

## GREATER MANCHESTER COMBINED AUTHORITY

**DATE:** Friday, 25th November, 2022

**TIME:** 10.30 am

**VENUE:** Council Chamber, Salford City Council, Salford Civic Centre, Chorley Road, Swinton, Salford, M27 5AW

### 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 48 hours before the start of the meeting.

4. **Minutes of the meeting held on 28 October 2022** 5 - 28

To consider the approval of the minutes of the GMCA meeting held on 28 October 2022.

5. **GMCA Overview & Scrutiny Committee Minutes - 26 October 2022** 29 - 38

To note the minutes of the GMCA Overview & Scrutiny Committee held on 26 October 2022.

<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>

- 6. Cost of Living and Economic Resilience in Greater Manchester** 39 - 88
- Report of Councillor Bev Craig, Portfolio Lead for Economy & Business and Councillor Amanda Chadderton, Portfolio Lead for Equalities, Inclusion and Cohesion
- 7. Delivering the Bee Network: Active Travel Update** 89 - 96
- Report of Andy Burnham, Mayor of Greater Manchester
- 8. Greater Manchester Franchising Scheme for Buses: Procurement Update** 97 - 110
- Report of Eamonn Boylan, Chief Executive Officer, GMCA & TfGM
- 9. Transport Capital Programme: City Regional Sustainable Transport Settlement Drawdown** 111 - 120
- Report of Andy Burnham, Mayor of Greater Manchester
- 10. TfGM Executive Board - Appointment of Non-Executive Directors** 121 - 126
- Report of Andy Burnham, Mayor of Greater Manchester
- 11. Greater Manchester Civic Leadership Programme** 127 - 136
- Report of Andy Burnham and Councillor Amanda Chadderton, Portfolio Lead for Equalities, Inclusion and Cohesion
- 12. Homelessness Update** 137 - 144
- Report of Andy Burnham, Mayor of Greater Manchester and Salford City Mayor, Paul Dennett, Portfolio Lead for Homelessness & Places for Everyone
- 13. 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**

**14. Greater Manchester Franchising Scheme for Buses:  
Procurement Update**

Reports of Eamonn Boylan, Chief Executive Officer, GMCA & TfGM

**15. Transport Capital Programme: City Regional 3                      145 - 148  
Sustainable Transport Settlement Drawdown**

Report of Andy Burnham, Mayor of Greater Manchester

<b>Name</b>	<b>Organisation</b>	<b>Political Party</b>
Councillor Mark Hunter	Stockport	Liberal Democrats
Councillor Gerald Cooney	Tameside Council	Labour
Councillor Neil Emmott	Rochdale	Labour
Councillor Eamonn O'Brien	Bury Council	Labour
GM Mayor Andy Burnham	GMCA	Labour
Deputy Mayor Beverley Hughes	GMCA	
City Mayor Paul Dennett	Salford City Council	Labour
Councillor Andrew Western	Trafford	Labour
Councillor David Molyneux	Wigan Council	Labour
Councillor Bev Craig	Manchester CC	Labour
Councillor Martyn Cox	Bolton	Conservative
Councillor Amanda Chadderton	Oldham Council	Labour

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

This agenda was issued on 17 November 2022 on behalf of Julie Connor, Secretary to the  
Greater Manchester Combined Authority, Broadhurst House, 56 Oxford Street,  
Manchester M1 6EU

## Declaration of Councillors' Interests in Items Appearing on the Agenda

Name and Date of Committee.....>

Agenda Item Number	Type of Interest - PERSONAL AND NON PREJUDICIAL Reason for declaration of interest	NON PREJUDICIAL Reason for declaration of interest Type of Interest – PREJUDICIAL Reason for declaration of interest	Type of Interest – DISCLOSABLE PECUNIARY INTEREST Reason for declaration of interest

Please see overleaf for a quick guide to declaring interests at GMCA meetings.

## Quick Guide to Declaring Interests at GMCA Meetings

Please Note: should you have a personal interest that is prejudicial in an item on the agenda, you should leave the meeting for the duration of the discussion and the voting thereon.

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:

1. Bodies to which you have been appointed by the GMCA
2. 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:**

1. You, and your partner's business interests (eg employment, trade, profession, contracts, or any company with which you are associated).
2. You and your partner's wider financial interests (eg trust funds, investments, and assets including land and property).
3. 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**

1. If the answer to that question is 'No' then that is the end of the matter.
2. 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 is prejudicial

A personal interest becomes a prejudicial interest:

1. where the wellbeing, 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.
2. 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:

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

### To note:

1. You may remain in the room and speak and vote on the matter
2. 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:

1. Notify the governance officer for the meeting as soon as you realise you have a prejudicial interest (before or during the meeting).
2. Inform the meeting that you have a prejudicial interest and the nature of the interest.
3. Fill in the declarations of interest form.
4. Leave the meeting while that item of business is discussed.
5. 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.

This page is intentionally left blank



**MINUTES OF THE MEETING OF THE GREATER MANCHESTER COMBINED  
AUTHORITY HELD ON FRIDAY, 28 OCTOBER, 2022 AT BURY COUNCIL, BURY  
TOWN HALL, KNOWSLEY PLACE, BURY.**

**PRESENT:**

GM Mayor	Andy Burnham (in the Chair)
Bolton	Councillor Martyn Cox
Bury	Councillor Eamonn O'Brien
Manchester	Councillor Bev Craig
Oldham	Councillor Amanda Chadderton
Rochdale	Councillor Neil Emmott
Salford	Mayor Paul Dennett
Tameside	Councillor Gerald Cooney
Wigan	Councillor David Molyneux

**OFFICERS IN ATTENDANCE:**

Chief Executive Officer, GMCA & TfGM	Eamonn Boylan
GMCA Deputy Chief Executive	Andrew Lightfoot
GMCA Monitoring Officer	Gillian Duckworth
GMCA Treasurer	Steve Wilson
Bolton	Sue Johnson
Bury	Geoff Little
Manchester	Joanne Roney
Oldham	Harry Catherall
Salford	Charlotte Ramsden
Stockport	Caroline Simpson
Tameside	Sandra Stewart
Trafford	Sarah Saleh
Wigan	Sonia Halliwell
Office of the GM Mayor	Kevin Lee
GMCA	Julie Connor

GMCA	Sylvia Welsh
GMCA	Lee Teasdale
TfGM	Steve Warrener

**ALSO IN ATTENDANCE:**

Chair of GMCA Overview & Scrutiny	Cllr John Walsh
GM Disabled People's Panel	Rick Burgess
GM Disabled People's Panel	Michelle Scattergood
Greater Manchester Mayor's Charity	Rev. Ian Rutherford
The Growth Company	Mark Hughes

**GMCA 181/22      APOLOGIES**

**RESOLVED/-**

That apologies be received and noted from Deputy Mayor, Police Fire & Crime, Bev Hughes, Councillor Mark Hunter (Stockport), Councillor Andrew Western (Trafford) and Steve Rumbelow (Rochdale), Tom Stannard (Salford), Sara Todd (Trafford) and Alison McKenzie-Folan (Wigan)

**GMCA 182/22      CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS**

**RESOLVED/-**

1. That the GMCA record its thanks to Charlotte Ramsden for her time working in Greater Manchester and wished her the best of luck in her new role at Bradford Children and Families Trust.
2. That the GMCA welcomes Sue Johnson to her first meeting as the Chief Executive of Bolton Council.
3. That the update provided by the GM Mayor on the successful implementation of the GM Green Summit on Monday 17th October 2022 be received, with thanks recorded to Councillor Martyn Cox for his work leading on the event.

4. That the news that Rt Hon Michael Gove MP had returned to the role of Secretary of State for Levelling Up be welcomed with the GMCA looking forward to resuming working with him in the near future.
5. That the GMCA formally record its congratulations to Greater Manchester Police following the welcome news that HMICFRS has confirmed that it will not only be released from special measures, but also that it currently ranks as the most improved force in the country.
6. That the news that the L.S. Lowry painting 'Going to the Match' will be retained by The Lowry Collection for display at the Lowry Art Gallery be welcomed.

**GMCA 183/22      DECLARATIONS OF INTEREST**

**RESOLVED/-**

There were no declarations received in relation to any item on the agenda.

**GMCA 184/22      MINUTES OF THE GMCA MEETING HELD ON 30  
SEPTEMBER 2022**

**RESOLVED/-**

That the minutes of the GMCA meeting held on 30 September 2022 be approved as a correct record.

**GMCA 185/22      MINUTES OF THE GMCA AUDIT COMMITTEE HELD ON 19  
OCTOBER 2022**

**RESOLVED/-**

That the minutes of the meeting of the GMCA Audit Committee held on 19 October 2022 be noted.

**GMCA 186/22            GMCA OVERVIEW AND SCRUTINY COMMITTEE - MINUTES  
OF THE MEETING HELD ON 28 SEPTEMBER 2022**

**RESOLVED/-**

That the minutes of the meeting of the GMCA Overview & Scrutiny Committee held on 28 September 2022 be noted.

**GMCA 18722            GMCA WASTE & RECYCLING COMMITTEE – MINUTES OF  
THE MEETING HELD ON 12 OCTOBER 2022**

**RESOLVED/-**

That the minutes of the meeting of the GMCA Waste & Recycling Committee held on 12 October 2022 be noted.

**GMCA 188/22            GMCA TRANSPORT COMMITTEE – MINUTES OF THE  
MEETING HELD ON 14 OCTOBER 2022**

**RESOLVED/-**

That the minutes of the meeting of the GMCA Transport Committee held on 14 October 2022 be noted.

**GMCA 189/22            COST OF LIVING AND ECONOMIC RESILIENCE IN  
GREATER MANCHESTER**

Mayor Burnham invited Rick Burgess and Michele Scattergood (GM Disabled People's Panel) to provide information pertaining to the results of the recent Big Disability Survey.

The Survey had been the biggest of its kind in the country. It ran over July and August 2022 and upon closing had received in the region of 1700 responses –

including around 500 pages of comments that allowed for the building of a more qualitative picture.

The results from the survey brought out the cumulative impact that had been building in the community for some time, from austerity, through covid and now into the cost-of-living crisis. Many disabled people already lived in relative poverty, within the region of 50% not being in work. Disabled people were also subject to extra living costs that often went under the radar, on average this was £600 extra per person per month. As an example, disabled people often had extra costs associated with energy costs due to life saving equipment that needed to be on charge at all times. A number of troubling findings from the survey were highlighted, this included that a full third of respondents felt that they could not afford to pay their current bills.

Troublingly the survey was also taken before the latest cost-of-living increases in the autumn.

A number of recommendations arose from the survey, these included ensuring that disabled people had the access they need to information and advice to ensure that they are claiming the right benefits/support packages; the generating and targeting of positive employment programmes; ensuring and promoting good quality work; liaising with utility providers to ensure no disconnections from services; and an ask that the GMCA use it's lobbying powers to support the community and inaugurate a task force.

Councillor Amanda Chadderton, Portfolio Lead for Equalities, Inclusion and Cohesion, was then invited to introduce the latest report updating on cost-of-living pressures and the measures being put in place to address these. It was highlighted that 306 warm banks were now in place across the region, and that research was being undertaken into positive measures taking place in other parts of the country. The Trafford Centre's "10 Weeks to Christmas" donation hubs were highlighted as an example of the region's residents wish to step forward and help. However, it was clear that the government were most needed in terms of stepping forward at this point. It was clear that to stem the further entrenchment of poverty, there was a pressing need for the new Prime Minister to commit to the raising of benefits in-line with the current rates of inflation, and that council budgets be protected to ensure they were able to continue to provide suitable levels of support rather than public

services that were already cut to the bone being expected to find efficiencies that no longer existed.

The Mayor welcomed all the feedback provided and advised that he would liaise with the GM Disabled People's Panel leads to join him in the conversation he was seeking with the 'big five' energy providers with a view to agreeing a moratorium on disconnection from energy supplies over the winter period.

**RESOLVED/-**

1. That the latest assessment, including the findings of the Greater Manchester Disabled People's Panel 2022 Survey be noted.
2. That the GMCA record its thanks to both Rick Burgess and Michele Scattergood for the presentation of the Disabled People's Panel survey results.
3. That the GMCA record its thanks to Councillor Amanda Chadderton for leading on the mobilisation of 306 'warm banks' across GM ahead of the winter period.
4. That the GMCA would lobby government ahead of the 'fiscal event' on 17<sup>th</sup> November on the pressing need to ensure that benefits rise in line with current rates of inflation to combat the further entrenchment of poverty, and that Council budgets be protected to ensure they were able to provide suitable levels of support.
5. That the GM Mayor invite a representative of the GM Disabled People's Panel to join him in the conversation he was seeking with the 'Big Five' energy providers on agreeing a moratorium on disconnection from energy supplies over the winter period.
6. That the GMCA continues to consider the cost-of-living crisis as a specific item each month.

The Mayor invited Reverend Ian Rutherford to provide feedback following the GM launch event for Challenge Poverty Week England and Wales.

The vision for the week had been one of a UK free from poverty, an increasingly difficult vision to keep hold of within the current national context. Many families, households and wider communities faced reduced life chances/expectancies, with people feeling stigmatised, robbed of their dignity, agency, and power over their lives. The keynote speeches given at the event were highlighted, as was feedback and comments subsequently received. It was welcomed that the GMCA now had a portfolio which directly sought to address the cost-of-living crisis.

Councillor Bev Craig, Portfolio Lead for Economy, Business & International, was invited to update members on the cost-of-living crisis from an economic and business perspective. Information coming back from business at the moment indicated that all had concerns around the current rates of inflation, increasing costs and the short-term nature of the support that currently existed. However, it was important to note that less than 3% of businesses across GM were currently considering making redundancies. GM still had a strong story to tell in comparison to many parts of the UK in terms of economic confidence, the region was still seeing new investment and new businesses setting up here as a location. The city region was clearly doing something right in terms of attractiveness and needed to continue that. The importance of a collaborative approach across the region was highlighted, to direct support where needed to business and avert the risk of shedding jobs.

Members noted that a lot of the work mentioned was driven by local authorities, but there was also a lot of positive activity taking place outside of the public service setting, with the work of Greater Manchester Poverty Action being highlighted as a strong example. There was a clear need for their work, particularly the report being currently prepared by them, to be fully incorporated into the range of work taking place through the Tackling Inequality Board.

The Mayor drew the item to a close, noting the challenging winter ahead and the importance of the government's financial statement on 17<sup>th</sup> November, which would

set the tone going forward. In terms of support that could be provided at the local level, it was advised that a number of reports would be submitted to the next meeting of the GMCA, one which would highlight the improvements seen in bus patronage following the introduction of the £2 single fare cap, and another that would set out plans around homelessness and the expansion of 'A Bed Every Night'. The Mayor also updated attendees on the continuing discussions around replicating the Amazon agreement in Fife for the GM region – Wigan was proposed as an initial location for this and a report detailing the plans would be brought to the GMCA.

**RESOLVED/-**

1. That the feedback and suggestions made by cross-sector partners and residents who attended the third party 'Challenge Poverty Week' GM partnership event be noted.
2. That it be noted that the report was viewed with reference to and alongside the GMCA Cost of Living Resilience update, recognising that those responses were immediate, and that the report pointed to the need for GMCA to consider the medium to long term anti-poverty approach across the city-region, and that all recommendations would be addressed at the right level.
3. That the GMCA record its thanks to Revered Ian Rutherford for his presentation of the report.
4. That the work of GM Poverty Action, particularly the report being prepared at present, be fully incorporated into the range of work taking place through the Tackling Inequality Board.
5. That a report be submitted to the next meeting of the GMCA highlighting improvements in bus patronage following the introduction of the £2 single fare cap.
6. That a report be submitted to the next meeting of the GMCA setting out plans around homelessness and the expansion of 'A Bed Every Night'.
7. That a report be submitted to the next meeting of the GMCA providing further detail around the establishing of Wigan as an initial site for replicating the joint venture being rolled out in Scotland between Fife and Amazon.



## **GMCA 191/22      GMCA 2022/23 CAPITAL UPDATE – QUARTER 2**

Councillor David Molyneux, Portfolio Lead for Resources, presented an update in relation to the Combined Authority's 2022/23 capital expenditure programme.

### **RESOLVED/-**

1. That the current 2022/23 forecast of £565.6m compared to the 2022/23 previous forecast of £630.6m and approve changes to the capital programme as set out in the report be noted.
2. That the addition to the Capital Programme of the Air Quality Monitoring project, funded from the Department of Environment, Food and Rural Affairs Air Quality grant as outlined in paragraph 3.12.3, be approved.

## **GMCA 192/22      GMCA REVENUE UPDATE – QUARTER 2**

Councillor David Molyneux, Portfolio Lead for Resources, presented a report informing the GMCA of the 2022/23 financial position at the end of September 2022 (quarter 2) and forecast revenue outturn position for the 2022/23 financial year.

Two issues were highlighted. Firstly, an amendment to a table in 2.3 of the report to incorporate the UKSPF Multiply Programme Grant referred to in 2.2., and secondly, that the forecast outturn had now moved to a forecast deficit outturn of £1.8m following the incorporation of the latest firefighter pay offer of 5% into the budgets – a cost that would need to be picked up locally through reserves.

### **RESOLVED/-**

1. That the 2022/23 forecast outturn position for the GMCA budgets at the end of September 2022 (quarter 2), be noted.
2. That the changes to the GMCA General budget following the confirmation of additional funding during quarter 2 shown in paragraph 2.2, be approved.
3. That the table at 2.3 be updated to incorporate the UKSPF Multiply Programme Grant referred to in 2.2.

4. That it be noted that the forecast outturn has now moved to a forecast deficit outturn of £1.8m following the incorporation of the latest firefighter pay offer of 5% into the budgets – a cost that would need to be picked up locally.

## **GMCA 193/22      GM CULTURAL INVESTMENT APPROACH 2023 ONWARDS**

Councillor Neil Emmott, Portfolio Lead for Culture, was invited to present a report that set out for agreement, a new approach to culture investment by GMCA. This was in response to a request by the GMCA to review the current approach and test if it was still fit for purpose following the difficult few years the cultural sector had gone through. The report included the outcome of consultation on this proposed approach undertaken over summer 2022.

It was hoped that the revised investment approach being proposed would allow the region's cultural organisations to receive the support they needed to survive and indeed thrive through these challenging times.

The revised approach was welcomed, with agreement that it would reaffirm the region's status as a cultural hub and a location for bringing through the talent of the future.

### **RESOLVED/-**

1. That the consultation response to the proposed new approach to GMCA's cultural investment be noted.
2. That the new approach to GMCA's cultural investment be approved.
3. That an indicative investment period of three years subject to annual review and approval of the Culture Fund as part of the GMCA annual budget setting process, be approved in principle.
4. That the timeline for the GMCA Culture Fund to open for bids in preparation for the new investment approach starting from April 2023, be approved.
5. That the decision of the impact tool be noted and that it also be noted that the proposed approach will support equality inclusion, health outcomes and the economy in Greater Manchester.

## **GMCA 194/22      GREATER MANCHESTER CREATE GROWTH PROGRAMME**

Councillor Neil Emmott, Portfolio Lead for Culture, presented a report that sought GMCA agreement to act as the accountable body with the DCMS (Department of Culture, Media & Sport) for the Create Growth Programme in GM, that the Growth Company should act as delivery partner as they did during the pilot, recognising that the Create Growth Programme was a continuation of the Creative Industries Scale Up pilot programme.

### **RESOLVED/-**

1. That the Create Growth Programme in GM be supported.
2. That the proposal that GMCA act as the accountable body with the DCMS for the Create Growth Programme in Greater Manchester funded from a £1.275million Section 31 grant over the period 2022/23 – 2024/25 be approved.
3. That the GMCA enter into a grant agreement with the Growth Company for £1.2m to deliver the programme, as set out in the bid.
4. That the decision of the impact tool be noted, and it also noted that the proposed approach will support equality inclusion, health outcomes and the economy in Greater Manchester.

## **GMCA 195/22      ENERGY COMPANY OBLIGATION 4 (ECO4)**

Councillor Martyn Cox, Portfolio Lead for Green City Region, presented a report seeking GMCA approval to conduct an 'Energy Company Obligation 4 (ECO4) Approved Application Process' exercise for identification of delivery installer(s) in Greater Manchester, specifically for the Flexible Eligibility element.

The report also sought approval for the GM Statement of Intent for ECO4 Flexible Eligibility, setting out the region's criteria for ECO4 Flexible Eligibility. Once agreed, the Statement of Intent would be published on the GMCA website.

### **RESOLVED/-**

1. That the forthcoming funding opportunity presented by Energy Company Obligation 4 (ECO4) and specifically the Flexible Eligibility element be noted.
2. That authority be delegated to the GMCA Treasurer and GMCA Monitoring Officer to:
  - a. Conduct an ECO4 Approved Application Process to produce a list of GM wide ECO4 delivery installer(s).
  - b. Centralise the management of ECO4 Flexible Eligibility on behalf of the 10 districts.
  - c. Receive and defray any concession received to cover internal costs over the ECO4 period.
3. That the GM Flexible Eligibility Statement of Intent (Annex 1) be approved and that authority be delegated to the Chief Executive Officer, GMCA & TfGM to sign the Statement of Intent on behalf of the GMCA and all 10 GM LAs be approved.
4. That the co-benefits assessment of this proposal suggests this project will directly reduce emissions from domestic buildings, in particular the worst performing properties be noted.

