

Minutes of the Neighbourhood Forum
Held on Tuesday, 30th January 2018 in Meeting Room 6

Present:	Membership: Cllr Andrew Simcock – AS (Chair) Joanne Fitzpatrick – JF (The Christie) Jason Dawson - JD (The Christie) Cllr David Ellison – DE Cllr David Roscoe - DR Cllr John Leech – JL Cllr James Wilson - JW	Residents: Jim Machin – JM Peter Walch – PW Colleen Scott – CS Stuart Bracewell – SB Peter Smith – PS George Mills – GM Madeleine Rose – MR Doug Edwards – DE Marjorie McSweeney - MS
In attendance:	Maggie Doyle – MD (The Christie) Will Blair – WB (The Christie) Rosie Gill – RG (The Christie) Colin Dowell – CD (Interserve) Adrian Burt – AB (The Christie) Gavin Evans – GE (Neighbourhood Lead) Rob Dillon – RD (Neighbourhood member)	

01/18	Standard business	
a	Chairs welcome and introductions	
	The Chair welcomed members to the meeting.	
b	Apologies for absence	
	Apologies were received from Cllr Chris Wills, Gavin White, Roger Smith, Cllr Kelly Simcock and Cllr Rebecca Moore.	
c	Minutes of last meeting held on 17th October 2017	
	CS queried a section of the previous minutes under the item 'terms of reference'. It was agreed the minutes should be amended slightly to read 'CS does not feel it is undemocratic for residents to be able to send matters into the committee if they so wish'. With this amendment, the previous minutes were agreed as a correct and accurate record.	
d	Matters arising	
	AS reported that SB had previously sent a note to both himself and JF on how this meeting might run slightly differently. SB stated he had made three suggestions for the agenda. They were: <ul style="list-style-type: none"> 1. Contractor discipline 2. Continued validity and adequacy of the Green Travel Plan 3. The effective employment of the extension of the controlled parking zone <p>It was agreed that these matters will be dealt with later in the meeting.</p>	

02/18	Update on the car parking planning application	
	<p>JD stated that unfortunately a representative from Turley was unable to attend tonight's meeting but they had drafted some slides in order to update the forum.</p> <p>In terms of the car park itself, there are a number of factors that are incumbent to the planning application. These will include the improvement of some of the junctions in and around the site and the extension of the Controlled Parking Zone.</p> <p>JD confirmed that the Planning Committee had met on the 11th January 2018. There were 264 letters received of which 188 were supportive of the application and there were 71 objections. The committee approved the application subject to two main criteria. One concerned the increase of CPZ Section 106 and the other issue concerned the controls put in place during the construction programme and how the disruption is managed. JD stated that until Section 106 has been agreed, The Christie does not have formal planning permission.</p> <p>In terms of the next steps, the trust has made contact with Hempsons who are the trust's nominated solicitor (they dealt with the Section 106 last time around). They will therefore undertake this piece of work again. JD reported that in terms of Section 106, it is extremely important that dialogue is commenced immediately and the trust will be in contact with MCC to talk about the next steps. JD asked DR if he would like to make any comments at this stage.</p> <p>DR reiterated that the planning permission is not effective until Section 106 agreement has been completed. What that means is that the 3 years until the development commences does not start until that Section 106 agreement has been signed. This process cannot endure for too long as if it is not concluded within a reasonable time period MCC will mark the file as 'not received'. DR explained that planning permission does not remain 'live' forever. Therefore, DR noted that a proposal needs to be forwarded about the extension to the CPZ and how that will be funded.</p> <p>JL stated that he was slightly alarmed by the wording on the second line of the agreement where it states 'agreement to review the existing CPZ to establish changes that are required'. JL had understood that the changes had already been established and agreement to fund a review of existing CPZ to implement the changes.</p> <p>CS stated that she was not sure that there was agreement of the changes to the CPZ. AS clarified that we have not agreed any changes yet but what we have agreed is that the CPZ will be reviewed and then extended. Clearly there will be a sum of money to invest in doing that. AS also stated that he was involved in the original implementation of the existing CPZ and it did take a long time but he is hoping that when the sum of money has been agreed by the trust to the council then things will move quickly as there is now good experience from last time.</p> <p>JF asked if there was a need to establish a project group with MCC to progress matters? SB stated this is a very good point and also agreed with DR about the sense of momentum and making rapid forward progress. He is aware from observing outside the public sector how many projects can go wrong. He would like to propose that there is a senior person with experience of making things happen who can pull together officers from highways and the trust to keep it moving forward.</p> <p>JD suggested that from a trust point of view he is happy to take this forward in the short term so we identify the key people we are going to work with within highways to get this off the ground and it may well be that The Christie themselves then take a back seat.</p> <p>JM stated that last time the CPZ was implemented however well-meaning it was, it was not a success for everybody. He also explained that in his area alone people have got different views about what they want. There is a need to be conscious about that.</p> <p>MR stated that on the questionnaire that was circulated, the choices were 'do you want a car parking scheme or do you not want a parking scheme?' She feels that there are many issues other than the ones posed in the questionnaire. She feels that there should have been more choices in the original questionnaire.</p> <p>JL raised the point about being dependent upon a sum of money. He felt it should not be dependent on a sum of money but should be dependent on what is required. He felt that this is what happened last time and there has been no discussion about how much money is required.</p>	

