Stations, Bury Line	GMPTA, Department of Transport	7,100	✓			Committed	
			City Centre – Chorlton, City Centre – Droylsden, City Centre – Oldham and Rochdale Line Extensions including stations	LTP CAPEX	575,000	✓			Committed	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Electricity generation / distribution Infrastructure	Electricity	Electricity North West Ltd, Developers, Manchester City Council, Department for Environment and Climate Change	North Manchester	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Gas distribution Infrastructure	Gas	National Grid Gas, Developers	North Manchester	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Water supply Infrastructure	Water Supply	United Utilities / Developers	North Manchester	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	At the present time there is sufficient water supply / wastewater treatment infrastructure to serve the

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
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									Long Term / Aspirational	<p>City of Manchester. UU, through their Asset Management Plans (AMPs), are planning investment in their infrastructure to ensure that this continues, in light of planned growth and changing environmental regulations.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
Wastewater treatment Infrastructure	Wastewater Treatment and Disposal	United Utilities / Developers	North Manchester	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Flood Risk Management Infrastructure		Manchester City Council / United Utilities, Environmental Agency / Natural England / DEFRA / Developer Contributions	North Manchester	AMP5,6,7,8 / Developer Contributions / Defra funding	TBC	✓	✓	✓	Committed	<p>Generally speaking flood management infrastructure within the City is fit for purpose, and the risk of new developments flooding is considered through the Planning process. Investment in flood risk management infrastructure can further lower the risk of flooding, although care is needed to avoid displacing flooding to another location.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of flood defence and management infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
EC 5 East Manchester										
Metrolink Improvements	Tram	GMPTE / GMITA	City Centre – Chorlton, City Centre – Droylsden, City Centre – Oldham and Rochdale Line Extensions including stations	LTP CAPEX	575,000	✓			Committed	
Canal Connections in East Manchester	Canal	Natural England	East Manchester	Waterways Trust	124	✓			Committed	
Electricity generation / distribution Infrastructure	Electricity	Electricity North West Ltd, Developers, Manchester City Council, Department for Environment and Climate Change	East Manchester	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
Gas distribution Infrastructure	Gas	National Grid Gas, Developers	East Manchester	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Long Term / Aspirational Committed	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
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									Long Term / Aspirational	
Water supply Infrastructure	Water Supply	United Utilities / Developers	East Manchester	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	<p>At the present time there is sufficient water supply / wastewater treatment infrastructure to serve the City of Manchester. UU, through their Asset Management Plans (AMPs), are planning investment in their infrastructure to ensure that this continues, in light of planned growth and changing environmental regulations.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
									Long Term / Aspirational	

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						2010	2016	2022		
						2015	2021	2027		
Wastewater treatment Infrastructure	Wastewater Treatment and Disposal	United Utilities / Developers	East Manchester	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Flood Risk Management Infrastructure		Manchester City Council / United Utilities, Environmental Agency / Natural England / DEFRA / Developer Contributions	East Manchester	AMP5,6,7,8 / Developer Contributions / Defra funding	TBC	✓	✓	✓	Committed	<p>Generally speaking flood management infrastructure within the City is fit for purpose, and the risk of new developments flooding is considered through the Planning process. Investment in flood risk management infrastructure can further lower the risk of flooding, although care is needed to avoid displacing flooding to another location.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of flood defence and management infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also</p>

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						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
										continue to work with responsible agencies and delivery partners to address any issues that arise.
									Long Term / Aspirational	
EC 6 Central Park Strategic Employment Location										
Metrolink Improvements	Tram	GMPTE / GMITA	City Centre – Chorlton, City Centre – Droylsden, City Centre – Oldham and Rochdale Line Extensions including stations	LTP CAPEX	575,000	✓			Committed	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Canal Connections in East Manchester	Canal	Natural England	East Manchester	Waterways Trust	124	✓			Committed	
Electricity generation / distribution Infrastructure	Electricity	Electricity North West Ltd, Developers, Manchester City Council, Department for Environment and Climate Change	Central Park	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Gas distribution Infrastructure	Gas	National Grid Gas, Developers	Central Park	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Water supply Infrastructure	Water Supply	United Utilities / Developers	Central Park	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	At the present time there is sufficient water supply / wastewater treatment infrastructure to serve the