**GMCA 196/22      IMPLEMENTATION OF GREATER MANCHESTER VCSE  
ACCORD AND CREATION OF GM VCSE FORUM**

Councillor Gerald Cooney, Portfolio Lead for Communities and Co-operatives, was invited to present a report seeking endorsement for a new tripartite Accord agreement (VCSE Accord) with the VCSE sector following the launch of Greater Manchester Integrated Care in July 2022.

It was also proposed that a system-wide GM Forum be created that would bring together political and officer leads from each district, together with representatives from the Integrated Care System and VCSE Leaders, with the purpose of driving forward the commitments in the VCSE Accord, including strategic partnership working to address the current cost-of-living crisis.

To support the Accord, the Combined Authority and NHS Greater Manchester Integrated Care had equally contributed funding. The funding would ensure the

development of arrangements to facilitate the delivery of a range of enabling activities, which would be jointly agreed by the parties to the Accord within the framework set within the Implementation Plan. It was proposed that these activities follow a three-year planning cycle to enable continuity and sustainability in the VCSE sector's response. Collaborative working with the VCSE sector across Greater Manchester would be vital to support people and communities through the cost-of-living crisis.

The new Accord was welcomed, with the Mayor noting how relationships with the VCSE sector in GM had moved into an increasingly collaborative space over the past five years.

**RESOLVED/-**

1. That the progress update be noted.
2. That the proposal to create a system-wide GM VCSE Forum and provide nominations to join the Forum be endorsed.
3. That local authorities and partners be encouraged to make nominations to the Forum as detailed in the terms of reference.

**GMCA 197/22      INNOVATION GREATER MANCHESTER AND INNOVATION  
ACCELERATOR PILOT**

Councillor Bev Craig, Portfolio Lead for Economy, Business & International, was invited to present a report detailing progress made in developing Innovation Greater Manchester, the Innovation focused delivery arm of the Greater Manchester Strategy, to deliver the Greater Manchester vision for economic growth, and to agree

Governance arrangements for delivery of the Innovation Accelerator pilot being co-designed with Government.

It was noted that recommendation two required a small amendment to incorporate the Lead Chief Executive for Work & Skills.

**RESOLVED/-**

1. That the progress in developing Innovation Greater Manchester, which was supporting the Greater Manchester Strategy commitment to “Realise the opportunities from our world class growth and innovation assets” be noted.
2. That authority be delegated to the Chief Executive Officer, GMCA & TfGM and the GMCA Treasurer, in consultation with the Portfolio Leads and Lead Chief Executives for Economy and Work & Skills, the decision making and sign-off authority for local selection and oversight of the projects to be funded through the Innovation Accelerator pilot. Decisions will be informed by consultation with the Innovation Greater Manchester Board.
3. That it be noted that the innovation accelerator pilot was expected to have direct positive impacts on equality and inclusion, health, resilience and adaptation, economy, and mobility and connectivity. There will be indirect positive impacts on carbon emissions.

**GMCA 198/22            GREATER MANCHESTER ACTIVE TRAVEL PROGRAMME**

Andy Burnham, GM Mayor, presented a report seeking approval of the delivery funding requirements for the Oldham Chadderton Improvements Active Travel scheme, through the Mayor’s Challenge Fund (MCF) Cycling and Walking

programme; and to note the agreed variations in Local Authority budget allocations for GM's Active Travel Fund (Phase 2) programme.

It was advised that Dame Sarah Storey would be invited to the next meeting of the GMCA to provide an update on 'refreshing the mission' around Active Travel.

**RESOLVED/-**

1. That the release of up to £745,000 of MCF delivery funding for the Oldham Chadderton Improvement scheme, set out in section 2 of this report, in order to secure full approval and enable scheme delivery through the signing of the necessary supporting legal agreements, be approved.
2. That the revised GM Local Authority budget allocations for the Active Travel Fund (Tranche 2), following a re-profiling exercise agreed by the Active Travel Programme Board, as set out in section 3 of the report, be noted.
3. That the release of up to £225,508 of development cost funding for the 2 Active Travel Fund (Tranche 3) schemes, set out in section 4 of the report, be approved.
4. That Dame Sarah Storey be invited to the next meeting of the GMCA to provide an update on 'refreshing the mission' around active travel.

**GMCA 199/22                    DELIVERING THE BEE NETWORK: BUS FRANCHISING  
AND FARES, METROLINK FLEET, RAIL INTEGRATION  
AND OPERATION AVRO**

Andy Burnham, GM Mayor, presented a report that provided an update to the GMCA on progress to deliver a number of key elements of the Bee Network.

Councillor John Walsh, Chair of the GMCA Overview & Scrutiny Committee, was invited to provide an update on the Committee's recent review of the Bee Network. Issues highlighted had included overcrowding on Metrolink during major events; safe late night transport services; continued measures to reduce fare evasion; raising the profile of walking & cycling; and the increase of live timetable information at bus stops.

An update was provided to Members on the bus tranches. Each individual tranche would contain several tenders from a mixture of large and small operators. It had been deliberately designed to ensure that all scales of operator could play a part in the competitive process going forward.

The Chair advised that a meeting of Northern City Region Mayors had taken place to specifically consider the situation currently being faced on the national train networks. A statement was subsequently released requesting specific actions in the short, medium and long term. In the short term, it was expected that the new Transport Secretary should, without delay, sign an agreement to allow for rest day working on both Northern and Trans-Pennine Express services. In the medium term, the Trans-Pennine express contract renewal was due to take place on 23<sup>rd</sup> May 2023, if granted this would be an 8-year renewal with a 4-year break clause. As things stood it was hard to suggest that this was earned by their performance, with clear issues at the management level. There was a call for them immediately to be put on probation with a full review of their management structure and working practices. In the long term, conversations with government over devolution of local commuter train services clearly needed to take place.

**RESOLVED/-**

1. That the progress made towards the delivery of the Bee Network be noted.
2. That the comments raised by the GMCA Overview & Scrutiny Committee be noted.
3. That TfGM be requested to submit an update report to the November GMCA meeting and a final report at the December GMCA meeting on the progressing of franchising arrangements.
4. That the statement made by Northern City Region Mayors calling for action in the short, medium and long term to address specific issues raised in the minutes on the national rail network be noted.



**GMCA 200/22            TRANSPORT CAPITAL PROGRAMME AND LOCAL  
GROWTH DEAL**

Andy Burnham, GM Mayor, presented a report that provided an update to the GMCA on progress to deliver key elements of the Local Growth Deal schemes and also requested approval of the draw-down of funding for the development and delivery of schemes within the City Region Sustainable Transport Settlement (CRSTS) and Salford Bolton Network Improvement (SBNI) programmes.

**RESOLVED/-**

1. That the progress made in relation to the Local Growth Deal Transport schemes as set out in Sections 2, 3 and 4 of the report, be noted.
2. That the progress made in relation to the Non-Transport Skills Capital and Economic Development and Regeneration (ED &R) programmes, as set out in Section 5 of the report, be noted.
3. That the funding draw-down request for the SBNI Salford Package 7 (A580 Junctions), as set out in Section 5 of the report, be approved.
4. That the use of returned Life Sciences funds to proceed with Life Sciences 2, as set out in Section 6.5 of the report, be noted.
5. That the funding draw-down request for Farnworth Streets for All, as set out in Section 7 of the report, be approved.

**GMCA 201/22            GREATER MANCHESTER UK SHARED PROSPERITY FUND  
– INVESTMENT PLAN**

Councillor David Molyneux, Portfolio Lead for Resources, was invited to present a report outlining the approach to the implementation of the GM UK Shared Prosperity Fund (UKSPF) and the recommendations of the GM UKSPF Local Partnership Board to the GMCA as the Lead Authority for Greater Manchester in relation to the first round of GM UKSPF investment proposals. The proposals were for the UKSPF Communities and Place and Local Business investment priorities. All of the recommendations would be subject to the government's approval of the GM UKSPF Investment Plan.

## **RESOLVED/-**

1. That 10GM £1,663,571 of GM's UKSPF allocation to deliver activity to support VCSE sustainability and infrastructure across GM to March 2025, as set out within the 10GM proposal, outlined at Section 3 of this report, be granted.
2. That the GM Business Growth Hub £500,000 of GM's UKSPF allocation in 2022/23 to deliver a programme of activity in 2022/23 to support GM businesses with the Cost of Doing Business challenges, as set out within the proposal, outlined at Section 5 of this report, be granted.
3. That a £15m UKSPF funded GM SME (Small and Medium Size Enterprises) Workspace Fund be established and administered by GMCA which will prioritise local authority proposals for the creation of SME workspace in city and town centres and high streets in GM to March 2025. Prioritised proposals within this programme will come to GMCA for agreement in due course.
4. That £2,744,408 of GM's UKSPF allocation over 2.5 years to deliver the activity, expenditure, outcomes and outputs set out in their UKSPF Communities and Place proposal by March 2025, as outlined at Annex A, be granted to Bolton Council.
5. That £1,662,478 of GM's UKSPF allocation over 2.5 years to deliver the activity, expenditure, outcomes and outputs set out in their UKSPF Communities and Place proposal by March 2025, as outlined at Annex A, be granted to Bury Council.
6. That a grant be awarded to Manchester City Council for £2,886,652 of GM's UKSPF allocation over 2.5 years to deliver the activity, expenditure, outcomes and outputs set out in their UKSPF Communities and Place proposal by March 2025, as outlined at Annex A, noting that Manchester City Council will submit a further proposal for their remaining allocation to the GM UKSPF Local Partnership Board in due course.
7. That £2,295,803 of GM's UKSPF allocation over 2.5 years to deliver the activity, expenditure, outcomes and outputs set out in their UKSPF Communities and Place proposal by March 2025, as outlined at Annex A, be granted to Oldham Council.

8. That £2,163,860 of GM's UKSPF allocation over 2.5 years to deliver the activity, expenditure, outcomes and outputs set out in their UKSPF Communities and Place proposal by March 2025, as outlined at Annex A, be granted to Rochdale Council.
9. That £2,243,026 of GM's UKSPF allocation over 2.5 years to deliver the activity, expenditure, outcomes and outputs set out in their UKSPF Communities and Place proposal by March 2025, as outlined at Annex A, be granted to Salford Council.
10. That £2,454,134 of GM's UKSPF allocation over 2.5 years to deliver the activity, expenditure, outcomes and outputs set out in their UKSPF Communities and Place proposal by March 2025, as outlined at Annex A, be granted to Stockport Council.
11. That £1,768,032 of GM's UKSPF allocation over 2.5 years to deliver the activity, expenditure, outcomes and outputs set out in their UKSPF Communities and Place proposal by March 2025, as outlined at Annex A, be granted to Trafford Council.
12. That £1,050,000 of GM's UKSPF allocation be granted to Wigan Council over 2.5 years to deliver the activity, expenditure, outcomes and outputs set out in their UKSPF Communities and Place proposal by March 2025, as outlined at Annex A, noting that Wigan Council will submit a further proposal to the GM UKSPF Local Partnership Board for their remaining allocation in due course.
13. That Subject to GM UKSPF Local Partnership Board recommendation, delegate GMCA approval of Tameside Council's proposal for their UKSPF allocation to the Chief Executive Officer, GMCA & TfGM, GMCA Treasurer and Monitoring Officer in consultation with the Resources and Investment Portfolio Leader to grant up to £1,979,141 of GM's UKSPF allocation over 2.5 years to deliver the activity, expenditure, outcomes and outputs that will be set out in their UKSPF Communities and Place proposal.

**GMCA 202/22      DEVOLUTION OF THE ADULT EDUCATION BUDGET (AEB):  
UPDATE ON COMMISSIONING APPROACH FOR 2023/24**

Councillor Eamonn O'Brien, Portfolio Lead for Education, Skills, Work, Apprenticeships and Digital, was invited to present a report on progress relating to devolution of the Adult Education Budget from 1 August 2023 for the 2023-2024 academic year onwards and setting out the proposed approach to commissioning AEB funded provision for GM residents for 2023/24, including procurement activity.

**RESOLVED/-**

1. That the update on the devolution of the AEB and proposed approach to commissioning AEB funded provision for GM residents for 2023/24, including procurement activity be noted.
2. That approval be granted for the proposed approach to commissioning AEB funded provision for GM residents in 2023/24 which includes:
  - a. Grant funding agreements for the providers identified as being in-scope for block grants, namely further education institutions based within Greater Manchester and those GM local authorities which currently deliver AEB funded provision.
  - b. Procurement of contracts for services for all other providers, including independent training providers, FE institutions based outside of Greater Manchester, and other organisations (which may include the voluntary and community sector)
3. That authority be delegated to the Chief Executive Officer GMCA & TfGM, GMCA Treasurer and Monitoring Officer, in consultation with the Portfolio Lead and Portfolio Lead Chief Executive for Education, Skills, Work, Apprenticeships and Digital (and subject to considerations around any conflicts of interest which might arise), to take forward AEB commissioning, including the procured element, to contract award.

**GMCA 203/22      GREATER MANCHESTER HOUSING INVESTMENT LOANS  
FUND – INVESTMENT APPROVAL RECOMMENDATION**

Eamonn Boylan, Chief Executive of GMCA & TfGM, was invited to present a report seeking the Combined Authority’s approval to the GM Housing Investment Loans Fund (“GMHILF”) loan detailed in the recommendation below.

The report also provided information regarding a loan previously approved by the Combined Authority where an increase in the loan had been approved under delegation.

**RESOLVED/-**

1. That the GM Housing Investment Loans Fund loan detailed in the table below, as detailed further in this and the accompanying Part B report be approved;

Borrower	Scheme	District	Loan
Kellen Homes (GM) Ltd	Mill Vale	Rochdale	£12.581m

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.
3. That the GM Housing Investment Loans Fund loan detailed in the table below, where an increase in the loan has been approved by the GMCA Chief Executive acting in consultation with the Portfolio Lead Leader for Place Based Regeneration & Housing under delegation be noted.

Borrower	Scheme	District	Loan
Blueoak Estates (Manchester) Ltd	Alexander House	Trafford	£11.685m

**GMCA 204/22      GREATER MANCHESTER INVESTMENT FRAMEWORK,  
CONDITIONAL PROJECT APPROVAL**

Councillor David Molyneux, Portfolio Lead for Resources, was invited to present a report seeking approval for a loan to HN Flow Limited (“Hydr”). The loan would be made from recycled funds.

**RESOLVED/-**

1. That the loan facility of up to £350,000 to HN Flow Limited be approved.
2. That authority be delegated to the Combined Authority Treasurer and Combined Authority Monitoring Officer to review the due diligence information in respect of the above loan, and, subject to their satisfactory review and agreement of the due diligence information and the overall detailed commercial terms of the loan, to sign off any outstanding conditions, issue final approvals and complete any necessary related documentation in respect of the loan noted above.

**GMCA 205/22      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 206/22            GREATER MANCHESTER HOUSING INVESTMENT LOANS  
FUND – INVESTMENT APPROVAL RECOMMENDATION**

**Clerk’s Note:** This item was considered in support of the report considered in Part A of the agenda (minute 203/22 above refers)

**RESOLVED/-**

That the report be noted.

**GMCA 207/22            GREATER MANCHESTER HOUSING 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 204/22 above refers)

**RESOLVED/-**

That the report be noted.

Signed by the Chair:

This page is intentionally left blank



**MINUTES OF THE MEETING OF THE  
GMCA OVERVIEW & SCRUTINY COMMITTEE HELD ON 26 OCTOBER 2022 AT  
THE GMCA OFFICES, TOOTAL BUILDINGS, OXFORD STREET, MANCHESTER**

**PRESENT:**

Bolton	John Walsh (Chair)
Bolton	Hamid Khurram
Bolton	Champak Mistry
Bury	Nathan Boroda
Manchester	Greg Stanton
Manchester	Mandie Shilton Godwin
Manchester	John Leech
Oldham	Colin McLaren
Oldham	Umar Nasheen
Rochdale	Ashley Dearnley
Rochdale	Tom Besford
Salford	John Mullen
Salford	Jim King
Salford	Alex Warren
Stockport	Mike Hurleston
Tameside	Naila Sharif
Trafford	Barry Brotherton
Wigan	Joanne Marshall

**ALSO IN ATTENDANCE:**

GM Mayor	Andy Burnham
----------	--------------

**OFFICERS IN ATTENDANCE:**

GMCA	Eamonn Boylan
GMCA	Andy Hollingsworth
GMCA	Sylvia Welsh
GMCA	Ninoshka Martins
TfGM	Steve Warner

**O&SC 28/22                      APOLOGIES**

Apologies for absence were received from Councillors Elise Wilson (Stockport) and Amanda Peers (Stockport).

**O&SC 29/22                      CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS**

There were no Chair's announcements or urgent business.

**O&SC 30/22                      DECLARATIONS OF INTEREST**

There were no declarations of interest raised in relation to any items on the agenda.

**O&SC 31/22                      THE MINUTES OF THE MEETING HELD ON 28  
SEPTEMBER 2022**

**RESOLVED /-**

1. That the minutes of the meeting held on 28 September be approved as a correct record.
2. That it be noted that the Task and Finish exercise into Integrated Water Management had begun and members from those areas not represented were further encouraged to engage.

3. That it be noted that Cllr Mike Hurleston and Cllr Joanne Marshall expressed an interest in being part of the Integrated Water Management Task and Finish Group.
4. That it be noted that Cllr Greg Stanton would feed in work being undertaken on this subject in Manchester City Council where relevant.

**O&SC 32/22**

## **DEVOLUTION TRAILBLAZER UPDATE**

The GM Mayor, Andy Burnham introduced the report and updated members on the recent discussions held on the Trailblazer Devolution negotiations between Greater Manchester and the UK Government.

Members welcomed the report and expressed their thanks for the work that had been done by the team to progress work despite the recent uncertainty in Government.

In considering the funding consolidation and accountability policy area, the approach to exploring land value capture mechanisms was welcomed and members suggested the need for officers to explore the benefits aligned to GM. The Mayor agreed with the comments and noted that this was a crucial step in setting up the infrastructure for a wider integrated transport network whilst also being able to raise revenue locally, however, this approach would require cross party support and a mechanism to ensure benefit equity across GM.

As part of the recent negotiations GM had put forward a proposal for a single block grant to allow GM much greater funding flexibility. A member therefore sought to understand whether there was an element of risk of being excluded from any further funding with this approach. Officers advised that the intention behind this proposal was to move away from a complete dependence on a competitive bidding process and to have a mature devolution system. This proposal would not withstand the risk of GM being precluded from any funds that might be on offer.

The benefits of a Combined Authority model in a regional context were noted. A single block grant funding model would allow GM further control over how resources would be deployed. To ensure success of this model and empower devolution in GM communities, it was crucial for GM to have a strong financial base and the position this needed to be re-iterated to Government.

In response to a member's query regarding changes to the business rate retention scheme, it was clarified that any alteration to existing Local Authority mechanisms would be made through the appropriate governance arrangements and in agreement with the 11 accountable bodies, confirming the GMCA and the 10 GM Districts were the accountable bodies.

Members noted the need for improved partnership working to maximise the positive benefits of devolution and to have greater impact on the health of residents. The Mayor noted the comments and stated the need for a more preventative community approach. It was noted that despite the challenges there had been great success in what GM had been able to achieve as a result of greater alignment to a single shared objective. The Mayor went on to share the headlines from the recently issued Health Foundation report that had been produced by the University of Manchester and the University of Melbourne. The report clearly outlined that GM had a rising life expectancy noticeable in more deprived communities in comparison to other areas, which was seen as huge success. It was agreed that the report and further examples on the success of devolution would be shared with members.

It was noted that as a result of devolved powers, GM had been able to deliver an improved offer for GM residents and therefore 'positive impact' should be built into the outcomes framework. Members urged that the impact of the Trailblazer needed to be evidenced by a positive change in the lives of residents.

To ensure effective accountability under the Levelling Up White Paper, it was felt that clear and simplified outcomes would need to be published to create awareness of the various accountable bodies' responsibilities. This would enable members of the public to discern the credibility of decisions and clearly identify the decision maker.

Members were keen to ensure that the proposal to Government included a position statement that any benefits from the Devolution Trailblazer would remain in GM.

In discussing the proposal around the Adult Education Budget, the Mayor explained that GM needed a clear devolved role in the wider skills system to enable GM to work with providers to align the local skills offer to meet the needs of local businesses and residents.

In response to a member's query on how devolved power would empower communities whilst ultimately tackling health inequalities, the Mayor provided the Committee with an overview of the Levelling Up White Paper proposal. Through this proposal GM would be able to raise the standards in the Private Rental Sector and hold private landlords accountable to maintain housing quality and standards. Members were also advised of the Housing Quality Pathfinder through which different regulators and levers would be utilised to drive-up standards.