SB agreed that it needs to be needs based and not budget constrained. He felt that it would be unfair to see residents just outside of the zone being affected in the awful way his area has for the last two and a half years. Displacement must also be looked at as it is likely to occur.

JF agreed but reiterated that the financial aspect has to be reasonable.

AS stated that based on previous experiences we can certainly improve upon how it is implemented. He said that the needs based comments are very well made because last time it was driven by the amount of money. DR said that there will become a point where the costs of implementing a wider scheme that the car park won't happen then you are in a situation where you don't get the car park. It would be wrong for anybody around this table to assume there is an open ended cheque book available to deal with this.

SB stated that given the importance of this matter, he would like to suggest that future meetings of the forum have this as a standing item on the agenda. This could include an officer from Highways to report to the forum on progress and issues.

CS raised the issue that she does not feel that this important matter can wait for quarterly meetings in order to implement this. There needs to be consideration into whether there is a way of progressing this through a working group so that people are informed about the process and if necessary the working group can ask a wider group to look at it if they feel that it's come to watershed decision.

JD stated that this was an important point and that if this working group meets formally, a short monthly update can then be circulated to members of the neighbourhood forum updating on progress made.

JF reported that the trust needs to start preparing a business case because the development of a car park does not feature in the capital programme at the moment. There is some residual money left from the previous car parking application which will be used for the Section 106 extension. However, in terms of the actual physical build, the business case needs to go through both the board governance and a funding process. JF will keep the group updated on this matter at future meetings.

MR asked about the impact of there being less parking available during construction of the car park and asked that residents are kept informed on this issue. There will be more cars on the streets as less staff will be able to park on the site whilst the car park is being built and the impact will affect everyone.

JF stated that we need to understand what the interim solution will be in terms of building on the existing staff car park and she feels this will be problematic as this will impact the staff greatly. The trust will need to understand how to extend the car parking zone in conjunction with building the new car park and how that will work. JF noted this will need to form part of the working group. She also stated that this will be one of the biggest challenges that needs to be addressed i.e. interim parking arrangements. The trust has a draft contract with Burnage Rugby Club for c160 spaces and is currently negotiating with other areas for additional parking.

CS raised the issue of people who are living close to the new car park and hoped they will be consulted about the type of planting that takes place.

AS wished to endorse that point completely. It was part of AS's original submission that the green planting schemes are very much be taken account of. JF agreed with this point and suggested that a user group be established for this matter.

CS stated she would like to revisit the issue of the green wall if possible. She was not entirely clear as to why the Maggie's Centre should be facing a green wall and residents are not being given that option.

JD stated that there is a different amount of green for the side of the car park at that particular elevation but there is still green there. The downside of this is that if you take away some of the timber cladding you will get more light pollution from cars on the car park so it was designed for that reason. He is not sure where we stand from a planning point of view now but this point was one of the features of the elevation to minimise the amount of light pollution.

AS recapped all these points.

