

## GREATER MANCHESTER COMBINED AUTHORITY

**DATE:** Friday, 28th May, 2021

**TIME:** 10.30 am

**VENUE:** Council Chamber, Manchester Town Hall, Mount Street Entrance

### COMPLETE AGENDA

1. **Apologies**
2. **Chairs Announcements and Urgent Business**
3. **Declarations of Interest** 1 - 4  
  
To receive declarations of interest in any item for discussion at the meeting. A blank form for declaring interests has been circulated with the agenda; please ensure that this is returned to the Governance & Scrutiny Officer at the start of the meeting.
4. **Minutes of the GMCA - 26 March 2021** 5 - 22  
  
To consider the approval of the minutes of the GMCA meeting held 26 March 2021.
5. **Minutes of the GMCA Audit Committee - 27 April 2021** 23 - 32  
  
To note the minutes of the GMCA Audit Committee held 27 April 2021.
6. **Minutes of the GM Transport Committee - 24 March 2021** 33 - 38  
  
To note the minutes of the GM Transport Committee held 24 March 2021.
7. **Minutes of the GM Waste & Recycling Committee - 24 April 2021** 39 - 46

<b>BOLTON</b>	<b>MANCHESTER</b>	<b>ROCHDALE</b>	<b>STOCKPORT</b>	<b>TRAFFORD</b>
<b>BURY</b>	<b>OLDHAM</b>	<b>SALFORD</b>	<b>TAMESIDE</b>	<b>WIGAN</b>

Please note that this meeting will be livestreamed via [www.greatermanchester-ca.gov.uk](http://www.greatermanchester-ca.gov.uk), please speak to a Governance Officer before the meeting should you not wish to consent to being included in this recording.

To note the minutes of the GM Waste and Recycling Committee held 24 April 2021.

**8. Appointments to the GMCA**

To report any changes in appointments to the GMCA membership following GM District Council Annual Meetings.

**9. GMCA Appointments to Scrutiny and Transport Committees 47 - 56**

Report of Liz Treacy, GMCA Monitoring Officer

**10. TfGM Non-Exec Director 57 - 62**

Report of the GM Mayor, Andy Burnham.

**11. Bus Reform: The Greater Manchester Franchising Scheme for Buses 2021 - Implementation and Operation 63 - 72**

Report of the GM Mayor, Andy Burnham.

**12. Greater Manchester Active Travel Programme and Cycling & Walking Financial Update 73 - 86**

Report of the GM Mayor, Andy Burnham.

**13. Local Growth Deal Funding and Approvals 87 - 118**

Report of the GM Mayor, Andy Burnham.

**14. GM Housing Investment Loans Fund - Investment Approval Recommendations 119 - 122**

Report of Salford City Mayor Paul Dennett, Portfolio Lead for Housing, Homelessness and Infrastructure.

**15. GM Investment Framework, Conditional Project Approval 123 - 126**

Report of Councillor David Molyneux, Portfolio Lead for Resources.

**15.A Monthly Economic Recovery Update 127 - 138**

Report of Councillor Elise Wilson, Portfolio Lead for Economy.

**16. Exclusion of the press and public**

That, under section 100 (A)(4) of the Local Government Act 1972 the press and public should be excluded from the meeting for the following items on business on the grounds that this involved the likely disclosure of exempt information, as set out in the relevant paragraphs of Part 1, Schedule 12A of the Local Government Act 1972 and that the public interest in maintaining the exemption outweighed the public interest in

disclosing the information.

## **PART B**

**17. GM Housing Investment Loans Fund - Investment Approval Recommendations** 139 - 140

Report of Salford City Mayor Paul Dennett, Portfolio Lead for Housing, Homelessness and Infrastructure.

**18. GM Investment Framework, Conditional Project Approval** 141 - 148

Report of Councillor David Molyneux, Portfolio Lead for Resources.

**19. Dates and times of future meetings**

To note that the Annual Meeting of the Greater Manchester Combined Authority will be held on Friday, 25 June 2021.

For copies of papers and further information on this meeting please refer to the website [www.greatermanchester-ca.gov.uk](http://www.greatermanchester-ca.gov.uk). Alternatively, contact the following  
Governance & Scrutiny Officer: Governance and Scrutiny  
✉ [sylvia.welsh@greatermanchester-ca.gov.uk](mailto:sylvia.welsh@greatermanchester-ca.gov.uk)

This complete agenda was issued on 27 May 2021 on behalf of Julie Connor, Secretary to the Greater Manchester Combined Authority, Broadhurst House, 56 Oxford Street, Manchester M1 6EU

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**GMCA Meeting on 28 May 2021**

Declaration of Councillors' interests in items appearing on the agenda

NAME: \_\_\_\_\_

Minute Item No. / Agenda Item No.	Nature of Interest	Type of Interest
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary

*PLEASE NOTE SHOULD YOU HAVE A PERSONAL INTEREST THAT IS PREJUDICIAL IN AN ITEM ON THE AGENDA, YOU SHOULD LEAVE THE ROOM FOR THE DURATION OF THE DISCUSSION & THE VOTING THEREON.*

## QUICK GUIDE TO DECLARING INTERESTS AT GMCA MEETINGS

This is a summary of the rules around declaring interests at meetings. It does not replace the Member's Code of Conduct, the full description can be found in the GMCA's constitution Part 7A.

Your personal interests must be registered on the GMCA's Annual Register within 28 days of your appointment onto a GMCA committee and any changes to these interests must notified within 28 days. Personal interests that should be on the register include:

- Bodies to which you have been appointed by the GMCA
- Your membership of bodies exercising functions of a public nature, including charities, societies, political parties or trade unions.

**You are also legally bound to disclose the following information called DISCLOSABLE PERSONAL INTERESTS which includes:**

- You, and your partner's business interests (eg employment, trade, profession, contracts, or any company with which you are associated)
- You and your partner's wider financial interests (eg trust funds, investments, and assets including land and property).
- Any sponsorship you receive.

### FAILURE TO DISCLOSE THIS INFORMATION IS A CRIMINAL OFFENCE

#### STEP ONE: ESTABLISH WHETHER YOU HAVE AN INTEREST IN THE BUSINESS OF THE AGENDA

If the answer to that question is 'No' – then that is the end of the matter. If the answer is 'Yes' or 'Very Likely' then you must go on to consider if that personal interest can be construed as being a prejudicial interest.

#### STEP TWO: DETERMINING IF YOUR INTEREST PREJUDICIAL?

A personal interest becomes a prejudicial interest:

- where the well being, or financial position of you, your partner, members of your family, or people with whom you have a close association (people who are more than just an acquaintance) are likely to be affected by the business of the meeting more than it would affect most people in the area.
- the interest is one which a member of the public with knowledge of the relevant facts would reasonably regard as so significant that it is likely to prejudice your judgement of the public interest.

**FOR A NON PREJUDICIAL INTEREST****YOU MUST**

- Notify the governance officer for the meeting as soon as you realise you have an interest
- Inform the meeting that you have a personal interest and the nature of the interest
- Fill in the declarations of interest form

**TO NOTE:**

- You may remain in the room and speak and vote on the matter
- If your interest relates to a body to which the GMCA has appointed you to you only have to inform the meeting of that interest if you speak on the matter.

**FOR PREJUDICIAL INTERESTS****YOU MUST**

- Notify the governance officer for the meeting as soon as you realise you have a prejudicial interest (before or during the meeting)
- Inform the meeting that you have a prejudicial interest and the nature of the interest
- Fill in the declarations of interest form
- Leave the meeting while that item of business is discussed
- Make sure the interest is recorded on your annual register of interests form if it relates to you or your partner's business or financial affairs. If it is not on the Register update it within 28 days of the interest becoming apparent.

**YOU MUST NOT:**

- participate in any discussion of the business at the meeting, or if you become aware of your disclosable pecuniary interest during the meeting participate further in any discussion of the business,
- participate in any vote or further vote taken on the matter at the meeting

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**MINUTES OF THE VIRTUAL MEETING OF THE  
GREATER MANCHESTER COMBINED AUTHORITY  
HELD ON FRIDAY 26 MARCH 2021 VIA MICROSOFT TEAMS**

**PRESENT:**

Greater Manchester Mayor	Andy Burnham (In the Chair)
Greater Manchester Deputy Mayor	Baroness Bev Hughes
Bolton	Councillor David Greenhalgh
Bury	Councillor Eamonn O'Brien
Manchester	Councillor Richard Leese
Oldham	Councillor Sean Fielding
Rochdale	Councillor Allen Brett
Salford	City Mayor Paul Dennett
Stockport	Councillor Elise Wilson
Tameside	Councillor Brenda Warrington
Trafford	Councillor Andrew Western
Wigan	Councillor David Molyneux

**IN ATTENDANCE:**

Rochdale	Councillor Janet Emsley
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**OFFICERS IN ATTENDANCE:**

GMCA - Chief Executive	Eamonn Boylan
GMCA - Deputy Chief Executive	Andrew Lightfoot
GMCA – Monitoring Officer	Liz Treacy
GMCA – GMCA Treasurer	Steve Wilson
Bolton	Jon Dyson
Bury	Geoff Little
Oldham	Carolyn Wilkins
Rochdale	Steve Rumbelow
Salford	Ben Dolan
Stockport	Pam Smith
Tameside	Steven Pleasant
Trafford	Sara Todd
Wigan	Alison McKenzie-Folan
Office of the GM Mayor	Kevin Lee
TfGM	Steve Warrener
TfGM	Simon Warburton
Growth Co	Mark Hughes
GMCA	Simon Nokes
GMCA	Claire Norman
GMCA	Julie Connor
GMCA	Sylvia Welsh
GMCA	Nicola Ward

**RESOLVED /-**

That apologies be received and noted from Tom Stannard (Salford) and Tony Oakman (Bolton).

**GMCA 49/21 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS**

**RESOLVED /-**

1. That after detailed consideration by the GMCA on the 23 March, the GM Mayor had chosen to accept their recommendations and proceed with plans for a bus franchising scheme for Greater Manchester.
2. That following an interview process, Stephen Watson would be recommended to the GM Police and Crime Panel at their meeting today for appointment to the role of Chief Constable for Greater Manchester Police.
3. That it be noted that the GM Mayor and Salford City Mayor would be writing to express their disappointment that Government's recently published proposals to reform the asylum seeker system did not reflect previous commitments made to ensure an even distribution across the UK to ensure there was sufficient housing stock capacity.

**GMCA 50/21 DECLARATIONS OF INTEREST**

**RESOLVED /-**

1. That the GM Mayor Andy Burnham declared a prejudicial interest in item 30 – A review of remuneration of the Elected Mayor of the GMCA and the Independent Members/Person of the GMCA Audit and Standards Committees.
2. That Salford City Mayor Paul Dennett declared a personal interest in items 26 & 33 – Growth Company Business Plan as a Director of the Growth Company Board.
3. That Councillor Elise Wilson declared a personal interest in items 26 & 33 – Growth Company Business Plan as a Director of the Growth Company Board.

**GMCA 51/21 MINUTES OF THE GMCA HELD 12 FEBRUARY AND 23 MARCH 2021**

**RESOLVED /-**

That the minutes of the GMCA meetings held on 12 February and 23 March 2021 be approved as correct records.

**GMCA 52/21 MINUTES OF THE OVERVIEW & SCRUTINY COMMITTEES HELD DURING MARCH 2021**

**RESOLVED /-**

1. That the minutes of the Economy, Business Growth and Skills Overview and Scrutiny Committee held on 12 March 2021 be noted.
2. That the minutes of the Housing, Planning and Environment Overview and Scrutiny Committee held on 11 March 2021 be noted.

**GMCA 53/21            MINUTES OF THE GM LOCAL ENTERPRISE PARTNERSHIP HELD  
18 MARCH 2021**

**RESOLVED /-**

That the minutes of the GM Local Enterprise Partnership held on 18 March 2021 be noted.

**GMCA 54/21            MINUTES OF THE GM TRANSPORT COMMITTEE HELD 19  
FEBRUARY 2021**

**RESOLVED /-**

That the minutes of the GM Transport Committee held on 19 February 2021 be noted.

**GMCA 55/21            UPDATE ON GREATER MANCHESTER INDEPENDENT  
INEQUALITIES COMMISSION**

Councillor Brenda Warrington, Portfolio Lead for Age Friendly Greater Manchester and Equalities, introduced a report which provided an update on progress of the Greater Manchester Independent Inequalities Commission which had been established to respond to long term systemic inequality issues present in Greater Manchester and after six months of work, presented a series of ambitious, yet achievable recommendations for consideration.

**RESOLVED /-**

1. That the update and publication arrangements for the Independent Inequalities Commission, including its work to collect, analyse and report on inequalities, as part of the development of its recommendations, be noted.
2. That the publication of the Commission's Report which included a number of flagship recommendations for addressing inequality in Greater Manchester, be welcomed.
3. That it be noted that a further report will be submitted to the GMCA in early summer containing a proposal for how GM might take action in the light of the Commission's recommendations.
4. That it be agreed that the Tackling Inequalities Board will ensure all future work on inequalities is aligned and takes full account of the Commission's recommendations.

## **GMCA 56/21            GREATER MANCHESTER'S EQUALITY PANELS**

Councillor Brenda Warrington, Portfolio Lead for Age Friendly Greater Manchester and Equalities, presented a report which outlined the development and impact to date of the Greater Manchester Equality Panels. Three panels comprising of the LGBTQ+ Panel, Disabled Peoples Panel and Youth Combined Authority were now well established, further recent additions included Women and Girls Panel and Race Equality Panel. Lastly, the Faith Panel had held its first meeting and the Older People's Panel had just been established. All of which comprised of people from each Local Authority area with particular skills and lived experience to provide invaluable insight into the diversity of GM in a way like never before. It was envisaged that now established, each Panel would be standardised to operate in a common approach that aligned with the Tackling Inequalities Board which had strategic oversight on this agenda.

The GMCA was reminded that inequality proved a strain on all lives, and that no one was immune from the impact. Furthermore, it was a thread that ran through all GMCA portfolio areas and therefore it was imperative that support be offered to the Equality Panels as they develop further.

### **RESOLVED /-**

1. That the progress made in the establishment and delivery of equalities advisory panels be noted.
2. That an increase the annual budget for the LGBTQ+ Panel to £50,000 for 2021/22 be agreed, to make this consistent with the budget for other panels.
3. That it be agreed to give £50,000 to each of the Youth Combined Authority, Faith Advisory Panel and Older People's Panel from the Mayor's Budget to commission facilitating organisations for 2021/22.

## **GMCA 57/21            LIVING WITH COVID RESILIENCE PLAN - QUARTER 2 PROGRESS UPDATE**

Simon Nokes, Executive Director of Policy & Strategy for the GMCA, took members through the progress made against the Living with Covid Resilience Plan which was written in September 2020. The 'heatmap' included within the report demonstrated the impact of covid across a number of areas, highlighting that many of these were still present and some were more severe despite the start of the recovery period.

The GMCA and its partners had made substantial progress against the actions within the Plan, with a particular impact being visible against the equalities objectives. The lessons learnt over the last months, plus the findings of the Inequalities Commission, would contribute to the refresh of the Greater Manchester Strategy which was due to take place imminently.

### **RESOLVED /-**

1. That the progress update provided on the delivery of the GM Living with Covid Resilience Plan be noted.

2. That any further comments on this report could be submitted directly to Simon Nokes, Executive Director Policy & Strategy, GMCA.
3. That it be noted that to further strengthen the GMCA's commitment to equalities, reports submitted to the GMCA included an assessment on contributions to meeting equality and environmental impacts.
4. That it be noted that the lessons learnt from this review, plus the findings of the Inequalities Commission would be considered as part of the Greater Manchester Strategy Refresh.

## **GMCA 58/21            A BED EVERY NIGHT 2021/22**

The GM Mayor, Andy Burnham, introduced a report which provided information on the development of the A Bed Every Night (ABEN) service and specifically detailed how it was to be funded through 2021/22. The forthcoming year marked the first annual budget for the programme, with £6m to be allocated to Local Authorities in GM to strengthen their local offer. Heriot Whatt University had undertaken an independent evaluation of ABEN, the results were encouraging, with the levels of rough sleeping in Greater Manchester falling greater than the national rate, together with the wider benefits of the programme, including a reduced need for crisis support and a significant impetus to the public sector reform agenda. The Mayor added that the achievements to date were truly attributed to a wide range of partner organisations, who had worked tirelessly to mobilise every element and provide financial support. Future funding from MHCLG was still to be confirmed and the evaluation also echoed the awareness amongst the sector that there were ways that the service could be further improved throughout the forthcoming year.

The City Mayor of Salford, Paul Dennett, Portfolio Lead for Housing, Homelessness and Infrastructure, added that this funding would be crucial to ensure that ABEN became an integral part of the GM system going forward. Thanks were expressed to all agencies and volunteers who had been involved to date as it had been evident that there was a genuine partnership approach that had enabled the ambitions of the service to be delivered. The evaluation report had further evidenced that the actions taken to support those homeless and rough sleeping throughout the pandemic had been the right actions to take. However, it was imperative that the wider determinants of the health and wellbeing of those who were homeless remained at the forefront of the CA agenda to ensure that tailored provisions could continue to be delivered, and other people could be prevented from homelessness.

Members acknowledged the way that ABEN had enabled support to be given to many more vulnerable people within their respective local authority areas, with Tameside reported that at the most recent count, there were no rough sleepers recorded. This illustrated how many people through the support on offer by passionate local teams, had been able to move individuals to safe places, including permanent accommodation and employment.

### **RESOLVED /-**

1. That the outcomes and the approach to continued service developments in the A Bed Every Night programme be approved.
2. That the specification be approved.

3. That the committed income of £4,554,000 be noted, and that further confirmation was expected in June 2021 regarding the outstanding £1.5m investment from MHCLG to secure the full budget.
4. That the expenditure profile of £6,068,600 as grants to Local Authorities to deliver the service over a 12-month period be noted, pending full funding confirmation in June 2021 and enabling Local Authorities to ensure continuity of service where necessary until that time.

## **GMCA 59/21            GM DEVOLVED ADULT EDUCATION BUDGET YEAR 1 UPDATE AND NEXT STEPS**

Councillor Sean Fielding, Portfolio Lead for Digital, Education, Skills, Work and Apprenticeships, took members through a report which provided an overview of the first academic year of Greater Manchester's devolved adult education budget which aimed to equip people with the skills they need for life. This agenda had been further accelerated by the Covid pandemic, as it has a significant role in supporting residents to recover from the crisis. One way that partner organisations have been able to begin to do this has been through the provision of online courses, tailored to address specific skills gaps. The continuation of this work required clarity regarding longer term investment, with some providers anxious about the availability of grant reimbursements or had been excluded from them in the first instance. It was considered that allocations may have impacted some providers unfairly, and therefore support would be needed to ensure they could continue to deliver the courses that were necessary to support residents to move forward.

### **RESOLVED /-**

1. That the updates, set out in Sections 2 & 3 of the report be noted.
2. That the planned approach for the commissioning of the National Skills Fund Adult Level 3 offer, as set out in Section 4. 3 of the report, be noted and that authority be delegated to the GMCA Treasurer, in consultation with the Lead Member and Lead Chief Executive for Education, Skills, Work and Apprenticeship (subject to considerations around any conflicts of interest which might arise), to take forward the Adult Education Budget (AEB) commissioning of the National Skills Fund Adult Level 3 offer, for both existing AEB skills providers and the procured element, to the contract award as set out in section 4 of the report.
3. That it be agreed that the GMCA Treasurer, in consultation with the Lead Member and Lead Chief Executive for Education, Skills, Work and Apprenticeship (and subject to considerations around any conflicts of interest which might arise), be granted delegated authority to take forward the AEB commissioning of the National Skills Fund Adult Level 3 offer, for both existing AEB skills providers and the procured element, to contract award as set out in section 4 of the report.
4. That the proposed indicative allocations and subsequent expenditure be approved for the GM grant-funded further education institutions and contract for services skills providers and that authority be delegated to the GMCA Treasurer to agree any minor changes that arise during discussions between each institution and GMCA, as set out in Section 5 & Annex 5 of the report.

5. That the proposed indicative allocations and subsequent expenditure for the GM grant-funded local authorities be approved and that authority delegated to the GMCA Treasurer to approve any minor changes that arise in the course of discussions between each local authority and GMCA, as set out in Section 5 & annex 6 of the report.

Note: Mayoral function exercised by the Mayor pursuant to Articles 8 and 15 of the Greater Manchester Combined Authority (Functions and Amendment) Order 2017 (power to pay grants to a constituent council)

#### **GMCA 60/21 COVID-19 CONTINGENCY SUPPORT MEASURES FOR GM WORK & SKILLS PROGRAMME**

Councillor Sean Fielding, Portfolio Lead for Digital, Education, Skills, Work and Apprenticeships, took members through a report which provided an update on the Covid-19 contingency support measures put in place during the 2020/21 to support the delivery of GM's work and skills externally funded programmes. Many providers had to make adaptations to their delivery and financial support from the Combined Authority which had been used in some instances to stabilise their position.

#### **RESOLVED /-**

1. That the work and progress to date on the Covid-19 contingency support measures to be put in place during 2020/21 financial year be noted.
2. That the continuation of the support measures into 2021/22 financial year be agreed.
3. That the support measures for Adult Education Budget for the remainder of the 20/21 academic year, as set out Appendix 2 of the report, be agreed.
4. That authority be delegated to the GMCA Treasurer and GMCA Monitoring Officer to approve the Covid-19 Contingency support measures on a programme by programme basis, in 2021/22 financial year.

#### **GMCA 61/21 TROUBLED FAMILIES FUNDING**

The GM Mayor Andy Burnham introduced a report which provided an updated position on the troubled families funding for 2020/21 and 2021/22. Since 2017 there had been a devolved arrangement for this programme which had seen 5000 families supported to date and 65 families stepped down from social care interventions which had been a key measure for success. The report described a number of tangible outcomes from the past year, and informed the Combined Authority that there would be £10.9m of allocations available for distribution this forthcoming year.

#### **RESOLVED /-**

1. That the allocation of Troubled Families funding for 2020/21 to all GM districts, in line with the previously agreed process, be agreed.
2. That the announcement of a further years funding for the Troubled Families Funding for 2021/22 be noted.

**GMCA 62/21****GREATER MANCHESTER CULTURE RECOVERY PLAN 2021**

Councillor David Greenhalgh, Portfolio Lead for Culture, took members through a report which outlined proposals for working with the sector to emerge from the pandemic and how Greater Manchester would be contributing to the wider national and local recovery. It was recognised that covid had brought about huge challenges to the cultural sector and yet they would play a significant role in recovery for Greater Manchester. Despite many cultural venues being required to close during lockdown periods, there had also been opportunities to celebrate art and culture from across GM during the last 12 months and it would be important not to lose the creative ways the sector had adapted nor the creative volunteering that had been seen throughout the pandemic. Over the next year, Greater Manchester would be undertaking its music review to identify ways to best support the sector to move forward.

Members of the Combined Authority recognised the amazing resilience that had been shown by the sector through this very difficult time but were proud of the way it had adapted to meet the challenges and provide innovative initiatives such as United We Stream, which saw over 4 million people tune in for the New Years celebrations.

Bury were looking forward to hosting the town of culture programme for 2021 which would be offering a hybrid of virtual and location based events with a theme of 'happiness' hoped to actively support positive mental health throughout the summer and autumn periods.

**RESOLVED /-**

1. That GM and national activity to date be noted.
2. That the draft GM Culture Recovery Plan be agreed.
3. That the proposed establishment of a GM Music Commission be endorsed.

**GMCA 63/21****MONTHLY ECONOMIC UPDATE**

Councillor Elise Wilson, Portfolio Lead for Economy, introduced a report which provided the GMCA with the latest version of the Greater Manchester Economic Resilience Dashboard. The report highlighted that as at the 23 March 2021, 144,320 people in Greater Manchester were claiming unemployment benefits, increased slightly from the January figures. As at the end of January, there were 184,600 people still furloughed and 84,000 claiming self employment support. However, the week commencing 8 March had seen a 28% increase in passenger journeys compared to January 2021 with 36.9 million trips being undertaken, signalling increased movement across the GM conurbation.

**RESOLVED /-**

That the latest update of the Greater Manchester Economic Resilience Dashboard be noted.

**GMCA 64/21            PREPARATIONS FOR THE UN CLIMATE CHANGE CONFERENCE (COP26)**

Councillor Andrew Western, Portfolio Lead for the Green City Region, took members through a report which provided an overview of the opportunity for Greater Manchester presented by UN Climate Change Conference (COP26) in Glasgow on the 1-12 November 2021. The event would be a significant opportunity to share Greater Manchester's carbon neutrality target and how the challenge was already being met through retrofitting, smart energy and transport at a major global event.

The GM Mayor added that this was a huge opportunity for Greater Manchester to stand apart from other localities and showcase its ambition to be a clean growth Combined Authority through effective partnership working and strong scientific based foundations.

**RESOLVED /-**

1. That the paper detailing activity to date and the current collaboration and potential partnership opportunities that are being explored be noted.
2. That it be noted that by May 2021, GM would be made aware as to whether their application for Blue and/or Green Zone access at the conference had been granted.

**GMCA 65/21            GREEN HOMES GRANT LOCAL AUTHORITY DELIVERY SCHEME PHASE 2**

Councillor Andrew Western, Portfolio Lead for the Green City Region, introduced a report which sought approval for the GMCA to bid for an additional cr£17m Government funding from the Green Homes Grant : Local Authority Delivery Phase 2 Fund.

**RESOLVED /-**

1. That the proposal for GM Local Authorities should collectively bid for an additional cr£17m of Green Homes Grant, to expand our existing Green Homes Grant funded programme from £10.3m to cr£27m and extend delivery timescale from September to December 2021, be agreed.
2. That it be agreed that GMCA should be the accountable body for the bid on behalf of GM Local Authorities and Registered Providers.
3. That, subject to a successful award, authority be delegated to the GMCA Treasurer and Monitoring Officer to contract with Local Energy North West to receive and defray the funds to partners and procured delivery partner(s).
4. That it be noted that the equalities impact from this proposal will be managed via utilising delivery companies with robust equality policies, and the environmental outcome is to substantially reduce the carbon emissions from approximately 1500 homes in Greater Manchester.

## **GMCA 66/21            TRANSPORT STRATEGY DELIVERY UPDATES**

The GM Mayor, Andy Burnham, introduced a report which provided an overview of the detailed progress made against the agreed delivery programmes for active travel and electric vehicle charging infrastructure alongside an update on the outcome of the recent consultation on the Manchester/Salford City Centre Transport Strategy.

### **RESOLVED /-**

That the report be noted.

## **GMCA 67/21            ACTIVE TRAVEL UPDATE**

The GM Mayor, Andy Burnham, took Members through a report which provided an update regarding the active travel portfolio for Greater Manchester and sought approval for the Region's Active Travel Fund Delivery Plan, Mayor's Challenge Fund Governance Updates and the Active Travel Interim Design Guidance.

There were now 75 schemes included within the BeeNetwork, with significant amounts of delivery ongoing. The report outlined the progress made to date, the recent streamlining of the offer to improve efficiency and the new metrics set up to measure the success of the next phase for the programme. Greater Manchester had also made a further bid to the Department for Transport for some additional active travel funds to continue the development of the network.