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
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									Long Term / Aspirational	<p>City of Manchester. UU, through their Asset Management Plans (AMPs), are planning investment in their infrastructure to ensure that this continues, in light of planned growth and changing environmental regulations.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
Wastewater treatment Infrastructure	Wastewater Treatment and Disposal	United Utilities / Developers	Central Park	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Flood Risk Management Infrastructure		Manchester City Council / United Utilities, Environmental Agency / Natural England / DEFRA / Developer Contributions	Central Park	AMP5,6,7,8 / Developer Contributions / Defra funding	TBC	✓	✓	✓	Committed	<p>Generally speaking flood management infrastructure within the City is fit for purpose, and the risk of new developments flooding is considered through the Planning process. Investment in flood risk management infrastructure can further lower the risk of flooding, although care is needed to avoid displacing flooding to another location.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of flood defence and management infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
EC 7 Eastlands Employment Location Employment Location										
Metrolink Improvements	Tram	GMPTe / GMITA	City Centre – Chorlton, City Centre – Droylsden, City Centre – Oldham and Rochdale Line Extensions including stations	LTP CAPEX	575,000	✓			Committed	
Electricity generation / distribution Infrastructure	Electricity	Electricity North West Ltd, Developers, Manchester City Council, Department for Environment and Climate Change	Eastlands	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Gas distribution Infrastructure	Gas	National Grid Gas, Developers	Eastlands	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Water supply Infrastructure	Water Supply	United Utilities / Developers	Eastlands	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	<p>At the present time there is sufficient water supply / wastewater treatment infrastructure to serve the City of Manchester. UU, through their Asset Management Plans (AMPs), are planning investment in their infrastructure to ensure that this continues, in light of planned growth and changing environmental regulations.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
									Long Term / Aspirational	
Wastewater treatment Infrastructure	Wastewater Treatment and Disposal	United Utilities / Developers	Eastlands	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
									Long Term / Aspirational	
Flood Risk Management Infrastructure		Manchester City Council / United Utilities, Environmental Agency / Natural England / DEFRA / Developer Contributions	Eastlands	AMP5,6,7,8 / Developer Contributions / Defra funding	TBC	✓	✓	✓	Committed	Generally speaking flood management infrastructure within the City is fit for purpose, and the risk of new developments flooding is considered through the Planning process. Investment in flood risk management infrastructure can further lower the risk of flooding, although care is needed to avoid displacing flooding to another location. Developer contributions will be sought in all appropriate cases to support the timely delivery of flood defence and management infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development. The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
EC 8 Central Manchester										
Improvements to disabled access provision at Oxford Road Station	Rail	Network Rail	City Centre	Network Rail Access for All Programme	TBC	✓			Planned	Subject to funding approval
Oxford Road Digitalisation	ICT	Manchester City Council	City Centre / Regional Centre	Capital Programme NWDA Grant	713	✓			Committed	
Metroshuttle Network	Bus	GMPTE / MCC / NCP / Manchester / Allied London	City Centre	GMPTE / MCC / NCP / Manchester / Allied London	TBC				Committed	
Leigh-Salford-Manchester Busway	Bus	GMPTE / GMITA	GM-Wide	GMTF	76,000	✓			Planned	
Electricity generation / distribution Infrastructure	Electricity	Electricity North West Ltd, Developers, Manchester City Council, Department for Environment and Climate Change	Central Manchester	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Gas distribution Infrastructure	Gas	National Grid Gas, Developers	Central Manchester	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Water supply Infrastructure	Water Supply	United Utilities / Developers	Central Manchester	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	At the present time there is sufficient water supply / wastewater treatment infrastructure to serve the

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
									Long Term / Aspirational	<p>City of Manchester. UU, through their Asset Management Plans (AMPs), are planning investment in their infrastructure to ensure that this continues, in light of planned growth and changing environmental regulations.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
Wastewater treatment Infrastructure	Wastewater Treatment and Disposal	United Utilities / Developers	Central Manchester	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Flood Risk Management Infrastructure		Manchester City Council / United Utilities, Environmental Agency / Natural England / DEFRA / Developer Contributions	Central Manchester	AMP5,6,7,8 / Developer Contributions / Defra funding	TBC	✓	✓	✓	Committed	Generally speaking flood management infrastructure within the City is fit for purpose, and the risk of new developments flooding is considered through the Planning process. Investment in flood risk management infrastructure can further lower the risk of flooding, although care is needed to avoid displacing flooding to another location. Developer contributions will be sought in all appropriate cases to support the timely delivery of flood defence and management infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development. The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.
EC 9 South Manchester										
Long Term / Aspirational										

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Metrolink Improvements	Tram	GMPTE / GMITA	Chorlton – Didsbury Line Extensions including stations	GMTF	88,000	✓			Committed	
			Chorlton – Manchester Airport and Second City Crossing	GMTF	512,000	✓	✓		Committed	
Electricity generation / distribution Infrastructure	Electricity	Electricity North West Ltd, Developers, Manchester City Council, Department for Environment and Climate Change	South Manchester	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
Gas distribution Infrastructure	Gas	National Grid Gas, Developers	South Manchester	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Water supply Infrastructure	Water Supply	United Utilities / Developers	South Manchester	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	<p>At the present time there is sufficient water supply / wastewater treatment infrastructure to serve the City of Manchester. UU, through their Asset Management Plans (AMPs), are planning investment in their infrastructure to ensure that this continues, in light of planned growth and changing environmental regulations.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
									Long Term / Aspirational	
Wastewater treatment Infrastructure	Wastewater Treatment and Disposal	United Utilities / Developers	South Manchester	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
									Long Term / Aspirational	
Flood Risk Management Infrastructure		Manchester City Council / United Utilities, Environmental Agency / Natural England / DEFRA / Developer Contributions	South Manchester	AMP5,6,7,8 / Developer Contributions / Defra funding	TBC	✓	✓	✓	Committed	<p>Generally speaking flood management infrastructure within the City is fit for purpose, and the risk of new developments flooding is considered through the Planning process. Investment in flood risk management infrastructure can further lower the risk of flooding, although care is needed to avoid displacing flooding to another location.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of flood defence and management infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
									Long Term / Aspirational	
EC 10 Wythenshawe										
Metrolink Improvements	Tram	GMPTE / GMITA	Chorlton – Manchester Airport and Second City Crossing	GMTF	512,000	✓	✓		Committed	
Manchester Airport Road Improvements	Highways	Manchester City Council, Manchester Airport Group, Highways Authority	M56 – Styal Road, M56 widening and relocation of Junction 6	S278 Agreements	TBC	✓	✓	✓	Planned	Subject to funding approval
		Manchester City Council, Trafford MBC, Manchester Airport Group, Highways Authority	A538 Wilmslow Road	S278 Agreements	TBC			✓	Planned	Subject to funding approval
4th Platform at Manchester Airport (Northern Hub)	Rail	Network Rail	North West / North East / Yorkshire & Humber Wide	Network Rail	530,000		✓	✓	Planned	
Electricity generation / distribution Infrastructure	Electricity	Electricity North West Ltd, Developers, Manchester City Council, Department for Environment and Climate Change	Wythenshawe	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
									Long Term / Aspirational	
Gas distribution Infrastructure	Gas	National Grid Gas, Developers	Wythenshawe	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Water supply Infrastructure	Water Supply	United Utilities / Developers	Wythenshawe	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	At the present time there is sufficient water supply / wastewater treatment infrastructure to serve the