	<p>A working Group to be established that meets regularly and discusses all of the above points including the green paint on the Rathen Road and Cotton Hill elevations of the car park.</p> <p>CS raised the issue of the junction at Wilmslow Road and Cotton Lane. She hoped that enough has been said for The Christie to consider the safety of Cotton Lane in the vicinity adjacent to St Cuthbert's School. She stated that cars travel along Cotton Lane much too fast especially near the entrance to St Cuthbert's School. This area of the road needs traffic calming to slow cars down as they pass the school.</p>	
03/18	Green Travel Plan update	
	<p>WB updated the forum on the Green Travel Plan. He said quarterly meetings with MCC are now in the diary for the rest of the year.</p> <p>WB reported that a lot of the work that has been taking place is around cycling infrastructure and getting things ready for the Spring. Feedback from the Staff Survey and bicycle user group was that staff felt there was a shortage of secure cycle parking available. This has therefore been addressed and the trust has funded new cycle storage. The Palatine entrance stands will be replaced with 20 secure bike lockers and there will also be 5 stands installed at Candleford House. The cycle hub 2 which is located near the multi-storey car park currently holds 20 bikes and this is being expanded to house 60.</p> <p>WB reported that a meeting had taken place with Ken Foster's bike shop in Chorlton and a contract has been agreed with them. They will provide 10 pool bikes for business travel to enable staff to try out and cycle workshops will be held on site. The trust will also have giveaways for staff to promote the cycle scheme.</p> <p>Monthly meeting sessions are taking place and are proving very popular and are fully booked. There is also a 'bikers breakfast' which is very much appreciated.</p> <p>WB reported that the trust now has a weekly walking group on a Wednesday lunch time which is encouraging staff to be more active. It is also raising staff awareness of local areas. A walking map has been developed which plots out local amenities and parks for staff and the intention is that this will be a public document so that anyone can go on these walks and be familiar with the local area.</p> <p>CS stated that the Green Travel Plan contains lots of encouragement. She wondered if there is any idea of what is the most cost effective element of the plan to date. She felt that one element might be more effective of getting people out of their cars than another. AS sought clarity here and wondered if CS meant cost effective from the point of view of the staff member, or point of view of the trust? CS clarified from the trust's point of view as obviously a lot of money is being spent on the Green Travel Plan.</p> <p>AS noted that this is a good point and worth discussing at the next Green Travel Plan meeting.</p> <p>JL wondered how success is measured for these initiatives and in what timescale. The trust can provide extra cycle spaces but how do you measure if these extra spaces encourage more people to cycle?</p> <p>WB stated that the trust does count the number of people who use the secure and unsecure cycle stands and longer term the trust will look at the shift in the number of cycle users. JF stated that WB monitors this through meetings and that the different types of travel and changes are looked at. The targets set regarding green travel had been very ambitious and had been central to everything that had been done at The Christie. The Green Travel Plan is now firmly embedded in the trust's decision making processes.</p> <p>GM wondered if there are any further plans for more park and ride areas. He also stated that he would want to see the Green Travel Plan being more ambitious than it currently is. He senses it's not as ambitious as it should be. RG stated that the trust does a lot of publicity for the park and ride scheme and is in negotiation at the moment for another site at Burnage Rugby Club. She also stated that the current park and ride scheme has been used on many occasions for recent education events.</p>	

The trust is now actively encouraging all new starters to use the green travel plan and this has been well received. GM noted there had been a conversation at the planning committee meeting about new employees contracts. He thinks it would be good if there was something within contracts about requirements for new members of staff and this could have a really positive effect on the numbers of people using it.

RG explained it is highlighted in the recruitment process but obviously the trust is attracting staff from a wide catchment area and it is not always practical for them to come on public transport or cycle to work.

JD said we must also remember that the park and ride scheme is provided free of charge and there is a significant cost to the trust to provide this therefore it is in the trust's interest to promote it.

JF highlighted that there is now a car parking policy which has now been implemented for new staff which states that people that live within a 4 mile radius will not get a car parking permit. She said that the trust did try to implement this rule for existing staff but there was a lot of challenge including legal challenge from existing staff so this was withdrawn. She understands the point about putting this in contracts but it is not a simple process from a legal employment rights point of view to do that. Also, it needs to be balanced with the trust's good retention and recruitment percentage. There is a real issue of not attracting the highly qualified and relevant staff for the patients we serve. It is a risk that we need to assess in terms of the impact on surrounding areas but also engaging and attracting the correct calibre of staff.