### **RESOLVED /-**

1. That the changes to the Active Travel Programme Governance utilised for the Mayor's Challenge Fund, in order to drive efficiency, as set out in Section 2 of the report, be noted.
2. That the progress made to date regarding the delivery of the Mayor's Challenge Fund, and the intention to provide future updates, as set out in Section 3 and Appendix B of the report, be noted.
3. That the adoption of the Active Travel Interim Design Guide for all cycling and walking schemes, as set out in section 4 and Appendix C of the report, be approved.
4. That the Delivery Plan for the Greater Manchester Active Travel Fund programme be approved for submission to the Department for Transport, in accordance with the requirements of the fund, as detailed in Section 5 and Appendix D of the report.

## **GMCA 68/21            ELECTRIC VEHICLE CHARGING INFRASTRUCTURE UPDATE**

The GM Mayor, Andy Burnham, introduced a report which provided an update on the progress made in delivering electric vehicle charging infrastructure in Greater Manchester. It was noted that there had been £10m from the Mayor's Challenge Fund committed for the scheme expansion and that the draft strategy would be presented to the GMCA for approval in due course.

## **RESOLVED /-**

1. That the progress made in delivering Electric Vehicle Charging Infrastructure in Greater Manchester be noted.
2. That the continuing need for public sector intervention in charging infrastructure to overcome barriers to Electric Vehicle ownership be noted.
3. That the next steps, as set out in the report, to support the further expansion of the system be approved and that the draft Electric Vehicle Charging Infrastructure Strategy be submitted to a meeting of the GMCA this summer.

## **GMCA 69/21 CITY CENTRE TRANSPORT STRATEGY**

The GM Mayor, Andy Burnham, presented a report which set out the work that Manchester and Salford City Councils, together with TfGM had undertaken to finalise the City Centre Transport Strategy. Specifically the outcomes of a public consultation event at the end of 2020 and the changes as a result to the draft strategy and sought approval of the GMCA for the final strategy.

It was reported that this had been a collaborative piece of work across Manchester, Salford and TfGM, which had resulted in an exciting strategy for transport across the city centre. The recovery of the City Region needed an easily accessible city centre that was safe, well connected and had a pleasant environment and therefore this strategy was fundamental to supporting the economic regeneration of Greater Manchester as a whole.

The GM Mayor added that emerging from the pandemic with clarity was highly important and would enable quicker economic recovery for the whole city region in addition to supporting the revival of the city centre and specifically the hospitality and cultural sectors.

## **RESOLVED /-**

1. That the updates to the draft City Centre Transport Strategy following public consultation be noted.
2. That the final City Centre Transport Strategy be endorsed for publication.

## **GMCA 70/21 MAYORS CHALLENGE FUND FINANCIAL APPROVALS**

The GM Mayor, Andy Burnham, introduced a report which provided an update on progress and sought further approval in order to ensure the continued delivery of the Mayor's Challenge Fund programme for walking and cycling.

Approvals included the Manchester Cycleway (including the Fallowfield Loop) which would enable the standards to be raised in line with standards of the BeeNetwork, cycle parking at the Metrolink stop in Bury, procurement of a GM Bike Hire Scheme provider and the Victoria Street and Road to Wigan Pier schemes in Wigan.

Members of the GMCA were in support of these schemes being granted approval. Specifically, comments were made in relation to the necessity for infrastructure

improvements at the start and end of a cycle journey that would further support GM's ambitions for a fully integrated public transport system and plans for town centre regeneration. The proposals for the Wigan Pier scheme would further add to investment that had already been made and ensure that links could be made to other areas of the borough. There was now demonstrable evidence of all Greater Manchester Local Authorities taking up the offer of funding through this programme to ensure an even spread across the sub region, and it was hoped that schemes such as the Greater Manchester Bike Hire Scheme would help to sustain some of the environmental benefits seen through the covid lockdowns over the past 12 months.

**RESOLVED /-**

1. That the agreed Mayor's Challenge Fund (MCF) delivery priorities across GM and the prioritised first phase for the programme, as set out in Appendix 1 of the report, be noted.
2. That the release of up to £2.74 million of development cost funding for the 3 MCF schemes, as set out in section 2 of the report, be approved.
3. That the release of up to £2.1 million MCF funding for Wigan's Victoria Street and 'Road to Wigan Pier' schemes be approved, in order to secure full approval and enable the signing of a delivery agreement, as set out in section 3 of the report.

**GMCA 71/21 LOCAL GROWTH DEAL (1, 2 & 3) – SIX MONTHLY PROGRESS UPDATE**

Eamonn Boylan, Chief Executive Officer GMCA & TfGM, took Members through the six-monthly progress update report in relation to the Local Growth Deal Programme (tranches 1, 2 and 3) which included a significant number of major projects, transport schemes and place making schemes. It was reported that by the 31 March 2021, the GMCA would have achieved full Growth Deal spend and thanks were recorded to colleagues across the conurbation for delivery management of these schemes.

**RESOLVED /-**

1. That it be noted that the Local Growth Deal Programme was on target to achieve full Growth Deal grant spend by 31 March 2021.
2. That the progress made in relation to the Growth Deal Transport Major Works programmes be noted.
3. That the progress made in relation to the Growth Deal Transport Minor Works and Additional Priorities programmes be noted.
4. That the progress made in relation to the Non-Transport Skills Capital and Economic Development & Regeneration programmes be noted.

**GMCA 72/21 METROLINK PHASE 3 MONITORING AND EVALUATION**

Eamonn Boylan, Chief Executive Officer GMCA & TfGM, introduced a report which highlighted key findings from recent pre-covid monitoring and evaluation in relation to

Metrolink Phase 3, explained their implications and marked the publication of a second report on the subject which detailed that pre-covid patronage levels were increasing.

Members of the GMCA welcomed the report and noted that the findings of the evaluation were useful in supporting Greater Manchester in moving forward with its multi-modal integrated network ambitions. Metrolink specifically played a key role in carbon reduction across the conurbation and was key to giving residents greater access to employment opportunities. Therefore, its extension to other radial areas had become even more imperative and officers confirmed that there was work underway with each Local Authority to determine priority corridors as part of the 2040 Transport Delivery Plan. Multi-modal ticketing would also be key to a truly integrated network and ensure the greatest return from this significant investment.

The GM Mayor summarised that where the Metrolink had been extended, it had been well received and well used, highlighting the demonstrable benefits to local communities.

#### **RESOLVED /-**

1. That the evidence presented in this summary report, the publication of the full report and its value in shaping future scheme planning and transport strategy development activity be noted.
2. That the commitment to pilot tram/train multi-modular ticketing in Rochdale Town Centre be reaffirmed.

#### **GMCA 73/21            GREATER MANCHESTER GOOD LANDLORD SCHEME**

Salford City Mayor Paul Dennett, Portfolio Lead for Housing, Homelessness and Infrastructure, introduced a report which sought the GMCA's approval of the proposed implementation of Greater Manchester's Good Landlord Scheme to address the issues facing the private rented sector. Long term issues in relation to section 21 evictions remained despite the covid eviction ban having been extended until the 31 May 2021, and concerns were raised that the Government's move to reduce the number of months to trigger a notice was a regressive step. Across Greater Manchester 79,000 households were still on the housing waiting list and in temporary accommodation and with the uncertainty of the Universal Credit uplift the Government's current approach was failing to safeguard residents from further risk of eviction. It was anticipated that the housing crisis would be further exasperated by Covid-19, evidenced by a 30% increase in housing benefit claimants since January 2021.

The Good Landlord Scheme had three elements including providing information and advice for landlords and tenants, targeting enforcement coproduced with Local Authorities to tackle rogue landlords and supporting landlords to capacity build and create greater energy efficient homes through retrofitting programmes. The report requested £1.m from the Housing Investment Loans Fund surplus to support the programme over the next three years, 75% of which would be used to strengthen the enforcement cap. Alongside which there would be active growth of ethical and social lettings with a clear exit route for non-engaged landlords and further lobbying for traction towards greater progressive change for the private rented market.

## **RESOLVED /-**

1. That the proposals for further development and implementation of a Good Landlord Scheme for Greater Manchester, and associated activity to respond to the pressures in the private rented sector, be approved.
2. That the utilisation of up to £1.5 million over three years from Greater Manchester Housing Investment Loan Fund surpluses to fund activity, as set out in this report, be approved.

## **GMCA 74/21            GREATER MANCHESTER BROWNFIELD HOUSING FUND – TRANCHE 2**

Salford City Mayor Paul Dennett, Portfolio Lead for Housing, Homelessness and Infrastructure, took Members through a report which sought approval from the GMCA to allocate grant funding to a number of recommended sites. This was the third report highlighting the progress that the GMCA was making in relation to the use of brownfield sites and included a request for an additional £200m to deliver a further 66 homes. Following the receipt of this funding, the monies received through this scheme now totalled £41.44m, enabling the delivery of an additional 7,703 housing units across 21 sites, further illustrating Greater Manchester's preference for brownfield sites and its ability to address associated viability challenges.

Members welcomed the report and agreed that making brownfield sites viable was a clear way forward in addressing the housing crisis faced by Greater Manchester residents. Furthermore it enabled creative town centre development, protected greenbelt and supported Local Authority ambitions to create 'places for everyone'.

## **RESOLVED /-**

1. That the allocation of grant funding to those sites set out within Appendix 1 of the report and the entering into individual Grant Agreements for those recommended sites be approved.
2. That authority be delegated to the GMCA Treasurer acting in conjunction with the GMCA Monitoring Officer to agree the final terms of all the necessary agreements.

## **GMCA 75/21            GREATER MANCHESTER LOCAL ENTERPRISE PARTNERSHIP MEMBERSHIP REVIEW**

Councillor Elise Wilson, Portfolio Lead for the Economy, took the GMCA through a report which sought approval of the recommendations regarding the future private sector membership of the GM Local Enterprise Partnership for the period April 2021 to March 2023.

## **RESOLVED /-**

1. That the recommendation of the GM Local Enterprise Partnership to reappoint the six existing private sector members' terms of office a another two-year term: Lou

Cordwell, Nancy Rothwell, Lorna Fitzsimons, Amanda Halford, Chris Oglesby, and Richard Topliss), be approved.

2. That the recommendation of the GM Local Enterprise Partnership to appoint five new private sector members to join the LEP as full board members: Steve Connor, Justin Kelly, Marilyn Comrie, Miles Rothbury and Vimla Appadoo, be approved.

**GMCA 76/21            GROWTH COMPANY BUSINESS PLAN 2021/22**

Mark Hughes, Chief Executive, The Growth Company, presented the Business Plan for the 2021-22 financial year, including an agreed performance reporting framework to allow oversight of the core Growth Company deliverables through the GMCA and Local Enterprise Partnership. Members were reminded that The Growth Company provide business support, inward investment and tourism management on behalf of the CA through delivery agents including Marketing Manchester and MIDAS. Its clear focus over the past 12 months had been supporting businesses through Covid through advice, information and grant support coordinated through the Growth Hub.

**RESOLVED /-**

That the report, the priorities for 2021/22 and the Growth Company Business Plan be noted.

**GMCA 77/21            GREATER MANCHESTER HOUSING INVESTMENT LOANS UPDATE**

Salford City Mayor Paul Dennett, Portfolio Lead for Housing, Homelessness and Infrastructure, introduced a report which provided an update on the current and forecasted commitments of the GM Housing Loans Fund. The fund had enabled 54 loans to be processed, 33 of which were to small and medium enterprises in Greater Manchester. Many of the schemes delivered had been outside the city centre, widening the benefits to not only residents, but to developers and contractors as GM worked to support recovery from the pandemic.

Members of the GMCA added that the Housing Investment Loans Fund was a phenomenal good news story in that it has enabled lending to developments which could not be funded elsewhere, and as a result 7000 homes had been built that could have potentially not been. The fund had also generated £16.47m of net income, and from an initial fund of £300m, over £500m has actually been invested as a result of loan returns illustrating the innovative approach taken by Greater Manchester which has proved significant value for money.

**RESOLVED /-**

That the report be noted.

**GMCA 78/21            GREATER MANCHESTER HOUSING INVESTMENT LOANS APPROVALS**

Salford City Mayor, Paul Dennett, Portfolio Lead for Housing, Homelessness and Infrastructure, presented a report which sought approval for two applications to the GM Housing Investment Loans Fund.

## RESOLVED /-

1. That the GM Housing Investment Loans Fund loans detailed in the table below, be approved:

BORROWER	SCHEME	DISTRICT	LOAN
SPV subsidiary of Albell Investment Ltd	All Souls Rectory, Every Street	Manchester	£1.000m
Waterside Places	Islington Wharf Phase 4	Manchester	£8.300m

2. That authority be delegated to the GMCA Treasurer acting in conjunction with the GMCA Monitoring Officer to prepare and effect the necessary legal agreements.

## **GMCA 79/21            GREATER MANCHESTER INVESTMENT FRAMEWORK, CONDITIONAL PROJECT APPROVAL AND TEMPORARY DELEGATION**

Councillor David Molyneux, Portfolio Lead for Resources & Investment, introduced a report which sought approval for equity investments in Bankifi Technology Limited, Dr Fertility Limited, Total Swimming Holdings Limited, Erlson Precision Holdings Limited and Waterside Places Ltd from recycled funds. It further sought delegated authority to approve any projects for funding, or urgent variations to the terms of funding for previously approved schemes for the period of 27 March to 27 May 2021.

## RESOLVED /-

1. That the funding application for Bankifi (equity investment of £700,000) be approved and progressed to due diligence, noting that this decision was exempt from the scrutiny and overview call in procedure.
2. That the funding application for Dr Fertility (equity investment of £750,000) be approved and progressed to due diligence.
3. That the funding application for Total Swimming Holdings Limited (an additional loan facility of £2,000,000) be approved and progressed to due diligence.
4. That the funding application for Erlson Precision Holdings Limited ("Erlson") (a loan facility of £500,000) be approved and progressed to due diligence.
5. That the funding application for Waterside Places Limited (a loan facility of £8,000,000) be approved and progressed to due diligence.
6. That authority be delegated to the GMCA Treasurer and GMCA Monitoring Officer to review the due diligence information in respect of the above companies, and, subject to their satisfactory review and agreement of the due diligence information and the overall detailed commercial terms of the transactions, to sign off any outstanding

conditions, issue final approvals and complete any necessary related documentation in respect of the investments at 1, 2, 3, 4 and 5 above.

7. That authority be delegated to the Chief Executive Officer, GMCA & TfGM, and the GMCA Treasurer, in consultation with the Portfolio Lead for Investment and Resources, to approve projects for funding and agree urgent variations to the terms of funding in the period 27 March 2021 to 27 May 2021. Any recommendations that are approved under the delegation will be reported to the next available meeting of the GMCA.

**GMCA 80/21            A REVIEW OF REMUNERATION FOR THE ELECTED MAYOR OF THE GREATER MANCHESTER COMBINED AUTHORITY (GMCA) AND THE INDEPENDENT MEMBERS/PERSON APPOINTED TO THE GMCA AUDIT AND STANDARDS COMMITTEES**

Liz Treacy, GMCA Monitoring Officer, introduced a report of the GM Independent Remuneration Panel in relation to the remuneration of the GM Elected Mayor and the Independent Members/Person of the GMCA Audit and Standards Committees. This review has been prepared in March 2020 and recommended to retain current levels of remuneration but index link in line with the majority of GM Local Authorities.

Although the subject of allowances was controversial, Members of the GMCA expressed that the remuneration level for the GM Elected Mayor represented value for money as this role incorporated the Police and Crime Commissioner whose allowance was determined by the Senior Salaries Review Body prior to 2017 as £100k. However, it was recognised that there were many other extensive responsibilities of the GM Mayor for an additional allowance of only £10k and there had been no increase over the last 5 years.

**RESOLVED /-**

1. That the recommendation that the remuneration of the GM Mayor remained at £110,000 be approved.
2. That the recommendation that the allowances paid to the Independent Members on the GMCA Audit and Standards Committees and Independent Person (Standards) remain unchanged be approved.
3. That the indexation of the remuneration of the GM Mayor and the allowances paid to the Independent Members and Independent Person (Standards), as set out in the report of the Independent Remuneration Panel, be approved.
4. That it be agreed that a review of remuneration of these positions be undertaken again in early 2024 before the next Mayoral term begins.
5. That the Independent Remuneration Panel's views and recommendations relating to the current pension position of the GM Mayor and current legislation be noted.

**GMCA 81/21            EXCLUSION OF THE PRESS AND PUBLIC**

**RESOLVED /-**

That, under section 100 (A)(4) of the Local Government Act 1972 the press and public should be excluded from the meeting for the following items on business on the grounds that this involved the likely disclosure of exempt information, as set out in the relevant paragraphs of Part 1, Schedule 12A of the Local Government Act 1972 and that the public interest in maintaining the exemption outweighed the public interest in disclosing the information.

**GMCA 82/21            GROWTH CO BUSINESS PLAN 2021/22**

**Clerk's Note:** This item was considered in support of the report considered in Part A of the agenda (Minute GMCA 76/21 above refers).

**RESOLVED /-**

That the report be noted.

**GMCA 83/21            GREATER MANCHESTER HOUSING INVESTMENT LOANS APPROVALS**

**Clerk's Note:** This item was considered in support of the report considered in Part A of the agenda (Minute GMCA 78/21 above refers).

**RESOLVED /-**

That the report be noted.

**GMCA 84/21            GREATER MANCHESTER INVESTMENT FRAMEWORK, CONDITIONAL PROJECT APPROVAL**

**Clerk's Note:** This item was considered in support of the report considered in Part A of the agenda (Minute GMCA 79/21 above refers).

**RESOLVED /-**

That the report be noted.

Signed by the Chair:

1.

**MINUTES OF THE GREATER MANCHESTER COMBINED AUTHORITY  
AUDIT COMMITTEE, HELD ON TUESDAY 27 APRIL 2021  
AT 10.00 AM VIA MICROSOFT TEAMS LIVE**

**PRESENT:**

Gwyn Griffiths	Independent Member (Chair)
Councillor Sarah Russell	Manchester City Council
Councillor Mary Whitby	Bury Council
Councillor Chris Boyes	Trafford Council
Councillor Tom McGee	Stockport Council
Catherine Scivier	Independent Member
Grenville Page	Independent Member
Susan Webster	Independent Member

**ALSO PRESENT:**

Daniel Watson	Mazars External Auditor
Mark Dalton	Mazars External Auditor

**OFFICERS:**

Steve Wilson	GMCA Treasurer
Rachel Rosewell	GMCA Deputy Treasurer
Sarah Horseman	Head of Audit and Assurance
Damian Jarvis	GMCA Internal Audit
Helen Fountain	Principal Finance Manager, GMCA
Karen Macrae	Finance Lead, GMCA
Jenny Hollamby	GMCA Governance and Scrutiny
Lee Teasdale	GMCA Governance and Scrutiny

**AC/11/21 WELCOME, INTRODUCTIONS AND APOLOGIES**

The Chair opened the meeting and welcomed everyone present. It was explained how the virtual meeting would be conducted and the procedure and protocols to be adopted throughout the meeting.

It was reported that the next meeting on 8 July 2021 could potentially be a face to face or hybrid meeting. Members would be kept updated. Any Member with concerns was asked to contact the Governance and Scrutiny Officer.

Apologies for absence were received on behalf of Councillor Colin McLaren, Oldham Council.

**AC/12/21 DECLARATIONS OF INTEREST**

There were no declarations of interest received at the meeting.

**AC/13/21 MINUTES OF THE AUDIT COMMITTEE MEETING HELD ON  
22 JANUARY 2021**

Consideration was given to the minutes of the Audit Committee held on 22 January 2021.

Arising from minute AC/05/21 – 2019/20 Statement of Accounts, the Chair confirmed that the accounts were signed off following the meeting.

**RESOLVED/-**

That the minutes of the meeting of the Audit Committee held on 22 January 2021, be approved as a correct record.

**AC/14/21 MINUTES OF THE GMCA/GMP JOINT AUDIT PANEL HELD ON 12  
FEBRUARY 2021**

The Audit Committee was asked to note the minutes of the GMCA/GMP Joint Audit Panel held on 12 February 2021.

The main points referred:

1. There had been another panel meeting on 16 April 2021, the minutes were awaited. The agenda pack was available on the GMP website [Greater Manchester Joint Audit Panel | Greater Manchester Police \(gmp.police.uk\)](#).
2. It was noted that the new Chief Constable would take up his position on 24 May 2021. In the meantime, an interim Chief Constable had been appointed.
3. The Chair had met with the Chair of the Joint Audit Panel and the Deputy Mayor of Greater Manchester to discuss arrangements to oversee police matters. It was envisaged that the relationship with the Joint Audit Panel and new Chief Constable would be stronger, more open, and transparent. Governance arrangements were complicated. However, they were robust and suitable but further transparency was needed. A joint workshop would be organised with the Joint Audit Panel to discuss how committees would work together in the future taking on board the new Chief Constable's views.
4. Members raised concerns that the agenda and minutes from the Joint Audit Panel on 16 April 2021, the PriceWaterhouseCoopers (PWC) report or Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services (HMICFRS) report were unavailable for evaluation; which was not transparent. The GMCA's Treasurer noted the comments and agreed to investigate. It was explained that the PWC report had not been finalised and was still in its draft format awaiting sign off from the Chief Constable. The GMCA's Treasurer would ensure that feedback from the Joint Audit Panel and the Audit Committee were fed into the report.

5. Members asked that the Joint Audit Panel minute production be accelerated.
6. A Member suggested that a timescale for review and how governance would work was needed. The GMCA's Treasurer agreed to progress this work.
7. A recent newspaper article had referred to a GMP overspend. However, as Members did not have the PWC report, it could not be evaluated. Members asked if the budget had been extended and if there was any change from the original spend to the ultimate spend. The GMCA's Treasurer advised that there was no overspend and the Integrated Operational Policing System (iOPS) was on budget but could not comment further as he had not had sight of the report.
8. Regardless of the PWC report, the Chair requested that a report about what had been budgeted for, what had been delivered and what that had cost be considered. There was a need to understand issues around implementation, timings, and costs. The GMCA's Treasurer agreed to take this on board.
9. Members were concerned about the publicity surrounding the newspaper article and how this would be clarified.

**RESOLVED/-**

That the minutes of the Joint Audit Panel held on 12 February 2021 be noted.

**AC/15/21 ACCOUNTING POLICIES AND CRITICAL JUDGEMENTS**

The GMCA Treasurer introduced a report that requested the Committee's approval of the Accounting Policies and Critical Accounting Judgements that the GMCA proposed to adopt in the preparation of the Annual Statement of Accounts 2020/21.

The report also outlined the impact of changes to the Code of Practice on Local Government Accounting and the production of the 2020/21 Annual Statement of Accounts.

**RESOLVED/-**

1. That the Audit Committee approved the Accounting Policies detailed at Appendix 1 (page 4) of the report.
2. That the Audit Committee approved the Critical Accounting Judgements detailed at Appendix 2 (page 26) of the report.
3. It was noted that any subsequent amendments or changes to the policies and the associated financial implications would be reported back to the Audit Committee.

## **AC/16/21     AUDIT STRATEGY MEMORANDUM 2020/2021**

The GMCA's external audit partner presented the Audit Strategy Memorandum 2020/21 for consideration. Attention was drawn to the significant risks and other key judgement areas within the report.

The main points referred:

1. The Chair asked a question about performance materiality and the applied 50%. It was explained that due to the number of errors identified during the 2019/20 audit process a 50% of overall materiality had been applied as performance materiality. The figure would be revised if there were fewer errors in this year's audit.
2. A Member enquired if the Audit Committee would have an opportunity to review the accounts given the revised deadline of September 2021. Members were reassured they would be given ample opportunity. The draft accounts would be considered at the next meeting and the final accounts in September 2021.
3. Officers were asked how deadlines would be met given the issues last year. The risk around this was recognised by Officers; work would take place earlier. However, some work was dependant on partners such as the pension fund assurance. A valuer had already been commissioned, which would minimise issues around the valuation of assets. Officers would keep the Chair and the Committee updated on progress.
4. A move to a narrative report in terms of value for money was welcomed. It was envisaged that it would be a helpful tool rather than be provided after the event. The new approach would recognise the pandemic and that commentary would be developed in future years. The Chair asked that the report provided a view on how the GMCA had responded to the pandemic.
5. The GMCA's external audit partners were thanked for their informative report.

### **RESOLVED/-**

That the report be received and noted.

## **AC/17/21     CORPORATE RISK REGISTER UPDATE**

The GMCA's Head of Audit and Assurance, introduced a report that informed Members of the risk management activities undertaken since the last meeting.

The main points referred:

1. A discussion took place about what risks were strategic, which risks were not and what would be considered by the Committee. It was agreed that deep dives and periodic consideration of the full register would be adopted as a way forward. The Chair suggested that more meetings throughout the year might be required.

2. A Member asked about the maturity model and timelines. It was explained that further work is underway to determine where each directorate of the GMCA needs to sit on the maturity scale, but that the GMCA as a whole needed to be “compliant” within a year.
3. A Member asked for more information the about common risks across directorates. It was very important that there was a holistic approach to overall risks and communal impact. It was reported that in terms of common risks and the impact, the Senior Leadership Team had an important role to play in agreeing risks and how they were monitored at a single point at an organisational level.
4. A discussion took place about tolerating risks. It was clear that some risks could not be prevented but the risk framework should reflect resilience to minimise the impact of the risk.
5. The Chair asked about risk OR9 as there was an increasing trend on funding and grants not spent in line with timescales/conditions. It was explained that the register would be presented to the Senior Leadership Team to focus on mitigating actions.
6. It was suggested and agreed that following validation work, mitigating actions would be considered at the next meeting.
7. The Chair asked and Officers agreed that the GMCA’s Chief Executive be invited to a meeting in the near future to explain the GMCA’s approach to the management of risks and how the risk agenda was being developed and utilised.
8. Information technology was an area of concern raised by the Committee. The Chair suggested and Members agreed that a status update report would be considered and presented by the GMCA’s Director of Digital at a future meeting.
9. A Member was concerned about underspend and the Housing Investment Fund relationship; what was the level of risk. It was agreed that the Core Investment Team would provide a report for consideration at the next meeting.

**RESOLVED/-**

That the Committee noted the report and the progress being made.

**AC/18/21 INTERNAL AUDIT PROGRESS REPORT**

A report was introduced, which informed Members of the progress to date in the delivery of the Internal Audit Plan for 2020/21, which also acted as a mechanism to approve and provide a record of changes to the Internal Audit Plan.

The main points referred:

1. A discussion took place about the internal audit structure and resourcing. The Committee was very supportive that the additional resources needed were obtain this financial year.

2. The Chair commented that the peer review was valuable and would lead to improvements.

**RESOLVED/-**

That the report be noted and the changes to the Audit Plan as detailed in Section 3 of the report be approved.

**AC/19/21     AUDIT ACTION TRACKER**

The Head of Audit and Assurance, GMCA, introduced a report on the progress to date in implementing the agreed actions from internal audit assignments.

It was asked if there was any resistance from the Senior Leadership Team to deal with outstanding actions. It was reported that there was no resistance and there was a systematic process to identify progress on actions.

**RESOLVED/-**

That the Committee noted the report and welcomed the progress being made.

**AC/20/21     ANNUAL OUTCOME OF THE WHISTLEBLOWING REFERRALS**

The GMCA Treasurer introduced a report, which provided a summary of the outcomes of the whistleblowing referrals received in 2020/2021, as required under Section G of the GMCA Constitution - Complaints and Whistleblowing.