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
									Long Term / Aspirational	<p>City of Manchester. UU, through their Asset Management Plans (AMPs), are planning investment in their infrastructure to ensure that this continues, in light of planned growth and changing environmental regulations.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
Wastewater treatment Infrastructure	Wastewater Treatment and Disposal	United Utilities / Developers	Wythenshawe	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Flood Risk Management Infrastructure		Manchester City Council / United Utilities, Environmental Agency / Natural England / DEFRA / Developer Contributions	Wythenshawe	AMP5,6,7,8 / Developer Contributions / Defra funding	TBC	✓	✓	✓	Committed	<p>Generally speaking flood management infrastructure within the City is fit for purpose, and the risk of new developments flooding is considered through the Planning process. Investment in flood risk management infrastructure can further lower the risk of flooding, although care is needed to avoid displacing flooding to another location.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of flood defence and management infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
EC 11 Airport City Strategic Employment Location										
Metrolink Improvements	Tram	GMPTE / GMITA	Chorlton – Manchester Airport and Second City Crossing	GMTF	512,000	✓	✓		Committed	
Manchester Airport Road Improvements	Highways	Manchester City Council, Manchester Airport Group, Highways Authority	M56 – Styal Road, M56 widening and relocation of Junction 6	S278 Agreements	TBC	✓	✓	✓	Planned	Subject to funding approval
		Manchester City Council, Trafford MBC, Manchester Airport Group, Highways Authority	A538 Wilmslow Road	S278 Agreements	TBC			✓	Planned	Subject to funding approval
Electricity generation / distribution Infrastructure	Electricity	Electricity North West Ltd, Developers, Manchester City Council, Department for Environment and Climate Change	Wythenshawe	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Gas distribution Infrastructure	Gas	National Grid Gas, Developers	Wythenshawe	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Water supply Infrastructure	Water Supply	United Utilities / Developers	Wythenshawe	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	At the present time there is sufficient water supply / wastewater treatment infrastructure to serve the

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
									Long Term / Aspirational	<p>City of Manchester. UU, through their Asset Management Plans (AMPs), are planning investment in their infrastructure to ensure that this continues, in light of planned growth and changing environmental regulations.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
Wastewater treatment Infrastructure	Wastewater Treatment and Disposal	United Utilities / Developers	Wythenshawe	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Flood Risk Management Infrastructure		Manchester City Council / United Utilities, Environmental Agency / Natural England / DEFRA / Developer Contributions	Wythenshawe	AMP5,6,7,8 / Developer Contributions / Defra funding	TBC	✓	✓	✓	Committed	Generally speaking flood management infrastructure within the City is fit for purpose, and the risk of new developments flooding is considered through the Planning process. Investment in flood risk management infrastructure can further lower the risk of flooding, although care is needed to avoid displacing flooding to another location. Developer contributions will be sought in all appropriate cases to support the timely delivery of flood defence and management infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development. The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.
										Long Term / Aspirational
EC 12 University Hospital South Manchester Strategic Employment Location										

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Electricity generation / distribution Infrastructure	Electricity	Electricity North West Ltd, Developers, Manchester City Council, Department for Environment and Climate Change	Wythenshawe	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Gas distribution Infrastructure	Gas	National Grid Gas, Developers	Wythenshawe	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Water supply Infrastructure	Water Supply	United Utilities / Developers	Wythenshawe	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	At the present time there is sufficient water supply / wastewater treatment infrastructure to serve the

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
									Long Term / Aspirational	<p>City of Manchester. UU, through their Asset Management Plans (AMPs), are planning investment in their infrastructure to ensure that this continues, in light of planned growth and changing environmental regulations.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
Wastewater treatment Infrastructure	Wastewater Treatment and Disposal	United Utilities / Developers	Wythenshawe	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
Flood Risk Management Infrastructure		Manchester City Council / United Utilities, Environmental Agency / Natural England / DEFRA / Developer Contributions	Wythenshawe	AMP5,6,7,8 / Developer Contributions / Defra funding	TBC	✓	✓	✓	Committed	<p>Generally speaking flood management infrastructure within the City is fit for purpose, and the risk of new developments flooding is considered through the Planning process. Investment in flood risk management infrastructure can further lower the risk of flooding, although care is needed to avoid displacing flooding to another location.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of flood defence and management infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
MA 1 Manchester Airport Strategic Site										
Metrolink Improvements	Tram	GMPTE / GMITA	Chorlton – Manchester Airport and Second City Crossing	GMTF	512,000	✓	✓		Committed	
Manchester Airport Road Improvements	Highways	Manchester City Council, Manchester Airport Group, Highways Authority	M56 – Styal Road, M56 widening and relocation of Junction 6	S278 Agreements	TBC	✓	✓	✓	Planned	Subject to funding approval
		Manchester City Council, Trafford MBC, Manchester Airport Group, Highways Authority	A538 Wilmslow Road	S278 Agreements	TBC			✓	Planned	Subject to funding approval
4th Platform at Manchester Airport (Northern Hub)	Rail	Network Rail	North West / North East / Yorkshire & Humber Wide	Network Rail	530,000		✓	✓	Planned	
Electricity generation / distribution Infrastructure	Electricity	Electricity North West Ltd, Developers, Manchester City Council, Department for Environment and Climate Change	Wythenshawe	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	United Utilities have confirmed that the Airport has its own primary electricity network which will have capacity for all the planned future development; on 1st July 2010 ENWL completed the purchase of United Utilities Electricity Services

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
									Long Term / Aspirational	
Gas distribution Infrastructure	Gas	National Grid Gas, Developers	Wythenshawe	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Water supply Infrastructure	Water Supply	United Utilities / Developers	Wythenshawe	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	At the present time there is sufficient water supply / wastewater treatment infrastructure to serve the

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Wastewater treatment Infrastructure	Wastewater Treatment and Disposal	United Utilities / Developers	Wythenshawe	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Flood Risk Management Infrastructure		Manchester City Council / United Utilities, Environmental Agency / Natural England / DEFRA / Developer Contributions	Wythenshawe	AMP5,6,7,8 / Developer Contributions / Defra funding	TBC	✓	✓	✓	Committed	Generally speaking flood management infrastructure within the City is fit for purpose, and the risk of new developments flooding is considered through the Planning process. Investment in flood risk management infrastructure can further lower the risk of flooding, although care is needed to avoid displacing flooding to another location. Developer contributions will be sought in all appropriate cases to support the timely delivery of flood defence and management infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development. The Council will also continue to work with responsible agencies and delivery