In considering the role of the revised scrutiny arrangement, it was suggested that the Committee would be best placed to track and measure the progress of Trailblazer proposals. It was reported that as part of the Trailblazer discussions, GM had also engaged with officials to improve the quality of the sub-national datasets available to the city-region. Improved quality of the sub-national datasets would enable more effective research and inform policymaking decisions. Members were therefore requested to think about specific datasets that would be helpful in supporting effective scrutiny.

The Committee was informed of the meeting that had been scheduled with the Chairs of other Scrutiny Committees within Mayoral Combined Authorities. The Chair advised of his intention to discuss a potential shared approach to the effective scrutiny of the devolution trailblazer deal with a view to providing an update outlining the discussions and proposed approach. The GM Mayor welcomed this shared approach and commented that a clear scrutiny programme could add further value to the negotiations for a further devolution deal.

## **RESOLVED /-**

1. That the contents of the report, including the implications of new forms of financial freedom, new forms of accountability to Whitehall, and the potential for GMCA to take on wholly new functions or responsibilities be noted.
2. That officers be requested to circulate the Health Foundation report on the findings of the University of Manchester and the University of Melbourne.
3. That the Committee be requested to consider potential data gaps which could be requested from Government to support the performance monitoring of the implementation of the trailblazer in GM.
4. That officers be requested to ensure that the 'positive benefit' element be included as one of the key principles to measure the success of Trailblazer deals and that comments from Committee be reflected in the trailblazer negotiations.
5. That it be noted that the Chair proposed to meet with the Scrutiny Chair of the West Midlands Combined Authority to consider a potential shared approach to scrutiny of the Trailblazer going forward.

## **O&SC 33/22BEE NETWORK OVERVIEW**

The GM Mayor Andy Burnham introduced a report which provided an update on the progress made towards delivering a number of key elements of the Bee Network, including bus fares, fleet, and depots, notably the most significant changes for the transport network in GM for many years.

Further clarity was provided on the timetable moving towards full franchising of the bus network; Tranche 2 (north of city region) was due to commence on 31st March 2024 and Tranche 3 (south of city region) by 5th January 2025, resulting in a fully operation Bee Network.

Bringing stability to the network at a time of great economic uncertainty was seen as a vital step in delivering the GM Strategy ambitions.

Given the considerable investment in the Transport network, members sought to understand whether there were any plans to support the night-time economy through implementation of additional late-night services. The Mayor noted the comments and agreed that this was a crucial step in unlocking the barriers to the night-time economy. However, it was explained that this would require significant subsidy from the GMCA, which at present was not available. Notwithstanding that, discussions would continue with Government to secure a financial settlement to stabilise the network and counteract the unforeseen costs as a result of reduced patronage and the increasing cost of energy supply.

Safety and security on the network were also highlighted as significant barriers to increasing patronage. Members were advised that considerable amount of work was underway around managing access and working alongside TfGM TravelSafe Partnership, to improve safety across the Network to build the trust of residents. The Mayor also advised that the results of the recent launch of 'Operation AVRO' by GMP had provided residents with improve safety on the network and had assisted with increasing fare evasions, amongst other criminal issues.

Safety on the roads also remained a concern for Members, the Committee were advised that there were elements within the CRSTS programme of activity to improve active travel schemes to make it more appealing to walk and cycle. The Mayor suggested that it was a timely opportunity to review the speed camera network in GM in conjunction with Community Speed Watch.

GM was now in receipt of 27 additional new trams that would be used to offset demand during peak hours, including the increased number of visitors to the region for specific events. Members were assured that TfGM would continue to work with event organisers and all transport providers to address overcrowding on trams as a result of high volumes of passengers.

In response to a member's query regarding the procurement process for bus franchising, officers advised that the process had been designed to encourage different sizes of bus operators to bid in each of the three tranches.

It was noted that the Bee Network was a critical enabler of Greater Manchester's ambitions to achieve Net Zero, with improved road safety to be considered as an integral mechanism to encourage active travel. A member sought to understand the progress made in the introduction of the Bee Bike Scheme and the impact of behavioural change. It was agreed that a report outlining the impact on investment would be circulated to members as appropriate. It was reported that the scheme was already exceeding its predicted patronage levels.

Members asked if bus franchising would allow for a greater control of regular and punctual services especially in those outlying areas in GM, given the limited transport connectivity. Bus Franchising would also enable improved performance monitoring, access to real time information and the ability to hold the GM Mayor to account for delivery.

With regards to the Vantage service, a member reported that as a result of the subsidised fares this service had been oversubscribed. It was agreed that officers would provide a full update on the current state of operations and passenger usage on the V2 service to Councillor Joanne Marshall.

**RESOLVED /-**

1. That the content of the report, and the progress made towards delivering the Bee Network be noted.
2. That officers be requested to submit a report to the Committee on the provision of real time information through the bus franchising system roll out in due course.



3. That officers be requested to provide an update on the current state of operations and on passenger usage on the Vantage V2 service to Councillor Joanne Marshall.
4. That officers be requested to submit a report to the Committee providing and update on behavioural change as a result of the investment into active travel at an appropriate opportunity.

**O&SC 34/22            WORK PROGRAMME & FORWARD PLAN OF KEY  
DECISIONS**

**RESOLVED /-**

1. That the Overview & Scrutiny Work Programme for the forthcoming months be noted.
2. That a report on the roll out of digital fibre be brought to a future meeting of the Committee.

**O&SC 35/22            FUTURE MEETING DATES**

**RESOLVED /-**

That the following dates for the rest of the municipal year be noted:

- Wednesday 23 November
- Wednesday 14 December
- Wednesday 25 January
- Wednesday 8 February
- Wednesday 29 March

Signed by the Chair: (to be printed off and signed by the Chair at the next meeting)

This page is intentionally left blank

## Greater Manchester Combined Authority

Date: 25<sup>th</sup> November 2022

Subject: Cost of Living and Economic Resilience in Greater Manchester

Report of: Councillor Bev Craig, Portfolio Lead for Economy & Business and Councillor Amanda Chadderton, Portfolio Lead for Equalities, Inclusion and Cohesion.

---

### PURPOSE OF REPORT:

To provide GMCA with an update on the cost of living pressures on residents and businesses in Greater Manchester, and some of the measures being put in place by the GMCA and partners to respond.

### RECOMMENDATIONS:

That the GMCA note:

- The latest assessment and emerging response, and give views on the next steps in that response.
- The intention to launch the Greater Manchester project with the National Family Centre and Amazon and to provide appropriate support to contribute to the success of this.

BOLTON  
BURY

MANCHESTER  
OLDHAM

ROCHDALE  
SALFORD

STOCKPORT  
TAMESIDE

TRAFFORD  
WIGAN

## CONTACT OFFICERS:

Andrew Lightfoot, Deputy Chief Executive, GMCA

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

Simon Nokes, Executive Director Policy & Strategy, GMCA

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

## Equalities Impact, Carbon and Sustainability Assessment:

Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion		
Health	N/A	
Resilience and Adaptation	N/A	
Housing		
Economy		
Mobility and Connectivity		
Carbon, Nature and Environment		
Consumption and Production		
Contribution to achieving the Greater Manchester Carbon Neutral 2038 target.		

*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>	
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 The Cost of Living crisis is continuing to have significant impacts on residents, businesses and other organisations in Greater Manchester. The key findings from wave 4 of the Greater Manchester Residents Survey, conducted between 20<sup>th</sup> October and 3<sup>rd</sup> November show:

- The impacts of the crisis are now reaching far beyond 'disadvantaged' parts of the population: according to wave 3 of the Greater Manchester Residents Survey, 4 in 5 (82%) Greater Manchester (GM) respondents say their cost of living has increased over the past month and a similar proportion (81%) are worried about the rising cost of living.
- A third (33%) of GM households have borrowed more money or more used credit in the past month, compared with this time last year. This remains substantially higher than the national figure of 20%, but does represent a small decline from 35% of GM respondents in September. The most common ways of borrowing are credit cards (51%), loans from friends and family (44%), or bank overdrafts (33%).
- Some parts of the population are more likely to be worried about their costs of living than others. Whilst 81% of the population as a whole report being worried, this figure is higher among parents of children under 5 (89%), disabled respondents (86%) and those aged 25-34 (88%).
- Almost half of GM households would be unable to pay an unexpected but necessary expense of £850, suggesting many could now be substantially impacted, for example, by rapidly rising interest rates - 41% of GM households would not be able to afford to do so (compared to 43% in September), compared to 30% of households nationally.
- A third (34%) of GM homeowners are already finding it difficult to pay their mortgage, whilst almost half (47%) of renters are having difficulties with rent payments.

- 1.2 The Cost of Living dashboard now includes a further breakdown of Citizens Advice issues reported by Greater Manchester residents. The data here show an increase in the number of debt related enquiries made to Citizens Advice. There were 63,114 debt related enquiries made to Citizens Advice by GM residents in the period April – October 2022, this represents a 4% increase since the same period in 2021 and a 61% increase since the same period in 2020. In 2020, fuel debts accounted for 9% of all debt enquiries, in comparison with 2022 when fuel debts represented nearly one fifth (19%) of all debt enquiries made by GM residents to Citizens Advice.
- 1.3 When looking into demographic breakdowns of the data provided by Citizens Advice, around 60% of all those who make enquiries related to benefits and tax credits are disabled or have a long term health condition. This is consistent over time, when comparing October 2022 with October 2021 and October 2020, the proportion of those seeking advice for benefits and tax credit related issues stood between 58% and 62% of those seeking advice for these issues.
- 1.4 The Cost of Living dashboard also now includes a measure on shoplifting across Greater Manchester, as we aim to understand whether a rise in cost of living causes an increased level of shoplifting. This metric also covers the proportion of shoplifting offences committed by first time offenders. When comparing September 2022 with September 2021, there has been an increase of 280 shoplifting offences across Greater Manchester. There is also an increase in the proportion of these offences committed by first time offenders from 25.45% to 30.49%.
- 1.5 Enquiries related to personal independence payment, fuel, fuel debt and food banks have all risen since April 2020, these are all deemed to be Citizens Advice 'Cost of Living Indicators.' Fuel related enquiries were most common out of these categories in October 2022, with 4407 fuel related enquiries being made by GM residents. September 2022 was the first time this was the most common enquiry, as previously the most common cost of living related enquiry was consistently personal independence payments.



- 1.6 This report sets out the latest indicators and analysis on the Cost of Living and Economic Resilience. They include inflation and its direct impacts, but also some of the remaining impacts of the Covid-19 pandemic and changes due to the UK's exit from the European Union. It also summarises some of the emerging responses to those insights.
- 1.7 The assessment is based on two dashboards: on the Cost of Living, and on Economic Resilience.
- 1.8 The Cost of Living dashboard is designed to specifically track the cost-of-living in GM in comparison to England and the North West on a monthly basis. It allows for comparison between each Greater Manchester local authority, the city region as a whole, the North West and the whole of England.

The data is divided into eight sections:

- Housing and Homelessness provides data on housing support and temporary accommodation use in GM.
- Employment, Finances and Welfare provides leading indicators on personal finances, financial support and living costs.
- Food provides data on food poverty and support in GM.
- Fuel provides the latest data on fuel prices and energy costs.
- Crime provides data on domestic abuse incidents, acquisitive crime and shoplifting in GM.
- Fire provides the data on the number of cost of living related incidents recorded by Greater Manchester Fire and Rescue Service. At time of data collection, there had not been any incidents recorded as cost of living related on the GMFRS system.
- Digital Exclusion provides data from the GM Residents Survey which focuses on the level of digital exclusion felt by Greater Manchester residents.
- Health and Wellbeing provides data from the GM Residents Survey focused on the wellbeing of Greater Manchester residents and the impact the rise in cost of living has on this.

The dashboard also contains two direct links to:

- Citizens Advice Greater Manchester dashboard which provides data on the issues presented to Citizens Advice services by Greater Manchester residents. This data covers from April 2020 to October 2022 and can be broken down by types of issue, client demographics and the channel through which the client has accessed support.
- Cost of Living analysis focused on data from CACI. This dashboard presents CACI estimated predictions data that focuses on GM average spending on gas, electric and oil and mortgages, as well as, mean net disposable income. This data is presented at LSOA level and is a snapshot in time from Spring 2022.

1.9 NHS GM is currently working with GMCA to incorporate appropriate health and care measures into the GM Cost of Living Dashboard in future editions. The monthly update will also be presented to the ICP Board and ICB as well as being cascaded through other significant parts of the GM health and care system such as place based leads and provider collaboratives. In addition, NHS GM will broaden representation (including from clinicians) at the GM Cost of Living response group as part of ensuring a whole system response to the cost of living crisis.

1.10 The latest version of the dashboard can be viewed live at this link (and is attached as a PDF report): [Workbook: Cost of Living \(gms.tableau.nhs.uk\)](https://gms.tableau.nhs.uk/workbook/Workbook: Cost of Living)

1.11 The Economic Resilience Dashboard aims to provide up to date intelligence on the conditions in the Greater Manchester economy.

The data is divided into seven sections:

- Labour Market provides leading indicators on employment and economic activity.
- Household Finances and Cost of Living provides data on pay, debt and inflation.

- Business Outlook provides data gathered by GM based organisations on business sentiment and confidence.
- Business Lending and Credit Risk provides information on coronavirus support measures and SME Lending.
- Behavioural Insights provides information on the movement of people across GM.
- International Trade provides the most up to date information available on exports at different geographies.
- National Indicators provides leading indicators on the state of the economy nationally.

1.12 The latest version of the dashboard can be viewed live at this link (and is attached as a PDF report): [GM Economic Resilience Dashboard: About – Tableau Server \(gmtableau.nhs.uk\)](https://gmtableau.nhs.uk)

## **2. HEADLINES FROM THE COST OF LIVING DASHBOARD AND GM ECONOMIC RESILIENCE DASHBOARD**

- 2.1 In response to rising inflation, the Bank of England raised interest rates to 3% in November. Inflation rose to 11.1% in October, an increase of 1 percentage point on the previous month. The Bank said higher energy prices and higher prices on imported goods have been the greatest contributors, however, there are domestic pressures too. The 11.1% rate of inflation recorded in October is the highest since October 1981. The Bank expects inflation to remain above 10% for the remainder of 2022 and Q1 2023, before declining sharply from the middle of next year.
- 2.2 In addition, the Bank of England now believes UK economy went into a downturn in the summer and expects it to continue for around two years. Gross Domestic Product (GDP) contracted by 0.5% in Q3 and is projected to decline by 0.3% in Q4. The downturn is projected to continue throughout 2023 and the first half of 2024. The weakness in GDP partly reflects the squeeze on real incomes from higher global energy and tradeable goods prices.

- 2.3 The Bank of England's forecasts are broadly consistent with the findings of CIPS/Markit Purchasing Managers Index for October. Both Manufacturing and Services PMI's are below the 50.0 threshold that indicates growth (46.2 and 48.8 respectively). Construction PMI improved slightly to 53.2 October.
- 2.4 Furthermore, UK Consumer Confidence remains low. Consumer Confidence improved by two points to -47 in October, however, this score is lower than at any point during the pandemic or the financial crisis.
- 2.5 The latest labour market data shows that the volume of claimants for both unemployment benefits and Universal credit remained steady in the last month in Greater Manchester (albeit at levels well above those prior to the pandemic). However, rates of economic inactivity have begun to rise again in the North West and are now equivalent to the highest inactivity rates reached during the pandemic.
- 2.6 The latest Growth Company survey highlights the rise in the proportion of businesses reporting cash reserves that can support activity for over six months. This declined from 75% last month to 69% this month. The Growth Company report that micro-size firms and those in leisure related industries are reporting the most risk.

### **3. DEVELOPING RESPONSE TO THE IMPACT OF THE COST OF LIVING CRISIS ON RESIDENTS**

- 3.1 **Local Responses to the Cost of Living.** A wide range of measures are being put in place by Greater Manchester's local authorities to respond to cost of living impacts on residents, businesses and other organisations. It is at the local authority level where the greatest understanding of local need lies and indeed where much of the financial assistance, support and advice is based.

- 3.2 As the impact of the increased cost of living has been realised, a number of local packages of support are being put in place. For example, Oldham Council have developed and approved a comprehensive package of support for residents, including a £3 million investment in local services, support and funding to help reduce the impact of the cost-of-living crisis on all of Oldham's households but also to widen the safety net for those residents most vulnerable to financial crisis. The report can be found here: [Decision - Oldham's Cost of Living Response](#). Manchester City Council have agreed a support package of over £8m to support residents, as part of a Cost of Living Action Plan, as well as continuing support for children on Free School Meals during the holidays and an expansion of the Local Welfare Fund to provide emergency hardship support and continuing the city's emergency food response. The agreement at Full Council can be found here: [Agenda for Council on Wednesday, 5th October, 2022, 10.00 am \(manchester.gov.uk\)](#).
- 3.3 Through the GM Cost of Living Response Group the full range of locality level responses is being drawn together so that other good practice can be highlighted, both in terms of what action is being taken and how this is being delivered. This will be collated in an easy read format so that each of the ten localities can quickly identify what each is doing, or planning, as well as key contacts to connect with.
- 3.4 **Greater Manchester Project with the National Family Centre and Amazon.** The National Family Centre and Amazon are developing plans which bring together the hyper-local knowledge and networks of small and medium sized charities and the logistics expertise of business to support people at this time of need. These are based on the Big House project, coordinated in Fife, Scotland, by The Cottage Family Centre and their patron former Prime Minister Gordon Brown. Using logistical expertise, warehouse staff and donations of surplus goods from Amazon, the project provided a logistical bridge between retailers with surplus goods and thousands of families who need them.
- 3.5 Building on the experience and expertise gathered from The Big House project, there is an opportunity to expand this service across the UK, with a pilot in GM,

starting small, and building towards a national programme that is sustainable and scalable. Following scoping work, The Brick in Wigan has been identified as the coordinating charity organisation and the base from which the project will start.

3.6 Inspired by the work of the Cottage Family Centre, an umbrella organisation called the National Family Centre will provide support and learnings and will campaign on issues of poverty and pollution and build a coalition of businesses who want to give back to their community this winter. The National Family Centre is in the process of being set up. The intention is for this to be the first step in establishing a UK-wide network of hubs.

3.7 As the project moves forward in GM, Amazon have agreed to donate logistics support including:

- Expertise to set up a warehouse facility;
- Provision of warehouse staff for between 9-12 months and support to train service users to become warehouse operatives;
- Reliable donations of surplus goods;
- Support with 'last mile' delivery of packaged goods to collection sites; and
- Cash donation to the lead local charity partner.

Additionally, the National Family Centre network will provide:

- Communications and fundraising support;
- Support to develop a robust referrals process that works in Greater Manchester;
- Guidance to develop a network of coordinating charities to share learning and continually improve the service; and
- Promotion of the work going on in Greater Manchester through its networks and events.

3.8 GMCA is asked to provide support and leadership to make this project successful across GM. This would include collaboration to:

- Drive the ambition for it to be a successful project, scaling across the city-region once the initial system is working;
- Help connect a network of local VCSE organisations who could become referring partners;
- Help to bring on board other corporate partners to donate goods or other services;
- Support the development of plans to ensure that the project can become a self-sustaining model after 9-12 months

### 3.9 **Expansion of ‘A Bed Every Night’ Provision across Greater Manchester.**

Additional funding to further accommodate and support people at risk of rough sleeping is being committed from Mayoral funds and will expand and compliment local authority provision. ‘A Bed Every Night’ provides critical capacity to ensure that no one needs to sleep rough in Greater Manchester. £460,000 additional funding will support a further 86 bed spaces, to the existing 520, across Local Authorities provided year round. It will also provide flexible funding for an additional 800 bed nights to be used on a flexible basis in response to demand.

3.10 The additional capacity will cover the winter months and be available from the end of November. Despite huge progress in reducing rough sleeping in Greater Manchester over recent years the Cost of Living crisis makes further progress challenging given further unaffordability of housing, alongside other basic utilities which continues to rise faster than welfare support. This not only pushes people into homelessness but traps them there, unable to move on from temporary settings. This is especially affecting larger families (benefit capped to 2 children) and single adults under 35 (single room allowance).

3.11 **Warm Spaces Network across Greater Manchester.** The cost-of-living crisis is already affecting millions across the UK, with many reporting they will be unable, or are simply too worried, to switch on their heating in the coming months. In Greater Manchester everyone should have a warm and welcoming space to go to this winter, which is why a network of community organisations, libraries, businesses

churches and other faith groups across the UK have opened their doors to provide exactly that.

3.12 There are currently 306 Warm Spaces confirmed across the city region and it is expected that this number will grow over the next few weeks as further grant funding applications from community-based organisations are processed.

3.13 A GM Warm Spaces Network has been established that comprises of Local Authority, Health, VCSE, and other key stakeholders. The aim of this network is primarily to share good practice, identify additional support requirements and share data and useful insights.