The main points referred:

1. Members asked for more detail in the report. It was agreed that a confidential report would be provided at the next meeting.
2. Officers were asked if any complaints had identified any systematic weaknesses. It was confirmed that no weaknesses had been identified.
3. The GMCA's Head of Audit and Assurance agreed to share a response to a whistleblowing Freedom of Information (FOI) with Members that provided more information on the nature of reports. More detail would be provided in future.

**RESOLVED/-**

That the report be received and noted.

**AC/21/21     REVIEW OF EFFECTIVENESS OF INTERNAL AUDIT**

It was explained that the GMCA's Head of Audit and Assurance conducted an annual review of the effectiveness of its system of internal audit as part of its governance assurance processes. The process was designed to provide assurance to the Audit Committee over the system of internal audit including the role, function, and performance of the internal audit service. The report set out the assessment for 2020/21 and actions proposed to ensure ongoing effectiveness and quality of the GMCA Internal Audit service.

Since the last Audit Committee held on 22 January 2021, four final reports had been published:

1. Greater Manchester Fire and Rescue Service – Fleet Services
2. GMCA Payments
3. GMCA Risk Management Maturity
4. Grant Certification

Several changes to the Internal Audit Plan were proposed at Section 3 of the report.

The main points referred:

1. A Member enquired about the fleet services report and asked if there was any conflict with senior management. It was explained that the audit looked at both A and B fleet but focused on the "B fleet" (i.e. *not* front-line fire and rescue appliances). The report was by exception and it was hoped that the opinion reflected there were no issues with the B fleet. It was a wide-ranging audit and to include all the content around all the areas of scope would have been exhaustive. Members were reassured that all actions and steps to address had been agreed.
2. In terms of identifying fraudulent transactions, a Member commented that retrospective purchase orders and little evidence of goods could be masking fraud and supplier bank changes not being actioned should be a higher than medium risk given this was an issue that numerous organisations had experienced. Officers would take the comments on board.

#### **RESOLVED/-**

1. That the Committee noted the review of the effectiveness for 2020/21.
2. That Members endorsed the Quality Assurance and Improvement Programme.
3. That the Audit Committee approved the scope of the external assessment of the GMCA Internal Audit service.

#### **AC/22/21 INTERNAL AUDIT PLAN 2021/2022**

Members considered a report that detailed the three-year Internal Audit Plan and the Operational Internal Audit Plan for 2021/2022.

The main points referred:

1. A reference was made to the audit universe. It was asked how large GMCA projects were included in the long-term plan. It was explained that that the 2021/22 Audit Plan included a section on cross cutting themes (page 127 of the agenda). However, further consideration would be given to how cross cutting actions were reported. It was essential there was an overarching collective view.
2. A Member asked how Greater Manchester strategic risks and projects were being dealt with. It was reported that the appendices of the report provided some of that information. However, thought would be given to how this could be done more clearly and explicitly.
3. The Chair agreed with the plan but asked if there was any flexibility. Members were informed there were not any contingency arrangements. The plan would be revisited, and the Audit Committee would be informed of any movement.
4. Regarding the extra resource discussed earlier in the meeting, a Member asked if the plan took that into account. The plan was based on current resource and the lack of contingency was being discussed. The GMCA's Treasurer supported the recommendation for a further post.

#### **RESOLVED/-**

That the Internal Audit Plan be approved.

#### **AC/23/21 INTERNAL AUDIT CHARTER**

The Internal Audit Charter established the framework within which the Internal Audit Service operated to best serve the independent assurance requirements of the GMCA Audit Committee and to meet its professional obligations under applicable professional standards. In line with the Public Sector Internal Audit Standards, the Charter was a mandatory document that must be in place and reviewed on a regular basis. It was proposed that this review was undertaken by the GMCA's Head of Audit and Assurance and the Charter presented to the Audit Committee annually for approval.

It was noted that the only changes to the Charter in 2021/2022 were to clarify Internal Audit's role in relation to its support of Risk Management activities, which had been added in Section 13 of the report.

The Chair asked that Section 13 of the report be expanded to explain that the Senior Leadership Team owned the Risk Management Framework and Internal Audit was responsible for supporting the Senior Leadership Team and for rolling it out.

#### **RESOLVED/-**

That the Internal Audit Charter be approved subject to the change noted above.

#### **AC/24/21 2021/2022 AUDIT COMMITTEE SCHEDULE OF BUSINESS**

**RESOLVED/-**

That the 2011/2022 Audit Committee Schedule of Business be received and noted.

**AC/25/21 DATES OF FUTURE MEETINGS**

The dates and times of future meetings were noted as:

- 8 July 2021 at 10.00 am
- 30 September 2021 at 10.00 am

To provide time for deep dives, training, and briefings it was agreed that the dates of meetings were suitable, but timings would need to be considered. The Governance and Scrutiny Officer was asked to liaise with Members.

**RESOLVED/-**

That the Governance and Scrutiny Officer liaise with Members about timings of meetings.

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# Agenda Item 6

## MINUTES OF THE VIRTUAL MEETING OF THE GREATER MANCHESTER TRANSPORT COMMITTEE HELD ON WEDNESDAY 24 MARCH 2021 VIA MICROSOFT TEAMS

### PRESENT:

Councillor Mark Aldred (in the Chair)	Wigan Council
Councillor Richard Gold	Bury Council
Councillor John Leech	Manchester City Council
Councillor Angeliki Stogia	Manchester City Council
Councillor Dzidra Noor	Manchester City Council
Councillor Naeem Hassan	Manchester City Council
Councillor Howard Sykes	Oldham Council
Councillor Phil Burke	Rochdale Council
Councillor Shah Wazir	Rochdale Council
Councillor Roger Jones	Salford Council
Councillor David Meller	Stockport MBC
Councillor Doreen Dickinson	Tameside MBC
Councillor Warren Bray	Tameside MBC
Councillor Nathan Evans	Trafford Council
Councillor Steve Adshead	Trafford Council
Councillor Joanne Marshall	Wigan Council

### OFFICERS IN ATTENDANCE:

Bob Morris	Chief Operating Officer, TfGM
Eamonn Boylan	Chief Executive, GMCA & TfGM
Kate Brown	Director of Corporate Affairs, TfGM
Richard Nickson	Programme Director for Cycling & Walking, TfGM
Simon Warburton	Transport Strategy Director, TfGM
Caroline Whittam	Head of Rail Franchising, TfGM
Gwynne Williams	Deputy Monitoring Officer, GMCA
Nicola Ward	Governance Officer, GMCA

### ALSO IN ATTENDANCE:

Nigel Featham	Go North West
Sinead Griffin	Network Rail
Chris Jackson	Northern
Alistair Nuttall	Arriva
Matthew Rawlinson	Diamond
Lesley Adshead	Nexus Move
Lucja Majewski	Transpennine Express

### GMTC 11/21 APOLOGIES

1. That apologies be received and noted from Cllr Stuart Haslam (Bolton), Cllr Roy Walker (Bury), Cllr Sean Fielding (GMCA) and Barry Warner (Salford).

2. That it be noted that Councillor Peter Robinson (Tameside) and Gary Nolan (One Bus) were unable to attend due to technical difficulties.

#### **GMTC 12/21 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS**

##### **Resolved /-**

That there were no Chairs announcements or items of urgent business.

#### **GMTC 13/21 DECLARATIONS OF INTEREST**

##### **Resolved /-**

Councillor Phil Burke declared a personal interest in relation to item 6 – Transport Network Performance as an employee of Metrolink.

#### **GMTC 14/21 MINUTES OF THE GM TRANSPORT COMMITTEE MEETING HELD 19 FEBRUARY 2021**

##### **Resolved /-**

That the minutes of the meeting held 19 February 2021 be approved.

#### **GMTC 15/21 MINUTES OF THE GMTC SUB COMMITTEES HELD IN MARCH 2021**

##### **Resolved /-**

1. That the minutes of the Bus Services sub-committee held on 12 March 2021 be noted.
2. That the minutes of the Metrolink and Rail sub-committee held on 19 March 2021 would be sent to the Committee by email for noting.

#### **GMTC 16/21 TRANSPORT NETWORK PERFORMANCE UPDATE**

Bob Morris, Chief Operating Officer TfGM gave an update on performance across all the GM transport network, noting the significant increase in patronage of 11% on average in March 2021 compared to figures from February 2021. This had specifically been seen in the over 65+ age group which could potentially be attributed to an increase in confidence post vaccination. Broken down, passenger levels had increased by 25% for bus services, 26% on Metrolink, 16% on rail, 8.6% on the highway, 18% for cycling and 11% for walking over the past month.

Northern had begun to prepare for a timetable uplift on the 17 May 2021, however with staff absence at 11.5% (due to shielding and isolating predominately) there were concerns that unless this changed, there may be resourcing issues. Patronage levels were currently c. 26% and significant work was underway in relation to station improvements including the carpark at Mills Hill, the gate line at Oxford Road, the subway at Romiley and the continued

roll out of the LED replacement and painting programme. There had been some concerns raised by local stakeholders in relation to service changes in the Smithy Bridge area and there had been a meeting scheduled with Northern to address these.

The Manchester Recovery Task Force consultation had concluded, and findings were now being reviewed before an update would be provided to the Transport Committee in due course.

Trans Pennine Express had undertaken a service uplift on the 29 March, which had brought the timetable to 82% of pre-covid coverage. Patronage continued to increase steadily, with current levels reported at c. 17%. The “We’re ready when you are” campaign was due to be launched over the coming week, with aspirations to further build passenger confidence in returning to the train network through reassurance messaging about the measures put in place to reduce the risk of Covid.

Network Rail reported current patronage levels of c. 25% which was a significant increase from the start of the year (17%) and was felt to be a positive indicator of passengers returning to the network. There had been some impact to operational and control departments as a result of covid cases amongst staff and staff being required to isolate, however this had been managed successfully. There would be a joint industry approach to encouraging passengers back onto the network, ensuring passenger safety was foremost but emphasising the benefits of re-connecting with other people and enjoying the opportunity for staycations. In light of the restriction easing roadmap, there had been some changes to planned engineering works over the bank holiday period and an overarching review of the approach to planning such works.

Arriva were now delivering 80% of their pre-covid network coverage and despite some staff shielding, isolating or suffering from long covid symptoms there had been no impact to service levels. Patronage had dropped slightly this week, with current levels reported as c. 50%. Revenue had also fallen this Tuesday, potentially attributed to people choosing to buy weekly tickets as they had returned to work.

Nexus Move also reported an increase in patronage, especially notable in relation to the elderly population.

Go Ahead reported that the industrial action was ongoing, however as a result of sub-contracting some services there had been no impact to network coverage. Dialogue with the union was good and it was hoped that there would be a resolution shortly to allow for further uplifts in the timetable.

Members were concerned that as lockdown restrictions were eased and more people begin to travel, that the network would not be prepared for such an increase in patronage. Officers confirmed that there was ongoing dialogue with Government and DfT in relation to how to manage capacity on the public transport network as restrictions ease, however current guidance was to work from home where possible which would mitigate peak travel issues for the next phase. There was work underway across all sectors to further spread peak travel as we approach the milestones on the 12 April and 17 May and ensure that those who are required to travel feel safe. However, it was recognised that under current guidelines, social distancing remained a challenge for the public transport sector.

In relation to the Manchester Recovery Task Force consultation, Members reported that Local Authorities had also submitted their own response in addition to the GMCA response. However, it was unclear as to whether there would be any impact to the timetable from now

until the chosen proposal was implemented. There had also been questions raised by local MPs on the matter, and it was suggested that they be updated more regularly. A report on the proposed response including TfGM's alternative proposal had been considered by the GMCA at their meeting on the 12 February and DfT had attended a meeting of the GMTC Metrolink & Rail Sub Committee on the 19 February to explain the work further. The Task Force would now consider TfGM's alternative proposal and undertake modelling exercises to determine whether it could be delivered. The options would be considered further at the Rail North Committee mid-April and then it was anticipated that DfT would make a final decision on the preferred option by the end of April, this would be further consulted on during May and finally reported to Network Rail by 6 August. The GM Transport Committee would be updated as appropriately.

#### **Resolved /-**

1. That the performance update be noted.
2. That the updates provided by operators be noted.
3. That an update on the work of the Manchester Recovery Task Force would be brought back to the Committee at a timely opportunity,
4. That a future report to the Committee would include an update on the effectiveness of funding for road safety schemes.

#### **GMTC 17/21 GOVERNMENT BUDGET 2021 AND NATIONAL TRANSPORT STRATEGY**

Simon Warburton, Transport Strategy Director TfGM, introduced a report which informed Members of the transport headlines from the Government's Budget announced on the 3 March and highlighted some of the national transport strategies, policies and reviews which were expected to be published in the near future.

There were a number of funding streams that would enable the delivery of the Transport Development Plan, including the Intracity Transport Fund and the Levelling Up Fund. Work was underway across Local Authorities to deploy guidance for the Levelling Up Fund; however, officers were awaiting further guidance in relation to the Intracity Transport Fund.

Members questioned the criteria for the Levelling Up Fund, in that it placed GM within Category 1, but some GM Authorities in category 2. Officers reported that the fund's criteria did not include a metric on levels of deprivation, which was not in line with similar previous funds, and in fact, one of the dominant factors was the average journey time to access work which was not equitable across GM due to varying levels of urban density. Members were confused by Government's criteria assessment as it did not echo the ambition of the fund to 'level up' and urged that representation needed to be made to local MPs as to the disproportionate impact to urban areas. Officers further confirmed that this was the first in a series of rounds for the fund and that they were working to influence future rounds to ensure all GM Local Authorities were able to access the fund.

In relation to the Intracity Transport Fund, Members asked whether there would just be one bid, who would sponsor this and how it would work. Officers confirmed that a pipeline of investment from the Transport Delivery Plan was being looked at to be included in a package of measures to put forward on behalf of the GMCA. Further conversations with

DfT were also underway as to how use both funds in tandem as strategically as possible for the benefit of the whole of Greater Manchester.

**Resolved /-**

1. That the transport headlines from the Government's Budget and the implications for Greater Manchester be noted.
2. That the forthcoming national transport strategies be noted.
3. That it be noted that TfGM were working with DfT to ensure the metrics used in future rounds of the Levelling Up Fund do not create barriers to access investment.

**GMTC 18/21 GM MOVING**

That it be agreed to defer this item to a future meeting of the Committee.

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**MINUTES OF THE MEETING OF THE  
GMCA WASTE AND RECYCLING COMMITTEE  
HELD ON WEDNESDAY 24 APRIL 2021 VIA MICROSOFT TEAMS**

**PRESENT:**

Councillor Alan Quinn	Bury
Councillor Rabnawaz Akbar	Manchester
Councillor David Lancaster	Salford
Councillor Robin Garrido	Salford
Councillor Helen Foster Grime	Stockport
Councillor Alison Gwynne (Chair)	Tameside
Councillor Steve Adshead	Trafford

**OFFICERS IN ATTENDANCE:**

David Taylor	GMCA – Executive Director, Waste & Resources
Paul Morgan	GMCA – Waste & Resources
Justin Lomax	GMCA – Waste & Resources
Lindsey Keech	GMCA – Waste & Resources
Michelle Whitfield	GMCA – Waste & Resources
Michael Kelly	GMCA – Waste & Resources
Gwynne Williams	GMCA – Deputy Monitoring Officer
Nicola Ward	GMCA – Governance & Scrutiny

**WRC 21/14            APOLOGIES**

Apologies for absence were received and noted from Councillors Yasmin Toor, Tom Besford and Adele Warren.

**WRC 21/15            CHAIR’S ANNOUNCEMENTS AND URGENT BUSINESS**

There were no announcements or items of urgent business reported.

**WRC 21/16            DECLARATIONS OF INTEREST**

There were no declarations of interest reported by any Member in respect of any item on the agenda.

**WRC 21/17            MINUTES OF THE MEETING HELD ON 13 JANUARY 2021**

## **RESOLVED/-**

That the minutes of the previous meeting, held on 13 January 2021 be approved as a correct record.

## **WRC 21/18                      CONTRACTS UPDATE**

Justin Lomax, Head of Contract Services, Waste and Resources Team introduced a report which provided an update on all contracts between the period of April-December 2020. Highlights from the report included –

- Current recycling rates were at 46% (same as 2019)
- Over 50,000 tonnes had been diverted away from landfill over this period, a 7% increase on last year.
- Rejection levels at the Materials Recovery Facility were c. 18% resulting in 6,500 tonnes being unable to be processed.
- 2 RIDDORS had been issued at Household Waste Recycling Centres since the last meeting, one was relating to failed hydraulics on a shovel and the other relating to a back injury as a result of moving a box of rubble. Both issues had been addressed and appropriate actions taken.
- Despite the covid closures, there had been 547,000 visits to HWRCs, with a significant peak in July 2020 following the first lockdown period. Footfall had now levelled and remained lower than numbers in 2019 and 2018.
- The van permit scheme was in the final stages of development with a soft launch planned for June and a formal launch in July 2021.
- The Environment Agency were consulting on the level of permissible plastic in compost, reducing from 5% to 0.5%. GM levels were c. 10% currently, so this may result in increased levels of rejections and processing costs.
- Carpet recycling now required an environment permit as it has been re-classified as waste. This may result in less opportunities to recycling via equestrian outlets.

Members noted the increased level of rejections and officers confirmed that levels of diligent checking and communications with the public had been increased.

In relation to the disposal of domestic plasterboard, Members questioned whether there would be further facilities put in place across Greater Manchester. Due to the waste type, plasterboard had to be processed separately and therefore there were only the facilities to receive this waste at weigh bridge locations currently. Officers confirmed that additional provision was being considered and any developments would be reported back to the Committee.

Members were concerned about the general increase in contamination of biowaste and urged for stronger enforcement and further education to be delivered. Officers relayed

the challenges as crews were only able to see what was on the top of the green bin and therefore often missed plastic bags, non-green garden waste, tools, plastics etc. Good practice from other local authorities was also being sought in relation to how to best educate the public regarding the impact of contamination.

Specifically, the issue of contaminated bins in shared flat facilities was raised and whether there were any plans to address this concern. Officers reported that best practice from London boroughs had been reviewed as they used a 'bin champion' arrangement where one resident was responsible to check the bins and communicate regularly with other residents. This could be an option for GM to pursue further, however it would require the support of the Local Authority and respective landlords. Members reported of cases where bin holes had been designed to only receive waste of one type had helped to minimise incidents of contamination.

It was considered that Covid-19 may have impacted contamination rates as families had been under significant pressures and recycling correctly may have slipped off their priority list as a result. Communications regarding previous campaigns had seen strong public support when delivering a simple, straightforward message that focussed on reward rather than sanction. In relation to contamination, Members suggested that an awareness campaign as to the cost saving to the council/tax/individual as a result of disposing correctly may be a good option to support behavioural change.

The change of classification for carpet waste was disappointing to the Committee, however, they were informed that although not of the same scale, sound insulation in car doors was another potential outlet.

In relation to the plant installation at Reliance Street, officers reported that the building was now in place and it was still on track to commence operation from August 2021. However, there had been a delay on the commissioning of works for the Raikes Lane site and a further update would be provided at the next meeting of the Committee.

#### **RESOLVED/-**

1. That the report be noted.
2. That further information on the increase of plasterboard disposal provision would be brought to the Committee in due course.
3. That it be noted that Michelle Whitfield would share some practical examples of good practice sharing directly with Cllr Lancaster.
4. That an update on the installation of the turbine at the Raikes Lane Facility would be provided at the next Waste & Recycling Committee meeting.

## **WRC 21/19 COMMUNICATIONS AND BEHAVIOURAL CHANGE PLAN UPDATE**

Michelle Whitfield, Head of Communications and Behavioural Change, GMCA Waste and Resources Team updated the Committee on the latest communication and engagement activities.

The National Food Waste Action Week had taken place at the beginning of March which had been a relevant and useful campaign and the social media response was positive, however the results were still awaited from WRAP.

The Education Team had been undertaking virtual sessions to support home schooling and community groups in their waste and recycling messaging. Feedback had been positive and there were some interesting lessons to have been learnt. The Education Centre was now undergoing a refit to ensure that it could be as interactive as possible as it begins to be used again.

There was an ongoing campaign in relation to the appropriate disposal of nappies, as often these were mistakenly put in the paper re-cycling bin and in support of this, Keep Britain Tidy had written to nappy manufacturers to identify further ways they could promote these key messages. There had been a particular targeted campaign undertaken with Tameside Council which was to be compiled into a case study from which further lessons could be learnt regarding future campaigns, however officers were well aware that behavioural change takes time, and the results of such campaigns may not be seen immediately. Members reported the initial difference that this campaign had made and welcomed the efforts of the Communications Team. Further to this, Members suggested that some specific communications regarding the disposal of nappies be included with information packs for new parents.

In addressing the wider issues regarding contamination of waste bins, there had been an increase of officers on the ground, with some Local Authorities employing additional officers to support residents to recycle correctly, especially with regards to paper waste. Further campaigns were planned post lockdown, including those with a focus on the correct disposal of mattresses and batteries. Members questioned as to the use of volunteers in promoting recycling activity, officers agreed to look into this option but reported that often local recruitment for short term paid work has been effective as they have had a greater understanding of the communities in which they live. Furthermore, Members suggested that a standard use of pictorial instructions for bin use would allow for a clear GM shared message to become easily recognisable and reduce incidents of confusion.

From June/July there would be extended opening hours for the recycle shops and a further communications campaign to raise awareness of what can be donated, and where items were to be sold.

The R4GM Fund was open for applications, and a Grants Manager had been recruited to help community groups to apply for funding. This opportunity had been actively promoted through the Greater Manchester networks.

In relation to social media coverage, the dashboard for January/February had indicated that interaction had dropped slightly since the new year. However, the vacant post for the Digital Communications Officer had not been recruited to, so further work in this area would be being developed. Members urged that this would be the perfect time to ramp up communications as post pandemic gave a fresh start for considering waste differently.

Members urged that the correct message that only plastic bottles can be recycled in Greater Manchester be further promoted, as current packaging was often incorrect in its labelling and this led to further confusion. Officers confirmed that Keep Britain Tidy were undertaking further work to reset the rules on accurate recycling guidance on packaging as they recognised that it was misleading to the consumer.

Those who chose not to recycle were recognised by the Committee as requiring a different approach to those who made mistakes with their recycling. Greater enforcement was called for to tackle those who repeatedly refuse to recycle as it had been proven that this was the most effective way to change behaviours. Officers agreed that different approaches were needed, and often tailored support had been proven to encourage people to recycle more.

It was considered that small general waste bins with insufficient room for larger families may result in them having to use their recycling bins for the incorrect waste. This had been raised previously with officers and it was anticipated that the new national guidelines may make a difference to the future size of general waste collections. However, it was also recognised that busy lives can often impact effective recycling and it was important to be flexible with bin provision to support the requirement of families with certain needs. This was reported to have been effective in Trafford, where families were able to request temporary additional facilities and in other incidents had shared bin space with their neighbours who needed less.

#### **RESOLVED/-**

1. That the progress against the communications and behavioural change plan be noted.
2. That the progress on the joint SUEZ and R4GM communications and engagement plan be noted.
3. That consideration be given to the use of a standardised pictorial messaging in relation to re-cycling bins across Greater Manchester.
4. That further consideration be given as to how best to promote the correct method of nappy disposal to new parents.

Sarah Mellor, Head of Sustainable Consumption & Production GMCA took the Committee through a report which provided an update on recent Government consultations that relate to England's Resource and Waste Strategy.

Three inter-related policies had been recently published, including the Waste Prevention Programme, the Deposit Return Scheme and the Extended Producer Responsibility guidelines, however the outcomes of the Consistency Collections Consultation were still awaited.

Work was already underway with Local Authorities to determine Greater Manchester's forward position but the outcomes of the Consistency Collections Consultation were really important to determine future modelling.

Members reiterated their concerns regarding separate food waste collections in relation to the number of additional bins being required and other factors. It was reported that Government believed that separate collections would indicate a better standard of return, however any statutory guidance would be best practice and the implementation of such collections would be a local decision. In preparation, officers were undertaking relevant modelling to ensure that Greater Manchester's full quota of funding could be received so that there would be no additional cost to Local Authorities.

In relation to mandated fortnightly residual waste collections, Members were concerned that this would reduce recycling rates and have significant cost implications. Furthermore, three weekly collections were well established in many areas of Greater Manchester so this would potentially cause unnecessary confusion for residents. However, it was noted that collections, bin sizes and bin colours were not standard across GM and therefore it would be difficult in the current contractual arrangements to meet Government demands to standardise at this point.

Members felt that these were progressive documents and showed that Europe was forward thinking in relation to the recycling agenda, however they had to work for Greater Manchester and therefore needed to be agile where required. GM had well established collection patterns and could share its good practice with other areas, however, should also not be quick to introduce changes that would not be for the good of its residents.

The deposit return scheme was generally welcomed by Members, however it was questioned as to whether there would be any financial benefit for Greater Manchester from such a scheme. Officers reported that the financial model had been designed to be cost neutral at no further cost to GM, however there were various options for dealing with the waste that had to be taken out as it was not a 100% catcher scheme. Further details were to be considered and would be included in Greater Manchester's response to the consultation.

**RESOLVED/-**

1. That the approach to responding to the second round of consultations on England's Resource and Waste Strategy be approved.
2. That the principles set out in the Waste Prevention, Extended Producer Responsibility and Deposit Return Scheme consultations be noted and authority be delegated to the Executive Director for Waste in consultation with the Chair of the Waste and Recycling Committee to approve the responses to the consultations which are required to be submitted in June 2021
3. That authority be delegated to the Executive Director for Waste in consultation with the Chair of the Waste and Recycling Committee to approve the response to the Consistent Collections consultation should this be issued prior to the next Waste and Recycling Committee meeting.

**WRC 21/21                      DATE AND TIME OF FUTURE MEETINGS**

**RESOLVED/-**

That the GM Waste and Recycling Committee would next meet on the 17 July, and that those Members appointed to the committee for the forthcoming municipal year would be notified in due course.

**WRC 21/22    EXCLUSION OF THE PRESS AND PUBLIC**

**RESOLVED/-**

That, under section 100 (A)(4) of the Local Government Act 1972, member of the press and public should be excluded from the meeting for the following items of business on the grounds that this involves the likely disclosure of exempt information, as set out in paragraphs 3 & 5, Part 1, Schedule 12A of the Local Government Act 1972 and that the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

**WRC 21/23    CONTRACTS UPDATE**

**RESOLVED/-**

That the contracts update, and key risks set out in the report be noted.

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**DATE:** 28 May 2021

**SUBJECT:** Portfolio Appointments, Appointments to Overview and Scrutiny Committees, GM Transport Committee and Transport for the North Board & Scrutiny Committee

**REPORT OF:** Liz Treacy, GMCA Monitoring Officer

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## **PURPOSE OF REPORT**

This report requests members to: a) note the GM Mayor's Portfolio appointments for 2021/22; b) to agree to reconstitute the Overview and Scrutiny Committees and the substitute's pool; c) to note the Local Authority and Mayoral appointments to the GM Transport Committee and seek the appointment of a GMCA representative and d) to note the appointments to the Transport for the North Board and to agree appointments to the Transport for the North Scrutiny Committee.

## **RECOMMENDATIONS:**

The GMCA is requested to:

1. Note the Mayor's appointments to Portfolios for 2021/22 as detailed in paragraph 1.1.
2. Re-constitute and appoint to the three Overview & Scrutiny Committees as detailed in paragraph 2.1 for the period up to 27 May 2022.
3. Appoint up to 16 members to the GMCA Scrutiny substitute's pool, as detailed in paragraph 2.2 for the period up to 27 May 2022.
4. Note that any remaining Scrutiny appointments will be reported to the GMCA at its meeting on 25 June 2021.