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
										partners to address any issues that arise.
									Long Term / Aspirational	
H 1 Overall Housing Provision										
Brunswick PFI (600 refurbished homes, 200 new homes)	Housing	Manchester City Council	Ardwick	Private Finance Initiative	118,100	✓	✓	✓	Planned	Preferred Partner will be announced in 2011 (Check Dates)
Electricity generation / distribution Infrastructure	Electricity	Electricity North West Ltd, Developers, Manchester City Council, Department for Environment and Climate Change	City-Wide	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
									Long Term / Aspirational	
Gas distribution Infrastructure	Gas	National Grid Gas, Developers	City-Wide	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Water supply Infrastructure	Water Supply	United Utilities / Developers	City-Wide	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	At the present time there is sufficient water supply / wastewater treatment infrastructure to serve the City of Manchester. UU,

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
									Long Term / Aspirational	through their Asset Management Plans (AMPs), are planning investment in their infrastructure to ensure that this continues, in light of planned growth and changing environmental regulations. Developer contributions will be sought in all appropriate cases to support the timely delivery of infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development. The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.
Wastewater treatment Infrastructure	Wastewater Treatment and Disposal	United Utilities / Developers	City-Wide	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
H 2 Strategic Housing Location										
Electricity generation / distribution Infrastructure	Electricity	Electricity North West Ltd, Developers, Manchester City Council, Department for Environment and Climate Change	City-Wide	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Gas distribution Infrastructure	Gas	National Grid Gas, Developers	City-Wide	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Water supply Infrastructure	Water Supply	United Utilities / Developers	City-Wide	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	At the present time there is sufficient water supply / wastewater treatment infrastructure to serve the

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
									Long Term / Aspirational	<p>City of Manchester. UU, through their Asset Management Plans (AMPs), are planning investment in their infrastructure to ensure that this continues, in light of planned growth and changing environmental regulations.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
Wastewater treatment Infrastructure	Wastewater Treatment and Disposal	United Utilities / Developers	City-Wide	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Flood Risk Management Infrastructure		Manchester City Council / United Utilities, Environmental Agency / Natural England / DEFRA / Developer Contributions	City-Wide	AMP5,6,7,8 / Developer Contributions / Defra funding	TBC	✓	✓	✓	Committed	<p>Generally speaking flood management infrastructure within the City is fit for purpose, and the risk of new developments flooding is considered through the Planning process. Investment in flood risk management infrastructure can further lower the risk of flooding, although care is needed to avoid displacing flooding to another location.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of flood defence and management infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
H 3 North Manchester										
Electricity generation / distribution Infrastructure	Electricity	Electricity North West Ltd, Developers, Manchester City Council, Department for Environment and Climate Change	North Manchester	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Gas distribution Infrastructure	Gas	National Grid Gas, Developers	North Manchester	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Water supply Infrastructure	Water Supply	United Utilities / Developers	North Manchester	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	At the present time there is sufficient water supply / wastewater treatment infrastructure to serve the

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
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						2010	2016	2022		
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									Long Term / Aspirational	<p>City of Manchester. UU, through their Asset Management Plans (AMPs), are planning investment in their infrastructure to ensure that this continues, in light of planned growth and changing environmental regulations.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
Wastewater treatment Infrastructure	Wastewater Treatment and Disposal	United Utilities / Developers	North Manchester	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Flood Risk Management Infrastructure		Manchester City Council / United Utilities, Environmental Agency / Natural England / DEFRA / Developer Contributions	North Manchester	AMP5,6,7,8 / Developer Contributions / Defra funding	TBC	✓	✓	✓	Committed	Generally speaking flood management infrastructure within the City is fit for purpose, and the risk of new developments flooding is considered through the Planning process. Investment in flood risk management infrastructure can further lower the risk of flooding, although care is needed to avoid displacing flooding to another location. Developer contributions will be sought in all appropriate cases to support the timely delivery of flood defence and management infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development. The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.
H 4 East Manchester										Long Term / Aspirational

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Electricity generation / distribution Infrastructure	Electricity	Electricity North West Ltd, Developers, Manchester City Council, Department for Environment and Climate Change	East Manchester	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Gas distribution Infrastructure	Gas	National Grid Gas, Developers	East Manchester	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Water supply Infrastructure	Water Supply	United Utilities / Developers	East Manchester	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	At the present time there is sufficient water supply / wastewater treatment infrastructure to serve the

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
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									Long Term / Aspirational	<p>City of Manchester. UU, through their Asset Management Plans (AMPs), are planning investment in their infrastructure to ensure that this continues, in light of planned growth and changing environmental regulations.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
Wastewater treatment Infrastructure	Wastewater Treatment and Disposal	United Utilities / Developers	East Manchester	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Flood Risk Management Infrastructure		Manchester City Council / United Utilities, Environmental Agency / Natural England / DEFRA / Developer Contributions	East Manchester	AMP5,6,7,8 / Developer Contributions / Defra funding	TBC	✓	✓	✓	Committed	<p>Generally speaking flood management infrastructure within the City is fit for purpose, and the risk of new developments flooding is considered through the Planning process. Investment in flood risk management infrastructure can further lower the risk of flooding, although care is needed to avoid displacing flooding to another location.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of flood defence and management infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
H 5 Central Manchester										
Brunswick PFI (600 refurbished homes, 200 new homes)	Housing	Manchester City Council	Ardwick	Private Finance Initiative	118,100	✓	✓	✓	Planned	Preferred Contractor/Partner will be announced in 2011 (Check Dates)
Electricity generation / distribution Infrastructure	Electricity	Electricity North West Ltd, Developers, Manchester City Council, Department for Environment and Climate Change	Central Manchester	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Gas distribution Infrastructure	Gas	National Grid Gas, Developers	Central Manchester	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Water supply Infrastructure	Water Supply	United Utilities / Developers	Central Manchester	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	At the present time there is sufficient water supply / wastewater treatment infrastructure to serve the