3.14 The inaugural Warm Spaces Network meeting took place on Friday 11th November with all attendees providing a comprehensive update. Headlines included:

- All GM libraries have signed up to be Warm Spaces and they have also signed up to be Databanks.
- Training packages have been developed to support staff/volunteers which include Safeguarding and “How to have an empathetic conversation.”
- Some Warm Spaces especially those provided by the Faith Sector are also providing a hot meal.
- Some localities have allocated specific budgets to provide small grants to community-based organisations to support the establishment of a Warm Space or to provide an extension to an existing offer.
- In contrast other localities highlighted the need for funding to support this initiative with many smaller organisations already struggling to keep their community buildings open due to the rise in energy bills.
- There is a diverse range of support and activities provided at each Warm Space and this is dependent on the provider and the needs of the local community. Examples include: money & debt advice; CAB Navigators; Illegal Money Lending Team; GMFRS Home Safety Visits; Signing visitors up for flu/covid vaccines; Digital Skills; Income Maximisation.



- Partners specified that all their Warm Spaces have to ensure they are providing a dignified offer therefore, data and insights will be captured anonymously and will be reliant on staff/volunteer/partner observations and anecdotal evidence.

3.15 TFGM and GM Community Transport have offered to support this initiative and local leads have been advised to connect with their Community Transport Lead.

3.16 The GM Warms Spaces Network is encouraging all partners to register their Warm Spaces on the Warm Welcome website which provides an interactive location-based mapping tool that allows residents to find Warms Spaces near them along with a description of the facilities available.

3.17 **Health Impact and the Cost of Living.** The increase in the cost of living can have a detrimental impact on resident's physical and mental health. To better understand this a number of indicators are being considered to inform the Cost of Living dashboard, for example Mental Health Referrals. A range of actions are also underway across localities and sectors in the health and care system to respond. Examples of actions already in progress include:

- NHS GM broadening representation, to include clinicians, at the GM Cost of Living response Group to ensure a whole system response
- NHS GM and the wider health care system working with GMCA to strengthen the Helping Hand online platform and to increase awareness of it across the entire health and care system. A public information campaign highlighting issues across mental health & wellbeing and the cost of living is also planned in coming weeks.
- Provider Trusts engaging with NHS GM Place Based Leads to explore what further action can be taken to increase awareness and utilisation of hospital transport offers to ensure people do not miss appointments due to of travel costs.

- NHS GM utilizing its channels and networks to amplify ongoing work aimed at connecting people to additional support that they are eligible for with a particular focus on Pension Top Up and Healthy Start vouchers and ensuring that practitioners working with the eligible cohorts are systematically seeking to support people to maximise their income.
- NHS GM self-assessing the extent to which it is a 'good employer' as set out in the GM Good Employment Charter, including progressing ongoing work around becoming a Real Living Wage employer and applying this standard to its supply chain
- The GM System Operational Response Taskforce (SORT) group is coordinating a mapping exercise with localities on responses to the cost-of-living crisis. As part of this process, localities have requested a GM level analysis of medical devices used at home that may be impacted by rising energy prices along with the average costs of running these.
- The GM NHS Workforce Wellbeing Programme is delivering a range of workshops and masterclass sessions to support individual financial wellbeing, focusing on financial housekeeping, food use, debt management and fuel costs.
- NHS GM has also co-invested in the production of a GM "Winter Wise" guide aimed at providing advice and guidance to older adults and those who support them around staying well, staying warm and staying safe this winter. This includes a significant amount of advice and guidance around the cost-of-living impacts.

#### **4. DEVELOPING RESONSE TO THE IMPACTS ON BUSINESSES**

- 4.1 In response to the increased costs for businesses, partner organisations across Greater Manchester are mobilising activity and pivoting existing interventions in response, focused on helping businesses to manage increased costs and reduce their energy bills. These actions will continue to develop over the coming months, informed by the macroeconomic context and any further announcements from the government, including the impacts of the Autumn Statement.
- 4.2 The Business Growth Hub has developed a suite of interventions to take a leading role in supporting businesses to manage the increasing costs of doing business. The ongoing programme on decarbonisation continues to support businesses to adopt and implement energy efficiency measures to reduce costs in both the short and longer term. Other activity in support includes the following:
- **A series of workshops called Strive and Thrive** to help companies develop a plan to respond to the current economic situation, looking at areas such as operational costs including reducing waste, achieving better returns on investment, staff productivity, and payments etc.
  - **Events, Drop-in Clinics and Seminars** – all future ‘Match’ networking events will focus on current business challenges. The last event in October focused on the energy crisis, with the next two focusing on finance & costs and leading in challenging times. All Account Managers are hosting drop-in clinics within their dedicated local authority areas and a series of seminars aimed at micro businesses and those in the foundational sectors will be delivered across the Local Authorities.
  - **Access to Finance.** The team have developed a cohort programme which works with businesses to understand their costs, their cashflow and their income patterns with the aim of helping business owners understand where efficiencies can be made and where costs can be reduced, enabling the finance cycle to work in the best way for the business.

- 4.3 **Good Employment Charter.** Over 1,300 employers are engaged with the Charter Unit, with close to 500 Supporters Members. In November, the Charter hosted an event titled 'Financial Wellbeing: The Cost of Living Crisis and Talk Money Week', focused on how Good Employment Charter employers can support their people through challenging times, run in collaboration with the Money and Pensions Service
- 4.4 **Real living wage campaign.** There are over 530 Living Wage accredited employers in Greater Manchester who have made the public commitment to pay all of their staff and first line suppliers at least the real Living Wage. A series of events were delivered during Living Wage Week to raise awareness and encourage employers to adopt the rate, with a mix of online and in person events hosted across the city region. Each event was tailored to a different audience, making the business, moral, and ethical case to employers to the real Living Wage. Manchester City Council announced their Living Wage City Status at their Full Council Meeting on 5th October, and organised a celebration event during Living Wage Week to celebrate over 200 accredited employers.

# Economic Resilience Dashboard

Tracking the Greater Manchester Economy



economy, recovery from the Covid-19 crisis and other emerging issues.

The data is divided into seven sections:

- **Labour Market** provides leading indicators on employment and economic activity.
- **Household Finances and Cost of Living** provides data on pay, debt and inflation.
- **Business Outlook** provides data gathered by GM based organisations on business sentiment and confidence.
- **Business Lending and Credit Risk** provides information on coronavirus support measures and SME Lending.
- **Behavioural Insights** provides information on the movement of people across GM.
- **National Indicators** provides leading indicators on the state of the economy nationally.
- **International Trade** provides the most up to date information available on exports at different geographies.

The economic data in response to Covid-19 and other events 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



88,610

GM residents were in receipt of unemployment benefits in October, a decrease of 0.7% since September.



1,062,475

The number of people neither working nor seeking employment stood at 1,062,475 (23.6% of working age population) in the three months to September in the North West.



11.1%

UK Inflation as measured by the Consumer Price Index was 11.1% in the 12 months to October '22. This was a 1 percentage point increase on the September figure of 10.1%.

In response to rising inflation, the Bank of England raised interest rates to 3% in November. Inflation rose to 11.1% in October, an increase of 1 percentage point on the previous month. The Bank said higher energy prices and higher prices on imported goods have been the greatest contributors, however, there are domestic pressures too. The 11.1% rate of inflation recorded in October is the highest since October 1981. The Bank expects inflation to remain above 10% for the remainder of 2022 and Q1 2023, before declining sharply from the middle of next year.

In addition, the Bank of England now believes UK economy went into a downturn in the summer and expects it to continue for around two years. GDP contracted by 0.5% in Q3 and is projected to decline by 0.3% in Q4. The downturn is projected to continue throughout 2023 and the first half of 2024. The weakness in GDP partly reflects the squeeze on real incomes from higher global energy and tradeable goods prices.

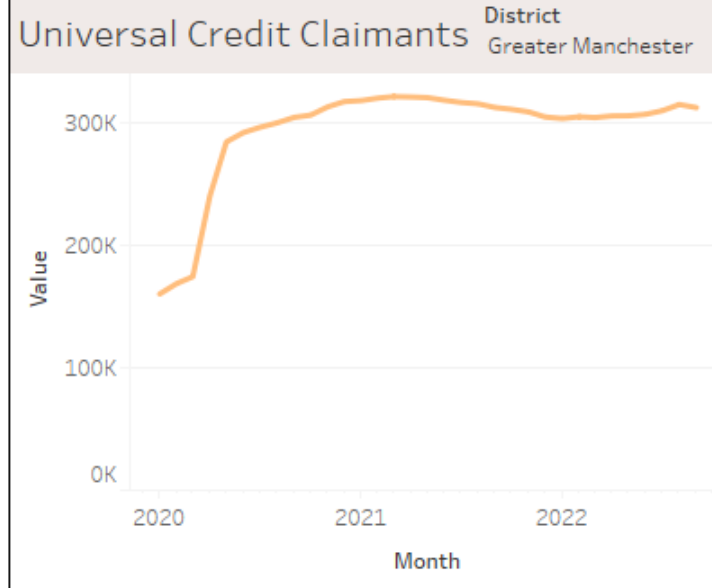
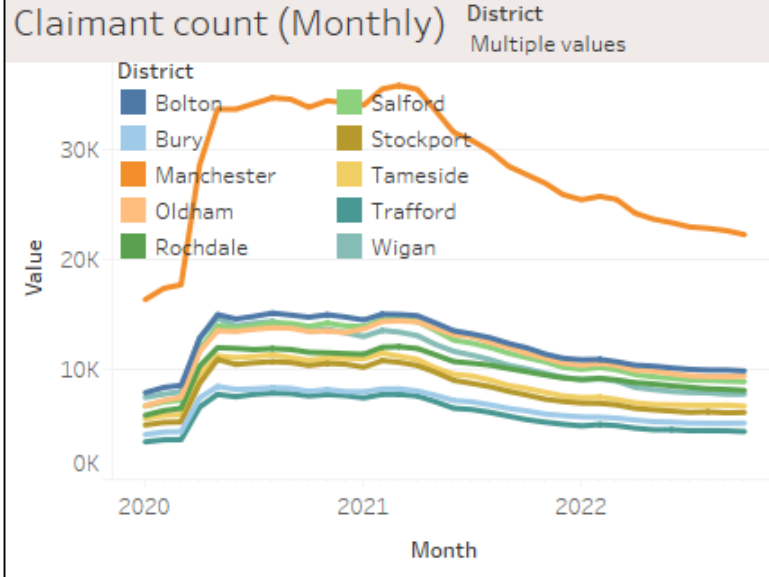
The Bank of England's forecasts are broadly consistent with the findings of CIPS/Markit Purchasing Managers Index for October. Both Manufacturing and Services PMI's are below the 50.0 threshold that indicates growth (46.2 and 48.8 respectively). Construction PMI improved slightly to 53.2 October.

Furthermore, UK Consumer Confidence remains low. Consumer Confidence improved by two points to -47 in October, however, this score is lower than at any point during the pandemic or the financial crisis.

The latest labour market data shows that the volume of claimants for both unemployment benefits and Universal credit remained steady in the last month in Greater Manchester (albeit at levels well above those prior to the pandemic). However, rates of economic inactivity have begun to rise again in the North West and are now equivalent to the highest inactivity rates reached during the pandemic.

The latest Growth Company survey highlights the rise in the proportion of businesses reporting cash reserves that can support activity for over six months. This declined from 75% last month to 69% this month. The Growth Company report that micro-size firms and those in leisure related industries are reporting the most risk.

## Labour Market

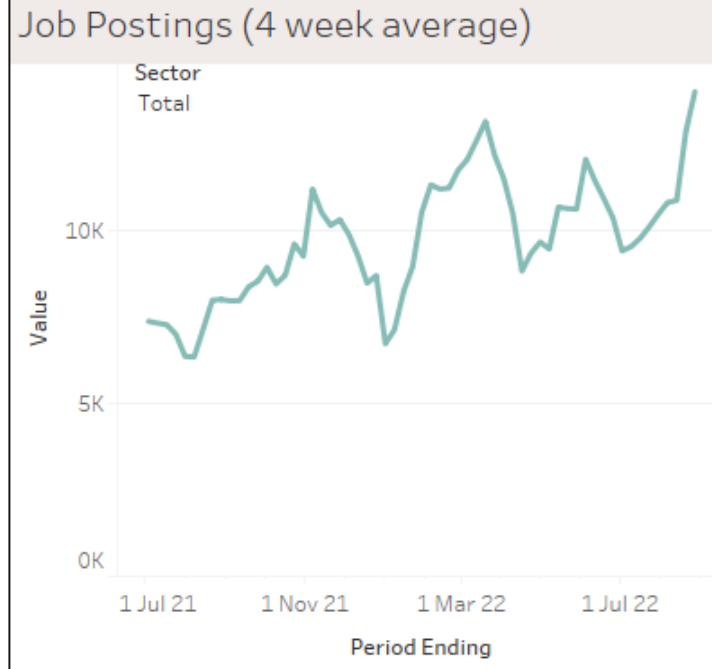
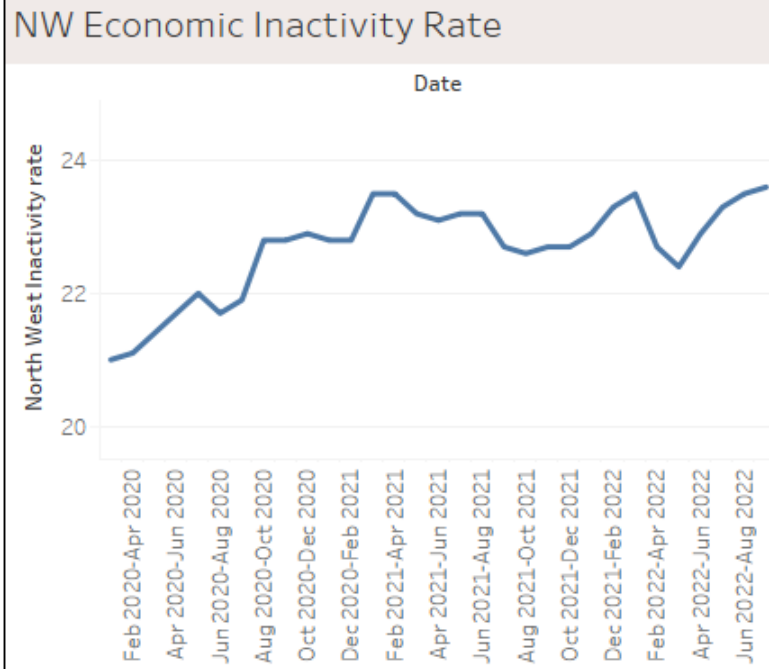


The number of claimants decreased by 0.7% to 88,610 between September and October. The decrease in GM was higher than the decrease across the UK (0.1%). Between October 2021 and October 2022, claimants have fallen by 19% in GM.

There were 312,868 Universal Credit claimants in GM in September. This is an decrease of 0.8% compared to the previous month. The number of claimants across the NW increased by 0.2% and increased across the UK by 0.4%

The number of people neither working nor seeking employment stood at 1,062,475 (23.6% of working age population) in the three months to September 2022 in the NW. This was a rise of 6,317 people from the three months to August.

The 4-weekly average of online job postings increased to 14,047 in week ending 27th August 2022.



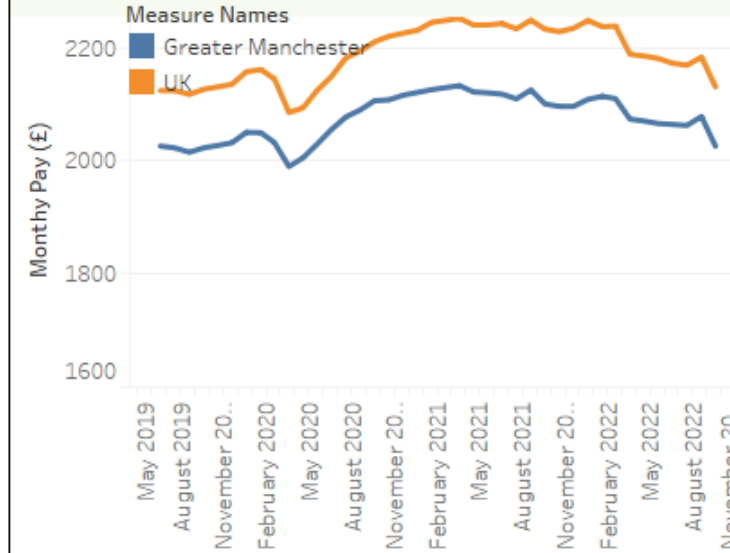
The 4-weekly average of online job postings increased to 14,047 in week ending 27th August 2022.

## Cost Pressures

### UK Inflation



### Median Monthly pay (Inflation Adjusted)



#### Key Facts

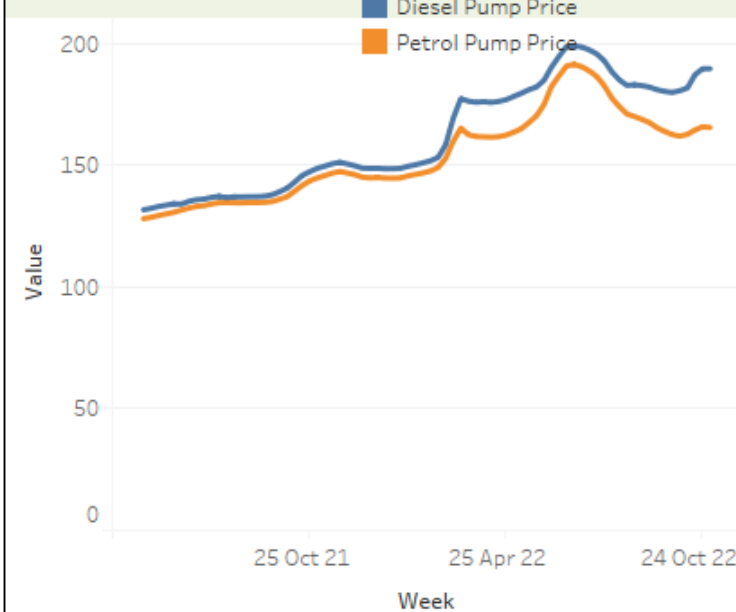
UK inflation as measured by the Consumer Price Index was 11.1% in the 12 months to October 2022. This was a 1 percentage point increase from the September figure of 10.1%. Inflation including housing costs was 9.6% in October.

Median monthly pay adjusted for inflation in Greater Manchester was £2,026 in October, compared to £2,131 for the UK, according to PAYE RTI data. Median monthly pay in GM has decreased by -3.6% since October 2021, compared to -4.6% for the UK as a whole.

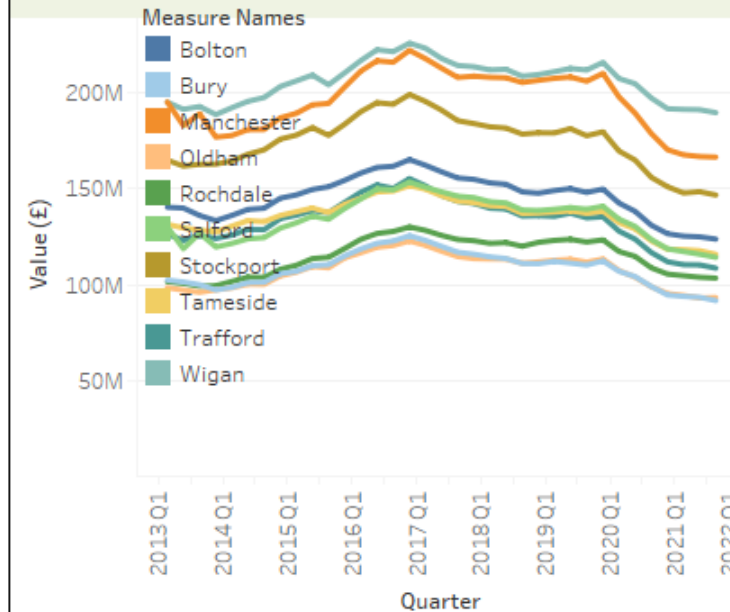
Petrol pump prices were 162.67p per litre in week commencing 3rd October 2022, -3.7% lower than a month earlier. Diesel pump prices were 180.04p per litre, -1.5% lower than a month earlier.

The value of Unsecured Personal Loans across Greater Manchester decreased by 0.9% from £1.27 billion in Q3 2021 to £1.25 billion in Q4 2021.