5. Note the appointments made by the GM Local Authorities to the GM Transport Committee.
6. Note that the GM Mayor is a member of the GM Transport Committee.
7. Appoint Councillor Brenda Warrington to act as a substitute member to attend meetings of the GM Transport Committee, in the Mayor's absence.
8. Appoint Councillor Andrew Western as the GMCA member to the GM Transport Committee and appoint Councillor Eamonn O'Brien as the GMCA member to act as a substitute to the GM Transport.
9. Note the GM Mayor will determine the remaining appointments to the Transport Committee.
10. Note the GM Transport Committee shall select and recommend the appointment of a Chair for approval by the Mayor.
11. Note the appointment of the GM Mayor to the Transport for the North Board and to note a substitute member will be appointed at the GMCA Annual Meeting in June 2021.
12. Re-appoint Councillor Roger Jones to act as the GMCA's member to the Transport for the North Scrutiny Committee until the GMCA Annual Meeting in June 2021.

## **BACKGROUND DOCUMENTS**

Correspondence between the GMCA and Greater Manchester Local Authorities.

## **CONTACT OFFICERS**

Julie Connor, Assistant Director, Governance & Scrutiny  
([Julie.Connor@greatermanchester-ca.gov.uk](mailto:Julie.Connor@greatermanchester-ca.gov.uk))

## 1. Portfolios

1.1 The GMCA is requested to note the portfolio leads, as allocated by the GM Mayor and GMCA for 2021/22.

Andy Burnham	Policy & Reform, Transport
Bev Hughes	Safe & Strong Communities (Police and Fire)
Richard Leese	Healthy Lives & Quality Care
David Molyneux	Resources & Investment
David Greenhalgh	Culture
Eamonn O'Brien	Young People & Cohesion
Neil Emmott	Green City Region
Arooj Shah	Community, Cooperatives & Inclusion
Brenda Warrington	Equalities
Elise Wilson	Economy & Business
Andrew Western	Digital, Education, skills, Work and apprenticeships & Clean Air
Paul Dennett	Housing, Homelessness & infrastructure

## 2. Scrutiny Committees

2.1 The GMCA is requested to re-constitute the three Overview & Scrutiny Committees, each with 15 members, having regard to any nominations received from the constituent councils (ensuring political balance is met: 11 Labour, 3 Conservatives and 1 Liberal Democrat per Committee) for the period up to 27 May 2022 on the following basis :

- **CORPORATE ISSUES AND REFORM**
- **ECONOMY, BUSINESS GROWTH AND SKILLS**
- **HOUSING, PLANNING AND ENVIRONMENT**

<b>CORPORATE ISSUES &amp; REFORM OVERVIEW &amp; SCRUTINY</b>		
1	Bolton	Samuel Rimmer (Con)
2	Bury	TBC (Lab)
3		Tim Pickstone (Lib Dem)
4	Manchester	TBC (Lab)

5 6	Oldham	Colin McClaren (Lab) TBC (Lab)
7	Rochdale	Kallum Nolan (Lab)
8 9	Salford	Gina Reynolds (Lab) Tanya Burch (Lab)
10 11	Stockport	TBC (Lab) TBC (Con)
12	Tameside	Teresa Smith (Lab)
13 14	Trafford	Jill Axford (Lab) Nathan Evans (Cons)
15	Wigan	Joanne Marshall (Lab)

<b>ECONOMY, BUSINESS GROWTH &amp; SKILLS OVERVIEW &amp; SCRUTINY</b>		
1 2	Bolton	Andrea Finney (Con) Susan Howarth (Lab)
3	Bury	Mary Whitby (Lab)
4 5	Manchester	Greg Stanton (Lab) TBC (Lab)
6	Oldham	George Hulme (Lab)
7 8	Rochdale	Ray Dutton (Lab) Mike Holly (Con)
9	Salford	Jim King (Lab)
10 11	Stockport	TBC (Lab) TBC (Lib Dem)

12	Tameside	Stephen Homer (Lab)
13	Trafford	Barry Brotherton (Lab)
14 15	Wigan	Charles Rigby (Lab) Michael Winstanley (Con)

<b>HOUSING, PLANNING &amp; ENVIRONMENT OVERVIEW &amp; SCRUTINY</b>		
1	Bolton	John Walsh (Con)
2	Bury	Martin Hayes (Lab)
3 4	Manchester	Mandie Shilton-Godwin (Lab) TBC (Lab)
5	Oldham	Barbara Brownridge (Lab)
6 7	Rochdale	Linda Robinson (Lab) Kathleen Nickson (Con)
8	Salford	Stuart Dickman (Lab)
9 10	Stockport	TBC (Lab) TBC (Lib Dem)
11 12	Tameside	Mike Glover (Lab) Liam Billington (Con)
13 14	Trafford	Kevin Procter (Lab) Akilah Akinola (Lab)
15	Wigan	Fred Walker (Lab)

## GMCA Scrutiny Substitutes 2021/22

2.2 The GMCA is requested to appoint up to 16 members to the GMCA scrutiny substitute's pool for the period up to 31 May 2022:

	LABOUR	CONSERVATIVE	LIB DEM	IND
Bolton	Akhtar Zaman	Stuart Hartigan	n/a	n/a
Bury	TBC	TBC	n/a	n/a
Manchester	n/a	n/a	TBC	n/a
Oldham	n/a	n/a	Hazel Gloster Sam Al-Hamdani	n/a
Rochdale	Tom Besford	n/a	n/a	n/a
Salford	n/a	Ari Leitner Karen Garrido	n/a	n/a
Stockport	n/a	n/a	n/a	n/a
Tameside	Adrian Pearce	Ruth Welsh	n/a	n/a
Trafford	n/a	Mussadak Mirza	n/a	n/a
Wigan	Debra Wailes	n/a	n/a	Paul Maiden

### NOTE:

- i. Each committee will have a membership of 15 and at least 1 member from each district.
- ii. Committee membership reflects the political balance across Greater Manchester, which means that each committee during 2021/22 will have 11 Labour members, 3 Conservative members and 1 Liberal Democrat member.

- iii. Membership of all committees should have due regard to equality and diversity and should strive to reflect the conurbation's population.
- iv. Each Committee's Chair will be appointed from its members.
- v. The Chair must be a member of the committee who is an 'appropriate person' who is a member of one of the Constituent Councils.
- vi. An appropriate person means:
  - A person who is not a member of a registered political Party of which the Mayor is a member;
  - or where the Mayor is not a member of a registered political party, a person who is not a member of a registered political party which has the most representatives among the members of the Constituent Councils on the GMCA or, where two or more parties have the same number of representatives, a member of either of those parties.
- vii. Scrutiny Committees may choose to appoint a vice-chair who should also be an appropriate person as described above.
- viii. The scrutiny of health, wellbeing and social care will continue to operate as a joint committee of the ten districts, with District Council appointments to be reported to the AGMA Executive Board Annual Meeting in June 2021.

### 3. GM Transport Committee

- 3.1 The GMCA is requested to note the appointments to the GM Transport Committee as agreed by the 10 GM Local Authorities for 2021/22:

District	Member	Substitute Member
<b>Bolton</b>	Cllr S Haslam (Con)	Cllr S Hartigan (Con)
<b>Bury</b>	Cllr K Peel (Lab)	Cllr N Baroda (Lab)
<b>Manchester</b>	Cllr Emma Taylor (Lab)	Cllr Julie Connolly (Lab)
	Cllr Naeem Hassan (Lab)	Cllr John Farrell (Lab)
<b>Oldham</b>	Cllr N Briggs (Lab)	To be confirmed (lab)
<b>Rochdale</b>	Cllr P Burke (Lab)	Cllr S Emmott (Lab)
<b>Salford</b>	Cllr R Jones (Lab)	Cllr M McCusker (Lab)
<b>Stockport</b>	To be Confirmed	To be confirmed
<b>Tameside</b>	Cllr W Bray (Lab)	To be confirmed
<b>Trafford</b>	Cllr S Adshead (Lab)	Cllr J Wright (Lab)
<b>Wigan</b>	Cllr J Marshal (Lab)	Cllr P Prescott (Lab)

- 3.2 The GMCA is requested to note the GM Mayor is a member of the GM Transport Committee.
- 3.3 The GMCA is requested to appoint Councillor Brenda Warrington to act as a substitute member to attend meetings of the GM Transport Committee, in the Mayor's absence.
- 3.4 The GMCA is requested to appoint Councillor Andrew Western as the GMCA member to the GM Transport Committee and appoint Councillor Eamonn O'Brien as the GMCA member to act as a substitute to the GM Transport Committee.
- 3.5 The GMCA is requested to note the GM Mayor's appointments to the Transport Committee, ensuring that each district is represented and there is political balance of the Committee as follows:

Nominations received from GM Groups for 2021/22

**Labour Appointments (5):**

To be confirmed (Bolton)  
To be confirmed (Rochdale)  
Cllr B Warner (Salford)  
To be confirmed (Stockport)  
To be confirmed (Wigan)

**Substitute Labour Appointments:**

To be confirmed

**Conservative Appointments (3):**

Doreen Dickinson (Tameside)  
Nathan Evans (Trafford)  
Jackie Harris (Bury)

**Substitute Conservative Members (3):**

Linda Holt (Stockport)  
Adam Marsh (Wigan)  
To be confirmed

**Liberal Democrat Members (2):**

Howard Sykes (Oldham)  
John Leech (Manchester)

**Substitute Liberal Democrat Members (2):**

To be confirmed

**Note:** The total number of Members on the Greater Manchester Transport Committee is 23 members: 17 Labour, 4 Conservative & 2 Lib Dems.

3.6 The GMCA is requested to note the GM Transport Committee shall select and recommend the appointment of a Chair for approval by the GM Mayor.

**4. Transport for the North Board**

4.1 The GMCA is requested to note the appointment of the GM Mayor to the Transport for the North Board. The appointment of a substitute member will be considered by the GMCA at its meeting in June 2021.

4.2 The GMCA is requested to re-appoint Councillor Roger Jones to act as the GMCA's member to the Transport for the North Scrutiny Committee until the GMCA Annual Meeting in June 2021.

**Note:**

- i. In 2020/21, the GMCA appointed Roger Jones (Salford) as the GMCA representative on the Transport for the North Scrutiny Committee, with Councillor Elsie Wraight appointed as the substitute member.

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## GMCA

Date: 31<sup>st</sup> May 2021

Subject: TfGM Non-Executive Director

Report of: Andy Burnham, Mayor of Greater Manchester, Portfolio Lead for Transport and Eamonn Boylan, Chief Executive Officer, GMCA & TfGM

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### PURPOSE OF REPORT:

The purpose of this report is to approve the extension of the appointment of Mr. Les Mosco as Non-Executive Director of Transport for Greater Manchester (TfGM) until 31<sup>st</sup> December 2021 and authorise TfGM to start the recruitment process for a replacement Non- Executive Director.

### RECOMMENDATIONS:

The GMCA is requested to:

1. Approve the extension of the appointment of Les Mosco as Non-Executive Director of TfGM until 31 December 2021;
2. Delegate authority to the Chief Executive, GMCA & TfGM to formalise the terms of the extended appointment;
3. Approve the commencement of a recruitment process for a replacement Non-Executive Director, to replace Les Mosco; and
4. Delegate authority to the Chief Executive, GMCA & TfGM to formalise the terms of the appointment of the new Non-Executive Director.

### CONTACT OFFICERS:

Eamonn Boylan [eamonn.boylan@greatermanchester-ca.gov.uk](mailto:eamonn.boylan@greatermanchester-ca.gov.uk)

Steve Warrener [steve.warrener@tfgm.com](mailto:steve.warrener@tfgm.com)

BOLTON  
BURY

MANCHESTER  
OLDHAM

ROCHDALE  
SALFORD

STOCKPORT  
TAMESIDE

TRAFFORD  
WIGAN

**BACKGROUND PAPERS:**

GMCA-RC 31<sup>st</sup> May 2019 TfGM Executive Board Membership

30<sup>th</sup> November 2018 Appointment of TfGM Non-Executive Directors

26 October 2018 – Senior Management Arrangements report to GMCA Resources Committee

29 March 2018 – Appointment of Non-Executive Directors Transport for Greater Manchester report to GMCA

28 July 2017 - Appointment of Non-Executive Directors Transport for Greater Manchester report to GMCA

<b>TRACKING/PROCESS</b>		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		No
<b>EXEMPTION FROM CALL IN</b>		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		No
GM Transport Committee	Overview & Scrutiny Committee	
N/A	N/A	

# 1. INTRODUCTION/BACKGROUND

- 1.1 The GMCA, in consultation with TfGM's Chief Executive, is responsible for the appointment of members to TfGM's Executive Board under Section 9(2) of the Transport Act 1968. Section 16(b) of the SELNEC Order 1969 also confirms that: -
- 'The Executive for a passenger transport area consists of —*
- (a) a Director General appointed in accordance with Part II of Schedule 5 to this Act by the Authority; and*
  - (b) not less than two, nor more than eight, other members so appointed by the Authority after consultation with the Director General.'*
- 1.2 The GMCA constitution states under the heading of Transport that
- "(d) The GMCA is 'the Authority' for the purposes of the South East Lancashire and North East Cheshire Passenger Transport Area (Designation) Order 1969 and is responsible for the appointment of members to the Board of TfGM."*
- 1.3 Therefore, the GMCA may appoint up to eight members to TfGM's Executive Board in addition to the Director General (nine members in total).
- 1.4 TfGM is governed by different legislation to Local Authorities. In particular, the Transport Act 1968 and its subsequent Orders, which established TfGM, recognises the requirement for TfGM to operate and to negotiate, on behalf of the GMCA, in a manner typical of a private sector environment. The Transport Act 1968 constituted TfGM to resemble the governance arrangements of a large, not-for-profit, private sector company, in such a way as to facilitate the most effective negotiating position with private sector providers.
- 1.5 Although the Executive Board could, in line with provisions of the Transport Act 1968 and the SELNEC Order 1969, be constituted with executive officers only, TfGM has, for many years adopted the Financial Reporting Council's UK Corporate Governance Code (the UK Code), which sets out Government policy in relation to how organisations should be governed in the best interests of its stakeholders. The use of fixed term appointments for Non-Executive Directors, and the composition of the Board is in line with Principle 11 of the UK Code which states that "at least half the Board, excluding the chair, should be Non-Executive Directors whom the Board considers to be independent." Non-Executive Directors and Advisors have been members of the TfGM Executive Board since approximately 2003.
- 1.6 The above arrangements mirror other large public body organisations, including, for example, Manchester Airports Group which has a number of Independent Non-Executive directors from both the private and public sector.

## 2. THE CURRENT TfGM BOARD COMPOSITION

2.1 TfGM's current Executive Board comprises eight members, who are:

- the joint GMCA/TfGM Chief Executive Officer (as Director General);
- the Finance and Corporate Services Director;
- the Chief Operating Officer;
- the GMCA Treasurer;
- three Independent Non-Executive Directors.
- The Head of Legal Services, acting as Secretary to the Executive for the purposes of Article 16(3) of the SELNEC Order.

2.2 There is no legal distinction between the duties of those members who are permanent appointments to TfGM (the Chief Executive, Finance and Corporate Services Director, and Chief Operating Officer) and the Independent Non-Executive Directors, who have the same fiduciary duties and the same duty of skill and care as the Executives.

2.3 All members of the Board must act in the way they consider would be most likely to promote the success of TfGM. In doing so, the Independent Non-Executive Directors must, when performing their role, have regard to (among other matters): the likely consequences of any decision in the long term; the impact of TfGM's operations on the community and the environment; and TfGM maintaining a reputation for high standards of 'business conduct'. The Independent Non-Executive Directors must also satisfy themselves that TfGM has appropriate financial reporting and risk management procedures in place.

2.4 The Independent Non-Executive Directors work on behalf of the GMCA to provide constructive challenge to the Executive Directors, and to offer independent assurance in relation to, inter alia, the integrity of TfGM's financial information, and that TfGM's internal controls and systems of risk management are robust and defensible.

2.5 In accordance with the UK Code, TfGM's Audit and Risk Assurance Committee is chaired by, and wholly composed of, Independent Non-Executive Directors. The Audit and Risk Assurance Committee has a particular role to act independently from management to ensure that the interests of financial stakeholders (including GMCA and others) are properly protected in relation to financial reporting and internal control. This arrangement also provides a formal process to ensure the independence and effectiveness of the internal and external audit functions; and provides assurance that TfGM's risk management policies and procedures are appropriate to determine the nature and extent of the principal risks that TfGM should accept in order to achieve its, and GMCA's, long term strategic objectives; and that those risks are appropriately and systemically managed and controlled.

- 2.6 As members will be aware, TfGM is responsible for delivering a wide and complex range of transport services and infrastructure on behalf of the GMCA, including a budgeted capital programme of approximately £193 million in 2019/2020, and management of a c£1.8 billion asset portfolio.. In addition, TfGM is also leading on a number of large, complex 'change programmes' including, for example, the implementation of bus franchising, the development and delivery of a major Active Travel programme and the development and delivery of the Clean Air Plan on behalf of the 10 Greater Manchester Local Authorities.
- 2.7 The TfGM Executive Board meets at least once a month and the Audit and Risk Assurance Committee meets once a quarter.
- 2.8 The salary / fee paid to each of the Independent Non-Executive Directors is £28,000. The average hours that the current Non-Executive Directors spend on TfGM Executive Board and Audit Committee work is estimated to be at least circa 3.5 days per month. This equates to a day rate of circa £650. 0.
- 2.9 Although the Independent Non-Executive Directors do not have any executive responsibilities, the experience that they bring and the specialist advice that they provide to TfGM is extremely valuable in helping the Executive Team to develop policy propositions into delivery; and to steer TfGM in respect of commercial and contractual risk. The TfGM delivery model relies on a large number of contracts with third parties and the commercial, financial and legal expertise of the current and recent Non- Executive Directors has provided the organisation with considerable challenge and support.

### **3 EXTENSION TO APPOINTMENT OF NON-EXECUTIVE DIRECTOR**

#### **Mr Les Mosco, Independent Non-Executive Director**

- 3.1 The GMCA have previously approved the re-appointment of Mr Les Mosco as an Independent Non-Executive Director of TfGM's Board for a fixed term, which expires on 31<sup>st</sup> May 2021.
- 3.2 Mr Mosco has 40 years' experience in the Banking, Oil & Gas, Rail and Renewable Power sectors and in Central Government. He was appointed to TfGM's Board in 2015 by the GMCA following an open recruitment process.
- 3.3 Mr Mosco has served six years as a Non-Executive Director of TfGM., It is proposed that he would be re-appointed until 31<sup>st</sup> December 2021 to allow time for TfGM to recruit a new Non-Executive Director.

### **4 RECRUITMENT PROCESS**

- 4.1 It is recognised that the Executive Board needs to have a range of skills and experience to support TfGM's functions. Therefore, any recruitment would need to

be conducted, and selection made, on merit, against objective criteria and with due regard to the benefits of diversity on the Board.

- 4.2 Recruitment of a replacement Non-Executive Director would be subject to an open recruitment process and it is proposed to utilise an external executive search agency that would utilise advertising and targeted search activity to identify a 'long list' of candidates.
- 4.3 The subsequently shortlisted candidates would be interviewed by a panel made up of TfGM's Chief Executive and other senior stakeholders from both TfGM and GMCA. Any decision to appoint would be subject to GMCA approval.

## **5 RECOMMENDATIONS**

- I. Approve the extension of the appointment of Les Mosco as Non-Executive Director of TfGM until 31 December 2021;
- II. Delegate authority to the Chief Executive, GMCA & TfGM to formalise the terms of the extended appointment;
- III. Approve the commencement of a recruitment process for a replacement Non-Executive Director, to replace Les Mosco; and
- IV. Delegate authority to the Chief Executive, GMCA & TfGM to formalise the terms of the appointment of the new Non-Executive Director.

**Eamonn Boylan**

**Chief Executive Officer, GMCA & TfGM**

Date: 28 May 2021

Subject: Bus Reform: The Greater Manchester Franchising Scheme for Buses 2021 - Implementation and Operation

Report of: Eamonn Boylan, Chief Executive Officer, GMCA & TfGM

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## PURPOSE OF REPORT

To set out the next steps required for the implementation and operation of the Greater Manchester Franchising Scheme for Buses 2021 following the making of the scheme by the Mayor on 30 March 2021 and to make recommendations for the delegation of certain connected functions to TfGM to enable TfGM to implement and operate the scheme on the GMCA's behalf.

## RECOMMENDATIONS:

The GMCA is requested to:

1. Note the contents of this report;
2. In relation to the Local Service Contracts required for the implementation and operation of Tranche 1 of the Greater Manchester Franchising Scheme for Buses 2021:
  - i. Agree to commence the procurement process as set out in the Assessment and summarised in section 2 of this report;
  - ii. Agree to delegate to TfGM the authority to undertake and manage the above procurement process on its behalf subject to the following condition as set out in section 2 of this report –
    - a) TfGM will recommend a preferred bidder in relation to each Local Service Contract; in relation to large Local Service Contracts the decision to award will be taken by the GMCA and in relation to small Local Service Contracts and contracts for schools the decision to award will be taken in accordance with the contract award delegations as set out in the GMCA Constitution.

BOLTON  
BURY

MANCHESTER  
OLDHAM

ROCHDALE  
SALFORD

STOCKPORT  
TAMESIDE

TRAFFORD  
WIGAN

3. In relation to on-bus equipment, other equipment, any systems and associated services which are necessary for the implementation and operation of the Greater Manchester Franchising Scheme for Buses 2021:
  - i. Agree to commence the procurement of such on-bus equipment, other equipment, any systems and associated services as required;
  - ii. Agree to delegate to TfGM the authority to undertake and manage the procurement process on its behalf (including authority to determine the appropriate method of procurement as required and recommend preferred bidders);
  - iii. Agree to delegate authority to the GMCA Chief Executive to agree the award of, and final terms of, all necessary legal agreements;
  - iv. Agree to delegate authority to the GMCA Monitoring Officer to complete and execute all necessary legal agreements;
  - v. Agree to delegate to TfGM the function of managing any such contracts following their award, for the entirety of the contracts.
4. Agree to proceed with the depot strategy set out in the Assessment and to delegate to TfGM the authority to take any necessary or appropriate steps as required in relation to the implementation of the depot strategy. Members are asked to note that a further report will be submitted by TfGM in due course to recommend appropriate next steps.
5. Agree to implement the RV mechanism proposals as set out in the Assessment and to delegate to TfGM the authority to undertake any preparatory work necessary to establish, operate and manage the RV mechanism on its behalf and to note that a further report will be submitted by TfGM in due course to recommend appropriate next steps.

## **CONTACT OFFICERS:**

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## **Appendices**

Appendix 1: The Greater Manchester Franchising Scheme for Buses 2021

[Bus reform decision March 2021 - Greater Manchester Combined Authority \(greatermanchester-ca.gov.uk\)](http://greatermanchester-ca.gov.uk)

**Legal Considerations:**

Legal considerations are set out in the report.

**Financial Consequences – Revenue:**

The financial consequences (revenue) relating to this report are included in the background papers set out below. A further report will be brought to GMCA in due course.

**Financial Consequences – Capital:**

There are no specific financial consequences (capital) relating to this report. A further report will be brought to GMCA in due course.

**Number of attachments to the report: 0**

**BACKGROUND PAPERS:**

Report to GMCA titled Bus Reform: Consultation and the GMCA Response dated 23 March 2021

Decision of the Mayor 25<sup>th</sup> March 2021

Report to GMCA titled Budget Paper C - GMCA Transport Revenue Budget 2021/22 dated 12 February 2021

<b>TRACKING/PROCESS</b>		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		No
<b>EXEMPTION FROM CALL IN</b>		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		
GM Transport Committee	Overview & Scrutiny Committee	

**1. BACKGROUND**

- 1.1 As members are aware, the GMCA considered the TfGM report titled ‘Bus Franchising in Greater Manchester March 2021: Consultation Report’ at its meeting on 23 March and recommended that the proposed franchising scheme be made by the Mayor.
- 1.2 On 25 March, the Mayor made the decision to make the franchising scheme.
- 1.3 On 30 March the Mayor made the Greater Manchester Franchising Scheme for Buses 2021 (“the Franchising Scheme”) and the GMCA published its response to

the consultation together with the Mayor's decision, as required by section 123G of the Transport Act 2000 and (on behalf of the Mayor) the Franchising Scheme itself.

- 1.4 The purpose of this report is to set out the next steps required for the implementation and operation of the Franchising Scheme and to make recommendations for the delegation of certain connected functions to TfGM to enable TfGM to implement and operate the Franchising Scheme on the GMCA's behalf.

## **2 COMMERCIAL MODEL AND PROCUREMENT PROCESS- SUMMARY**

### **Commercial Model**

- 2.1 As members are aware, the Franchising Scheme applies to the entire Greater Manchester area, which has, in turn, been divided into three franchising scheme 'sub-areas' (namely Franchising Scheme Sub-Areas A, B & C) to allow the transition from the existing deregulated market to a franchised model to take place over a period of time. The extent of each sub-area is set out in the map which is appended to the Franchising Scheme (Appendix 1 to this report).
- 2.2 Under franchising all local bus services provided within Greater Manchester (subject to certain exceptions including interim services, services provided under a permit and services which are excepted from regulation) will be provided under a Local Service Contract. There are three categories of Local Service Contract – large, small and those relating to school services. Sub Area A includes bus services running within and from the north west of Greater Manchester, including Wigan and Bolton.
- 2.3 Local Service Contracts will be awarded through competitive procurement processes under which operators tender for the exclusive right to provide certain local services. The operators will have to provide those local services on the terms specified in the relevant contract, including those relating to frequency, fares and standards. The services to be franchised are listed in the Franchising Scheme (Appendix 1 to this report).
- 2.4 As set out in the Assessment, the proposed packaging strategy for the Franchising Scheme is comprised of 10 large Local Service Contracts (a general principle of one large franchise per strategic depot has been adopted) and approximately 25 small Local Service Contracts across the whole Franchising Scheme. In addition, resource contracts for school services not included in large or small franchises (total PVR of circa 300) would continue to be franchised on a resource basis as they are currently. It is intended to let the large Local Service Contracts for a five-year term (with an optional extension of two years) and franchised terms of between 3 and 5 years are proposed for small Local Service Contracts and school contracts in line with current practice for the GMCA tendered routes. As set out in the Assessment, it may be necessary to vary the franchise term initially to ensure that, by the steady state, a similar number of franchises are let each year.
- 2.5 As set out in the Assessment, it is proposed that the 10 large Local Service contracts are let in three 'tranches' Tranche 1 relates to the Local Service contracts which relate to Sub-Area A, Tranche 2 to Sub-Area B and Tranche 3 to Sub-Area C. The procurement exercise will be run for each tranche in turn to allow bidders to

assess their approach to future tranches once the outcome of procurements in a tranche have been decided, and for lessons to be learned from the proceeding set of local service contract procurements. Once the Franchising Scheme has become operational across all areas future franchising arrangements can apply across the whole of Greater Manchester as appropriate.