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
									Long Term / Aspirational	<p>City of Manchester. UU, through their Asset Management Plans (AMPs), are planning investment in their infrastructure to ensure that this continues, in light of planned growth and changing environmental regulations.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
Wastewater treatment Infrastructure	Wastewater Treatment and Disposal	United Utilities / Developers	Central Manchester	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Flood Risk Management Infrastructure		Manchester City Council / United Utilities, Environmental Agency / Natural England / DEFRA / Developer Contributions	Central Manchester	AMP5,6,7,8 / Developer Contributions / Defra funding	TBC	✓	✓	✓	Committed	<p>Generally speaking flood management infrastructure within the City is fit for purpose, and the risk of new developments flooding is considered through the Planning process. Investment in flood risk management infrastructure can further lower the risk of flooding, although care is needed to avoid displacing flooding to another location.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of flood defence and management infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
H 6 South Manchester										
Electricity generation / distribution Infrastructure	Electricity	Electricity North West Ltd, Developers, Manchester City Council, Department for Environment and Climate Change	South Manchester	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Gas distribution Infrastructure	Gas	National Grid Gas, Developers	South Manchester	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Water supply Infrastructure	Water Supply	United Utilities / Developers	South Manchester	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	At the present time there is sufficient water supply / wastewater treatment infrastructure to serve the

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
									Long Term / Aspirational	<p>City of Manchester. UU, through their Asset Management Plans (AMPs), are planning investment in their infrastructure to ensure that this continues, in light of planned growth and changing environmental regulations.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
Wastewater treatment Infrastructure	Wastewater Treatment and Disposal	United Utilities / Developers	South Manchester	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Flood Risk Management Infrastructure		Manchester City Council / United Utilities, Environmental Agency / Natural England / DEFRA / Developer Contributions	South Manchester	AMP5,6,7,8 / Developer Contributions / Defra funding	TBC	✓	✓	✓	Committed	Generally speaking flood management infrastructure within the City is fit for purpose, and the risk of new developments flooding is considered through the Planning process. Investment in flood risk management infrastructure can further lower the risk of flooding, although care is needed to avoid displacing flooding to another location. Developer contributions will be sought in all appropriate cases to support the timely delivery of flood defence and management infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development. The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.
									Long Term / Aspirational	
H 7 Wythenshawe										

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Electricity generation / distribution Infrastructure	Electricity	Electricity North West Ltd, Developers, Manchester City Council, Department for Environment and Climate Change	Wythenshawe	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Gas distribution Infrastructure	Gas	National Grid Gas, Developers	Wythenshawe	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Water supply Infrastructure	Water Supply	United Utilities / Developers	Wythenshawe	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	At the present time there is sufficient water supply / wastewater treatment infrastructure to serve the

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
									Long Term / Aspirational	<p>City of Manchester. UU, through their Asset Management Plans (AMPs), are planning investment in their infrastructure to ensure that this continues, in light of planned growth and changing environmental regulations.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
Wastewater treatment Infrastructure	Wastewater Treatment and Disposal	United Utilities / Developers	Wythenshawe	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
H 8 Affordable Housing										
H 9 Accommodation for Gypsies and Travellers and Travelling Showpeople										
H 10 Special Needs and Supported Housing										
Supported Housing Scheme for 18 Units at Brookfield View	Housing	Great Places, AGMA, Manchester City Council	Brookfield View, Levenshulme	Homes and Communities Agency, Great Places	1,563	✓			Committed	
H 11 Houses in Multiple Occupation										
H 12 Purpose Built Student Accommodation										
International Student Village	Higher Education	Manchester Metropolitan University	City Centre/Regional Centre	MMU Capital Development Programme	31,000 (2007/8 – 2011/12)	✓			Committed	
Accommodation for MAHSC	Higher Education	University of Manchester			1500	✓				
Electricity generation / distribution Infrastructure	Electricity	Electricity North West Ltd, Developers, Manchester City Council, Department for Environment and Climate Change	City-Wide	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Gas distribution Infrastructure	Gas	National Grid Gas, Developers	City-Wide	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Water supply Infrastructure	Water Supply	United Utilities / Developers	City-Wide	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	At the present time there is sufficient water supply / wastewater treatment infrastructure to serve the

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
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Wastewater treatment Infrastructure	Wastewater Treatment and Disposal	United Utilities / Developers	City-Wide	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Flood Risk Management Infrastructure		Manchester City Council / United Utilities, Environmental Agency / Natural England / DEFRA / Developer Contributions	City-Wide	AMP5,6,7,8 / Developer Contributions / Defra funding	TBC	✓	✓	✓	Committed	Generally speaking flood management infrastructure within the City is fit for purpose, and the risk of new developments flooding is considered through the Planning process. Investment in flood risk management infrastructure can further lower the risk of flooding, although care is needed to avoid displacing flooding to another location. Developer contributions will be sought in all appropriate cases to support the timely delivery of flood defence and management infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development. The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.
									Long Term / Aspirational	
C 1 Centre Hierarchy										