### Weekly Fuel Prices



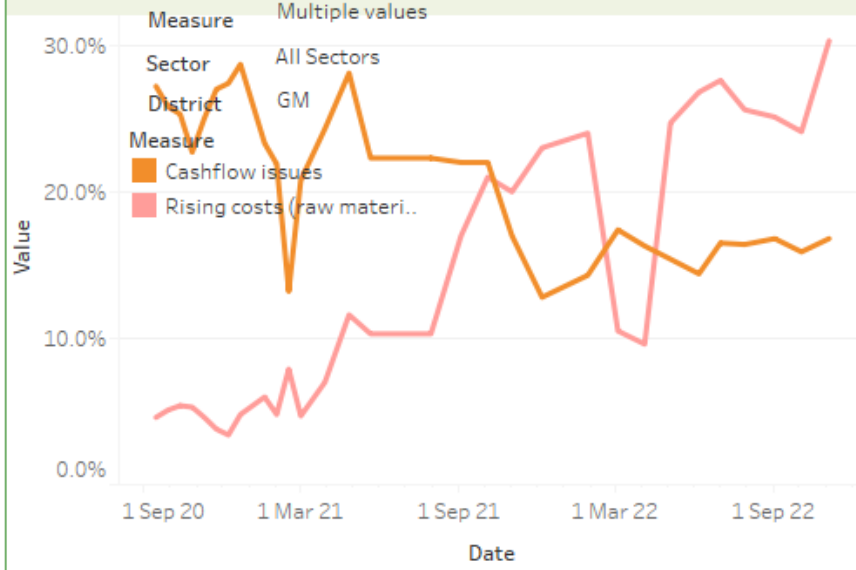
### Unsecured Personal Loans



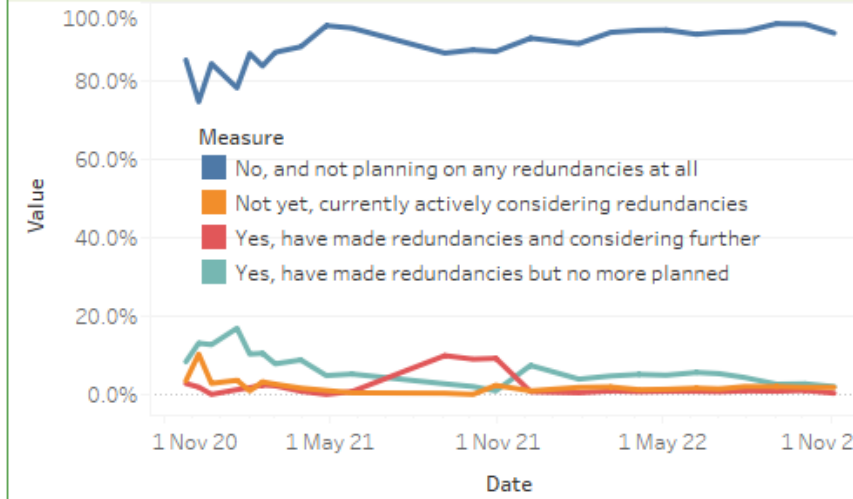


# Business Outlook

## Business Growth Hub Survey



## Business Growth Hub Survey: Business planning to make redundancies



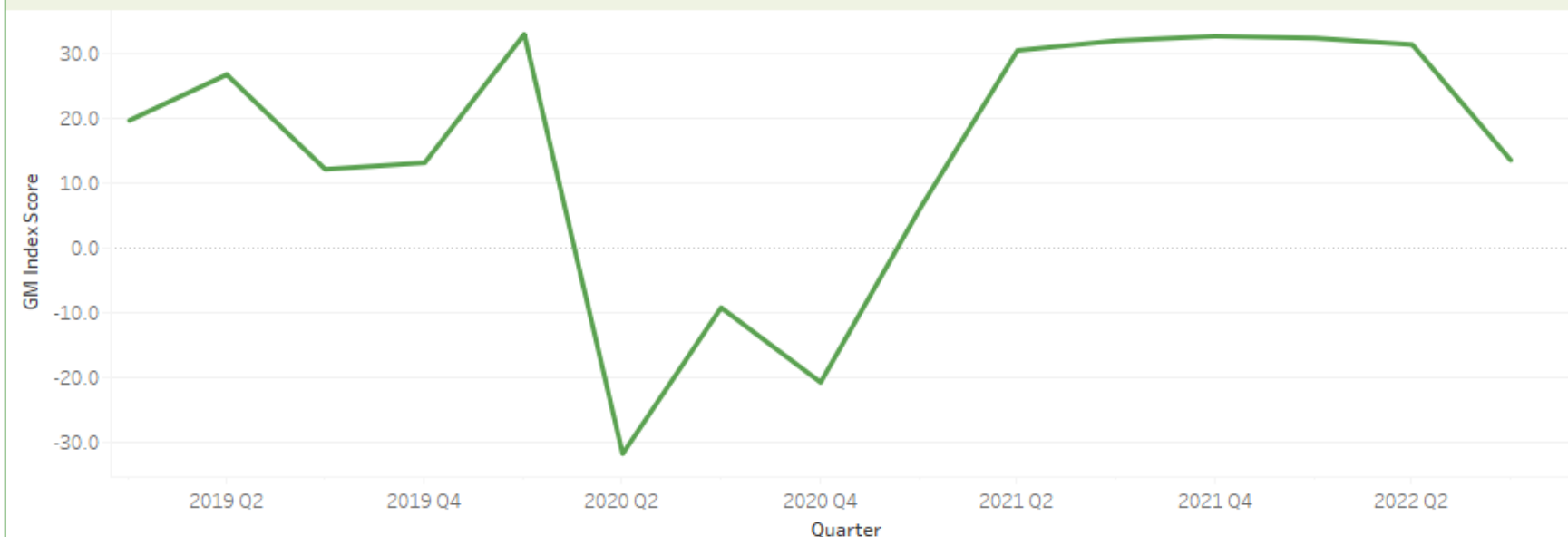
### Key Facts

30.3% of businesses reported rising costs in the 12 weeks to 4th November, according to the Growth Hub's Business Survey. Previously, 24.1% of firms reported rising costs in the 12 weeks to 3rd October. 16.8% of businesses reported cashflow issues over the period, compared to 15.9% in the 12 weeks to 3rd October.

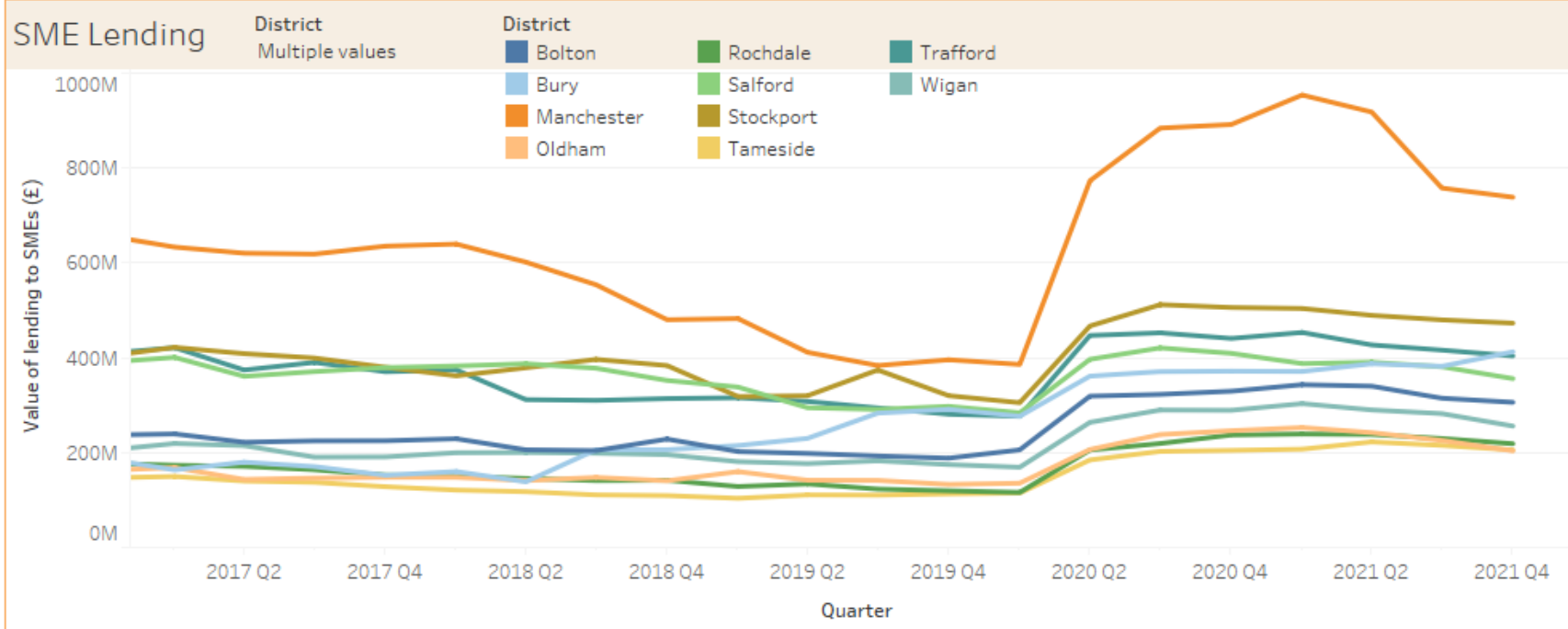
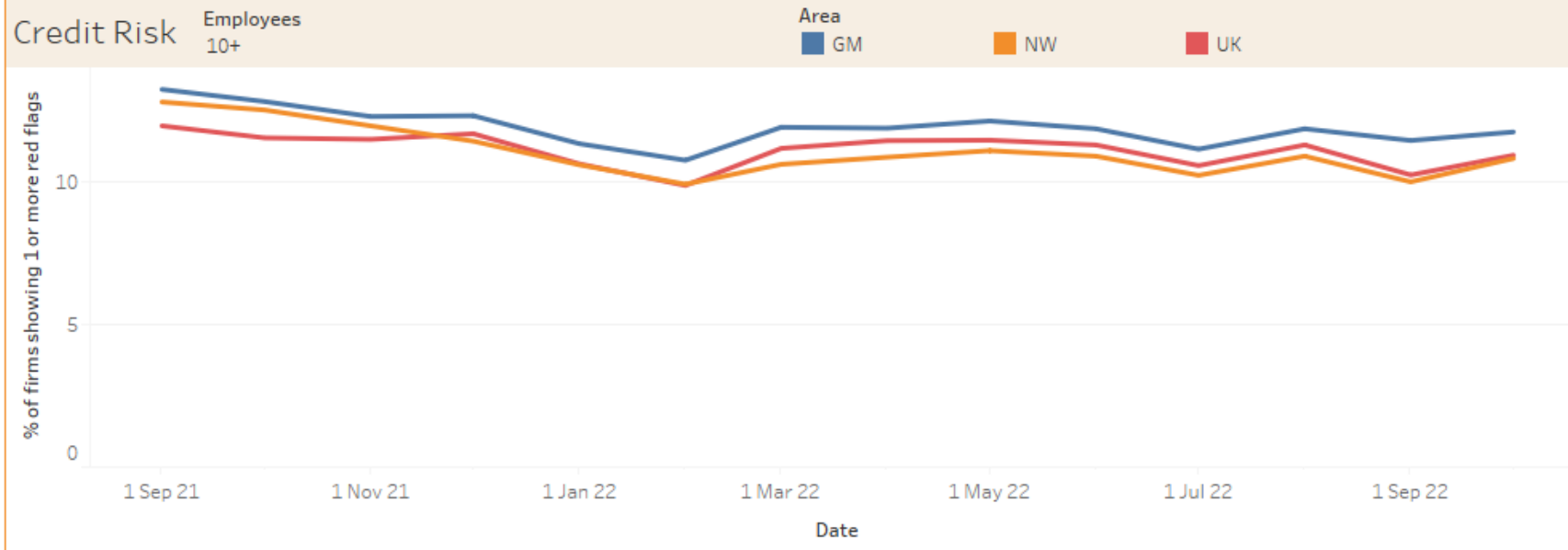
The number of firms that said they were considering making redundancies was 2.1% in the 12 weeks up to 4th November. 2.8% of firms said they had already made redundancies.

GM Chamber's GM Index decreased from 31.3 in Q2 2022 to 13.5 in Q3 2022.

## GM Index (Quarterly)



# Business Lending and Credit Risk



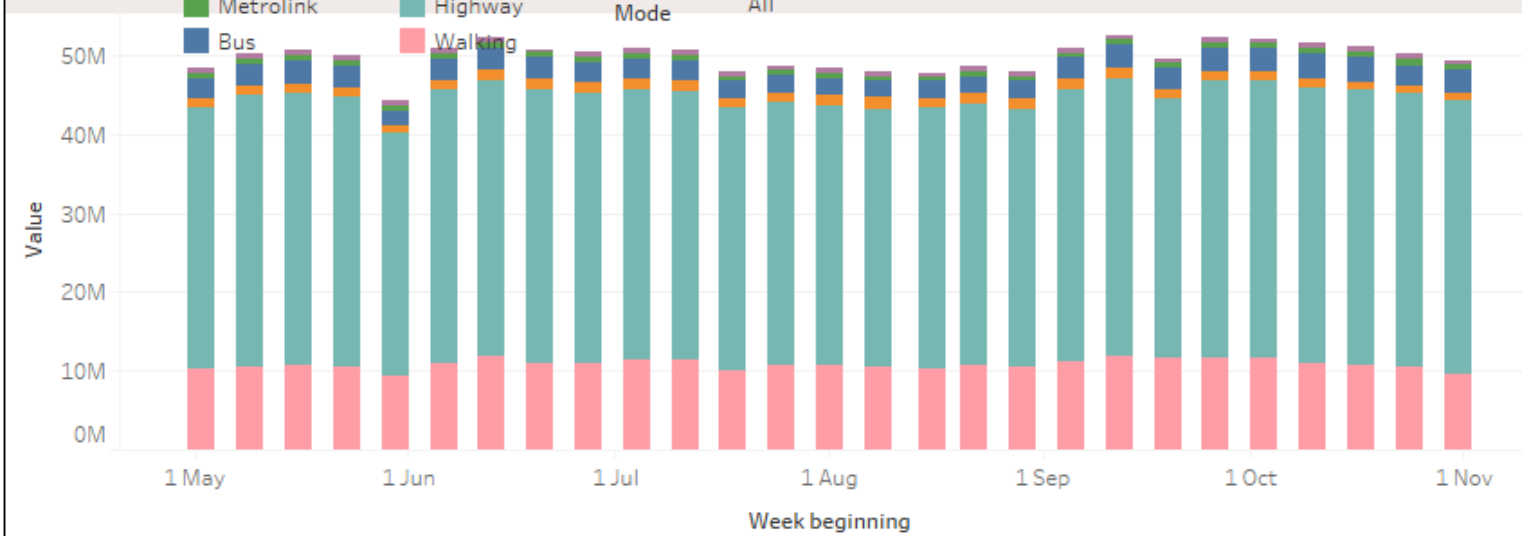
#### Key Facts

11.8% of all firms with 10 or more employees in GM had 1 or more red flags in the month to 1st October 2022, compared to 10.8% for the North West and 10.9% for the UK as a whole. Previously, 11.5% of firms in GM had 1 more red flags in the month to 1st September.

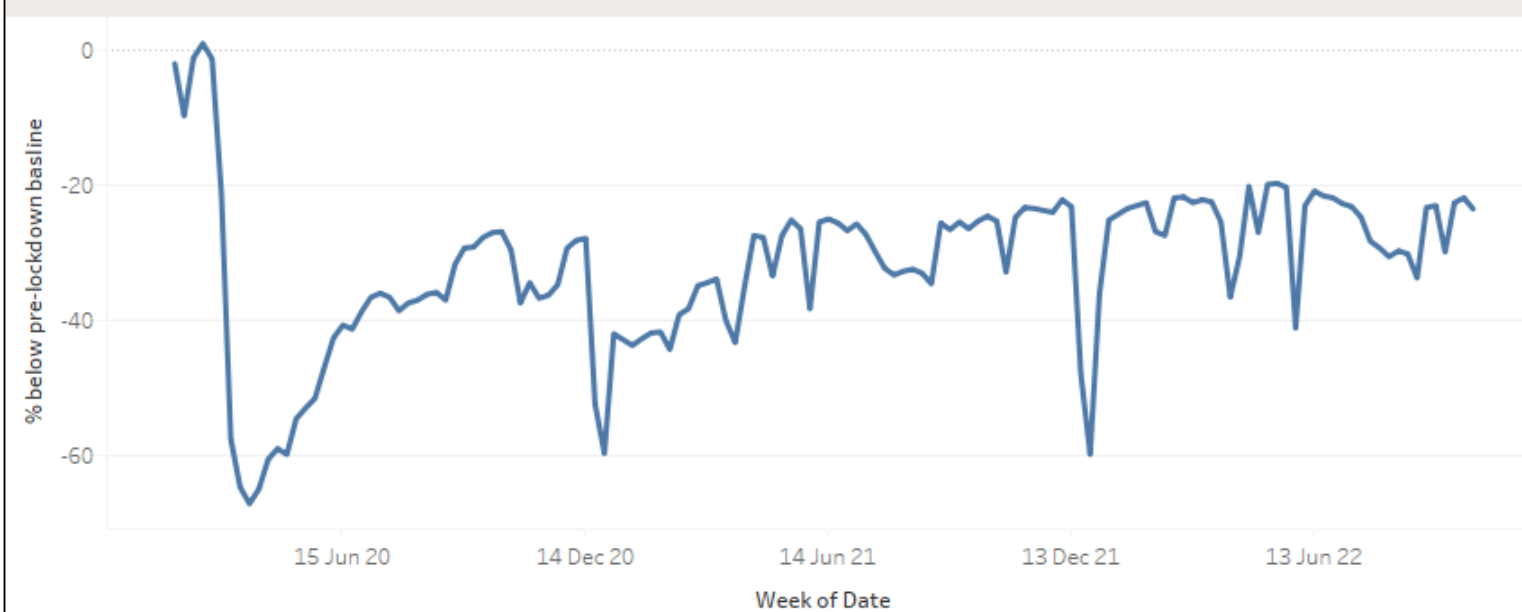
The value of loans to Small and Medium Sized Enterprises (SMEs) decreased by -3.0% from £3.68 billion in Q3 2021 to £3.57 billion in Q4 2021. This data includes loans issued under the CBILS and BBLS schemes.

# Behavioural Insights

## Greater Manchester Transport Usage by Mode (Weekly)



## Google Mobility Data - Travel through Workplaces



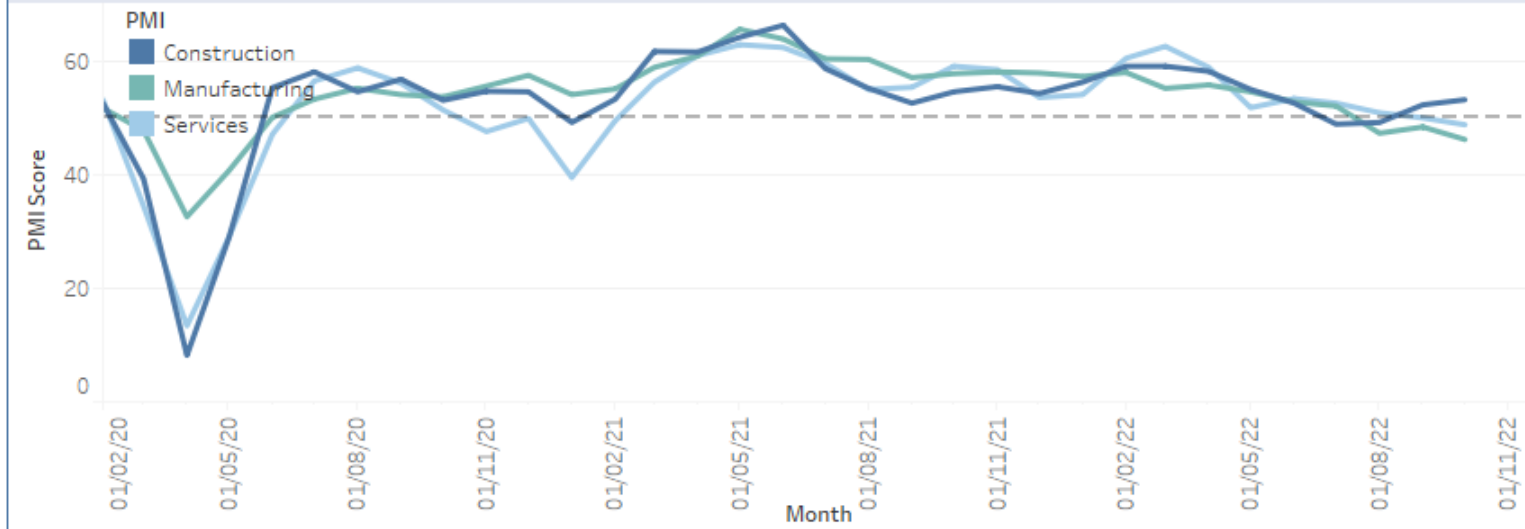
### Key Facts

There were 49.3 million passenger journeys across all modes of transport in Greater Manchester in week commencing 31st October 2022. Total passenger journeys are now roughly equal to pre-crisis levels.