### **Procurement of Local Service Contracts**

- 2.6 As noted above, the GMCA is the franchising authority for the Franchising Scheme. The function of procuring, entering into and managing the required Local Service Contracts also sits with the GMCA. Accordingly, if TfGM is to implement and operate the Franchising Scheme on GMCA's behalf, the formal delegation of certain connected functions is required.
- 2.7 Procurement of the bus franchising operations will be conducted in accordance with the requirements of the Utilities Contracts Regulations 2016 (UCR 2016). The UCR permits the use of a number of different procurement procedures and in that regard, it is proposed that the negotiated procedure be adopted for the first two large bus franchise tranches because of the additional flexibility it provides. As members will recall from the Commercial Case in the Assessment, the negotiated procedure enables contracting authorities to enter into negotiations with a group of pre-qualified bidders by way of an Invitation to Negotiate (ITN) notably in areas such as the terms and conditions of any franchise agreement. The negotiated procedure provides greater flexibility than the restricted procedure but provides less scope for negotiating with the preferred bidder than competitive dialogue.
- 2.8 For future large bus franchise procurements, it is expected that the negotiated procedure will continue to be used, but there may be fewer areas which are open to negotiation, with the effect that use of the restricted procedure may ultimately be considered.
- 2.9 For the small franchises, it is also proposed that the negotiated procedure would be used, although the restricted procedure may be introduced from the second round of franchising.
- 2.10 For school services, the Assessment proposed that the restricted procedure would be used for those small service contracts and that the qualification system (described below) would also be used.

### **Pre-procurement market engagement**

- 2.11 As set out in the Assessment, TfGM would undertake pre-procurement market engagement out on behalf of GMCA. This would include engagement on draft procurement documentation and a draft franchise agreement. This process would be used to invite initial comments from the operator market on the draft documents in order to further test commercial principles and contractual mechanisms prior to the commencement of procurement procedures.

### **Qualification system**

- 2.12 As set out in the Assessment, a qualification system is recommended to be used for the procurement of all Local Service Contracts under the Franchising Scheme for the reasons set out below:
- i. Bidders are only required to complete the qualification process once.
  - ii. Once established, it represents a much more efficient system than a typical pre-qualification questionnaire (PQQ) approach as there is no need for repeated issue and evaluation;
  - iii. Although upfront work would be required to establish a Qualification System in time for the first franchise tranche, subsequent tranches can be procured more effectively and efficiently.
  - iv. It would also enable the introduction of Bus Services Framework Agreements (BSFA), one for large franchises and one for small franchises, which would contain the elements of the Local Service Contract that would not vary from franchise to franchise. These terms would not be negotiable, meaning the resultant reduction in the scope of the draft Local Service Contract would bring further efficiencies to the procurement process and be more transparent.
- 2.13 The qualification system would be similar to the 'Pre-Qualification Questionnaire Passport System' used by TfL Buses to provide an effective system for establishing minimum thresholds for tenderers to participate in the procurement of bus franchises.
- 2.14 All potential bidders who have successfully satisfied the requirements of the Qualification System (Passport Holders) would be also required, as part of the Expression of Interest stage (see below), to confirm agreement to the terms and conditions set out in the Bus Services Framework Agreement ("BSFA") as a further condition of being considered for any franchise.

### **Expressions of Interest**

- 2.15 As set out in the Assessment, at the start of the procurement of a particular franchise contract, Passport Holders who have confirmed their agreement to the terms and conditions set out in the BSFA would be issued with an Expression of Interest (EoI). The EoI would test economic and financial standing, the purpose being to ensure that operators are of sufficient size and financial robustness relative to each franchise opportunity. Passport Holders would also be provided with the remaining procurement documents, including the draft Invitation to Negotiation (ITN) and franchising agreement, as required by the UCR 2016.

### **Invitation to Negotiate**

- 2.16 All respondents to the EoI that meet the financial and economic standing requirements of that EoI would be invited to the ITN stage. For large franchises, it is proposed that there would be a two-stage ITN process to provide a deselection stage (ITN Stage 1) an advance of final bid submissions (ITN Stage 2).
- 2.17 It is proposed that ITN Stage 1 takes place early in the ITN phase and ensure that an appropriately sized shortlist of bidders is taken forward to final bid submission.

- 2.18 ITN Stage 1 would require bidders to submit short proposals in response to a small number of franchise specific issues or requirements. These proposals would be evaluated to establish a shortlist of bidders to be taken to ITN Stage 2 and bid submission. The number of bidders to be shortlisted would be finalized prior to franchising and in normal circumstances is expected to be three. A right not to apply ITN Stage 1 for any franchise procurement would be reserved where the number of successful respondents to the EoI does not exceed the number of bidders to be shortlisted for that franchise. In such circumstances the submission requirements for ITN Stage 2 would be adapted to include any submission requirements anticipated at ITN Stage 1.

For small franchises, it is anticipated that the ITN phase would be limited to a single stage for small franchise contracts, rather than the two-stage process described above.

### **Evaluation, preferred bidder and contract close**

- 2.19 As set out in the Assessment, bids would be evaluated and where the negotiated procedure is used for large and small franchises, this may result in a period of clarification. Sufficient time would be allocated for final bid evaluation, preferred bidder validation, contract finalization and approvals process, which includes internal governance and sign-off procedures in addition to the ten-day standstill period required by the UCR 2016.

### **Local Service Contracts for schools**

- 2.20 The retention of existing resource-based school contracts is expected to see little substantive change from existing restricted procedures, albeit the required standards would be both better defined and more comprehensive.

### **Local Service Contracts - Recommendations**

- 2.21 In relation to the Local Service Contracts required for the implementation and operation of Tranche 1 of the Greater Manchester Franchising Scheme for Buses 2021, it is recommended that the GMCA:
- i. Agrees to commence the procurement process as set out in the Assessment and summarised above;
  - ii. Agrees to delegate to TfGM the authority to undertake and manage the above procurement process on its behalf subject to the following condition:
    - a) TfGM will recommend a preferred bidder in relation to each Local Service Contract; in relation to large Local Service Contracts the decision to award will be taken by the GMCA and in relation to small Local Service Contracts and contracts for schools the decision to award will be taken in accordance with the contract award delegations as set out in the GMCA Constitution.

## **3 ON BUS EQUIPMENT, OTHER EQUIPMENT, SYSTEMS AND ASSOCIATED SERVICES**

- 3.1 In addition to the Local Service Contracts described in section 2 of this report, the procurement of a number of types of on-bus equipment, other equipment, systems and associated services is also necessary for the implementation and operation of the Franchising Scheme. Such equipment and systems may include, for example equipment to enable the driver to issue tickets and provide communications between drivers and the control centre.

### **On-bus equipment, other equipment, systems and associated services - Recommendations**

- 3.2 In relation to on-bus equipment, other equipment, any systems and associated services which are necessary for the implementation and operation of the Franchising Scheme the GMCA is recommended to:
- i. Agree to commence the procurement of such on-bus equipment, other equipment, systems and associated services as required;
  - ii. Agree to delegate to TfGM the authority to undertake and manage the procurement process on its behalf (including the authority to determine the appropriate method of procurement if required and recommend preferred bidders);
  - iii. Agree to delegate authority to the GMCA Chief Executive to agree the award of, and final terms of, all necessary legal agreements;
  - iv. Agree to delegate authority to the GMCA Monitoring Officer to complete and execute all necessary legal agreements;
  - v. Agree to delegate to TfGM the function of managing any such contracts following their award, for the entirety of the contracts.

## **4 DEPOTS**

- 4.1 The Assessment proposed a depot strategy whereby the GMCA controls a strategic depot for each large franchise, with those depots being made available to large franchise operators for the delivery of franchise operations. Those depots were identified due to their strategic importance. This strategy would reduce the impact on existing operators in the event of otherwise having a stranded asset and was also considered to reduce transition risks as it avoids a significant reorganisation of depot provision.

- 4.2 The depot strategy in the Assessment proposed that GMCA would voluntarily negotiate depot transfers from operators. In the event that this was not possible for all of the strategic depots, it was considered that GMCA could:

- Provide short-term temporary depot facilities;
- Propose alternative delivery options, mainly that operators would initially be required to provide their own depots for large franchises;
- Build new depots;
- Seek to compulsorily purchase the existing strategic depots.

### **Depots - recommendations**

- 4.3 In order to allow for the provision of the depots which are required for the purposes of providing local services under the large franchises, it is recommended that the GMCA:

- i. Agrees to proceed with the depot strategy set out in the Assessment;
- ii. Agrees to delegate to TfGM the authority to take any necessary or appropriate steps as required in relation to the implementation of the depot strategy.

Members are asked to note that a further report will be submitted by TfGM in due course to recommend appropriate next steps.

## **5 FLEET – RESIDUAL VALUE MECHANISM**

- 5.1 As set out in the Assessment, the current expectation is that a proportion of existing fleet operating across Greater Manchester would transfer from incumbent operators to new operators via the Residual Value Mechanism (“the RV mechanism”). These mechanics may involve a direct transfer from incumbent operators to new operators. In establishing the RV mechanism incumbent operators would be encouraged to contract for the future transfer of their fleet in accordance with this mechanism mitigating the possibility of stranded or surplus assets if they do not win a franchise where they are currently operating. This would also allow GMCA to let local service contracts on the assumption that these vehicles were available. It should be noted that the larger operators may choose to cascade their assets into other parts (in the UK or elsewhere) of their fleet instead of utilising the RV mechanism. The RV mechanism would also reduce barriers to entry for new operators. The residual value mechanism also guarantees the future value of vehicles and those vehicles would transfer to the incoming operator as part of the relevant local service contract, and then transfer between operators when any local service contract was replaced in accordance with the RV mechanism. The transfer values assumed in the RV mechanism would be designed on solid commercial principles including paying cognizance to operator’s existing depreciation policies in order to ensure that the RV mechanism is commercially attractive. GMCA would specify the value of any vehicles put into that RV mechanism.

### **Fleet – Residual Value Mechanism - recommendations**

- 5.2 The GMCA is recommended to:

- i. Agree to implement the RV mechanism proposals as set out in the Assessment.
- ii. To delegate to TfGM the authority to undertake any preparatory work necessary to establish, operate and manage the RV mechanism on its behalf and note that a further report will be submitted by TfGM in due course to recommend appropriate next steps.

## **6 RECOMMENDATIONS**

The GMCA is requested to:

1. Note the contents of this report;

2. In relation to the Local Service Contracts required for the implementation and operation of Tranche 1 of the Greater Manchester Franchising Scheme for Buses 2021:
  - iii. Agree to commence the procurement process as set out in the Assessment and summarised in section 2 of this report;
  - iv. Agree to delegate to TfGM the authority to undertake and manage the above procurement process on its behalf subject to the following condition as set out in section 2 of this report –
    - a) TfGM will recommend a preferred bidder in relation to each Local Service Contract; in relation to large Local Service Contracts the decision to award will be taken by the GMCA and in relation to small Local Service Contracts and contracts for schools the decision to award will be taken in accordance with the contract award delegations as set out in the GMCA Constitution.
  
3. In relation to on-bus equipment, other equipment, any systems and associated services which are necessary for the implementation and operation of the Greater Manchester Franchising Scheme for Buses 2021:
  - vi. Agree to commence the procurement of such on-bus equipment, other equipment, any systems and associated services as required;
  - vii. Agree to delegate to TfGM the authority to undertake and manage the procurement process on its behalf (including authority to determine the appropriate method of procurement as required and recommend preferred bidders);
  - viii. Agree to delegate authority to the GMCA Chief Executive to agree the award of, and final terms of, all necessary legal agreements;
  - ix. Agree to delegate authority to the GMCA Monitoring Officer to complete and execute all necessary legal agreements;
  - x. Agree to delegate to TfGM the function of managing any such contracts following their award, for the entirety of the contracts.
  
4. Agree to proceed with the depot strategy set out in the Assessment and to delegate to TfGM the authority to take any necessary or appropriate steps as required in relation to the implementation of the depot strategy. Members are asked to note that a further report will be submitted by TfGM in due course to recommend appropriate next steps.
  
5. Agree to implement the RV mechanism proposals as set out in the Assessment and to delegate to TfGM the authority to undertake any preparatory work necessary to establish, operate and manage the RV mechanism on its behalf and to note that a further report will be submitted by TfGM in due course to recommend appropriate next steps.

## **GREATER MANCHESTER COMBINED AUTHORITY**

Date: 28<sup>th</sup> May 2021

Subject: Greater Manchester's Active Travel Programme (ATF) and Cycling and Walking Financial Update

Report of: Andy Burnham, Mayor of Greater Manchester, Portfolio Lead for Transport and Eamonn Boylan, Chief Executive Officer, GMCA & TfGM.

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### **PURPOSE OF REPORT**

To seek approval for a delegated scheme of delivery for the active travel schemes that comprise Greater Manchester's Active Travel Fund programme, to facilitate Programme delivery in line with the Department for Transport timescales. To note and approve the funding requirements and updates set out in the following report, in order to ensure the continued delivery of the GM Cycling and Walking Capital and Revenue Programmes.

### **RECOMMENDATIONS:**

The GMCA is requested to:

1. Note progress to date in securing funding for, and establishing, the GM Active Travel Fund (ATF) programme, following a successful bid to the Department for Transport;
2. Approve the proposed ATF governance structure and associated delegations set out in sections 2 and 3 of this report;
3. Note the current package of infrastructure schemes included within the GM ATF Programme, and the proposed ATF Complimentary Measures work programme;
4. Approve the release of up to £1.89 million of development cost funding for the 2 MCF schemes set out in section 3 of this report;
5. Note GM's Capability Fund submission, in accordance with the region's indicative allocation of £2.88 million revenue funding for Active Travel; and

6. Note the current position in relation to grant funding and expenditure for Cycling and Walking measures arising from the impact of COVID-19, as outlined in section 5 of this report.

## **CONTACT OFFICERS:**

Steve Warrener	Director of Finance and Corporate Services	0161 244 1025
Richard Nickson	Cycling and Walking Programme Director	0161 244 0987
Simon Warburton	Strategy Director	0161 244 1427

### **Equalities Implications:**

Active Travel Fund and the infrastructure which will enable it, will be fully inclusive in its design and development, with the proactive involvement of organisations such as the Disability Design Reference Group (DDRG).

### **Climate Change Impact Assessment and Mitigation Measures:**

The Active Travel Fund programme has been designed to support and expedite delivery of a network which is designed to facilitate a switch from a mechanised mode to walking or cycling, which will see a reduction in both local pollutants and greenhouse gases. By 2040 130,000 daily trips are expected to switch to cycling and walking from private car and taxi use. This equates to around 735,000 less vehicle kilometres being driven per day, with the resultant environmental benefits.

### **Risk Management:**

The recommendations of this report will directly support ATF scheme delivery and enable expedited infrastructure spend. This will directly assist in mitigating the programme risk of not fully expending the available budget. A programme risk register is maintained and updated by the TfGM programme team.

### **Legal Considerations:**

Legal correspondence will be produced and implemented for full scheme costs as appropriate.

**Financial Consequences – Revenue:** Not Applicable

**Financial Consequences – Capital:** Not Applicable

**Number of attachments to the report:** No attachments.

## BACKGROUND PAPERS:

- 28 June 2019 – Mayor’s Cycling & Walking Challenge Fund
- 29 November 2019 - Mayor’s Cycling & Walking Challenge Fund
- 05 May 2020 – Mayor’s Challenge Fund Update and Prioritisation
- 26 June 2020 – Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 31 July 2020 – Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 02 September 2020 – Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 25 September 2020 – Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 30 October 2020 - Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 27 November 2020 - Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 18 December 2020 - Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 18 December 2020 – The Mayor’s Cycling and Walking Challenge Fund (MCF)
- 29 January 2021 - Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 12 February 2021 - Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 26 March 2021 - Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 26 March 2021 – Active Travel (Cycling and Walking) Update

<b>TRACKING/PROCESS</b>		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		<b>YES</b>
<b>EXEMPTION FROM CALL IN</b>		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		No exemption
GM Transport Committee	Overview & Scrutiny Committee	
[Date considered at GM Transport Cttee if appropriate]	[Date considered by the relevant Overview & Scrutiny Committee]	

# 1 INTRODUCTION

- 1.0 In May 2020 the Department for Transport announced indicative funding allocations from the then newly created Active Travel Fund (ATF), to support local transport authorities with delivering cycling and walking facilities. The funding came in 2 tranches. Tranche 1, to support the installation of temporary projects as part of emergency Covid response measures; and tranche 2, for the creation of longer-term projects as part of the longer-term recovery.
- 1.1 Following a bid that was submitted on 5 June 2020, GMCA were awarded £3.17 million of funding for Tranche 1 of the ATF, and a further £15.87 million for Tranche 2 following Greater Manchester's bid on 7 August 2020. This has created a GM Active Travel Programme with a value of £19.04 million. GM's bid for its Tranche 2 programme included a Value for Money statement which confirmed the economic case of the Region's proposals.
- 1.2 In accordance with the Department for Transport's timescales, the GM Tranche 1 programme was fully committed by the end of the 2020-21 Financial Year.
- 1.3 The high-level Tranche 2 programme and Local Authority funding breakdown was agreed by the Combined Authority in December 2020, and the associated values added to the appropriate CA Transport Capital and Revenue budgets. The Delivery Plan for the Programme was agreed by the Combined Authority in March 2021.
- 1.4 This paper sets out the proposed governance for the GM Active Travel Programme (ATF), that has been developed to ensure the Programme:
  - is delivered in accordance with the funding criteria and timescales, through the use of existing governance structures where possible;
  - provides financial assurance of scheme delivery – both to delivery partners and to enable appropriate programme management and cost visibility;
  - provides appropriate design assurance – in accordance with GM's bid and recent national design guidance; and
  - enables accurate update and progress reporting to the GMCA and the DfT.
- 1.5 To achieve the above, this paper proposes a scheme of delegation for individual scheme approvals, in accordance with the budgetary values set out in the December 2020 Active Travel Fund paper. The schemes currently included within the Programme are as detailed in Appendix 1.
- 1.6 In addition, this paper recommends development costs funding approvals associated with the ongoing implementation of the Bee Network through the Mayor's Cycling and Walking Challenge Fund (MCF).
- 1.7 The report also provides an update on the recently submitted GM Capability Fund submission for active travel revenue funding in 2021/22, and also the year-end financial position for the emergency active travel measures implemented in response to the Covid-19 pandemic.

## 2 ACTIVE TRAVEL FUND (ATF) PROGRAMME

- 2.0 The GM ATF Programme currently comprises 26 cycling and walking schemes located on the public highway, which are to be delivered by the 10 GM Authorities.
- 2.1 Each scheme within the GM ATF Programme has an associated Delivery Plan. Given the timeframes for delivery of the programme, delivery plans were developed in lieu of full business cases to give confidence of scheme deliverability and to identify the scheme's contribution to the Programme objectives. The delivery plans include output metrics, forecast costs, delivery timeframes, key risks and contractor delivery method/arrangements. A Value for Money statement was produced, based on the individual scheme components, and submitted as part of the GM bid.

### SCHEME DESIGN AND APPROVALS

- 2.2 The Department for Transport (DfT) have stipulated specific requirements of the Active Travel Fund with respect to the consultation undertaken by scheme promoters. These include that:
- a list of specific DfT-identified stakeholders are to be consulted with (as a minimum); and that
  - prior to construction commencing, DfT is notified by letter that consultation has taken place in line with the funding requirements and that the consultation feedback has been considered in the final design.
- 2.3 After consultation feedback has been considered by scheme promoters, the final scheme design is to be presented to TfGM's Cycling and Walking Design Review Panel (DRP). The DRP was established to support the design development process; enable the resolution of issues and agree designs prior to scheme approval. In the context of the ATF programme, the DRP process will review final designs prior to approval and ensure funding fit. The outcome will be a design approval, as a precursor to full scheme approval.
- 2.4 Once design approval has been achieved, the scheme Delivery Plan will be updated accordingly, including the cost plan and a copy of the consultation confirmation letter as issued to DfT.
- 2.5 Schemes will then be presented to the GM Cycling & Walking Programme Board (CWPB) for full approval, supported by the associated Delivery Plan to evidence affordability (within the Local Authority allocations presented to the GMCA in December 2020), design-fit and deliverability. The CWPB forms a key part of the governance process for the Mayor's Challenge Fund, as referenced in the March 2021 GMCA Active Travel update paper.

### ATF SCHEME FINANCIAL APPROVAL

- 2.6 A monthly reporting structure has been established to enable programme management, visibility of scheme status and updates to the GMCA and DfT. GM Local Authorities complete monthly update reports for each scheme; reporting on risk, health and safety, costs and milestones. The reports are rolled up into a detailed programme report, prior to onward reporting at the CWPB.
- 2.7 Through the proposed approvals process, the CWPB will provide financial approval for individual scheme cost plans, with affordability to be assessed against the Local Authority allocations agreed at the GMCA in December 2020 and set out in Appendix 2.
- 2.8 To expedite scheme development and minimise financial risk, it is proposed that up to 15% of a Local Authority's budget can be claimed for development costs in advance of full scheme approval. The remainder of a scheme's cost (delivery budget) would then be claimed in arrears, based on actual costs incurred, and post scheme full approval. This would follow a quarterly claims process comparable to that of MCF.

#### CHANGE PROCESS FOR ATF PROGRAMME

- 2.9 The current list of schemes within the GM ATF programme is set out in Appendix 1. As development and consultation progresses, should it become evident that delivery of a particular scheme is unlikely to be achieved for whatever reason, it may be necessary to consider a replacement scheme.
- 2.10 Proposed new/replacement schemes will be assessed by the CWPB for affordability, value for money and deliverability, and a decision taken on whether to approve the scheme for inclusion in the Programme. If agreed, a corresponding Delivery Plan would be produced, and the scheme incorporated into the monthly ATF reporting process.

#### ATF COMPLEMENTARY MEASURES

- 2.11 Funding of £1,680,000 has been allocated as part of GM's ATF Programme to the delivery of a package of GM wide complementary measures. This funding offers the opportunity to deliver focused activation measures that will complement the introduction of the ATF funded investment in new walking and cycling routes.
- 2.12 To gain the maximum value from new infrastructure it needs to be used by as many people as possible. Activity to engage with potential users - promote the scheme, incentivise its use and break down other barriers therefore represents good value for money. A GM-wide programme, centred on health, education and community investments to support access to safe connected spaces and to walking and cycling will allow for a range of activities to take place at scale across the region, raising awareness of, and helping to remove barriers to, use of the new infrastructure being implemented through the ATF Programme.

- 2.13 As the complimentary measures being delivered through the Active Travel Fund are to complement the new infrastructure programme, eligibility for this funding will be based on proximity to this network, and in most cases, this means located within a 1km geographic radius of the schemes shown in Appendix 1.
- 2.14 Appendix 3 of this report sets out the proposed breakdown of the Active Travel Fund Complimentary Measures work package.

### **3 MAYOR'S CHALLENGE FUND (MCF) DEVELOPMENT COST APPROVALS**

- 3.0 Following Programme Entry, Local Authority partners can proceed with the development of their schemes, including progressing the necessary powers and consents, prior to obtaining either Conditional Approval and/or Full Approval of their scheme Business Cases.
- 3.1 Once a scheme has secured Programme Entry, scheme promoters submit a development cost budget request signed off by the relevant Section 151 officer. The funding for these development costs is available to support Local Authorities in securing the necessary support and resources to carry out the work involved in scheme delivery from business case development, design, consultation, community engagement through to procurement and delivery.
- 3.2 Details of the schemes for which Development Cost funding approval is sought, is set out below. These forecast development costs have been submitted to TfGM and reviewed and signed off by the MCF programme team.
- **Salford Trinity Way- Irwell Street** improvement scheme will provide wider footpaths and cycleways alongside Trinity Way, and a Cyclops crossing at its junction with Irwell Street. Irwell Street will be improved by narrowing the carriageway and introducing segregated cycle lanes and widened footways enhanced with trees and other planting. The scheme will provide an important link to other MCF schemes in the area. The scheme is part of the overall Salford City Centre Package that was granted MCF Programme Entry by the GMCA on 28 June 2019 and has a development cost funding ask of £696,581.
  - **GM Bee Network Crossings** will provide a network of new and upgraded crossing points for the Bee Network in every Local Authority of GM. The scheme was granted MCF Programme Entry by the GMCA on 29th November 2019. Following on from Full Approval of Phase 1 for Manchester and Bury (with a total cost of circa £2.4m), this submission is for the approval of the development costs for the next two phases of delivery, with an MCF funding ask of £1,185,848. This approval will result in delivery across all remaining GM Local Authorities.
- 3.3 These 2 schemes in total represent a combined development cost budget ask from the MCF of £1,882,429. Their approval would result in a total of 68 MCF schemes

having received development cost budget approval, with a combined development cost budget of £39.1 million.

## **4 GREATER MANCHESTER CAPABILITY FUND**

- 4.0 GM has been allocated £2.877 million by the Department for Transport (DfT), from their Capability Fund for 2021-22. Securing this allocation required a delivery plan, setting out the intended use of the funding, be submitted to the DfT by 19 April. This was submitted by TfGM, on behalf of the Combined Authority, and following submissions from, and discussions with, the 10 GM Authorities. In accordance with the fund requirements, a value for money statement formed part of the submission. Feedback on and the outcome of GM's submission is currently awaited.
- 4.1 The Capability Fund is the revenue element of the £257 million active travel allocation for 2021-22 in England, announced in the Autumn Statement. It forms part of the £2 billion commitment for active travel over the course of this Parliament. Details of the capital funding element of this allocation for 2021-22 are currently expected to be announced in early summer 2021.
- 4.2 The fund is intended to support the development of future infrastructure projects, and to promote increased levels of physical activity through walking and cycling for everyday journeys. GM's bid was compiled based on proposals submitted by the 10 Local Authorities. As set out in the table below, a total of £2.23 million was allocated to scheme development (including monitoring and evaluation) related activity, including £1.78 million of Local Authority led schemes. Two elements will be centrally coordinated – the first being a 'video survey' based audit of the planned Bee Network to enable prioritisation of future schemes and issues, such as pavement parking. The second being the continued deployment of a comprehensive walking and cycling monitoring system.
- 4.3 The remainder of the allocation (£0.65 million) will be used for activation and behavioral change, based on an agreed set of Local Authority priorities. This will fund, for example; support for schools, businesses and increase access to bikes for key workers. Funding would support the allocation of grants for schools and businesses that fall within the catchment area of existing infrastructure schemes, so boosting the number of people enabled to travel actively.
- 4.4 A summary of the GM bid is set out in the table below:

<b>Scheme</b>	<b>Cost</b>
Local authority led scheme development proposals	£1,780,766
Bee Network audit	£150,000
GM monitoring network	£300,000
<b>Sub-total - Development</b>	<b>£2,230,766</b>
Access to bikes	£147,000
Support for schools	£250,000
Support for businesses	£250,000
<b>Sub total – Activation</b>	<b>£647,000</b>
<b>Overall GM Allocation</b>	<b>£2,877,766</b>

## **5 EMERGENCY ACTIVE TRAVEL (EAT) / SAFE STREETS SAVE LIVES (SSSL)**

- 5.0 On the 6th May 2020 the GM Mayor announced up to £5 million of emergency funding to support active travel and social distancing to enable safe essential travel and exercise during lockdown and recovery. Subsequently in November 2020 the GMCA approved a £4 million switch from capital to revenue to fund these the temporary elements of this expenditure through the Mayor’s Challenge Fund (MCF).
- 5.1 On the 23rd May 2020 the DfT announced the Emergency Active Travel Grant award (Tranche 1) of £3.2 million capital and revenue grant for the support and installation of active travel response measures related to the COVID-19 pandemic. The total amount of grant funding available for these COVID-19 initiatives was therefore £8.2 million.
- 5.2 To date, £7.3 million of expenditure has been incurred across GM relating to this emergency funding and the final claims were submitted in March 2021.
- 5.3 It is now necessary to switch funding between SSSL (MCF) and EAT - both revenue and capital - in order to fund the expenditure as shown in the Table below.