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
C 2 District Centres										
District Centres	Local Services	Manchester City Council	Cheetham Hill District Centre	Capital Programme	500	✓			Committed	
			Wythenshawe Town Centre	Capital Programme	488	✓			Committed	
C 3 North Manchester District Centres - Cheetham Hill and Harpurhey										
District Centres	Local Services	Manchester City Council	Cheetham Hill District Centre	Capital Programme	500	✓			Committed	
Electricity generation / distribution Infrastructure	Electricity	Electricity North West Ltd, Developers, Manchester City Council, Department for Environment and Climate Change	North Manchester	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Gas distribution Infrastructure	Gas	National Grid Gas, Developers	North Manchester	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Water supply Infrastructure	Water Supply	United Utilities / Developers	North Manchester	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	<p>At the present time there is sufficient water supply / wastewater treatment infrastructure to serve the City of Manchester. UU, through their Asset Management Plans (AMPs), are planning investment in their infrastructure to ensure that this continues, in light of planned growth and changing environmental regulations.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
									Long Term / Aspirational	
Wastewater treatment Infrastructure	Wastewater Treatment and Disposal	United Utilities / Developers	North Manchester	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
									Long Term / Aspirational	
Flood Risk Management Infrastructure		Manchester City Council / United Utilities, Environmental Agency / Natural England / DEFRA / Developer Contributions	North Manchester	AMP5,6,7,8 / Developer Contributions / Defra funding	TBC	✓	✓	✓	Committed	<p>Generally speaking flood management infrastructure within the City is fit for purpose, and the risk of new developments flooding is considered through the Planning process. Investment in flood risk management infrastructure can further lower the risk of flooding, although care is needed to avoid displacing flooding to another location.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of flood defence and management infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
									Long Term / Aspirational	
C 4 East Manchester District Centres - Eastlands, Gorton, Newton Heath and Openshaw										
Electricity generation / distribution Infrastructure	Electricity	Electricity North West Ltd, Developers, Manchester City Council, Department for Environment and Climate Change	North Manchester	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Gas distribution Infrastructure	Gas	National Grid Gas, Developers	North Manchester	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Water supply Infrastructure	Water Supply	United Utilities / Developers	North Manchester	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	At the present time there is sufficient water supply / wastewater treatment infrastructure to serve the

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
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									Long Term / Aspirational	<p>City of Manchester. UU, through their Asset Management Plans (AMPs), are planning investment in their infrastructure to ensure that this continues, in light of planned growth and changing environmental regulations.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
Wastewater treatment Infrastructure	Wastewater Treatment and Disposal	United Utilities / Developers	North Manchester	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
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						2010	2016	2022		
						2015	2021	2027		
Flood Risk Management Infrastructure		Manchester City Council / United Utilities, Environmental Agency / Natural England / DEFRA / Developer Contributions	North Manchester	AMP5,6,7,8 / Developer Contributions / Defra funding	TBC	✓	✓	✓	Committed	Generally speaking flood management infrastructure within the City is fit for purpose, and the risk of new developments flooding is considered through the Planning process. Investment in flood risk management infrastructure can further lower the risk of flooding, although care is needed to avoid displacing flooding to another location. Developer contributions will be sought in all appropriate cases to support the timely delivery of flood defence and management infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development. The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.
										Long Term / Aspirational
C 5 Central Manchester District Centres - Hulme, Longsight and Rusholme										

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Electricity generation / distribution Infrastructure	Electricity	Electricity North West Ltd, Developers, Manchester City Council, Department for Environment and Climate Change	Central Manchester	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Gas distribution Infrastructure	Gas	National Grid Gas, Developers	Central Manchester	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Water supply Infrastructure	Water Supply	United Utilities / Developers	Central Manchester	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	At the present time there is sufficient water supply / wastewater treatment infrastructure to serve the

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
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						2015	2021	2027		
									Long Term / Aspirational	<p>City of Manchester. UU, through their Asset Management Plans (AMPs), are planning investment in their infrastructure to ensure that this continues, in light of planned growth and changing environmental regulations.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
Wastewater treatment Infrastructure	Wastewater Treatment and Disposal	United Utilities / Developers	Central Manchester	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Flood Risk Management Infrastructure		Manchester City Council / United Utilities, Environmental Agency / Natural England / DEFRA / Developer Contributions	Central Manchester	AMP5,6,7,8 / Developer Contributions / Defra funding	TBC	✓	✓	✓	Committed	<p>Generally speaking flood management infrastructure within the City is fit for purpose, and the risk of new developments flooding is considered through the Planning process. Investment in flood risk management infrastructure can further lower the risk of flooding, although care is needed to avoid displacing flooding to another location.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of flood defence and management infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
C 6 South Manchester District Centres - Chorlton, Didsbury, Fallowfield, Levenshulme and Withington										
Electricity generation / distribution Infrastructure	Electricity	Electricity North West Ltd, Developers, Manchester City Council, Department for Environment and Climate Change	South Manchester	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Gas distribution Infrastructure	Gas	National Grid Gas, Developers	South Manchester	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Water supply Infrastructure	Water Supply	United Utilities / Developers	South Manchester	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	At the present time there is sufficient water supply / wastewater treatment infrastructure to serve the

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
									Long Term / Aspirational	<p>City of Manchester. UU, through their Asset Management Plans (AMPs), are planning investment in their infrastructure to ensure that this continues, in light of planned growth and changing environmental regulations.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
Wastewater treatment Infrastructure	Wastewater Treatment and Disposal	United Utilities / Developers	South Manchester	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Flood Risk Management Infrastructure		Manchester City Council / United Utilities, Environmental Agency / Natural England / DEFRA / Developer Contributions	South Manchester	AMP5,6,7,8 / Developer Contributions / Defra funding	TBC	✓	✓	✓	Committed	<p>Generally speaking flood management infrastructure within the City is fit for purpose, and the risk of new developments flooding is considered through the Planning process. Investment in flood risk management infrastructure can further lower the risk of flooding, although care is needed to avoid displacing flooding to another location.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of flood defence and management infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
C 7 Wythenshawe District Centres - Baguley (West Wythenshawe), Northenden and Wythenshawe Town Centre										
Electricity generation / distribution Infrastructure	Electricity	Electricity North West Ltd, Developers, Manchester City Council, Department for Environment and Climate Change	Wythenshawe	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Gas distribution Infrastructure	Gas	National Grid Gas, Developers	Wythenshawe	Utility Business Plans, Grants and Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	
Water supply Infrastructure	Water Supply	United Utilities / Developers	Wythenshawe	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	At the present time there is sufficient water supply / wastewater treatment infrastructure to serve the