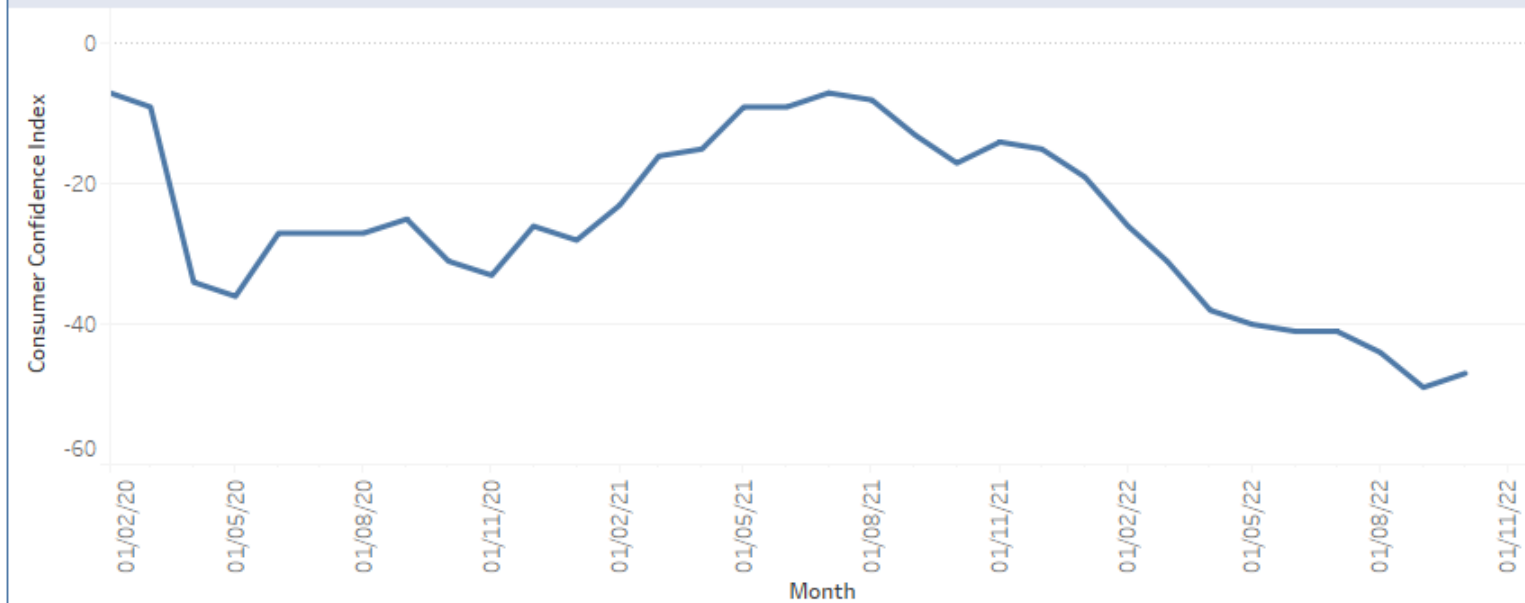
Google Mobility data for GM shows that the weekly average number of people moving through workplaces was -23.5% below the baseline in week commencing 10th October.

## National Indicators

### UK purchasing managers index (Monthly)



### UK consumer confidence (Monthly)



#### Key Facts

Two out of three sectoral PMIs increased in September 2022, Manufacturing PMI increased from 47.3 to 48.4 and Construction PMI increased from 49.2 to 52.3. Services PMI decreased from 50.9 to 50.0. Manufacturing PMI is now below the 50.0 threshold that indicates growth.

The UK Consumer Confidence Index increased slightly to -47 in October 2022. Consumer confidence is lower than at any point during the pandemic.

## International Trade

### Export Documents (Monthly)

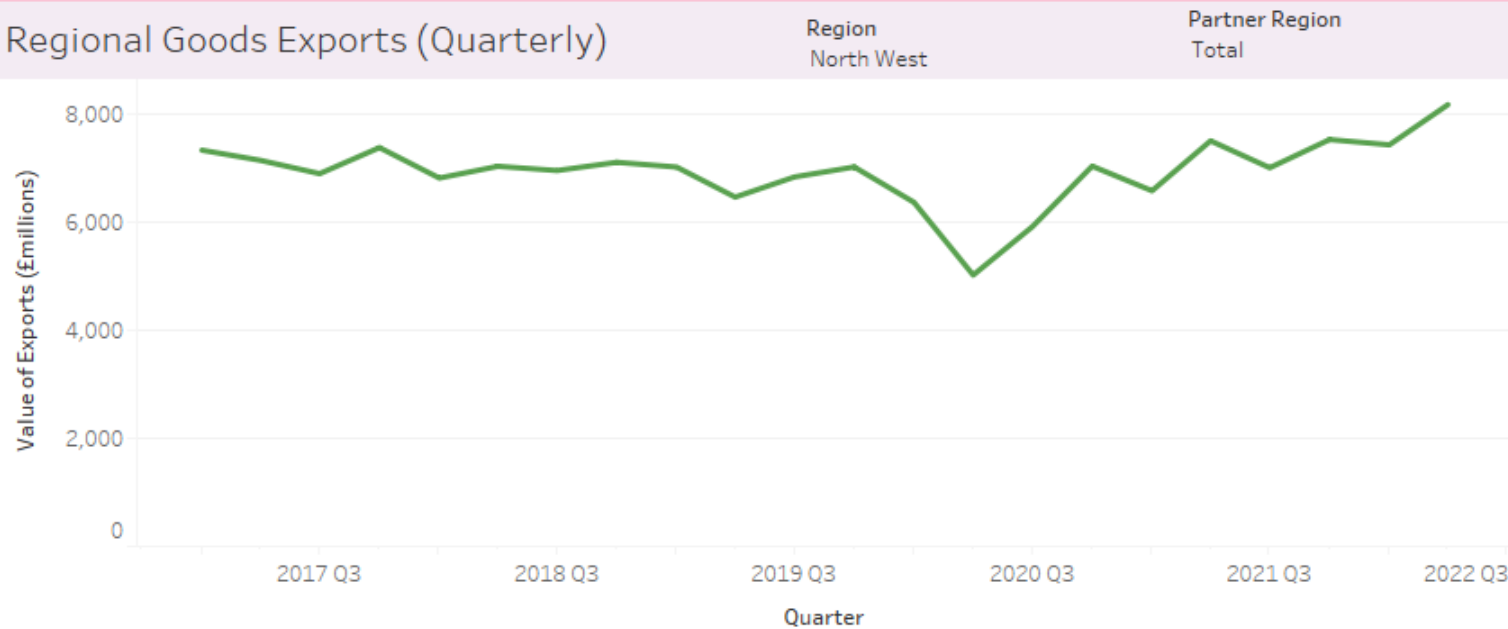


#### Key Facts

Export documents processed by the GM Chamber of Commerce decreased by -3.4% between August and September, from 1,966 to 1,899. The total number of export documents is down -13.7% since September 2021.

The total value of goods exports from the North West was £8.2 billion in Q2 2022, 9% more than Q2 2021. The total value of UK exports was £92.2 billion in Q2 2022, 19% more than Q2 2021.

### Regional Goods Exports (Quarterly)



## Definitions

### Labour Market

**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.

**Economic Inactivity** - This data is taken from a quarterly release by the ONS. Economic inactivity refers to people who are not participating in the labour market: they are neither working nor seeking employment.

**Job Postings** - Job postings data is taken from Burning Glass and updated on a weekly basis. This measure indicates new job vacancies posted in that week for GM as a whole. New job postings are averaged over 3 weeks.

### Household Finances and Cost of Living

**Median Monthly Pay** - Taken from the ONS's monthly experimental release using PAYE data. Median monthly pay shows what a person in the middle of all employees would earn each month. The median pay is generally considered to be a more accurate reflection of the "average wage" because it discounts the extremes at either end of the scale.

**Unsecured Personal Loans** - This is taken from UK Finance's quarterly statistical release and shows statistics on the geographic distribution of personal loans by certain UK lenders (Barclays, CYBG, Lloyds Banking Group, HSBC, Nationwide Building Society, Royal Bank of Scotland and Santander UK in Great Britain; Bank of Ireland, Danske Bank, First Trust Bank, Nationwide Building Society and Ulster Bank in Northern Ireland).

**Inflation** - This data is taken from a monthly release by the Office for National Statistics. The Consumer Prices Index including owner occupiers' housing costs (CPIH) is the most comprehensive measure of inflation. It extends the Consumer Prices Index (CPI) to include a measure of the costs associated with owning, maintaining and living in one's own home, known as owner occupiers' housing costs (OOH), along with council tax.

**Weekly Fuel Prices** - This data is taken from a weekly release by the Department for Business, Energy and Industrial Strategy. It provides average UK retail pump prices.

### Business Outlook

**Growth Company Business Survey** - Figures relating to the impact of COVID-19 on business are taken from the Growth Company's monthly 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.

**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.

### Business Support and Lending

**Credit Risk** - This data is provided on a monthly basis by RedFlag, a provider of real-time business intelligence. The data shows businesses that have 1 or more 'red flags', this means that they are at risk of potential insolvency.

**SME Lending** - This is taken from UK Finance's quarterly statistical release. Trends covering member lending to UK small and medium sized enterprises (SMEs). Data is shown for loans and overdrafts across postcode sectors. This data includes loans made under CBILS and BBLs.

### Behavioural Insights

**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).

**Workers Index** - This data is taken from the Centre for Cities Workers Index released on a monthly basis. The index looks at city-centre workers in the city centre in the daytime on weekdays, compared to a pre-lockdown baseline of 100. The index uses anonymised mobile phone data from Locomizer.

### National Indicators

**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 asked 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.

### International Trade

**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.

**Regional International Trade** - This data is published by HMRC on a quarterly basis. The data combines EU and Non - EU trade for all regions of the UK.

# Cost of Living Dashboard

- Housing and Homelessness
- Employment, Finances and Welfare Support
- Food
- Fuel
- Fire
- Crime and Incidents
- Digital Exclusion
- Health and Wellbeing
- Contact Us
- Glossary

The Cost of Living Dashboard aims to provide insight and evidence into the rising cost of living in Greater Manchester. The dashboard allows for comparison between each Greater Manchester local authority, the city region as a whole, the North West region and the whole of England. The indicators that are included in this dashboard, as seen below, cover between April 2019 and the present day, each showing monthly changes, which have contributed to the rising cost of living.

Data presented in the dashboard comes from a variety of sources, such as additional data sources, council provided data, data from the Greater Manchester Residents Survey, NHS data and more. Each page in the dashboard that presents data contains a link to the metadata page which details the origin of the data.

Page last updated: 08.11.2022      Page next update: 07.12.2022

*RAG Ratings - to show comparisons with previous months for the same metrics.*

October 2022	November 2022	October 2022	October 2022
26	3%	8,197	£1.63
Employed individuals referred into A Bed Every Night	Bank of England Interest Rate	Transactions at That Bread and Butter Thing	Average Petrol Pay at the Pump Price per Litre

**Citizens Advice, Greater Manchester**

A dashboard has been created to analyse the requests received by Citizens Advice teams across Greater Manchester. This allows breakdown by local authority and ward, as well as, demographic breakdowns by age group, disability, ethnicity and gender. The dashboard also allows for a breakdown of access channel used by residents.

Issues are presented in the dashboard as main issues such as, fuel debts, housing or employment and then broken down further into level 2 and level 3 issues. This dashboard allows for analysis of change over time, with monthly updated data dating back to April 2020.

[Click here to access the Citizens Advice dashboard for Greater Manchester.](#)

**CACI**

A dashboard has been created which presents LSOA level outputs of estimate paycheck level data, for LSOA's across Greater Manchester. This data has been used to create estimates of mortgage payments, energy payments and mean disposable income.

[Click here to access the CACI dashboard for Greater Manchester...](#)

## Other Relevant Dashboards

There are other highly relevant and insightful dashboards that are interlinked to the cost of living crisis, such as:

**GM Economic Resilience Dashboard** - Intelligence on the GM economy, pandemic recovery and other emerging issues. ...



**GM Housing Market Monitor** - Provides an overview of the housing market in Greater Manchester. - 40% of homes in Greater Manchester are in band C, in relation to their Energy Performance Certificate



**GM Poverty Action Dashboard** - A multi-dimensional picture of poverty in GM across topics including child poverty, debt, education, fuel and so on. - 1 in 4 children in the city region are living in poverty, equating to 144,784 children.



**GM Parity Dashboard** - Provides a modelled housing stock baseline for GM. In 2020, a modelled housing stock baseline was produced for GM providing an assessment of all housing stock, predictions of risks in the homes as well as an Energy Query Builder and Housing Query Builder.



**GM Strategy Dashboard** - Central hub for the progress measures of the GM Strategy to monitor collective progress and assess changes within the region, across all Shared Outcomes and Shared Commitments. - 26.8% of households reported that they had experienced some form of digital exclusion in February 2022.



**GM Welfare and Benefits Dashboard** - A monthly update of data on Claimant Count, Universal Credit claimants, the employment status of UC claimants as well as their gender and conditionality. - The GM claimant share in May 2022 was 5.2%, higher than the North West and UK averages (4.4% and 3.8%).





## Cost of Living Dashboard - CACI Data

Gas, electricity and oil

Mortgages

Mean net disposable income

The CACI paycheck level data is made up of estimated predictions of households incomes and outgoings based on a range of data including data from Ocean, CACI's lifestyle database and the ONS Average Weekly Earnings and Living Costs and Food Survey.

The data held by Greater Manchester Combined Authority is recorded at postcode level and has been aggregated at LSOA level for the purpose of these presentations. The data is a snapshot in time from Spring 2022.

At present, the GMCA Research Team have used the CACI data to understand households energy costs, mortgage costs and disposable income at LSOA level. We are keen to expand these first steps and would welcome any requests for us to action (please see our contact details on the original GM Cost of Living dashboard).

This analysis for this CACI data is very much a work in progress and there are some issues with the data that we are trying to resolve, for example some LSOAs are not currently appearing on the CACI analysis maps. This is currently being investigated and will be resolved as soon as possible.

Page 68

### DO

- Use CACI analysis to get an understanding of likely characteristics for an area
- Use CACI to target communications and engagement at an area level, including communication channel preferences
- Consider CACI as a 'best guess' of the types of households within an area - based on multiple proprietary data sources and CACI categories
- Complement CACI analysis with official statistics and local intelligence from officers 'on the ground'

### DON'T

- Take CACI 'as fact' - it is modelled data, based on probability and likelihood
- Cite specific characteristics engaging with households (i.e. 'our analysis indicates that you are x, y, z')
- Use CACI to try and identify or link to individuals as this is not possible
- Link CACI with other data sources, we can look for associations in different places (i.e. wards) but we cannot link individual records or households





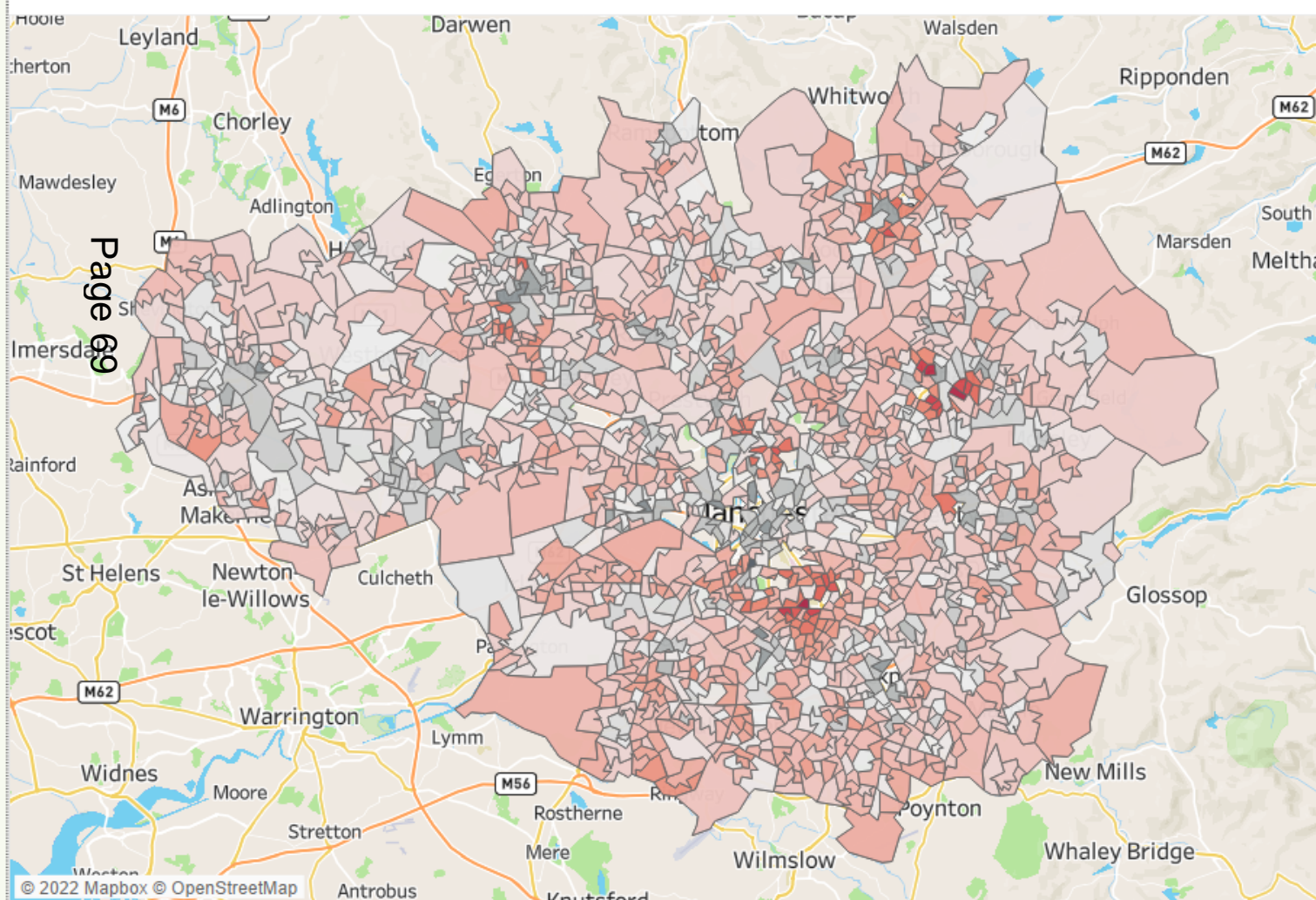
# Cost of Living Dashboard - CACI Data

Gas, electricity and oil

Mortgages

Mean net disposable income

## Gas, electricity and oil average costs



Page 69

This visualisation presents the average amount spent on gas electricity and oil in each LSOA across Greater Manchester.

Reminder:

- this is modelled data and should not be taken as fact
- it cannot be used to identify specific people or households
- should not be referred to when engaging with specific people or communities, i.e. 'we know your energy bills account for X amount as you live in Y LSOA'

### Filter by Locality

- Null
- Bolton
- Bury
- Manchester
- Oldham
- Rochdale
- Salford
- Stockport
- Tameside
- Trafford
- Wigan

### Filter by Neighbourhood

- Bolton : Brightmet..
- Bolton : Central & G..
- Bolton : Chorley Ro..
- Bolton : Crompton &..
- Bolton : Farnworth ..
- Bolton : Horwich
- Bolton : Rumworth
- Bolton : Turton
- Bolton : Westhough..
- Bury : East
- Bury : North
- Bury : Prestwich
- Bury : West
- Bury : Whitefield
- Manchester : Ancoa..
- Manchester : Ardwi

Average gas, electricity and oil





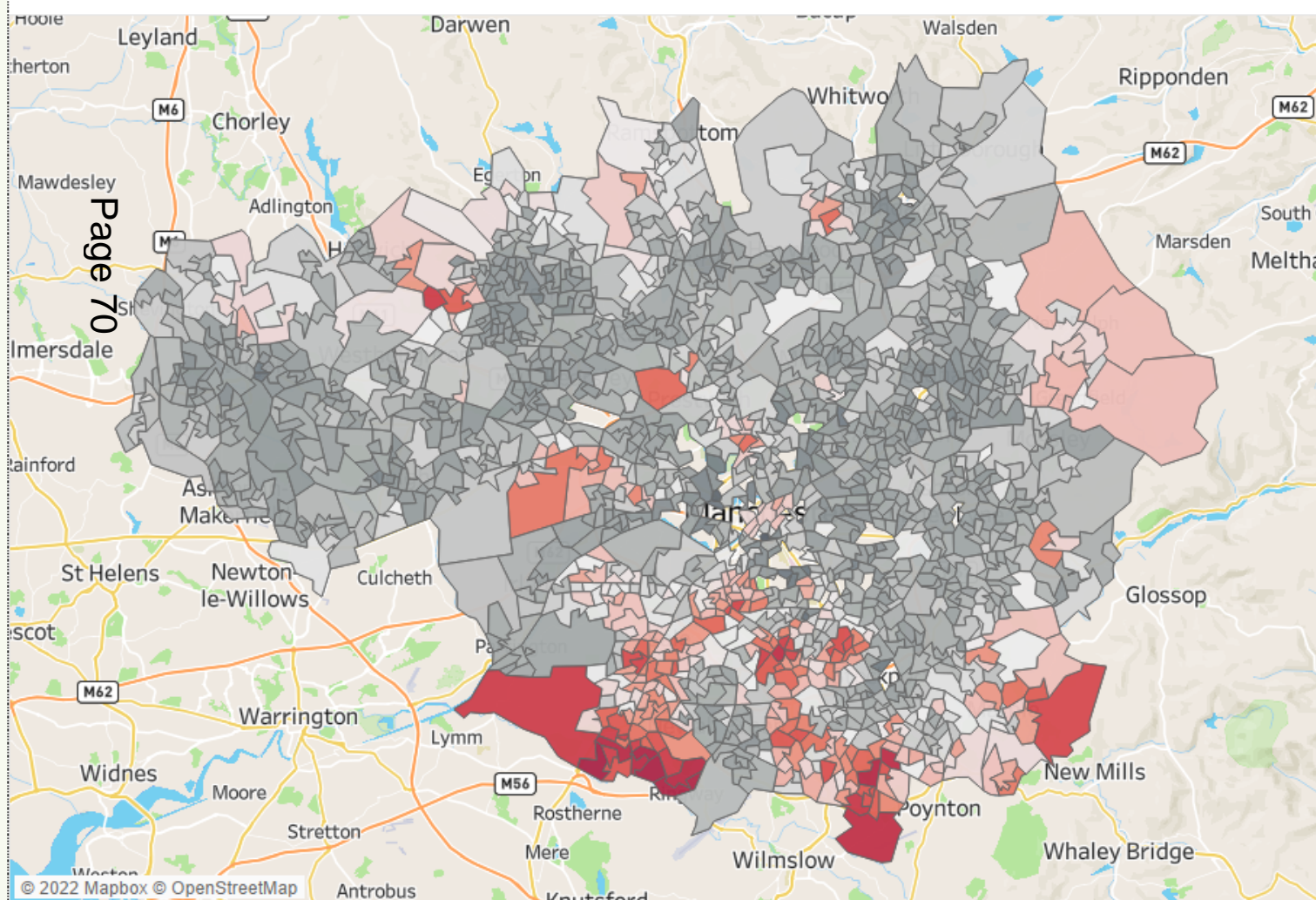
# Cost of Living Dashboard - CACI Data

Gas, electricity and oil

Mortgages

Mean net disposable income

## Mortgage



This visualisation presents the average amount spent on mortgages in each LSOA across Greater Manchester.