Expenditure	Expenditure at 31st March 2021	Funding Switch	Grant Award	Funding Available for MCF Capital
	£000	£000	£000	£000
EAT Capital	2,608	(721)	1,887	0
SSSL Capital (MCF)	0	721	1,000	(279)
EAT Revenue	89	1,199	1,288	0
SSSL Revenue (MCF)	4,562	(1,199)	4,000	(637)
<b>TOTAL</b>	<b>7,259</b>	<b>0</b>	<b>8,175</b>	<b>(916)</b>

By Funding	£000	£000	£000	£000
EAT	2,697	478	3,175	0
SSSL (MCF)	4,562	(478)	5,000	(916)
<b>TOTAL</b>	<b>7,259</b>	<b>-</b>	<b>8,175</b>	<b>(916)</b>

- 5.4 The funding switch set out above will result in the EAT capital and revenue grant being utilised in full, and the c£916,000 remaining against the MCF SSSL grant will return to the MCF budget for capital schemes.

## 6 RECOMMENDATIONS

- 6.0 The recommendations are set out at the front of the report.

**Eamonn Boylan**

**Chief Executive Officer, GMCA & TfGM**

## **Appendix 1: ATF Programme Schemes**

Local Authority	Scheme ID	Scheme name
Bolton	<b>BO-ATF-001</b>	<b>Manchester Rd corridor Phase 1</b>
Bolton	<b>BO-ATF-002</b>	<b>Manchester Rd corridor Phase 2</b>
Bolton	<b>BO-ATF-003</b>	<b>A58 Moss Bank Way Corridor</b>
Bury	<b>BU-ATF-001</b>	<b>Fishpool &amp; Pimhole AN</b>
Manchester	<b>MA-ATF-001</b>	<b>City Centre Triangle</b>
Manchester	<b>MA-ATF-002</b>	<b>Wythenshawe C&amp;W Improvement</b>
Oldham	<b>OL-ATF-001</b>	<b>Wellington St Modal Filter</b>
Oldham	<b>OI-ATF-002</b>	<b>Links to Royal Oldham Hospital</b>
Oldham	<b>OL-ATF-003</b>	<b>Oldham Town Centre</b>
Oldham	<b>OL-ATF-004</b>	<b>Royton</b>
Oldham	<b>OL-ATF-005</b>	<b>Coal Pit Lane Modal Filter</b>
Rochdale	<b>RO-ATF-001</b>	<b>Milnrow Town Centre</b>
Rochdale	<b>RO-ATF-002</b>	<b>St. Leonards</b>
Salford	<b>SA-ATF-001</b>	<b>Eccles Old Road</b>
Salford	<b>SA-ATF-002</b>	<b>Blackfriars Street</b>
Salford	<b>SA-ATF-003</b>	<b>A6 Cycleway</b>
Salford	<b>SA-ATF-004</b>	<b>Swinton Filtered Neighbourhood</b>
Stockport	<b>ST-ATF-001</b>	<b>Historic Markets and Underbanks</b>
Tameside	<b>TA-ATF-001</b>	<b>Dowson Road, Hyde</b>
Tameside	<b>TA-ATF-002</b>	<b>Penny Meadow/Mossley Road</b>
Tameside	<b>TA-ATF-003</b>	<b>Stamford St Central – Ashton</b>
Tameside	<b>TA-ATF-004</b>	<b>Upgrade of Existing Cycle Lanes</b>
Trafford	<b>TR-ATF-001</b>	<b>A56 Corridor</b>
Trafford	<b>TR-ATF-002</b>	<b>Edge Lane, Stretford</b>

Trafford	<b>TR-ATF-003</b>	<b>Oxford road, Altrincham</b>
Wigan	<b>WI-ATF-001</b>	<b>Worsley Mesnes Active Neighbourhood</b>

## **Appendix 2: ATF Budget Split (approved by Combined Authority December 2020)**

<b>District</b>	<b>Capital Cost</b>	<b>Revenue cost</b>	<b>Total cost</b>
Bolton	£ 1,730,300	-	£ 1,730,300
Bury	£ 720,000	£ 20,000	£ 740,000
Manchester	£ 5,500,000	-	£ 5,500,000
Oldham	£ 535,000	-	£ 535,000 (was £300k)
Rochdale	£ 910,000	£ 5,000	£ 915,000
Salford	£ 810,000	£ 90,000	£ 900,000
Stockport	£ 780,000	-	£ 780,000
Tameside	£ 985,000	-	£ 985,000
Trafford	£ 605,000	-	£ 605,000
Wigan	£ 600,000	-	£ 600,000 (was £300k)
			£13,290,300
GM wide Complementary Measures			£ 2,580,950
<b>Budget Total</b>			<b>£ 15,871,250</b>

## **Appendix 3: ATF Complimentary Measures - Behaviour Change/Activation Package**

<b>Intervention</b>	<b>Cost (000k)</b>	<b>Outcome/Detail</b>	<b>Proposed Eligibility Criteria</b>
<b>Cycle Parking Grants</b>	£560	Approx. 2,000 new spaces in Schools, Housing Associations, NHS sites & small business premises.	<ul style="list-style-type: none"> <li>• Sites to be located within 1km buffer</li> <li>• GIS mapping shows that c.200 schools and 400+ NHS sites would be eligible. The exact number of relevant Housing Association sites is tbc.</li> <li>• Parking at NHS sites to be available for public use.</li> </ul>
<b>School Streets</b>	£500	Approx. 50 School Streets	<ul style="list-style-type: none"> <li>• Each Authority to be allocated up to £50k to deliver a minimum of 5 School Streets</li> <li>• School to be located within 1km buffer</li> <li>• School to be fully on board before application is submitted and to sign up to Modeshift to allow for central M&amp;E.</li> <li>• Applications to be reviewed by Design Panel.</li> </ul>
<b>Access to Cycling</b>	£200	20 Bike Libraries and c. 3,000 users.  Min 1,000 cycle training sessions	<ul style="list-style-type: none"> <li>• Bike Library - grants of £5k available to community groups, schools etc to set up a library providing access to bikes and equipment for the local community. Priority will be given to groups operating close to ATF infrastructure.</li> <li>• Access to training opportunities to be agreed in collaboration with Local Authorities and based on local need</li> </ul>
<b>Scheme Activation</b>	£420	On-the-ground activation supporting/delivering bespoke targeted marketing of opportunities to walk and ride - physical & digital assets.	Supporting activity to be coordinated by TfGM and targeted at schemes/programme level as appropriate.
<b>TOTAL</b>	<b>£1,680</b>		

## GREATER MANCHESTER COMBINED AUTHORITY

Date: 28 May 2021

Subject: Local Growth Deal Funding and Approvals

Report of: Andy Burnham, Mayor of Greater Manchester, and Eamonn Boylan,  
Chief Executive Officer, GMCA & TfGM

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### PURPOSE OF REPORT:

The purpose of this report is to provide the Combined Authority with an overview of final outcome of the delivery of the Local Growth Deal (LGF) and to set out actions needed to ensure all LGF projects can be fully completed over the coming months/years.

### RECOMMENDATIONS:

The GMCA is requested to:

1. Note the revised final Growth Deal allocations, recycled funding allocations and Growth Deal grant outturn figures for reporting to Government, as set out in the report and detailed in Annex A; and
2. Approve the proposals for allocating remaining non transport funds as set out in Sections 8.1 to 8.4 of this report.

### CONTACT OFFICERS:

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BOLTON  
BURY

MANCHESTER  
OLDHAM

ROCHDALE  
SALFORD

STOCKPORT  
TAMESIDE

TRAFFORD  
WIGAN

**Equalities Implications:**

The Growth Deal programme is managed in line with current legislation and assessments are carried out by the promoters of each scheme.

**Climate Change Impact Assessment and Mitigation Measures –**

The Growth Deal programme as a whole includes a series of measures designed to encourage modal shift to public transport and active travel, with an associated reduction in private car use.

**Risk Management:**

Risk management considerations are referred in paragraphs 2.1 and 2.2 of the report.

**Legal Considerations:**

Legal Considerations are referenced in paragraphs 2.1 and 2.2 of the report.

**Financial Consequences – Revenue:**

Financial Consequences – Revenue, are referenced in paragraphs 2.1 and 2.2 of the report.

**Financial Consequences – Capital:**

Financial Consequences – Capital, are referenced in paragraphs 2.1 and 2.2 of the report.

**Number of attachments to the report:** 3

**Comments/recommendations from Overview & Scrutiny Committee:** N/A

**BACKGROUND PAPERS:** None

<b>TRACKING/PROCESS</b>		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		Yes
<b>EXEMPTION FROM CALL IN</b>		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		N/A
GM Transport Committee	Overview & Scrutiny Committee	

## **1. INTRODUCTION**

- 1.1 The Government awarded a total of £493.3 million, over three Growth Deals to GM from 2015-2021, for capital projects that will benefit the local area and economy.
- 1.2 Transport projects were allocated £350.3 million to support the infrastructure and capital requirements for Greater Manchester's (GM's) priority Transport schemes. In addition, a further £7.3 million of Northern Powerhouse Infrastructure Fund was allocated to Transport in December 2016 alongside the Growth Deal 3 settlement that is being managed as part of the Growth Deal programme. This excludes the Stockport Town Centre Access Plan which is a Department for Transport (DfT) retained scheme, for which Stockport Council report the financial outturn separately to DfT
- 1.3 Non transport projects were allocated £143 million for Skills Capital and ED&R (Economic Development & Regeneration):
- The Skills Capital allocation funding has been allocated to 14 projects to fund the development of world class learning facilities at Further Education (FE) level to support delivery of the work and skills strategy priorities, in line with the Greater Manchester Strategy.
  - ED&R projects comprise of a portfolio of 13 varied projects that include investment in business support, science, innovation and inclusive growth.
- 1.4 Prescribed outcomes against this funding were limited to jobs and match funding and were set against the full programme allocation of £493.3 million, recognising that only some projects would be able to demonstrate 'direct' achievement of these outcomes.
- 1.5 The outcomes agreed in the original profile with Government were for 6,250 jobs (direct and indirect) to be created and for the public sector investment to generate £210 million of private sector investment. These were set to be generated from a combination of Skills Capital, ED&R and Transport projects.

## **2. LGF OUTTURN POSITION BY 31 MARCH 2021 DEADLINE**

- 2.1 The full Growth Deal grant allocation was spent by the 31st March 2021 deadline (see Annex A for full project list and spend) and although outputs will take a few years to fully realise, are on track to achieve the full outputs set by government. Up to March 2021, a total of 5,564 jobs (direct and indirect) and £240.6 million match spend has been achieved.
- 2.2 Whilst the deadline for grant spend was 31 March 2021, several projects have spend profiles extending beyond this date and as a result, a number of additional eligible projects were brought into the programme to ensure spend of the full allocation by 31 March 2021 to meet grant conditions. The additional projects were largely

recycling in nature to allow the overhang of spend on the original projects to be funded. This also resolved an over commitment position on elements of the housing fund.

### 3. RECYCLED FUNDING - TRANSPORT

3.1 In total there are 6 projects that were brought into the transport programme to recycle funds, using the local flexibility written into Local Growth Deal under ‘Single Pot’ principles. This enabled the realignment of programmes and associated funding, at a local level, to match delivery challenges and ensure full programme spend was met by the March 2021 deadline. The full amount of recycled funds is allocated to complete the remaining elements of the Growth Deal programme.

3.2 The projects brought into the transport programme and the amount of funding that will be released by recycling of the loans and use of original funding sources is as follows:

<b>Project</b>	<b>Total</b>
Metrolink additional capacity programme/TCF 1	£61.4m
SEMMMS 19/20 and 20/21	£8.5m
Metrolink Renewals and Enhancements	£6.5m
MCF Cycling and Walking Schemes	£8.0m
Evergreen Loan	£17.0m
Crusader Loan	£9.0m
<b>Total</b>	<b>£110.4m</b>

3.3 A cashflow forecast for when the funding from the Evergreen and Crusader loan projects will be returned can be seen at Annex B. It is also worth noting that although these two investments are considered low risk, they are not 100% guaranteed to return.

### 4. ALLOCATED FUNDS – TRANSPORT

4.1 The full £110.4 million of recycled funds is allocated to completing the remainder of the original Growth Deal transport programme, which totals £117.7 million including the £7.3 million Northern Powerhouse Infrastructure Fund contribution.

4.2 This includes completion of Major projects already on site including SBNI (Salford and Bolton Network Improvement programme), South Heywood Link Road/M62 J19 (Rochdale), Stockport Interchange (and Mixed Use Development), Oldham Town Centre Regeneration/Accessible Oldham and A5063 Trafford Road (Salford), together with remaining elements of the Minor Works and TfGM Additional Priorities

programmes. The Major schemes currently under development prior to moving into implementation include Wigan M58 Link Road, Salford Central Station and Carrington Relief Road.

- 4.3 The reallocated funding required to complete the programme is set out in Annex A.
- 4.4 The Stockport Town Centre Access Plan, which is a Department for Transport retained scheme, for which Stockport Council report the financial outturn separately has also spent its full Growth Deal grant allocation.

## 5. RECYCLED FUNDING NON-TRANSPORT

- 5.1 In total there are 6 projects that were brought into the non-transport programme to recycle funds, using the local flexibility written into Local Growth Deal under ‘Single Pot’ principles. This enabled the realignment of programmes and associated funding, at a local level, to match delivery challenges and ensure full programme spend was met by the March 2021 deadline.
- 5.2 The projects within the programme that are expected to recycle are:

<b>Project</b>	<b>Grant total</b>
Broughton House	£3.0m
Protos	£12.1m
Stockport Sorting Office (HIF)	£5.3m
Stagecoach (HIF)	£4.0m
CBILS	£1.5m
Project Q	£3.0m
<b>Total:</b>	<b>£28.9m</b>

- 5.3 The above list of projects are expected to recycle funds to the amount of £28.9m. Broughton House has already returned the full amount. With the exception of CBILS, the remaining projects will return back by the end of 21/22 financial year. CBILS is due back by December 2025. A full breakdown of when these funds will return is attached as Annex C. Project Q has been included in the recycled table as, although it's not yet drawn, if the Borrower draws funds they should return so this essentially nets the project off.
- 5.4 It is also worth noting that although these investments are considered low risk, they are not 100% guaranteed to return. Therefore, this will need to be taken into consideration when planning for the remaining unallocated funds.
- 5.5 As part of the original programme £10m was also invested into a Life Sciences Fund alongside Cheshire & Warrington LEP and Bruntwood. This was a 15-year Venture Capital fund investing in Life Sciences businesses across the region. The nature of the investments and the extended time frame for any funds to return mean that we are not including the Life Sciences investment in our analysis at this time as the return cannot accurately be forecast. If this does return, we are expecting the funds

to be reinvested back into Life Sciences in the long term, however, this will be reviewed as and when these funds return and regular updates will be brought forward over the next 10 years.

## **6. ALLOCATED FUNDS – NON-TRANSPORT**

6.1 Of the £28.9m recycled, £18.7m has been allocated to projects within the original programme.

### 6.2 Skills Capital

The following are skills capital projects that will continue to draw funds into the 21/22 financial year. Funds from recycling projects have already been allocated to the skills capital projects below:

Stockport and Trafford College: £16m grant for a mixture of refurb and new build works to improve the Wellington Road campus estate condition. Works are progressing but £4.5m of the grant was not drawn by March 2021.

Hopwood Hall College: £1.71m grant towards the creation of an Advanced Technology Centre. This includes the construction of an extension to the Annex on the college's Middleton campus; and refurbishment works to the existing Technology Centre and Annex. Of this grant there is £1.16m remaining to be drawn.

Management: There is an allocation of £1m of management costs remaining to be drawn. This figure is based on LGF management and costs from previous years. It is proposed that this figure will be used to fund staffing costs within the current programme team to support the ongoing delivery of projects, post project monitoring of outputs, and fulfil the ongoing reporting requirements to MHCLG over the next few years

Project Q: Investment into Apis Assay Technologies Ltd in support of purchasing laboratory equipment and providing working capital to service contracts with large pharmaceutical companies. Apis provides laboratory testing services and also performs product development/experiments on cutting edge genomic medicine and biomarkers to improve the prediction and prevention of disease. The Borrower has until November 2022 to draw the £3m funding for this project, however, it is viewed that this is unlikely to be required, and in any event could be funded through core funds.

### 6.3 Pankhurst Institute

The Pankhurst Institute is an investment in the development of advanced materials, digital technology and precision medicine; a partnership model focusing on LIS priority sectors. The project includes the construction of a new city centre extension and investment in CityLabs 4.0. Of the £5m grant to the Pankhurst Institute £0.793m remains to be drawn.

### 6.4 Investment in Skills

At the GMCA meeting on 26 July 2019 an approach was set out to bring forward an innovative skills provision linked to employer needs to further strengthen the skills gap and build upon the sector approach as detailed in the GM Industrial Strategy. The proposed programme for an 'Investment Pot for Skills' was approved at the meeting providing the relevant delegated authorities for the programme to be developed. The full project total of £8.2m remains to be drawn.

- 6.5 The table below summarises the funds which will be drawn by their associated projects beyond April 2021. Refer to Annex C for timing of when these funds are expected to be drawn:

<b>Project</b>	<b>Post March total</b>
Stockport and Trafford College	£4.5m
Hopwood Hall College	£1.2m
Management	£1.0m
Pankhurst Institute	£0.8m
Investment Pot for Skills	£8.2m
Project Q	£3.0m
<b>Total:</b>	<b>£18.7m</b>

## **7. UNALLOCATED FUNDS – NON-TRANSPORT**

- 7.1 There are £10.25m of funds that will be returning to the programme that remain to be committed.
- 7.2 Although these funds are expected to be recycled, there is always an element of risk with loans that they will not return, therefore this should be considered when allocating.
- 7.3 It is also worth noting that the funds will take a few years to fully return, see cashflow at Annex C, and therefore the timing of when the funds will be available should also be considered when making investment decisions.

## **8. UNALLOCATED FUNDS NON-TRANSPORT – CONCLUSION**

- 8.1 There has never been a more critical time to support businesses & people. The challenges around the labour market recovery post covid are still unknown; however, what is known is that some businesses and people have been disproportionately impacted across GM. There is a need to target skills & labour market responses through the lens of sectors and the varying needs this will bring; national programmes alone will not be enough to ensure businesses have the skills they need to adapt to the changing nature of work that were apparent pre Covid and

with Brexit, or to support people to transition from a declining part of the labour market to a growing part.

- 8.2 As this money was originally allocated to Skills related projects, but some were unable to meet the spend deadline set out by MHCLG, it is proposed that the £10.25m investment should remain related to skills & labour market responses post covid/Brexit across GM and be added to the £8.2m pot, to give a total pot for investment of £18.5m. It will be important to ensure the funding is targeted and data driven; taking into account all national & local funding at present to fill gaps across cohorts of people as well as sectors.
- 8.3 The GMCA Education, Work and Skills team working with partners will commit the £10.25m by the end of November 2022, allowing for a time frame of approximately 18 months to develop & invest money as the landscape evolves and settles to support post covid recovery and EU exit challenges. This time frame will also take into consideration that the recycled funds will take a few years to return (see Annex C) and therefore are not immediately available to invest.
- 8.4 A more detailed proposal will be brought forward once we understand the challenges better, however some key areas of priority could be supporting GM digital inclusion and creating a flexible revenue/capital skills fund that supports recovery from the covid-19 pandemic and EU exit.

## **9. RECOMMENDATIONS**

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

**Eamonn Boylan**

**Chief Executive Officer, GMCA & TfGM**

## Annex A:

Project/Programme	Project Grant Allocation (£000's)	March 2021 GD Grant Outturn/Final GD Grant Allocation (£000's)	Remaining Allocation (Recycled funding) (£000's)
<b><i>Transport Programme</i></b>			
CCTS MSIRR ANCOATS	9,308	9,308	0
CCTS MSIRR REGENT ROAD	15,692	15,692	0
S HEYWOOD AREA WIDE	7,296	4,125	3,171
WIGAN GATEWAY A49	20,514	20,514	0
WIGAN GATEWAY M58	1,804	1,804	0
SALFORD CENTRAL STATIONS	20,500	3,472	17,028
WIGAN GATEWAY HUB	15,720	12,998	2,722
ASHTON TC INTERCHANGE	31,205	22,703	8,502
STOCKPORT INTERCHANGE	61,748	15,393	46,355
BOLTON SALFORD QUALITY BUS (SBNI)	33,445	24,167	9,278
METROLINK IMPROVEMENT	44,375	40,152	4,223
BOLTON MINORS	1,845	1,379	466
BURY MINORS	2,175	1,456	719
MANCHESTER MINORS	5,300	5,295	5
OLDHAM MINORS	6,970	6,970	0
ROCHDALE MINORS	1,450	1,401	49
SALFORD MINORS	5,476	3,321	2,155
STOCKPORT MINORS	1,160	1,160	0
TAMESIDE MINORS	3,477	2,756	721
TRAFFORD MINORS	3,375	3,375	0
WIGAN MINORS	3,770	1,395	2,375
CYCLE & RIDE STATION	800	562	238
BUS, RAIL, METRO IMPROVEMENTS	4,000	2,576	1,424
BUS, METRO IMPROVEMENTS	4,900	4,900	0
MULTI MODAL TICKETING	4,700	4,700	0
M60 / Western Gateway Enhancement & A572 Leigh Rd Improvement	4,800	4,759	41

A5063 Trafford Rd Improvement	10,500	7,190	3,310
Stockport Town Centre Structure Improvement	3,000	3,000	0
M6/M58 Interchange	3,276	2,919	357
Carrington A1 spur extension	6,000	1,092	4,908
Rail station enhancement, Bus access & KRN Enhancement	10,000	6,520	3,480
Northern Gateway Regeneration	3,000	1,371	1,629
Oldham Town Centre Regeneration & Connectivity	6,000	1,453	4,547
NPIF adjustment	(7,300)	-	(7,300)
<b>Sub total</b>	<b>350,281</b>	<b>239,878</b>	<b>110,403</b>
Metrolink additional capacity programme/TCF 1	61,386	61,386	0
SEMMMS 19/20 and 20/21	8,505	8,505	0
Metrolink Renewals and Enhancements	6,456	6,456	0
MCF Cycling and Walking Schemes	8,019	8,019	0
Evergreen Loan	17,000	17,000	0
Crusader Loan	9,039	9,039	0
<b>Totals</b>	<b>460,684</b>	<b>350,281</b>	<b>110,403</b>
<b>Non Transport Programme</b>			
Mantra	388	388	0
MGC	34	34	0
Tameside College Equipment	350	350	0
Tameside MBC	5,560	5,560	0
Salford College	1,322	1,322	0
Stockport and Trafford College	16,000	11,488	4512
Wigan & Leigh College Pagefield	603	603	0
Wigan & Leigh College	225	225	0
Oldham College	6,950	6,950	0
Bury R3	70	70	0
Tameside College Beaufort Rd	3,302	3,302	0
LTE Group	25,000	25,000	0
Bury College	2,250	2,250	0
Hopwood Hall	1,710	546	1,164
SODA	14,900	14,900	0
Pankhurst	5,000	4,210	790

Cyber Security	5,000	5,000	0
Business Support Digital Capital	1,000	1,000	0
Productivity Programme	15,000	15,000	0
Provision for Digital	4,000	3,992	0
CBILS	3,000	3,000	0
Protos	12,100	12,100	0
Broughton House	3,000	3,000	0
GEIC	4,231	4,231	0
Project Q	3,000	0	3,000
Investment Pot for Skills	8,200	0	8,200
Management	2,600*	758	1,000
HIF Loans: Stagecoach and Stockport Sorting Office	9,326	9,326	0
Life Sciences	10,000	8,414	1,586**
<b>Totals</b>	<b>164,121</b>	<b>143,017</b>	<b>18,666</b>

\* Whilst the original allocation for management costs was set at £2.6m, it has been agreed only £1m will be rolled forward in forecasts.

\*\*The remaining allocation for the Life Sciences Fund is not included in forecasts at this time due to nature of investments.