MR suggested that the trust could issue Fitbits to members of staff as this is a great idea for getting people walking. It was agreed that this could certainly be looked at from a health and wellbeing point of view. RG stated that we have issued free pedometers for people who have joined the Wednesday walking club.

SB stated he is concerned about the rigour of the staff survey particularly looking at previous years. Statistically it is flawed as there has been a percentage return of no more than about 40%. He would like to see more discipline here. If people think there is some distaste about the use of a car then they are not going to reply. He thinks the survey is flawed as it gives a pleasant perception of gradual progress which probably is very much over exaggerated. He thinks that rather than the survey being optional and people opting not to respond, it should be part of the management process.

JF stated that the staff survey is not just about the modal shift, it is a national staff survey that all organisations have to complete and is about your experience at work and the modal shift and the transport to work is just a part of that. It is a national requirement but it is not mandated and she doubts it ever will be. She stated that the trust does encourage staff to complete it and regular reminders are sent. The Christie's uptake was 47% and that is better than most other organisations.

JL wondered if there are any statistics on new starters who live within 4 miles who are not eligible for a parking space – he wondered how many of those still drive to work?

JF replied that she was unaware of that information. JL stated that it would be useful data for the longer term as all that is achieving is making people who live within 4 miles park on local streets which is not necessarily a good policy in terms of dealing with parking.

JF stated that a separate survey to attain this data would have to be completed. JL raised the issue that he suspects there are a number of people who live 4 miles away who would struggle to get here by public transport.

WB replied that this is one of the questions on the staff survey – 'are you on a reasonable public transport route'? The trust does also look at shift times, modes of transport etc

JL stated that it would be useful to have that information. JM added that if somebody close to the trust gets a parking space, that automatically displaces somebody who leaves a long distance away. It is much better to give the permit to somebody who lives a distance away.

JL raised the issue that there may be people who live 4.5 miles away who live on a really good public transport link who perhaps shouldn't get a permit but somebody lives 3.5 miles away who should get one. This is not a city centre and it is at least a two stage route for anyone. It's not feasible.

	<p>CS explained that she hadn't realised that the staff survey was extrapolated from a national survey about all sorts of things. She would suggest that because the Green Travel Plan is so central to Christie policy and future developments that The Christie does their own internal Green Travel Plan survey.</p> <p>RG explained that the travel questions included in the survey are specific to the Christie only and that although it is a national survey, the trust pays extra to include the travel questions. The trust did carry out some research and if a separate survey was implemented, a less response would be received. It is because staff are being asked other questions about working at The Christie they are more likely to complete the whole survey.</p> <p>GM suggested that the survey could be included in the annual appraisal system.</p> <p>SB stated that there are many elements of the green travel plan, one of which is the removal of non-clinical staff from clinical premises. He wonders if this could be an agenda item at the next forum meeting so this can be discussed in greater detail.</p> <p>JF replied that this is not possible as this information is not available.</p> <p>AS concluded that there had been some very helpful suggestions here which will be discussed further by the Green Travel Group when they next meet.</p>	
04/18	Update on site developments	
	<p>JD explained that he planned to give an update at every other meeting on some of the current site activities but also the thinking about where things are going in the future.</p> <p>Colleagues from Interserve reported that the Proton build is ahead of project with building due to be completed in April 2018. Technical commissioning of all the equipment inside the building goes on until July and it is planned that the first patient treatment will be on 31st August 2018. There is a large amount of activity with equipment being commissioned. He also reported that the cyclotron is up and running and now generating protons.</p> <p>SB stated he had been on a guided tour with Interserve and was very impressed. He would like to highlight that the cladding on the Palatine Road elevation looks particularly impressive and makes a bold statement.</p> <p>A question was raised as to when Oak Road would be re-opened. JD reported that the trust has an agreed scheme and hopefully the road will be re-opened before the end of 2018. The trust is committed to resurfacing the road.</p> <p>JL stated that he had raised an issue with highways about whilst the work is underway the council haven't carried out any repairs. JL has tried to clarify whether it is the council or The Christie's responsibility to carry out maintenance repairs. JD stated that it is his understanding is that it is the Highways responsibility although he is unsure who has to fund this. JL stated he would be interested to know if Highways have been in touch with The Christie because the issue had certainly been raised with them on a number of occasions.</p> <p>RD stated that if JL could forward the email onto him he will escalate this further.</p> <p>A resident also wished to highlight the issue of resurfacing Oak Road and also work on the drainage system as that has to be completed before resurfacing takes place. Work already been undertaken to the culvert which was diverted before work commenced. JD stated he will also check who is responsible for drains.</p> <p>AS stated that there were many excellent points raised here and it is good to understand the extent of the work. He also questioned if matters are now resolved with residents from Barry Court. It was confirmed that the relationship is now good with those residents. AS also asked for an update regarding Interserve's financial position and hoped they were not like Carillion. It was confirmed that Interserve are not in the same position as Carillion and this has been confirmed by a statement published by the Cabinet Office.</p> <p>SB raised the issue of contractor discipline in the construction of the new car park. He said that having put up with 2 and a half years of parking outside his house, he wouldn't want to put up with builders vans parked outside.</p> <p>JD agreed this was a good idea and that the Christie needs to be rigorous on how these conditions are applied.</p>	