### Reminder:

- this is modelled data and should not be taken as fact
- it cannot be used to identify specific people or households
- should not be referred to when engaging with specific people or communities, i.e. 'we know your mortgage bills cost X amount as you live in Y LSOA'

Average mortgage



### Filter by Locality

- Bolton
- Bury
- Manchester
- Oldham
- Rochdale
- Salford
- Stockport
- Tameside
- Trafford
- Wigan

### Filter by Neighbourhood

- Bolton : Brightmet..
- Bolton : Central & G..
- Bolton : Chorley Ro..
- Bolton : Crompton &..
- Bolton : Farnworth ..
- Bolton : Horwich
- Bolton : Rumworth
- Bolton : Turton
- Bolton : Westthoug..
- Bury : East
- Bury : North
- Bury : Prestwich
- Bury : West
- Bury : Whitefield
- Manchester : Ancoa..
- Manchester : Ardwi..
- Manchester : Bagul..
- Manchester : Brook





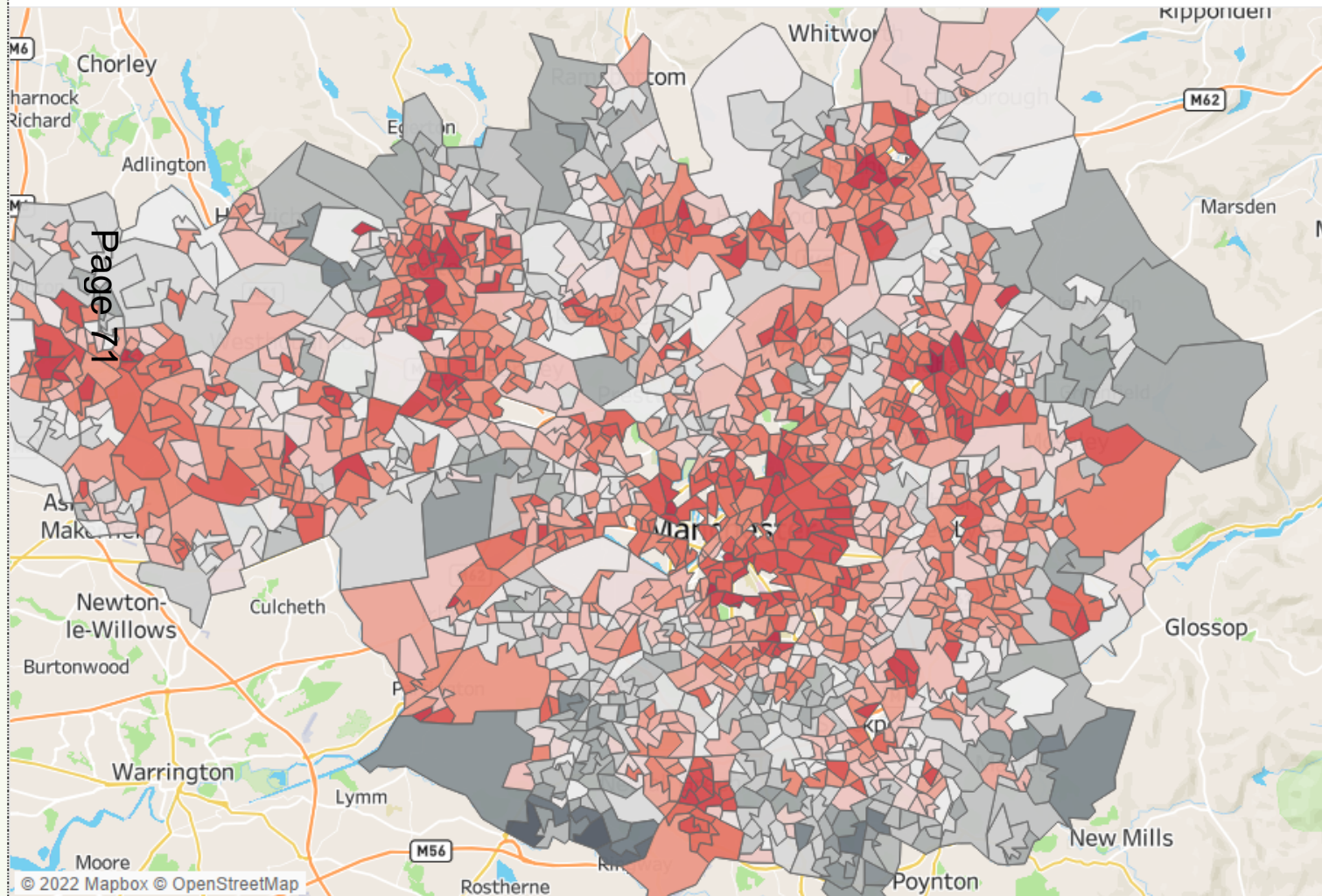
# Cost of Living Dashboard - CACI Data

Gas, electricity and oil

Mortgages

Mean net disposable income

## Mean net disposable income



Page 71

This visualisation presents the average amount of net disposable incomes households have after a income tax, national insurance and other non-discretionary outgoings. These non-discretionary outgoings include mortgage payments, rent, council tax, utilities, water bills, insurance, food, clothing costs, childcare, students loans, pension contributions and travel to work costs.

### Reminder:

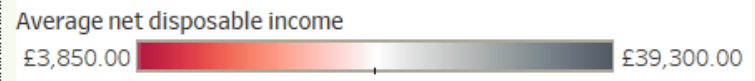
- this is modelled data and should not be taken as fact
- it cannot be used to identify specific people or households
- should not be referred to when engaging with specific people or communities, i.e. 'we know you have X disposable income as you live in Y LSOA'

### Filter by Locality

- Bolton
- Bury
- Manchester
- Oldham
- Rochdale
- Salford
- Stockport
- Tameside
- Trafford
- Wigan

### Filter by Neighbourhood

- Bolton : Brightmet..
- Bolton : Central & G..
- Bolton : Chorley Ro..
- Bolton : Crompton &..
- Bolton : Farnworth ..
- Bolton : Horwich
- Bolton : Rumworth
- Bolton : Turton
- Bolton : Westthoug..
- Bury : East
- Bury : North
- Bury : Prestwich
- Bury : West
- Bury : Whitefield
- Manchester : Ancoa..
- Manchester : Ardwi..
- Manchester : Bagul..





# Housing and Homelessness

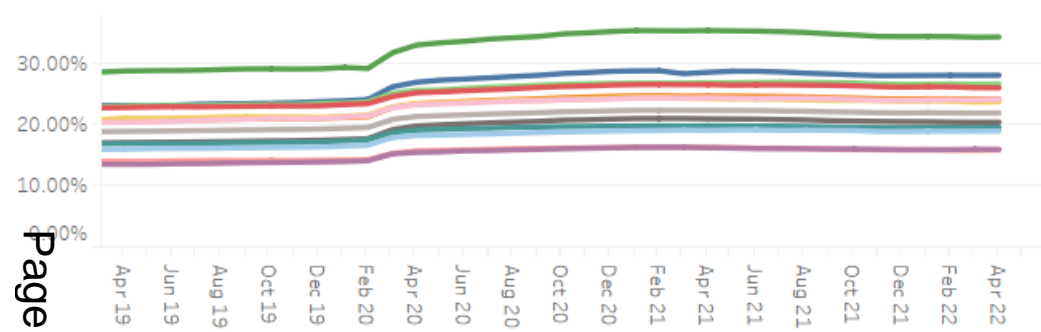
[Housing and Homelessness](#)[Employment, Finances and Welfare Support](#)[Food](#)[Fuel](#)[Fire](#)[Crime and Incidents](#)[Digital Exclusion](#)[Health and Wellbeing](#)[Contact Us](#)[Glossary](#)

Housing costs account for a significant proportion of household expense and so understanding the trends that are occurring in this area and the effect changes are having, is key to understanding the cost of living crisis. For the most vulnerable in society, becoming homeless and/or residing in temporary accommodation is a real risk of the cost of living crisis and so these metrics have also been included to give a full understanding of the situation.

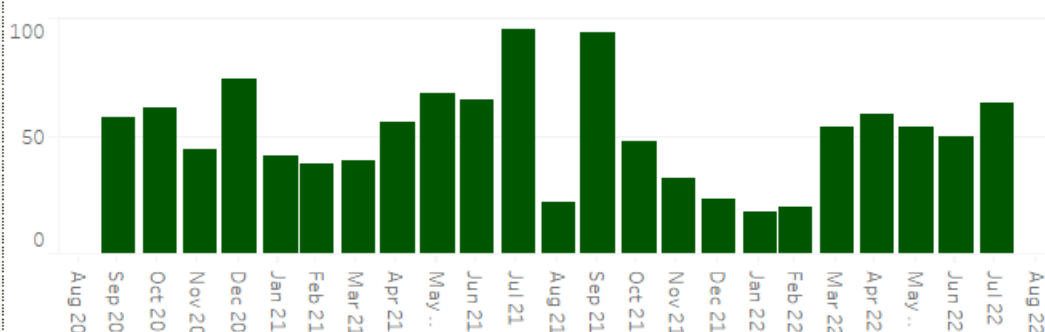
Page last updated: 08.11.2022

Page next update: 07.12.2022

### Housing Support Share



### New to rough sleeping



### Housing Support Share - ..

- Bolton
- Bury
- England
- Greater Manchester
- Manchester
- North West
- Oldham
- Rochdale
- Salford
- Stockport
- Tameside
- Trafford
- Wigan

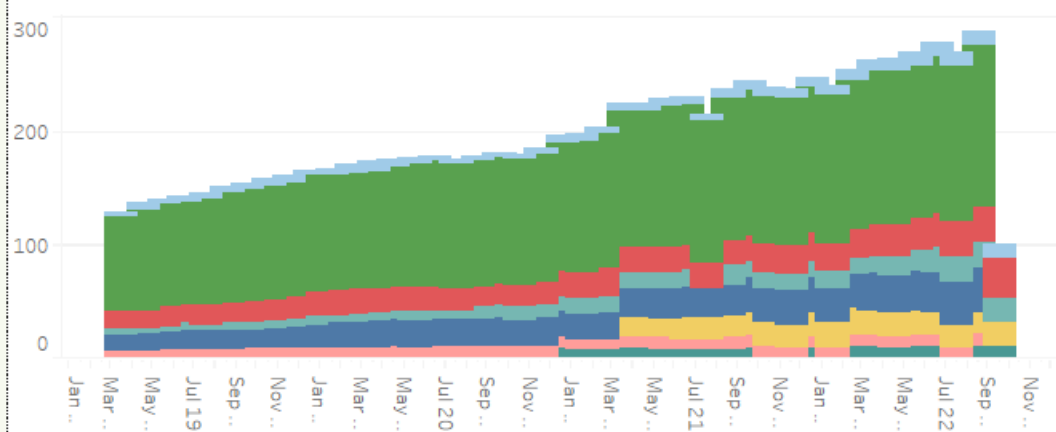
The percentage of households receiving Housing Support. A combination of the number of households receiving Housing Benefit and the housing element of Universal Credit.

The number of individuals sleeping rough across Greater Manchester, for the first time in that local authority. There is a further breakdown of this by local authority via the link to th...

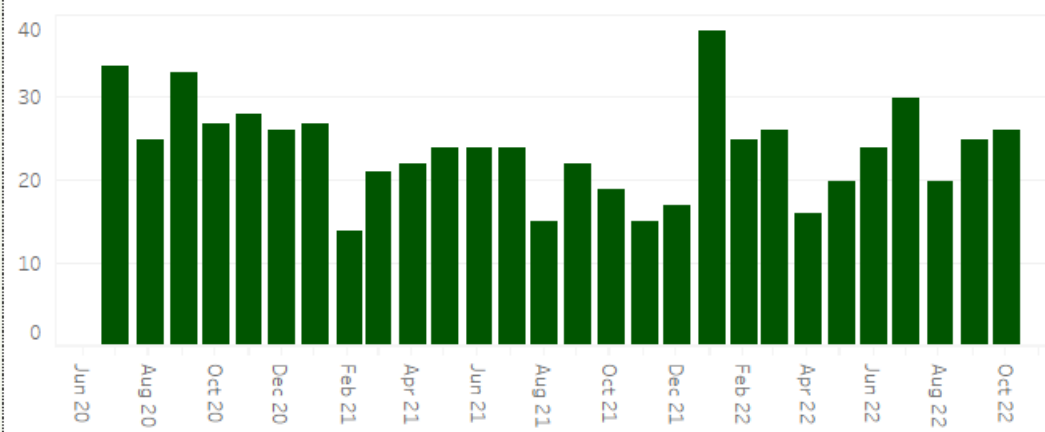


Where is this data from?

### Temporary Accommodation, per 10,000 households



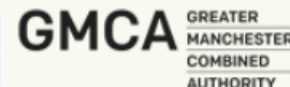
### Employed Individuals referred to A Bed Every Night



- ### Area
- █ Bolton
  - █ Bury
  - █ Manchester
  - █ Oldham
  - █ Rochdale
  - █ Salford
  - █ Stockport
  - █ Tameside
  - █ Trafford
  - █ Wigan
  - █ Greater Manchester
  - █ North West
  - █ England

Temporary accommodation placements, across GM localities as per 10,000 households.

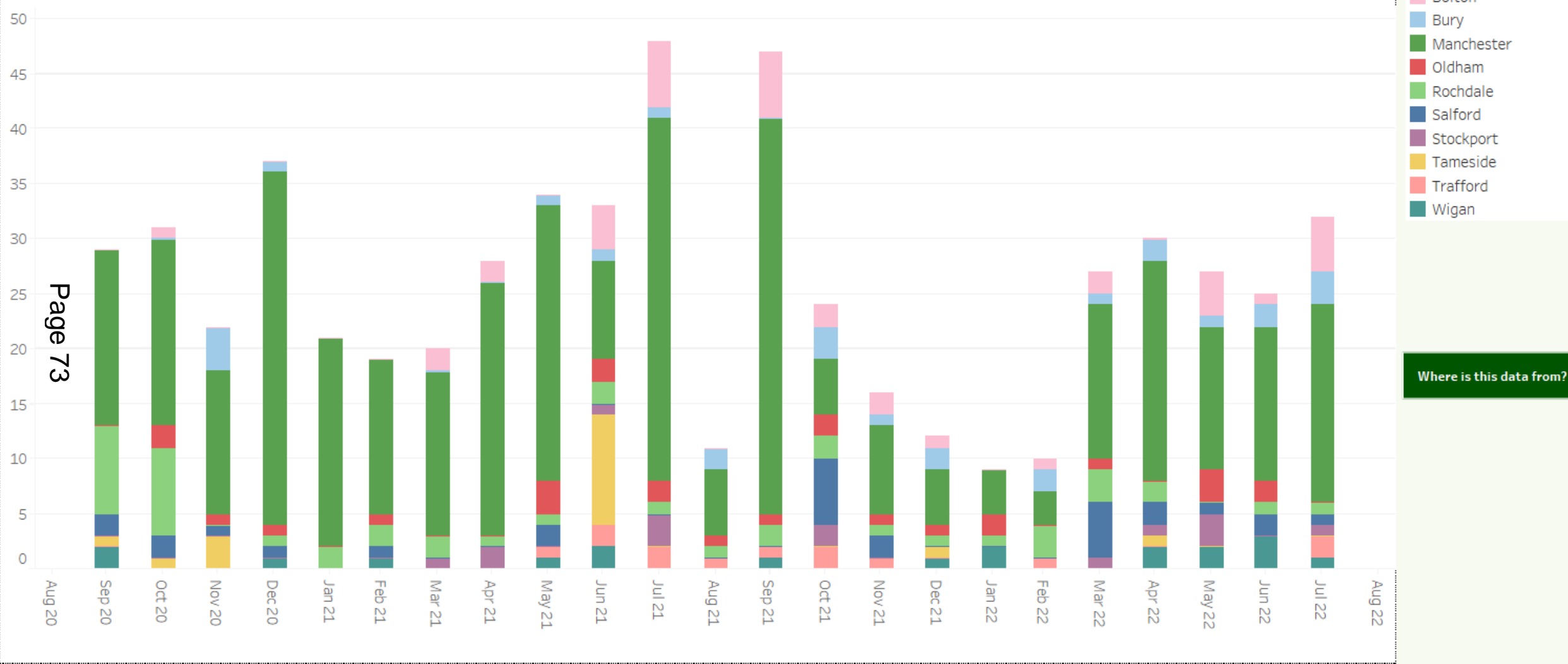
The number of people referred to A Bed Every Night, each month, who are in employment. There is a further breakdown of this by local authority via the link to the right.





# Housing and Homelessness

## New to rough sleeping by local authority



Page 73

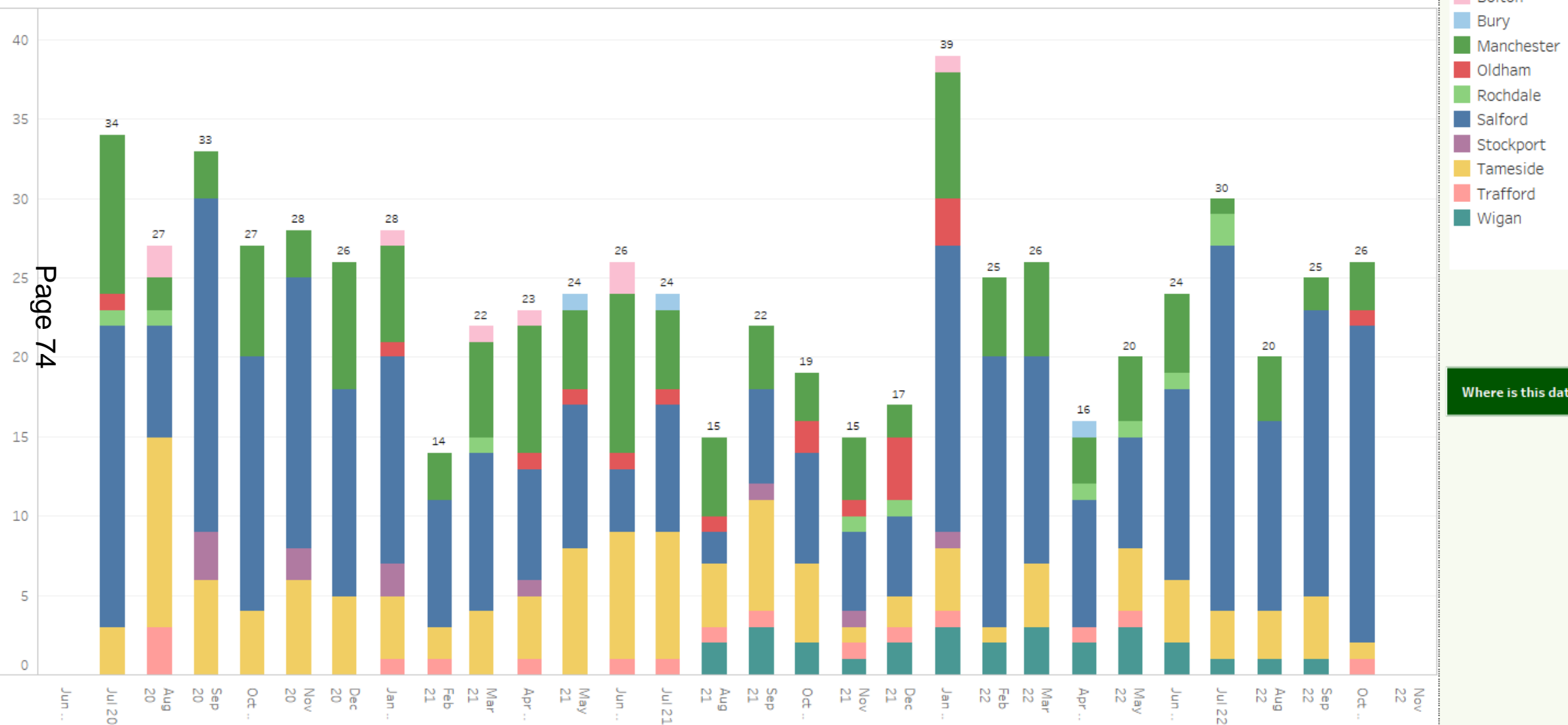
Where is this data from?