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## Annex B: Transport Recycled Funds

### Post March Income:

Project Name	Grant amount to be repaid	Pre April 2021	Apr-21	May-21	Jun-21	Jul-21	Aug-21
<i>Projects returning</i>							
Crusader (HIF)	£9,039,197.93	£1,789,197.93	£1,000,000.00	£2,000,000.00	£4,250,000.00		
Evergreen	£17,000,000.00	-	£-	£-	£-	£-	£-
		Total:	£2,789,197.93	£2,000,000.00	£4,250,000.00	£0.00	£0.00
		Cumulative Total:	£2,789,197.93	£4,789,197.93	£9,039,197.93	£9,039,197.93	£9,039,197.93



May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22
£-	£-	£-	£-	£-	£-	£-	£-
£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
£9,039,197.93	£9,039,197.93	£9,039,197.93	£9,039,197.93	£9,039,197.93	£9,039,197.93	£9,039,197.93	£9,039,197.93



**Cash Flow:**

	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21
b/f funds available	£1,789,197.93	£2,789,197.93	£4,789,197.93	£9,039,197.93	£9,039,197.93	£9,039,197.93	£9,039,197.93	£9,039,197.93
Forecast payments	£0.00							
Forecast receipts								
Crusader	£1,000,000.00	£2,000,000.00	£4,250,000.00	£0.00	£0.00	£0.00	£0.00	£0.00
Evergreen	£-	£-	£-	£-	£-	£-	£-	£-
c/f funds available	£2,789,197.93	£4,789,197.93	£9,039,197.93	£9,039,197.93	£9,039,197.93	£9,039,197.93	£9,039,197.93	£9,039,197.93



	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23
	£9,039,197.93	£9,039,197.93	£9,039,197.93	£9,039,197.93	£9,039,197.93	£9,039,197.93	£9,039,197.93	£9,039,197.93	£9,039,197.93
	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
	£-	£-	£-	£-	£-	£-	£-	£-	£-
	£9,039,197.93	£9,039,197.93	£9,039,197.93	£9,039,197.93	£9,039,197.93	£9,039,197.93	£9,039,197.93	£9,039,197.93	£9,039,197.93

Jun-23

£9,039,197.93

£0.00

£17,000,000.00

£26,039,197.93

## Annex C: Non Transport Recycled Funds

### Post March Forecasts:

Project Name	Grant Amount	Remaining	Apr-21	May-21	Jun-21	Jul-21
<b><i>Projects with spend remaining</i></b>						
Pankhurst	£5,000,000	£793,000.00	£ -	£ -	£ -	£ -
Stockport & Trafford College	£16,000,000	£4,511,784.00	£485,000.00	£1,249,000.00	£991,000.00	£637,000.00
Project Q	£3,000,000	£3,000,000.00	£ -	£ -	£ -	£ -
Hopwood	£1,710,000	£1,164,455.00	£ -	£33,000.00	£33,000.00	£33,000.00
Management	£2,600,000.00	£1,000,000.00	£41,666.66	£41,666.66	£41,666.66	£41,666.66
Investment in Skills	£8,200,000.00	£8,200,000.00	£ -	£ -	£ -	£ -
	Total:	£18,669,239.00	£526,666.66	£1,323,666.66	£1,065,666.66	£711,666.66
		Cumulative Total:	£526,666.66	£1,850,333.32	£2,915,999.98	£3,627,666.64

Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22
£ -	£ -	£ -	£ -	£ -	£ -	£ -	£793,000
£742,000.00	£407,784.00						
£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -
£297,000.00	£405,000.00	£363,455.00					
£41,666.66	£41,666.66	£41,666.66	£41,666.66	£41,666.66	£41,666.66	£41,666.66	£41,666.66
£ -	£ -	£ -	£ -	£ -	£ -	£ -	£8,200,000.00
£1,080,666.66	£854,450.66	£405,121.66	£41,666.66	£41,666.66	£41,666.66	£41,666.66	£9,034,666.66
£4,708,333.30	£5,562,783.96	£5,967,905.62	£6,009,572.28	£6,051,238.94	£6,092,905.60	£6,134,572.26	£15,169,238.92

Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22
£ -	£ -	£ -	£ -	£ -	£ -	£ -	£3,000,000.00	
£41,666.66	£41,666.66	£41,666.66	£41,666.66	£41,666.66	£41,666.66	£41,666.66	£41,666.66	£41,666.66
£41,666.66	£41,666.66	£41,666.66	£41,666.66	£41,666.66	£41,666.66	£41,666.66	£3,041,666.66	£41,666.66
£15,210,905.58	£15,252,572.24	£15,294,238.90	£15,335,905.56	£15,377,572.22	£15,419,238.88	£15,460,905.54	£18,502,572.20	£18,544,238.86

Jan-23	Feb-23	Mar-23	Post March -23
£41,666.66	£41,666.66	£41,666.66	
£41,666.66	£41,666.66	£41,666.66	£0.00
£18,585,905.52	£18,627,572.18	£18,669,238.84	£18,669,238.84

Post March Income:

Project Name	Grant amount to be repaid	Apr-21	May-21	Jun-21	Jul-21	Aug-21
<b>Projects returning</b>						
Protos	£12,100,000	£-	£-	£-	£-	£-
Broughton House	£3,000,000	£3,000,000				
Stockport Sorting Office (HIF)	£5,333,325	£-	£-	£5,333,325		
Stagecoach (HIF)	£3,992,712.38	£-	£-	£3,992,712.38		
CBILS	£1,500,000.00	£-	£-	£-	£-	£-
Project Q	£3,000,000.00	£-	£-	£-	£-	£-
Total:	£28,926,037.38	£3,000,000.00	£0.00	£9,326,037.38	£0.00	£0.00
Cumulative Total:		£3,000,000.00	£3,000,000.00	£12,326,037.38	£12,326,037.38	£12,326,037.38

Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22
£-	£-	£-	£-	£-	£-	£12,100,000	
£-	£-	£-	£-	£-	£-	£1,500,000.00	
£-	£-	£-	£-	£-	£-	£-	£-
£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£13,600,000.00	£0.00
£12,326,037.38	£12,326,037.38	£12,326,037.38	£12,326,037.38	£12,326,037.38	£12,326,037.38	£25,926,037.38	£25,926,037.38

May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23
£-	£-	£-	£-	£-	£-	£3,000,000		
£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£3,000,000.00	£0.00	£0.00
£25,926,037.38	£25,926,037.38	£25,926,037.38	£25,926,037.38	£25,926,037.38	£25,926,037.38	£28,926,037.38	£28,926,037.38	£28,926,037.38

Feb-23	Mar-23	Post March -23
£0.00	£0.00	£0.00
£28,926,037.38	£28,926,037.38	£28,926,037.38

**Cash Flow:**

	Apr-21	May-21	Jun-21	Jul-21	Aug-21
b/f funds available	£0.00	£2,473,333.34	£1,149,666.68	£9,410,037.40	£8,698,370.74
Forecast payments	-£526,666.66	-£1,323,666.66	-£1,065,666.66	-£711,666.66	-£1,080,666.66
Forecast receipts					
Protos	£-	£-	£-	£-	£-
Broughton House	£3,000,000.00	£0.00	£0.00	£0.00	£0.00
Stockport Sorting Office (HIF)	£-	£-	£5,333,325.00	£0.00	£0.00
Stagecoach (HIF)	£-	£-	£3,992,712.38	£0.00	£0.00
CBILS	£-	£-	£-	£-	£-
Project Q	£-	£-	£-	£-	£-
c/f funds available	£2,473,333.34	£1,149,666.68	£9,410,037.40	£8,698,370.74	£7,617,704.08

	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22
	£7,617,704.08	£6,763,253.42	£6,358,131.76	£6,316,465.10	£6,274,798.44	£6,233,131.78	£6,191,465.12	£10,756,798.46	£10,715,131.80
	-£854,450.66	-£405,121.66	-£41,666.66	-£41,666.66	-£41,666.66	-£41,666.66	-£9,034,666.66	-£41,666.66	-£41,666.66
	£-	£-	£-	£-	£-	£-	£12,100,000.00	£0.00	£0.00
	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
	£-	£-	£-	£-	£-	£-	£1,500,000.00	£0.00	£0.00
	£-	£-	£-	£-	£-	£-	£-	£-	£-
	£6,763,253.42	£6,358,131.76	£6,316,465.10	£6,274,798.44	£6,233,131.78	£6,191,465.12	£10,756,798.46	£10,715,131.80	£10,673,465.14

	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23
	£10,673,465.14	£10,631,798.48	£10,590,131.82	£10,548,465.16	£10,506,798.50	£10,465,131.84	£10,423,465.18	£10,381,798.52	£10,340,131.86
	-£41,666.66	-£41,666.66	-£41,666.66	-£41,666.66	-£41,666.66	-£3,041,666.66	-£41,666.66	-£41,666.66	-£41,666.66
	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
	£-	£-	£-	£-	£-	£3,000,000.00	£0.00	£0.00	£0.00
	£10,631,798.48	£10,590,131.82	£10,548,465.16	£10,506,798.50	£10,465,131.84	£10,423,465.18	£10,381,798.52	£10,340,131.86	£10,298,465.20

Mar-23	Post March -23
£10,298,465.20	£10,256,798.54
-£41,666.66	£0.00
£0.00	£0.00
£0.00	£0.00
£0.00	£0.00
£0.00	£0.00
£0.00	£0.00
£0.00	£0.00
£10,256,798.54	£10,256,798.54

Date: 28 May 2021

Subject: GM Housing Investment Loans Fund – Investment Approval Recommendations

Report of: Salford City Mayor Paul Dennett, Portfolio Lead Leader for Housing, Homelessness and Infrastructure and Steve Rumbelow, Portfolio Lead Chief Executive for Housing, Homelessness and Infrastructure

## PURPOSE OF REPORT

This report seeks Combined Authority’s approval to the GM Housing Investment Loans Fund loan detailed in the recommendation below.

## RECOMMENDATIONS:

The Combined Authority is recommended to:

1. Approve the GM Housing Investment Loans Fund loans detailed in the table below, as detailed further in this and the accompanying Part B report;

BORROWER	SCHEME	DISTRICT	LOAN
Belmont Property Investments Ltd	Park Rd, Prestwich	Bury	£1.253m

2. Delegate authority to the GMCA Treasurer acting in conjunction with the GMCA Monitoring Officer to prepare and effect the necessary legal agreements.

## CONTACT OFFICERS:

Bill Enevoldson: [bill.enevoldson@greatermanchester-ca.gov.uk](mailto:bill.enevoldson@greatermanchester-ca.gov.uk)

Laura Blakey: [laura.blakey@greatermanchester-ca.gov.uk](mailto:laura.blakey@greatermanchester-ca.gov.uk)

## BACKGROUND PAPERS:

- Housing Investment Fund (report to GMCA, 27 February 2015)
- GM Housing Investment Loans Fund – Revised Investment Strategy (report to GMCA, 25 October 2019)

<b>TRACKING/PROCESS</b>	
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Does this report relate to a major strategic decision, as set out in the GMCA Constitution		YES
<b>EXEMPTION FROM CALL IN</b>		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		NO
TfGMC	Overview & Scrutiny Committee	

Equalities Implications – not applicable

Climate Change Impact Assessment and Mitigation Measures – not applicable

Risk Management – see paragraph 3

Legal Considerations – see paragraph 4

Financial Consequences – Revenue – see paragraph 5

Financial Consequences – Capital – see paragraph 6

## 1. INTRODUCTION & OVERVIEW

- 1.1 In line with the agreed governance process for the GM Housing Investment Loans Fund (“the Fund”), the Combined Authority is asked to approve the loans detailed in section 2, which have been recommended for approval by the Fund’s Credit Committee.
- 1.2 The total value of offers of loans from the Fund approved by the Combined Authority to date is £510.5m and the total value of equity investments made by the Fund is £17m<sup>1</sup>. If the recommendations set out in this report are agreed, the value of loan offers will increase to £511.7m.
- 1.3 Affordable housing and section 106 agreements are dealt with at a local level in line with local policies, national planning legislation and the government’s National Planning Policy Framework. As agreed at the December 2018 meeting of the GMCA, the majority of the surpluses generated from the Fund will be ring fenced to support provision of additional housing affordable to GM residents, supporting the Mayor’s Town Centre Challenge and tackling issues such as rogue landlords, empty homes and improving standards within the Private Rented Sector.
- 1.4 The GM Housing Vision approved by GMCA in January 2019 began to set a new context for housing delivery within GM and paved the way for the co-produced GM Housing Strategy and revised GM Housing Investment Loans Fund Investment Strategy that were approved by GMCA in October 2019. Alongside the work toward the Joint Development Plan Document: Places for Everyone, this development of a

<sup>1</sup> These figures exclude loan offers that have not been taken up and are therefore withdrawn.

shared strategic approach to the delivery of new homes across Greater Manchester sets the objectives and focus of future investments made from the Fund.

## **2. LOAN APPROVALS SOUGHT**

- 2.1 Belmont Property Investments Ltd is seeking a loan of £1.253m from the GM Housing Investment Loans Fund for the development of 4 new build houses in Prestwich. Planning permission was granted in January 2018. The loan will support a GM-based SME developer. There is no S106 payment or affordable housing provision due to the small scale of the development.
- 2.2 Further details of the scheme and proposed terms of the loan are included in the accompanying Part B report, to be treated as confidential on account of the commercially sensitive nature of the information.

## **3. RISK MANAGEMENT**

- 3.1 The structure and security package proposed for the loan in order to mitigate risk are given in the accompanying Part B report.
- 3.2 The loan will be conditional upon a satisfactory outcome of detailed due diligence and ongoing confirmation from a Monitoring Surveyor acting on the Fund's behalf that the scheme is being delivered satisfactorily.

## **4. LEGAL CONSIDERATIONS**

- 4.1 A detailed loan facility and other associated legal documentation will be completed ahead of the first loan payment.

## **5. FINANCIAL CONSEQUENCES – REVENUE**

- 5.1 The borrower will be required to meet the Fund's legal, due diligence and monitoring costs and there is no requirement for additional revenue expenditure by GMCA in addition to the approved Core Investment Team budget.

## **6. FINANCIAL CONSEQUENCES – CAPITAL**

- 6.1 The loan will be sourced from the £300m GM Housing Investment Loans Fund, including the recycling of loans repaid to the Fund.

## **7. RECOMMENDATION**

- 7.1 The Combined Authority is recommended to approve the loan in line with the terms set out in the accompanying report, and delegate authority to the GMCA Treasurer acting in conjunction with the GMCA Monitoring Officer to prepare and effect the necessary legal agreements.

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Date: 28<sup>th</sup> May 2021

Subject: GM Investment Framework, Conditional Project Approval

Report of: Councillor David Molyneux, Portfolio Lead for Investment and Resources and Eamonn Boylan, Portfolio Lead Chief Executive for Investment

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## **PURPOSE OF REPORT:**

This report seeks Greater Manchester Combined Authority (“Combined Authority” and “GMCA”) approval for a loan to Broughton House – Veteran Care Village (“Broughton House”). The loan will be made from recycled funds.

Due to there being no GMCA meeting in April, an loan to Manchester Science Partnerships Limited (“MSP”), was approved under delegated authority. The details of this approval are included in section three of this report for information.

Further details regarding the investments are included in the accompanying Part B report to be considered in the confidential part of the agenda due to the commercially sensitive nature of the information.

## **RECOMMENDATIONS:**

### **The GMCA is requested to:**

1. approve the funding application for Broughton House – Veteran Care Village (loan of up to £2,000,000), and progress to due diligence.
2. delegate authority to the Combined Authority Treasurer and Combined Authority Monitoring Officer to review the due diligence information in respect of the above company, and, subject to their satisfactory review and agreement of the due diligence information and the overall detailed commercial terms of the transaction, to sign off any outstanding conditions, issue final approvals and complete any necessary related documentation in respect of the loan noted above; and
3. note the loan to Manchester Science Partnerships Limited agreed under delegated authority.

## **CONTACT OFFICERS:**

<u>BOLTON</u>	<u>MANCHESTER</u>	<u>ROCHDALE</u>	<u>STOCKPORT</u>	<u>TRAFFORD</u>
<u>BURY</u>	<u>OLDHAM</u>	<u>SALFORD</u>	<u>TAMESIDE</u>	<u>WIGAN</u>

**Eamonn Boylan: Eamonn.Boylan@greatermanchester-ca.gov.uk**  
**Laura Blakey: Laura.Blakey@greatermanchester-ca.gov.uk**

**Equalities Implications:**

Not applicable.

**Climate Change Impact Assessment and Mitigation Measures:**

None.

**Risk Management:**

The loan noted in this paper will be governed under the existing investment framework which includes several levels of review and ongoing monitoring of performance.

**Legal Considerations:**

The legal agreements will be based upon the existing templates for the GM Investment Fund, amended for the specific requirements of the individual funding arrangements.

**Financial Consequences – Revenue:**

There are no revenue implications.

**Financial Consequences – Capital:**

The proposed loan will be made from recycled funds.

**Number of attachments to the report:**

None.

**Comments/recommendations from Overview & Scrutiny Committee:**

None.

**BACKGROUND PAPERS:**

None.

<b>TRACKING/PROCESS</b>	
Does this report relate to a major strategic decision, as set out in the GMCA Constitution?	YES
<b>EXEMPTION FROM CALL IN</b>	
Are there any aspects in this report which means it should be considered to be exempt	NO

from call in by the relevant Scrutiny Committee on the grounds of urgency?	PUBLIC DOMAIN RELEASE DATE: 28 MAY 2036
GM Transport Committee	N/A
Overview & Scrutiny Committee	N/A

## 1. INTRODUCTION/BACKGROUND

- 1.1 The Combined Authority maintains and develops a pipeline of projects submitted by applicants seeking funding from the Combined Authority’s Core Investment Funds allocation. These projects are assessed against criteria based on the GM Investment Strategy, developed to underpin the economic growth of Greater Manchester. A condition of investment is that the companies sign up as (at a minimum) a supporter of the Greater Manchester Good Employment Charter.
- 1.2 This assessment incorporated:
- a) an appraisal by the GM Core Investment Team; and
  - b) a review by a sub-group of GM Chief Executives.

## 2. INVESTMENT RECOMMENDED FOR APPROVAL IN PRINCIPLE

### 2.1 Broughton House – Veteran Care Village (“Broughton House”), Salford Sector: Residential Care

The business case in respect of a £2,000,000 loan into Broughton House has been submitted to, and appraised by, the Core Investment Team and is recommended to the Combined Authority for conditional approval.

Broughton House was established in 1916 as a treatment centre for soldiers returning from WW1. It has subsequently evolved into a charity and care home for veterans.

In April 2018, the GMCA approved a loan of £3,000,000 to help fund the demolition and construction of a new care home. The construction was split into phases:

- Phase 1a 32 bedrooms, kitchen, restaurant, reception and office.
- Phase 1b 32 bedrooms, 6 apartments.

Phase 1a was completed in August 2020 and the residents were transferred later that month. The construction of Phase 1b is expected to complete in early 2022 and will take the capacity of the home up to 64 beds and 6 apartments.

The additional funding is to enable the completion of the construction of Phase 1b which has suffered from cost overruns, and provide a level of working capital support to the care home, which has been impacted by the COVID 19 pandemic.

- 2.2 Further details regarding the loan are included in the accompanying Part B report to be considered in the confidential part of the agenda due to the commercially sensitive nature of the information.

### **3. DELEGATED AUTHORITY UPDATES**

- 3.1 In December 2020, the Combined Authority provided approval for a £5,750,000 loan to MSP for the Base Building and a £4,750,000 loan to IRAF UK Vantage 3 Limited (“IRAF”), in order to increase capacity in the NW Evergreen Fund (“Evergreen”). The loan to IRAF was repaid early to Evergreen and so was not progressed with the Combined Authority. The NW Evergreen Fund does continue to have capacity constraints, however, and it is therefore proposed that £2,025,000 of the funding approved to IRAF be reallocated to MSP’s Base Building, increasing the loan to £7,775,000.

The business case in respect of the increased £7,775,000 loan into MSP has been submitted to, and appraised by, the Core Investment Team and is recommended to the Combined Authority for conditional approval.

As noted in December, Base Building is a 91,542 sq ft, city centre office block targeting SME occupiers focused on research and development. The site is located off Oxford Road, and forms part of the Manchester Science Park Campus. The Oxford Road corridor is a key strategic development zone for Manchester City Council. The scheme is due to complete in September 2023 and the loan represents a maximum Loan to Value of 72%.

MSP is a subsidiary of Bruntwood Science Limited, which in turn is owned by Bruntwood SciTech, a JV between the Bruntwood Group and Legal and General. MSP develops and operates commercial space for science and technology firms within the North West of England. Bruntwood/MSP have successfully let and delivered six projects funded by the GMCA’s Evergreen Funds (“Evergreen”).

Senior debt funding is expected to be £17.05m (including finance cost), split between Growing Places and Evergreen 2 (£9.75m plus interest roll-up).

Date: 28<sup>th</sup> May 2021

Subject: Greater Manchester Economic Dashboard

Report of: Councillor Elise Wilson, Portfolio Lead for Economy & Business

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## **PURPOSE OF REPORT**

To provide GMCA with the latest version of the Greater Manchester Economic Resilience Dashboard.

## **RECOMMENDATION:**

The GMCA is requested to note and comment on the latest update of the Greater Manchester Economic Resilience Dashboard

## **CONTACT OFFICERS:**

Simon Nokes, Executive Director Policy & Strategy, GMCA  
[Simon.nokes@greatermanchester-ca.gov.uk](mailto:Simon.nokes@greatermanchester-ca.gov.uk)

## **Equalities Implications:**

*There are no direct equalities impacts arising from this report.*

## **Climate Change Impact Assessment and Mitigation Measures:**

1. *No direct impacts arising from this report.*

**Risk Management:**

None

**Legal Considerations:**

None

**Financial Consequences – Revenue:**

None

**Financial Consequences – Capital:**

None

**Number of attachments to the report: 1**

**Comments/recommendations from Overview & Scrutiny Committee**

None

**BACKGROUND PAPERS:**

**The author of the report must include list of those documents on the subject matter which:**

- Disclose any facts or matter on which the report or an important part of the report is based;
- Which have been relied on to a material extent in preparing the report

<b>TRACKING/PROCESS</b>		[All sections to be completed]
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		No
<b>EXEMPTION FROM CALL IN</b>		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		Please state the reason the report is exempt from call-in
GM Transport Committee	Overview & Scrutiny Committee	

## 1. BACKGROUND

1.1 The Economic Resilience Dashboard aims to provide up to date intelligence on the conditions in the Greater Manchester economy following the outbreak of Covid-19.

The data is divided into four sections:

- Current Economic Conditions provides leading indicators on the economy and labour market.
- Business and Consumer Confidence provides measures of confidence in the economy as illustrated in retail spending and responses to national surveys.
- Greater Manchester Business Indicators provides data gathered by GM based organisations on business sentiment and confidence.
- Behavioural Insights provides information on the movement of people across GM.

1.2 The available economic data in response to Covid-19 is changing rapidly with frequent new datasets becoming available and others being withdrawn. The dashboard will be updated with the best available data each month.

1.3 The latest version of the dashboard can be viewed live at this link (and is attached as a PDF report):

[https://www.gmtableau.nhs.uk/t/GMCA/views/GMEconomicResilienceDashboard/About/jack.james@greatermanchester-ca.gov.uk/4f3be3e5-759e-47ee-85f9-6c1538fc265c?:display\\_count=n&:showVizHome=n&:origin=viz\\_share\\_link&:isGuestRedirectFromVizportal=y&:embed=y](https://www.gmtableau.nhs.uk/t/GMCA/views/GMEconomicResilienceDashboard/About/jack.james@greatermanchester-ca.gov.uk/4f3be3e5-759e-47ee-85f9-6c1538fc265c?:display_count=n&:showVizHome=n&:origin=viz_share_link&:isGuestRedirectFromVizportal=y&:embed=y)

## 2. HEADLINE MESSAGES:

2.1 Data for April showed the number of unemployment benefit claimants in Greater Manchester remained stable at 142,000, a month-on-month decrease of 1.5%. The fall in claimants affected all GM districts. It also occurred nationally. Stockport experienced the largest month-on-month fall (-3%).

2.2 There were 168,400 GM residents of furlough on 31st March 2021. This is a decrease of 16,700 (9%) since 28th February 2021 and remains below the 213,300 employments furloughed in July 2020, the earliest data available. Nationally 14% of residents eligible for the scheme were furloughed on 31st March, equal to the take up rate in GM. The level of support available from the scheme will begin to taper down from July with the Government contribution reducing from 80% for hours not worked to 70% and then 60% in August and September.

2.3 The number of online job postings decreased by 10% to 6,076 in week ending 15th May. This is 69% above week ending 16th May 2020. Feedback from the Growth Company suggests that businesses are reporting labour shortages in the tourism, hospitality and leisure,

manufacturing, construction and health and social care sectors. It is currently unclear whether these are short-term due to uncertainty related to changes in restrictions or a longer-term trend.

- 2.4 Since the easing of lockdown restrictions in early April, there has been a rapid increase in transport activity across Greater Manchester. All modes of transport have seen an increase in usage since 5th April, despite a slight decline in between week commencing 19th and 26th April. TfGM data shows that there were more car journeys in week commencing 10th May than in any week since early March 2020. Google data on the number of journeys taking place across GM shows that the reduction in restrictions on April 12 caused a step change in the numbers of visits to retail and recreation locations (including cafés, shopping centres, theme parks, museums, libraries and cinemas). Prior to the restrictions journeys were down around 50% compared to pre-Covid levels. This improved to -26% in the period to 14 May. Journeys to workplaces also recovered, albeit less markedly. There were 32% fewer journeys to places of work in the period to 14 May than the comparator period prior to the pandemic.
- 2.5 The Growth Hub Survey conducted between 29th March and 26th April showed a 5.6% decrease in the number of businesses reporting a 'negative' impact from EU exit with 19.2% of firms reporting a negative impact, 47.1% of firms reported a 'neutral' impact, 27.9% are 'unsure' and 5.8% reported a 'positive' impact. This is a 4.2% increase on the number of businesses reporting a positive impact. There remain a number of issues relating to duties, VAT, haulage costs, labelling and product regulations that are impeding export activity. The lifting of Covid restrictions is also starting to crystallise some of the impacts on export of services. Some businesses are reporting that they do not see the EU as a viable export market because of these issues.
- 2.6 The number of firms that said they were considering making redundancies was 1% in the four weeks to 26th April, down from 2.4% in the four weeks to 29th March. This is the lowest number of firms considering redundancies since the dataset began in September 2020. 4.8% of firms said that they had already made redundancies.

### **3. RECOMMENDATION**

- 3.1 The GMCA is requested to note and comment on the latest update of the Greater Manchester Economic Resilience Dashboard.

# Economic Resilience Dashboard



Tracking the Greater Manchester Economy

The Economic Resilience Dashboard aims to provide up to date intelligence on the conditions in the Greater Manchester (GM) economy following the outbreak of Covid-19.

The data is divided into four sections:

- Page 131
- **Current Economic Conditions** provides leading indicators on the economy and labour market.
  - **Business and Consumer Confidence** provides measures of confidence in the economy as illustrated in retail spending and responses to national surveys.
  - **Greater Manchester Business Indicators** provides data gathered by GM based organisations on business sentiment and confidence.
  - **Behavioural Insights** provides information on the movement of people across GM.

The economic data in response to Covid-19 is changing rapidly with new datasets becoming available and others being withdrawn on a regular basis. The dashboard will be updated with the best available data each month with the resultant analysis described in the Analysis tab.

We would welcome feedback on alternative measures to be included in the dashboard or insights on the data provided. If you have any feedback please email [jack.james@greatermanchester-ca.gov.uk](mailto:jack.james@greatermanchester-ca.gov.uk).

## Analysis



**168,400**

GM residents were furloughed in GM on 31st March, 14% of those eligible for the scheme. This is 16,700 (9%) less than at 28th February.



**142,000**

GM residents were in receipt of unemployment benefits in April, a rise of 90% since March 2020.



**6,076**

Online job postings in week ending 15th May 2021. This is 69% higher than week ending 16th May 2020.

Data for April showed the number of unemployment benefit claimants in Greater Manchester remained stable at 142,000, a month-on-month decrease of 1.5%. The fall in claimants affected all GM districts. It also occurred nationally. Stockport experienced the largest month-on-month fall (-3%).

There were 168,400 GM residents of furlough on 31st March 2021. This is a decrease of 16,700 (9%) since 28th February 2021 and remains below the 213,300 employments furloughed in July 2020, the earliest data available. Nationally 14% of residents eligible for the scheme were furloughed on 31st March, equal to the take up rate in GM. The level of support available from the scheme will begin to taper down from July with the Government contribution reducing from 80% for hours not worked to 70% and then 60% in August and September.

The number of online job postings decreased by 10% to 6,076 in week ending 15th May. This is 69% above week ending 16th May 2020. Feedback from the Growth Company suggests that businesses are reporting labour shortages in the tourism, hospitality and leisure, manufacturing, construction and health and social care sectors. It is currently unclear whether these are short-term due to uncertainty related to changes in restrictions or a longer-term trend.

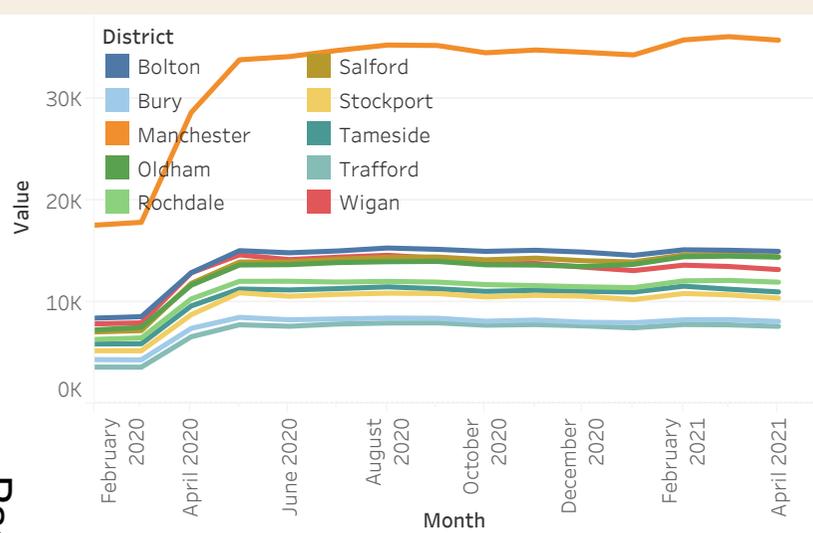
Since the easing of lockdown restrictions in early April, there has been a rapid increase in transport activity across Greater Manchester. All modes of transport have seen an increase in usage since 5th April, despite a slight decline in between week commencing 19th and 26th April. TfGM data shows that there were more car journeys in week commencing 10th May than in any week since early March 2020. Google data on the number of journeys taking place across GM shows that the reduction in restrictions on April 12 caused a step change in the numbers of visits to retail and recreation locations (including cafés, shopping centres, theme parks, museums, libraries and cinemas). Prior to the restrictions journeys were down around 50% compared to pre-Covid levels. This improved to -26% in the period to 14 May. Journeys to workplaces also recovered, albeit less markedly. There were 32% fewer journeys to places of work in the period to 14 May than the comparator period prior to the pandemic.