	<p>He stated that the trust does take the interaction with the contractors very seriously and in fact even provide smoking cessation classes to on site contractors to encourage them to think about the impact of smoking on local residents.</p> <p>MM highlighted that there may be some parking available at Fog Lane Park as this was used for contractors when the bridge at Burnage was constructed.</p> <p>CS wished to highlight contractor discipline again and hoped that the trust had learned lessons from the issues with Barry Court. She would like the contracts to have a financial penalty clause for working outside business hours or disregard of other relevant conditions.</p> <p>JD gave a brief update regarding the proton beam building. He stated that the inside ground floor shell space is currently being fitted out for a new outpatient department which will be relocated from the Wilmslow Road entrance. Work commenced on 15th January and is due to finish by the time the first proton patient is treated.</p> <p>AS asked is the current Outpatient service is totally relocating to this area?</p> <p>JF confirmed that this is the plan. It will also improve the problems with parking at Wilmslow Road where there is constantly double parking. That will be a controlled crossing and the drop off zone on Oak Road with car park attendants present.</p> <p>JD also highlighted the proposed Christie at Cheshire East site. There are two satellite areas at the moment, Oldham and Salford both of which provide radiotherapy. There is however no centre in the South sector which means that patients in the south of the Christie site need to travel a distance. A partnership arrangement is being explored with East Cheshire to develop a site at Macclesfield although this is at an early stage.</p> <p>JL asked that once this is up and running will this reduce the amount of necessary journeys into The Christie? JD confirmed that from a radiotherapy point of view this should be the case. JF confirmed that two linac machines will be closed at The Christie and moved to Macclesfield Hospital.</p> <p>JD also updated the forum regarding the Paterson building. The fire report is now public and the trust is currently looking at providing a new facility. There is a process in place to review the accommodation. The trust will be looking at providing this facility on the current footprint. JD will report further on this matter at the next meeting.</p> <p>SB stated he was surprised the investigation took so long to complete. JD explained that the reason the investigation took so long was because GMFRS tried to forensically exclude any other potential cause. The cause has been identified but there are still ongoing matters to be reviewed. JD understands from GMFRS it is one of the most thorough investigations that has ever taken place.</p> <p>GM asked if the plans are to demolish the building. JF replied that all options are currently being looked at but that is a possibility. The trust is looking at costs and feasibility.</p>	
05/18	Any other business	
	<p>The matter of staff getting involved in the local community was raised. AS stated this is an excellent idea. He stated that Kelly Simcock is the Chair of 'Friends of Fog Lane Park' and she is always looking at new ways of moving her project forward.</p> <p>SB mentioned the Wednesday walking group. He had read in the recent Neighbourhood News that the initial walks had been developed with Withington Civic Society. He would like to emphasise that if the group were interested in other areas for example, West Didsbury, then himself and JM would happily devise a plan.</p>	
	<p>Date of next meeting: Tuesday, 22nd May at 5.30 p.m.</p>	