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
									Long Term / Aspirational	<p>City of Manchester. UU, through their Asset Management Plans (AMPs), are planning investment in their infrastructure to ensure that this continues, in light of planned growth and changing environmental regulations.</p> <p>Developer contributions will be sought in all appropriate cases to support the timely delivery of infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development.</p> <p>The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.</p>
Wastewater treatment Infrastructure	Wastewater Treatment and Disposal	United Utilities / Developers	Wythenshawe	AMP5,6,7,8 / Developer Contributions	TBC	✓	✓	✓	Committed	
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Flood Risk Management Infrastructure		Manchester City Council / United Utilities, Environmental Agency / Natural England / DEFRA / Developer Contributions	Wythenshawe	AMP5,6,7,8 / Developer Contributions / Defra funding	TBC	✓	✓	✓	Committed	Generally speaking flood management infrastructure within the City is fit for purpose, and the risk of new developments flooding is considered through the Planning process. Investment in flood risk management infrastructure can further lower the risk of flooding, although care is needed to avoid displacing flooding to another location. Developer contributions will be sought in all appropriate cases to support the timely delivery of flood defence and management infrastructure, both in relation to specific sites, and as part of wider infrastructure provision and development. The Council will also continue to work with responsible agencies and delivery partners to address any issues that arise.
C 8 Local Centres										
									Long Term / Aspirational	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
2015	2021	2027								
C 9 Out-of-centre development										
C 10 Leisure and the Evening Economy										
T 1 Sustainable Transport										
Metrolink Improvements	Tram	GMPTE / GMITA	Abraham Moss and Queens Road Stations, Bury Line	GMITA, Department of Transport	7,100	✓			Committed	
			City Centre – Chorlton, City Centre – Droylsden, City Centre – Oldham and Rochdale Line Extensions including stations	LTP CAPEX	575,000	✓			Committed	
			Chorlton – Didsbury Line Extensions including stations	GMTF	88,000	✓			Committed	
			Chorlton – Manchester Airport and Second City Crossing	GMTF	512,000	✓	✓		Committed	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Leigh-Salford-Manchester Busway	Bus	GMPTE / GMITA	GM-Wide	GMTF	76,000	✓			Planned	
Metroshuttle Network	Bus	GMPTE / MCC / NCP / Manchester / Allied London	City Centre	GMPTE / MCC / NCP / Manchester / Allied London	TBC				Committed	
Cross City Bus Package	Bus	GMPTE	Rochdale Road, City Centre and Oxford Road		TBC				Planned	<p>Cross City Bus Package have been allocated to DfT's Development Pool of schemes. DfT has recognised that the schemes in the Development Pool offer good value for money but have indicated that they are not in a position to fund all the schemes in this pool.</p> <p>Promoters will need to submit Best and Final funding bids no later than Autumn 2011.</p> <p>Decisions will be made by the end of 2011 on those schemes who's Best and Final funding bids are to be accepted. These schemes will then receive a reactivated Programme Entry approval and then subsequently progress to</p>

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
										a Full Approval decision.
Northern Hub	Rail	Network Rail	North West / North East / Yorkshire & Humber Wide	Network Rail	530,000		✓	✓	Planned	
This includes the following:										
Refurbishment of Manchester Victoria Station										
Electrification of the Manchester to Liverpool Line										
Construction of the Ordsall Chord										
Additional Capacity Manchester to Bradford / Huddersfield / Sheffield / Buxton / Preston / Chester										
More capacity for freight to Trafford Park										

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
4th Platform at Manchester Airport										
Improvements to disabled access provision at Oxford Road Station	Rail	Network Rail	City Centre	Network Rail Access for All Programme	TBC	✓			Planned	Subject to funding approval
T 2 Accessible areas of opportunity and need										
Metrolink Improvements	Tram	GMPTE / GMITA	Abraham Moss and Queens Road Stations, Bury Line	GMPTA, Department of Transport	7,100	✓			Committed	
			City Centre – Chorlton, City Centre – Droylsden, City Centre – Oldham and Rochdale Line Extensions including stations	LTP CAPEX	575,000	✓			Committed	
			Chorlton – Didsbury Line Extensions including stations	GMTF	88,000	✓			Committed	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
			Chorlton – Manchester Airport and Second City Crossing	GMTF	512,000	✓	✓		Committed	
Leigh-Salford-Manchester Busway	Bus	GMPTE / GMITA	GM-Wide	GMTF	76,000	✓			Planned	
Cross City Bus Package	Bus	GMPTE	Rochdale Road, City Centre and Oxford Road		TBC				Planned	<p>Cross City Bus Package have been allocated to DfT's Development Pool of schemes. DfT has recognised that the schemes in the Development Pool offer good value for money but have indicated that they are not in a position to fund all the schemes in this pool.</p> <p>Promoters will need to submit Best and Final funding bids no later than Autumn 2011.</p> <p>Decisions will be made by the end of 2011 on those schemes who's Best and Final funding bids are to be accepted. These schemes will then receive a reactivated Programme Entry approval and then subsequently progress to</p>

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Northern Hub	Rail	Network Rail	North West / North East / Yorkshire & Humber Wide	Network Rail	530,000		✓	✓	Planned	
This includes the following:										
Refurbishment of Manchester Victoria Station										
Electrification of the Manchester to Liverpool Line										
Construction of the Ordsall Chord										
Additional Capacity Manchester to Bradford / Huddersfield / Sheffield / Buxton / Preston / Chester										
More capacity for freight to Trafford Park										
4th Platform at Manchester Airport										