The Growth Hub Survey conducted between 29th March and 26th April showed a 5.6% decrease in the number of businesses reporting a 'negative' impact from EU exit with 19.2% of firms reporting a negative impact, 47.1% of firms reported a 'neutral' impact, 27.9% are 'unsure' and 5.8% reported a 'positive' impact. This is a 4.2% increase on the number of businesses reporting a positive impact. There remain a number of issues relating to duties, VAT, haulage costs, labelling and product regulations that are impeding export activity. The lifting of Covid restrictions is also starting to crystallise some of the impacts on export of services. Some businesses are reporting that they do not see the EU as a viable export market because of these issues.

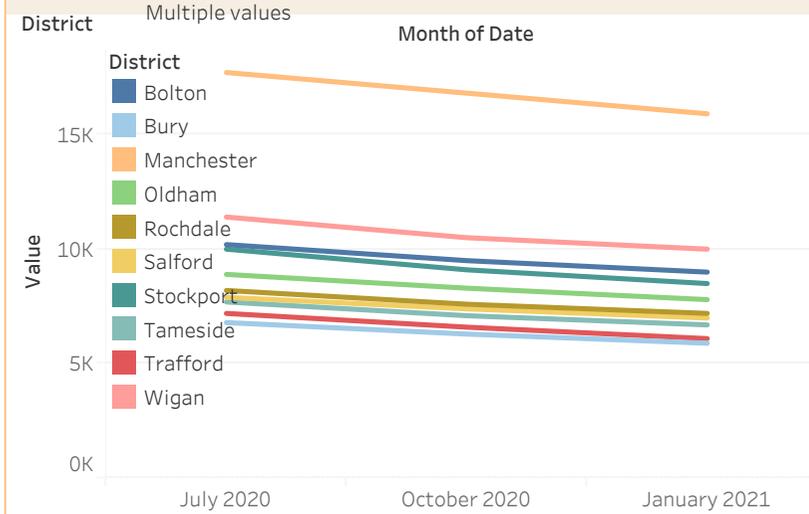
The number of firms that said they were considering making redundancies was 1% in the four weeks to 26th April, down from 2.4% in the four weeks to 29th March. This is the lowest number of firms considering redundancies since the dataset began in September 2020. 4.8% of firms said that they had already made redundancies.

# Current Economic Conditions

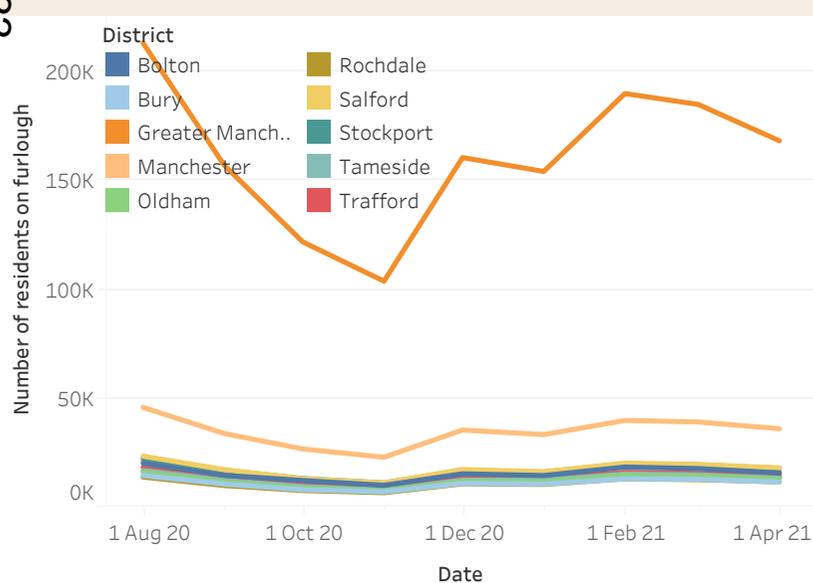
## Claimant count (Monthly)



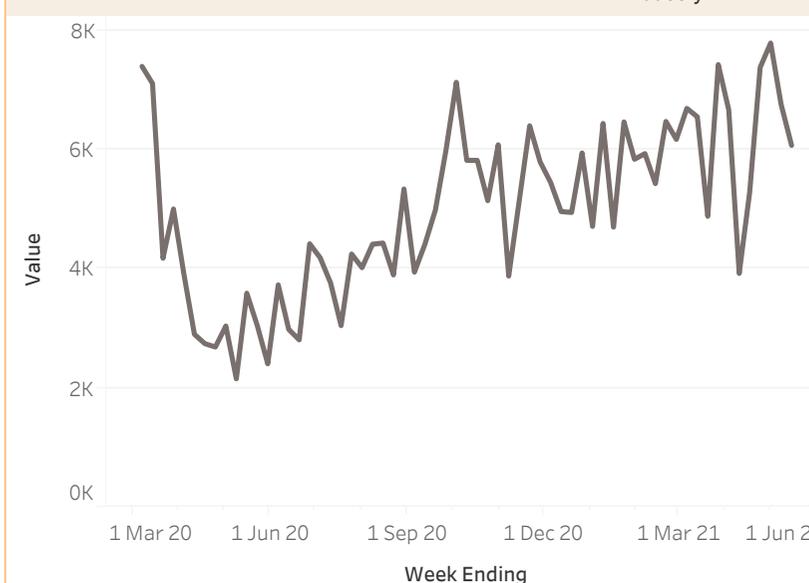
## No. of claims for SEISS grants



## Furlough by Local Authority



## Job postings by industry (Weekly)



### Key Facts

The number of claimants decreased by 1.5% to 142,000 between March and April. The fall in claimants affected all GM districts. It also occurred nationally. Stockport experienced the largest month-on-month fall (-3%).

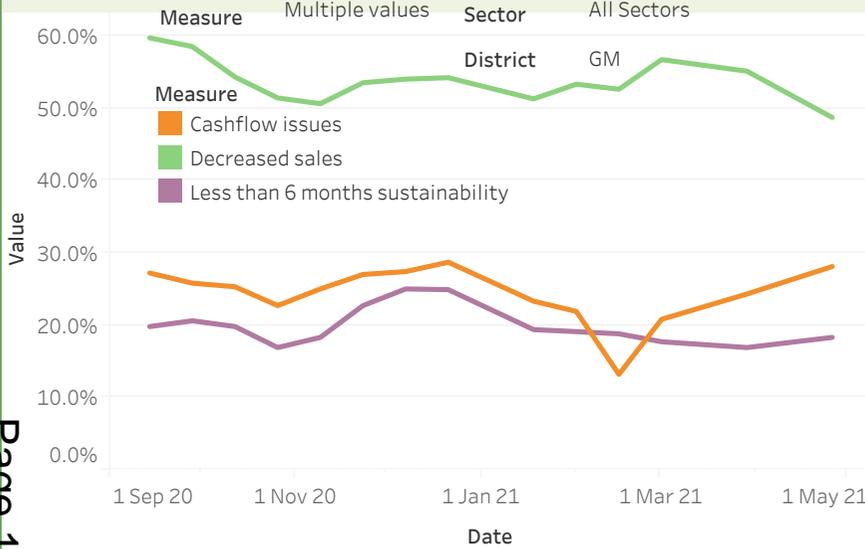
84,000 GM residents had made a claim to the third round of the Self-Employment Income Support Scheme at 31 January 2021, 70% of those eligible for the scheme. This is a decrease from the uptake of the scheme in the first two rounds (79% and 73% respectively).

There were 168,400 employees on furlough in GM at 31st March, 16,700 (9%) less than at 28th February. This represents 14% of the total number of eligible employments.

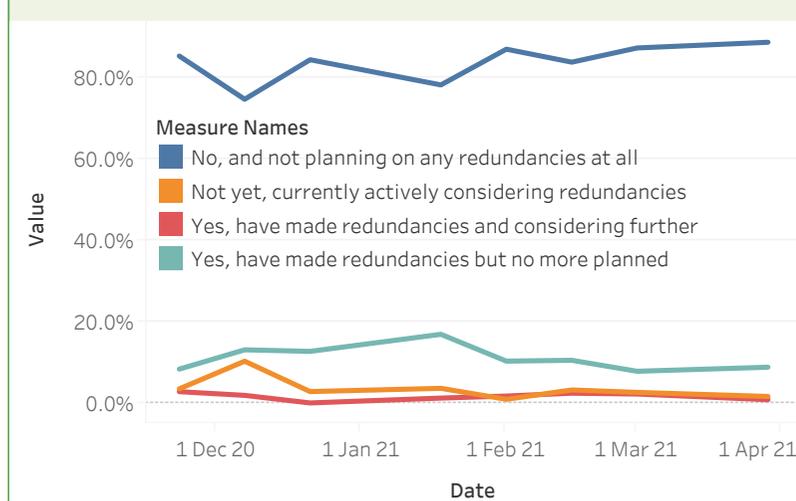
The number of online job postings decreased to 6,076 in week ending 15th May. This is 69% above week ending 16th May 2020.

# Greater Manchester Business Indicators

Business Growth Hub Survey on COVID Impacts (8 week average)



Business Growth Hub Survey: Business planning to make redundancies



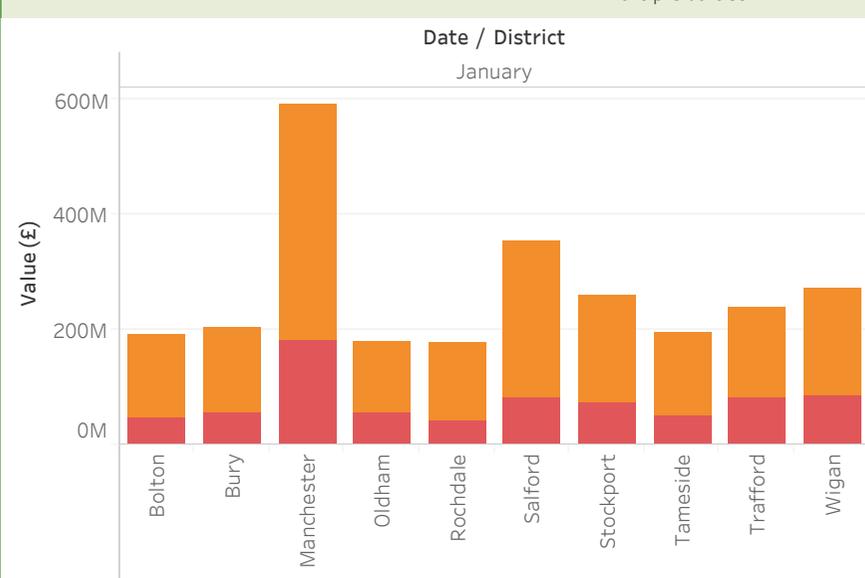
The most widely reported impact from the COVID crisis amongst businesses in the 8 weeks to 26th April was decreased sales. 48.7% of businesses reported decreased sales, the first time it has dropped below 50% since the crisis began.

The number of firms that said they were considering making redundancies was 1.0% in the 4 weeks up to 26th April. This is the lowest number since the dataset began in September.

£780m in CBILS and £1.95bn in Bounce Back Loans had been offered to businesses in GM at 11th January. An average of £264,000 per applicant from CBILS and £30,700 per applicant from BBLs has been paid to firms in GM, compared to £257,000 per applicant from CBILS and £30,400 per applicant from BBLs across the UK as a whole.

Export documents processed by the GM Chamber of Commerce decreased by 22% in April, from 2,652 to 2,065. The total number of export documents is ..

CBILS and BBLs in GM

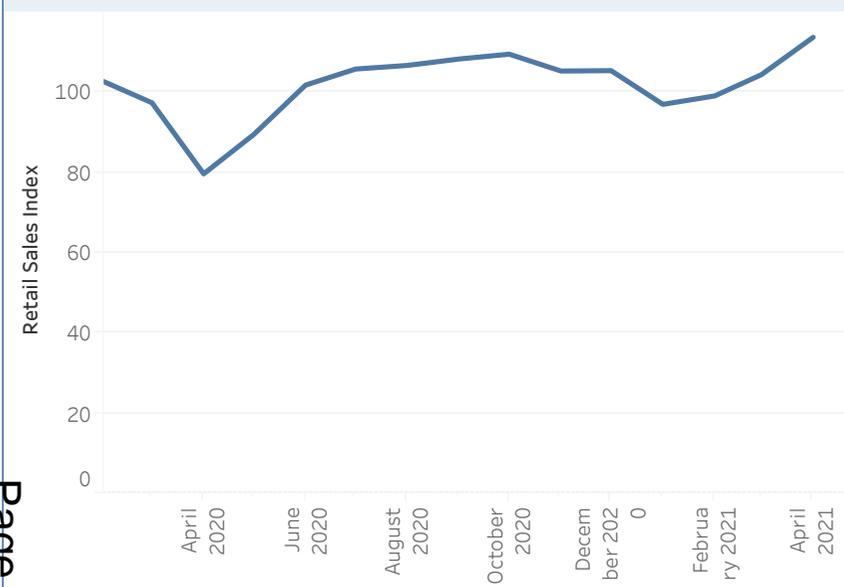


Export Documents (Monthly)

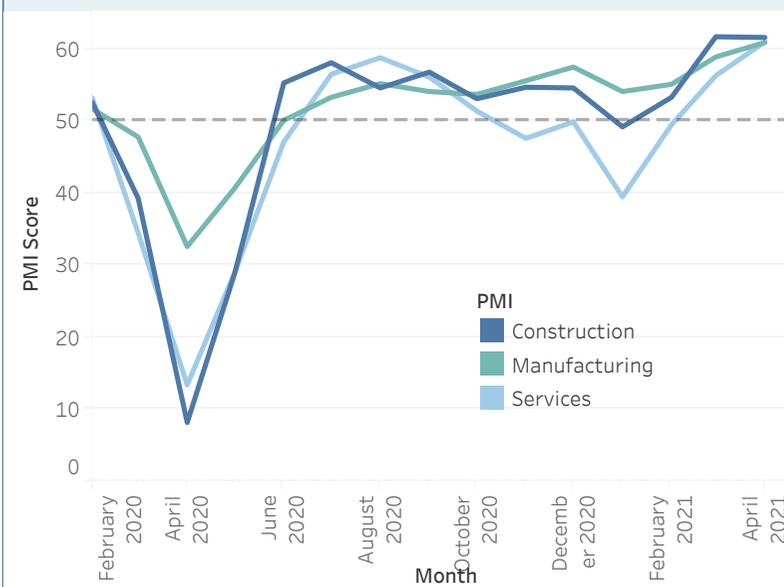


# Business and Consumer Confidence

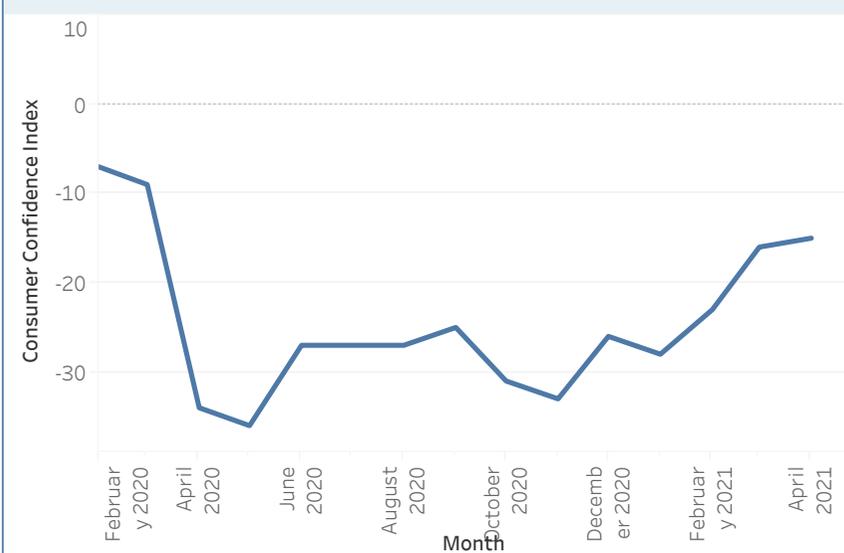
UK retail sales (Monthly)



UK purchasing managers index (Monthly)



UK consumer confidence (Monthly)



GM Index (Quarterly)



**Key Facts**

The retail sales index increased in April from 104.3 to 113.6. The index is now 11.0 points higher than it was in February 2020.

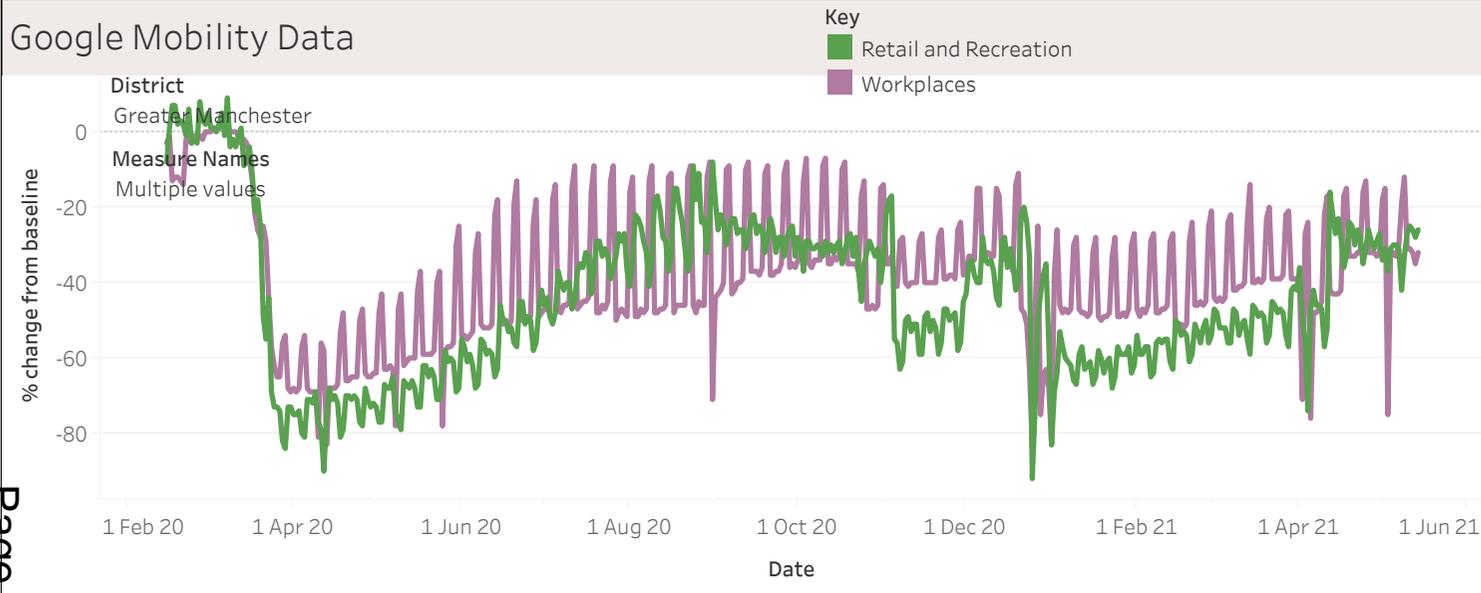
Two out of three sectoral PMI's increased in April. Manufacturing PMI increased from 58.9 to 60.9, Services PMI increased from 56.3 to 61.0 and Construction PMI decreased from 61.7 to 61.6. All three PMI's are now above the 50.0 threshold that indicates growth.

The UK Consumer Confidence Index increased to -15 in April 2021. Consumer confidence has fallen 8 points since February 2020.

GM Chamber's GM Index increased from -20.7 in Q4 2020 to 6.1 in Q1 2021. This is the first return to a positive score since Q1 2020.

# Behavioural Insights

## Google Mobility Data

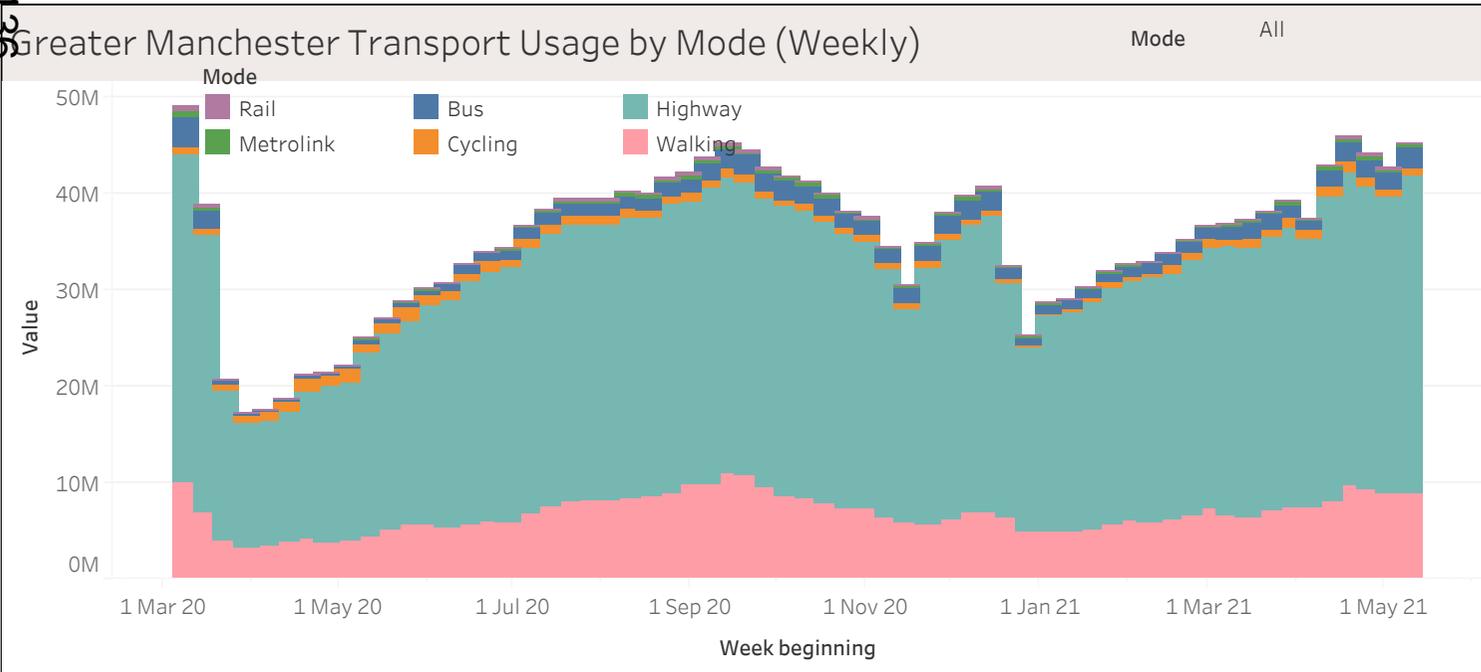


### Key Facts

Google Mobility data for GM shows that the number of people moving through Grocery and Pharmacy locations was 2% above the baseline and people moving through residential areas was 9% above the baseline on 14th May 2021.

There were 45 million passenger journeys across all modes of transport in Greater Manchester in week commencing 10th May 2021. This represents an 8% decrease compared to the week commencing 9th March 2020.

## Greater Manchester Transport Usage by Mode (Weekly)



## Definitions

**Employees on Furlough in GM** - This data is taken from the **monthly statistical release from HMRC** and provides figures for the number of employees who are currently on the government's Coronavirus Job Retention Scheme throughout the UK. Currently the HMRC release only provides cumulative figures for the GM area. The release is classed as experimental statistics because the methodologies used to produce the statistics are still in their development phase. As a result, the figures are subject to revision.

**People on Self-Employment Income Support Scheme** - This indicator measures the number of claims made to the Self-Employment Income Support Scheme (SEISS) administered by HM Revenue and Customs'. **The data is released on a monthly basis by HMRC.** As this is an experimental dataset, methodologies are still being refined and improved. Therefore, there may be revisions to these statistics.

**Claimant Count** - This data is taken from a **monthly statistical release by the Office for National Statistics.** Alternative Claimant Count experimental statistics measure the number of people claiming unemployment related benefits by modelling what the count would have been if Universal Credit had been fully rolled out since 2013 (when Universal Credit began) with the broader span of people this covers.

**Job Postings** - Job postings data is **taken from Burning Glass and updated on a weekly basis.** This measure indicates job vacancies for GM as a whole.

**Growth Company Business Survey** - Figures relating to the impact of COVID-19 on business are **taken from the Growth Company's weekly business survey.** The survey covers all businesses that are Growth Company Clients, this means that some businesses outside of GM that access Growth Company services may be included in the dataset.

**CBILS and BBLs in GM** - This data is taken from an irregular release by the British Business Bank. The release details the number and value of Coronavirus Business Interruption Loans and Bounce Back Loans by constituency which is subsequently merged into districts by GMCA.

**Export Documents** - This is a **monthly count of the number of export documents processed for GM businesses,** as reported to GMCA by the **GM Chamber of Commerce.** It gives an indication of the level of international trade happening in GM in the month.

**Retail Sales** - The Retail Sales Index provides retail sales data for Great Britain in value and volume terms, seasonally and non-seasonally adjusted. **Taken from a monthly statistical release by the Office for National Statistics.** The specific measure we use from the index is shows the volume of retail sales, seasonally adjusted, as a percentage change on the same month a year earlier.

**Purchasing Manager's Index** - The Purchasing Managers' Index (PMI) is an index of the prevailing direction of economic trends in the manufacturing, service and construction sectors. It consists of a diffusion index that summarizes whether market conditions, as viewed by purchasing managers, are expanding, staying the same, or contracting. **The Index is published on a monthly basis by IHS Markit Economics.** The purpose of the PMI is to provide information about current and future business conditions to company decision makers, analysts, and investors.

**Consumer Confidence** - In the United Kingdom, the consumer confidence survey measures the level of optimism that consumers have about the performance of the economy in the next 12 months. **Published on a monthly basis by GfK.** The GfK Consumer Confidence is derived from the survey of about 2,000 consumers which are ask to rate the relative level of past and future economic conditions including personal financial situation, climate for major purchases, overall economic situation and savings level.

**GM Index** - The Greater Manchester Index is a **quarterly composite indicator taken from seven measures in the Greater Manchester Chamber of Commerce's Quarterly Economic Survey.** Those seven indicators are Domestic Sales, Advance UK Orders, Export Sales, Advance Overseas Orders, Capacity Utilisation, Turnover Confidence, Profitability Confidence.

**Google Mobility Data** - This data is **from Community Mobility Reports published by Google.** The reports chart movement trends over time by geography, across different categories of places such as retail and recreation, groceries and pharmacies, parks, transit stations, workplaces, and residential.

**Greater Manchester Transport Usage by Mode** - This data is provided by Transport for Greater Manchester and measures the number of passenger journeys on each mode of transport (Car, Bus, Rail, Cycling, Metrolink).

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