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
Improvements to disabled access provision at Oxford Road Station	Rail	Network Rail	City Centre	Network Rail Access for All Programme	TBC	✓			Planned	Subject to funding approval
T 3 Strategic Integration										
Metrolink Improvements	Tram	GMPTE / GMITA	Abraham Moss and Queens Road Stations, Bury Line	GMPTA, Department of Transport	7,100	✓			Committed	
			City Centre – Chorlton, City Centre – Droylsden, City Centre – Oldham and Rochdale Line Extensions including stations	LTP CAPEX	575,000	✓			Committed	
			Chorlton – Didsbury Line Extensions including stations	GMTF	88,000	✓			Committed	
			Chorlton – Manchester Airport and Second City Crossing	GMTF	512,000	✓	✓		Committed	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
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						2015	2021	2027		
Leigh-Salford-Manchester Busway	Bus	GMPTE / GMITA	GM-Wide	GMTF	76,000	✓			Planned	
Metroshuttle Network	Bus	GMPTE / MCC / NCP / Manchester / Allied London	City Centre	GMPTE / MCC / NCP / Manchester / Allied London	TBC				Committed	
Cross City Bus Package	Bus	GMPTE	Rochdale Road, City Centre and Oxford Road		TBC				Planned	<p>Cross City Bus Package have been allocated to DfT's Development Pool of schemes. DfT has recognised that the schemes in the Development Pool offer good value for money but have indicated that they are not in a position to fund all the schemes in this pool.</p> <p>Promoters will need to submit Best and Final funding bids no later than Autumn 2011.</p> <p>Decisions will be made by the end of 2011 on those schemes who's Best and Final funding bids are to be accepted. These schemes will then receive a reactivated Programme Entry approval and then subsequently progress to</p>

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						2010	2016	2022		
						2015	2021	2027		
										a Full Approval decision.
Northern Hub	Rail	Network Rail	North West / North East / Yorkshire & Humber Wide	Network Rail	530,000		✓	✓	Planned	
This includes the following:										
Refurbishment of Manchester Victoria Station										
Electrification of the Manchester to Liverpool Line										
Construction of the Ordsall Chord										
Additional Capacity Manchester to Bradford / Huddersfield / Sheffield / Buxton / Preston / Chester										
More capacity for freight to Trafford Park										

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
4th Platform at Manchester Airport										
Improvements to disabled access provision at Oxford Road Station	Rail	Network Rail	City Centre	Network Rail Access for All Programme	TBC	✓			Planned	Subject to funding approval
EN 1 Strategic Character Areas										
EN 2 Tall Buildings										
EN 3 Heritage										
Victoria Baths Restoration Phase 1 Plus works		Manchester City Council	Ardwick	Manchester City Council Capital Programme	159	✓			Committed	
EN 4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development										
EN 5 Strategic Areas for low and zero carbon decentralised energy infrastructure										
EN 6 Target Framework for CO2 reductions from low or zero carbon energy supplies										
EN 7 Energy Infrastructure opportunities										
Combined Heat & Power installation	Higher Education / Energy	University of Manchester			15000					
EN 8 Adaptation to Climate Change										

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
						Short	Medium	Long		
						2010	2016	2022		
						2015	2021	2027		
EN 9 Green Infrastructure										
Park / Playing Field Enhancements	Parks	Manchester City Council	Marie Louise Gardens, Didsbury	Capital Programme	80 (2010/11)	✓			Committed	
			Ronald Johnson Playing Fields, Moston	Capital Programme	1,370 (2010/11)	✓			Committed	
			Cavendish Road Park, Withington	Capital Programme	250 (2010/11)	✓			Committed	
			Wythenshawe Stables	Capital Programme	25 (2010/11)	✓			Committed	
			Chorlton Water Park	Capital Programme	34 (2010/11)	✓			Committed	
Canal Connections in East Manchester	Canal	Natural England	East Manchester	Waterways Trust	124	✓			Committed	
Improvement to the existing or development of new Green Infrastructure facilities	ALL	Manchester City Council	City-Wide	TBC	TBC	✓	✓	✓	Long Term / Aspirational	
EN 10 Safeguarding Open Space, Sport and Recreation Facilities										
Park / Playing Field Enhancements	Parks	Manchester City Council	Marie Louise Gardens, Didsbury	Capital Programme	80 (2010/11)	✓			Committed	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
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			Ronald Johnson Playing Fields, Moston	Capital Programme	1,370 (2010/11)	✓			Committed	
			Cavendish Road Park, Withington	Capital Programme	250 (2010/11)	✓			Committed	
			Wythenshawe Stables	Capital Programme	25 (2010/11)	✓			Committed	
			Chorlton Water Park	Capital Programme	34 (2010/11)	✓			Committed	
EN 11 Quantity of Open Space, Sport and Recreation										
Park / Playing Field Enhancements	Parks	Manchester City Council	Marie Louise Gardens, Didsbury	Capital Programme	80 (2010/11)	✓			Committed	
			Ronald Johnson Playing Fields, Moston	Capital Programme	1,370 (2010/11)	✓			Committed	
			Cavendish Road Park, Withington	Capital Programme	250 (2010/11)	✓			Committed	
			Wythenshawe Stables	Capital Programme	25 (2010/11)	✓			Committed	
			Chorlton Water Park	Capital Programme	34 (2010/11)	✓			Committed	
EN 12 Area priorities for Open Space, Sport and Recreation										
Park / Playing Field Enhancements	Parks	Manchester City Council	Marie Louise Gardens, Didsbury	Capital Programme	80 (2010/11)	✓			Committed	

Project / Programme	Category	Responsible Agencies or Delivery Partners?	Location	Mechanism(s) / Source(s) of Funding	Total Cost (£000s)	Delivery Requirement			Status / Risk	Notes
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			Ronald Johnson Playing Fields, Moston	Capital Programme	1,370 (2010/11)	✓			Committed	
			Cavendish Road Park, Withington	Capital Programme	250 (2010/11)	✓			Committed	
			Wythenshawe Stables	Capital Programme	25 (2010/11)	✓			Committed	
			Chorlton Water Park	Capital Programme	34 (2010/11)	✓			Committed	
EN 13 Green Belt										
EN 14 Flood Risk										
EN 15 Biodiversity and Geological Conservation										
Canal Connections in East Manchester	Canal	Natural England	East Manchester	Waterways Trust	124	✓			Committed	
EN 16 Air Quality										
EN 17 Water Quality										
EN 18 Contaminated Land and Ground Stability										
EN 19 Waste										
EN 20 Minerals										