The number of people across Greater Manchester, who are new to sleeping rough in that local authority (we do not have insight into whether they have previously slept rough in another LA). Broken down further to examine the number of people in each local authority.



# Housing and Homelessness

## Employed Individuals referred to A Bed Every Night



Page 74

- Area
- Bolton
  - Bury
  - Manchester
  - Oldham
  - Rochdale
  - Salford
  - Stockport
  - Tameside
  - Trafford
  - Wigan

Where is this data from?

The number of people referred to A Bed Every Night, each month, who are in employment. Broken down further to examine the proportion of those referred in each local authority.



# Employment, Finances and Welfare Support

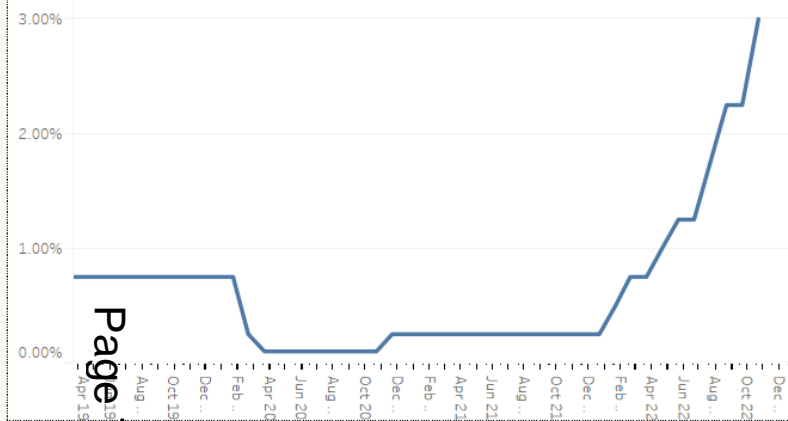
[Housing and Homelessness](#)[Employment, Finances and Welfare Support](#)[Food](#)[Fuel](#)[Fire](#)[Crime and Incidents](#)[Digital Exclusion](#)[Health and Wellbeing](#)[Contact Us](#)[Glossary](#)

Understanding the economic context in which people are experiencing the cost of living crisis is key, hence why the Bank of England Interest rate and CPI and CPIH rates are included on this page. It is also crucial to understand the effects this is having on the personal finances of everyday people, hence the inclusion of universal credit claimant share and median monthly pay (adjusted for inflation) as well as specific council tax measures.

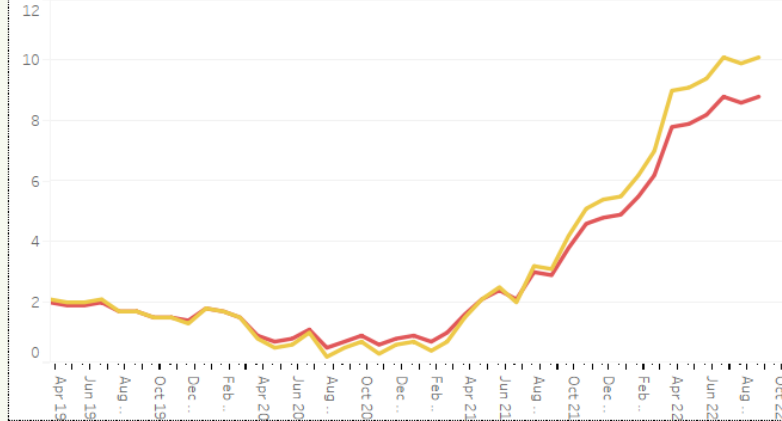
Page last updated: 08.11.2022

Page next update: 07.12.2022

### Bank of England Interest Rate



### Inflation Rate



#### Inflation Rate

- CPI
- CPIH

#### Universal Credit Share - C..

- Bolton
- Bury
- England
- Greater Manchester
- Manchester
- North West
- Oldham
- Rochdale
- Salford
- Stockport
- Tameside
- Trafford
- Wigan

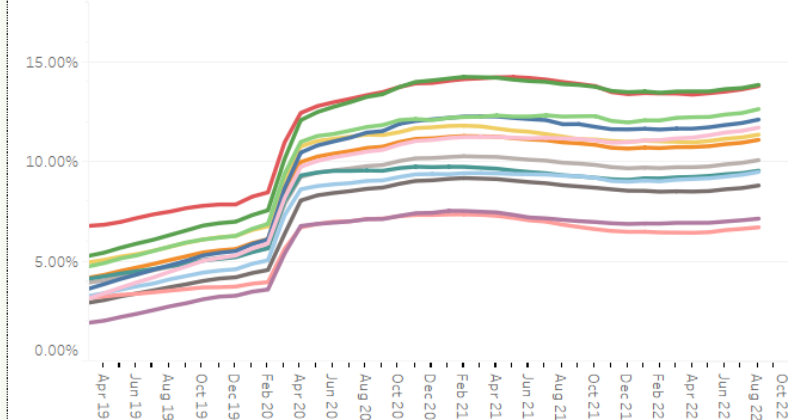
The interest rate set by the Bank of England to influence spending and inflation in the UK.

Consumer Price Index is the official measure of inflation of consumer prices in the UK. Consumer Price Index, including Housing costs extends the CPI to include the costs of maintaining a household.

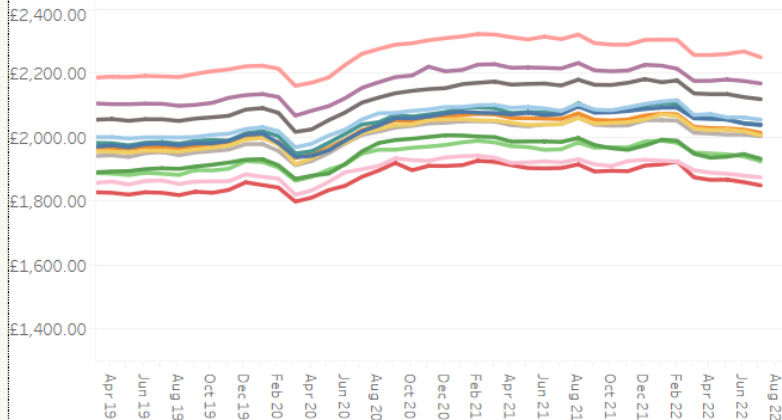
#### Median Monthly Pay - Cho..

- Bolton
- Bury
- Greater Manchester
- Manchester
- North West
- Oldham
- Rochdale
- Salford
- Stockport
- Tameside
- Trafford
- UK
- Wigan

### Universal Credit Share



### Median Monthly Pay, Adjusted for Inflation



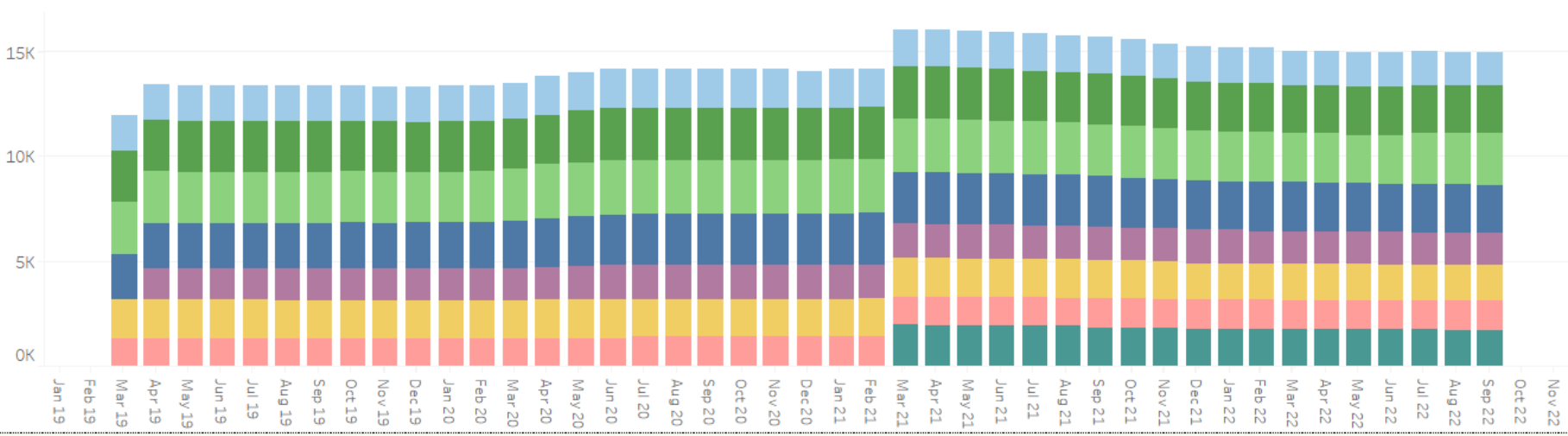
The percentage of Universal Credit claimants in each local authority. There is a breakdown of this graph and further explanation via the link to the right.



Median monthly pay, adjusted for inflation for each local authority, Greater Manchester, North West and UK.

[Where is this data from?](#)

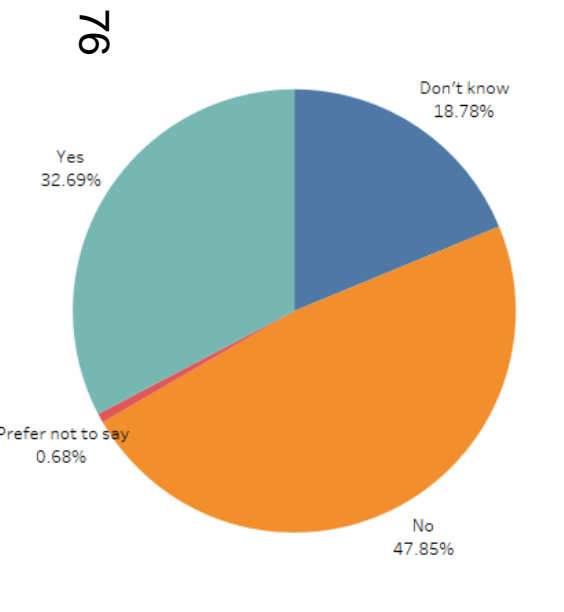
Council tax support claims, per 10,000 households



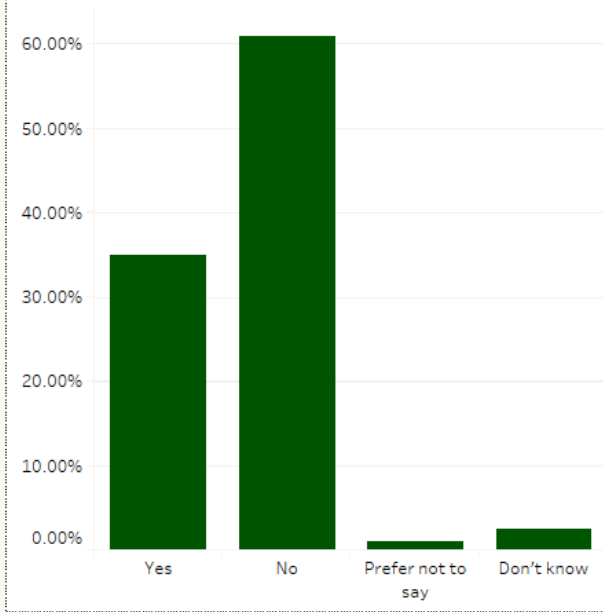
- Area
- Bolton
  - Bury
  - Manchester
  - Oldham
  - Rochdale
  - Salford
  - Stockport
  - Tameside
  - Trafford
  - Wigan
  - Greater Manchester
  - North West
  - England

Council tax support claims (sometimes referred to as council tax arrears), per month, per 10,000 households. It should be noted that changes in claims can be affected by team capacity rather than just resident need.

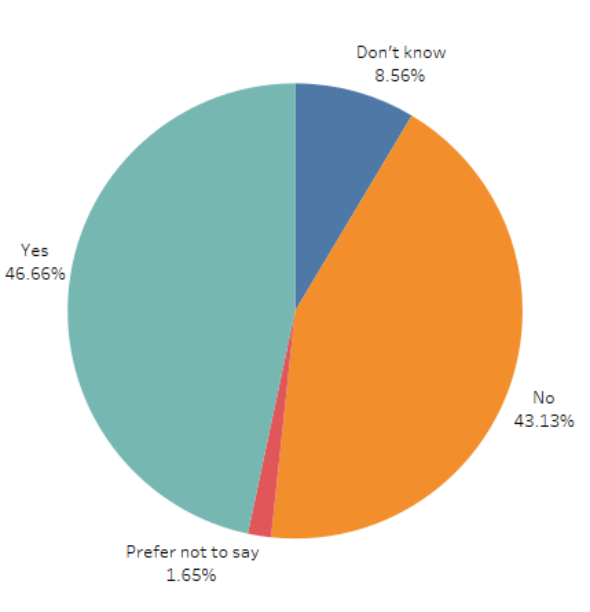
In view of the general economic situation, do you think you will be able to save any money in the next 12 months?



Have you had to borrow more money or use credit than usual in the last month, compared to a year ago?



Could your household afford to pay an unexpected, but necessary, expense of £850?



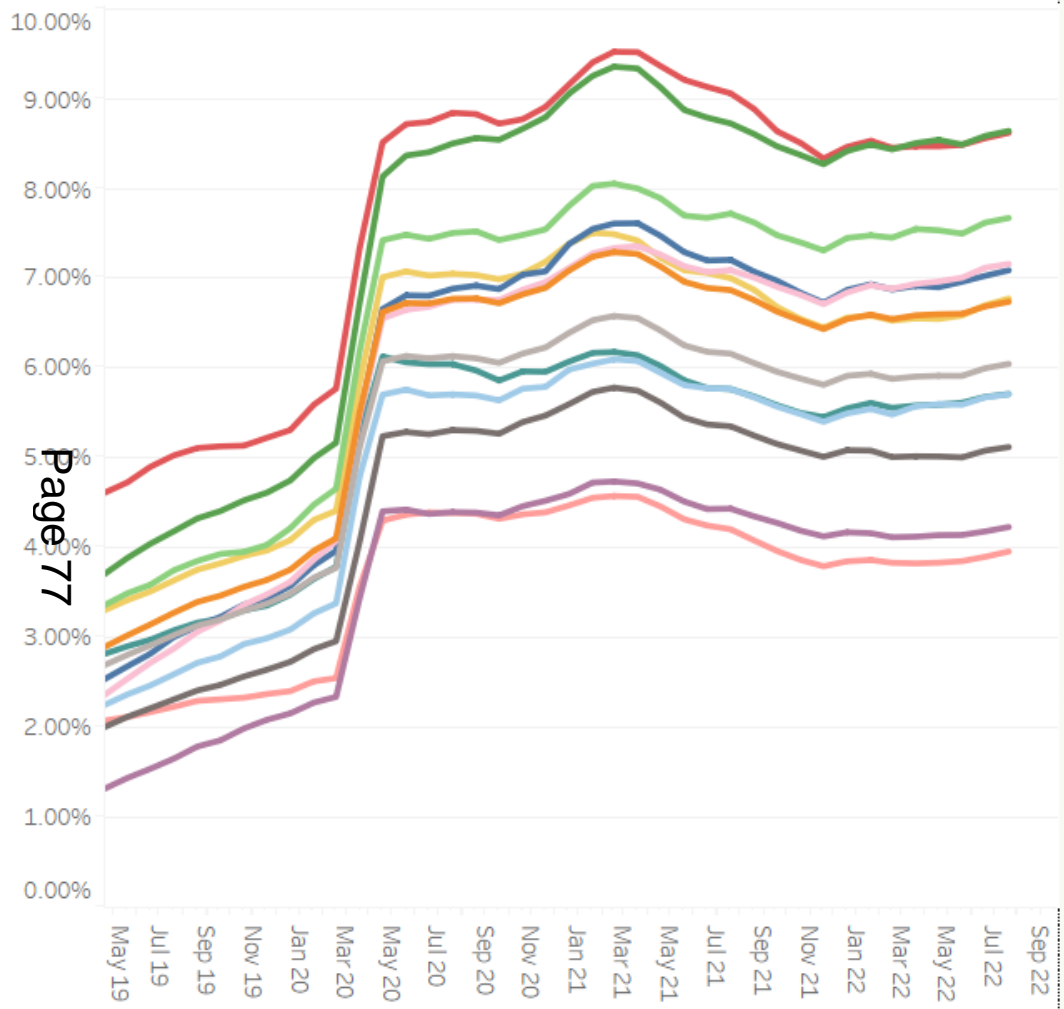
Questions from Wave 3 of the Greater Manchester Residents' Survey, conducted in September 2022. These questions were asked online and over the phone to a total of 1677 respondents.



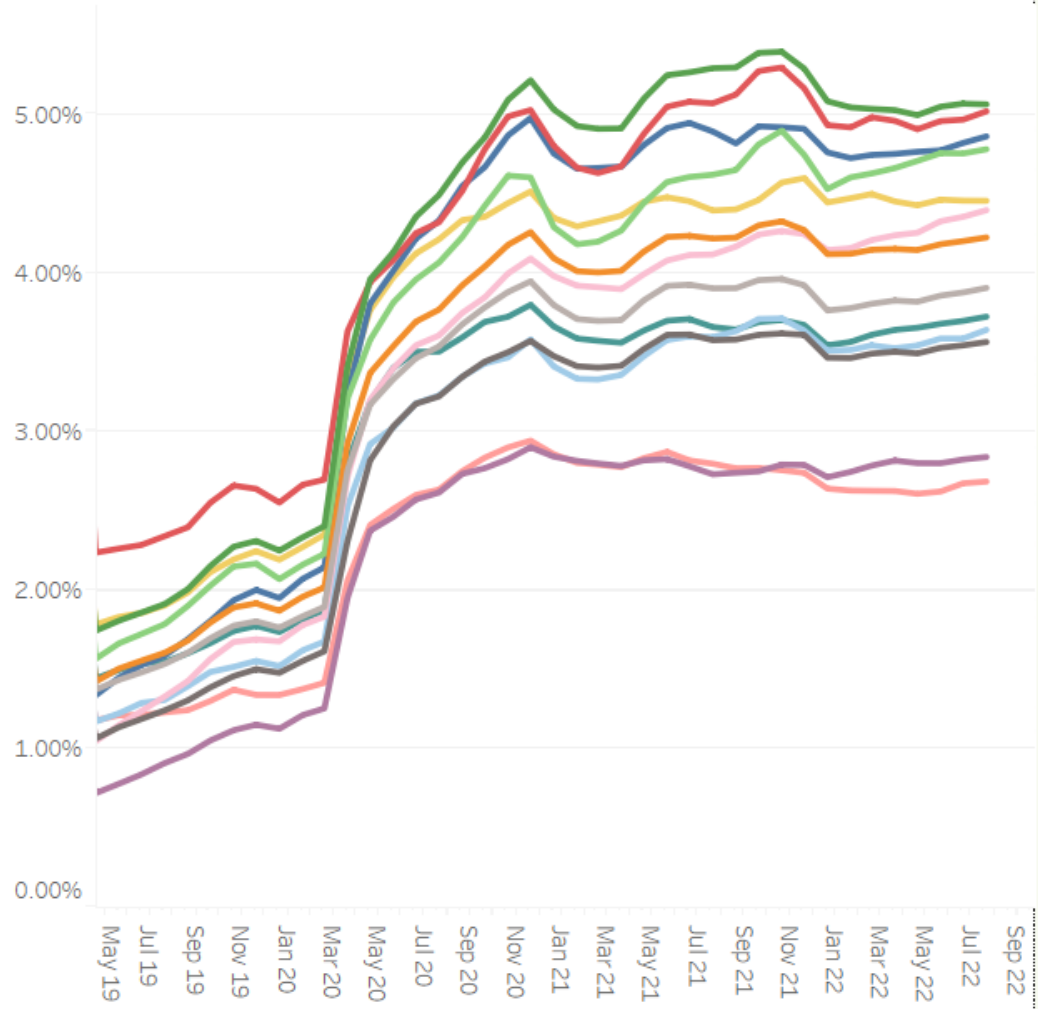


# Employment, Finances and Welfare Support

### Universal Credit Claimant Share - Not Employed



### Universal Credit Claimant Share - Employed



- Area
- Bolton
  - Bury
  - England
  - Greater Manchester
  - Manchester
  - North West
  - Oldham
  - Rochdale
  - Salford
  - Stockport
  - Tameside
  - Trafford
  - Wigan

Where is this data from?

A breakdown of universal credit claimant share by those who are in and out of employment. Universal credit is a payment made up of a standard allowance and any extra amounts that apply to an individual. In this context 'share' refers to the proportion of each locality's population who claim universal credit.



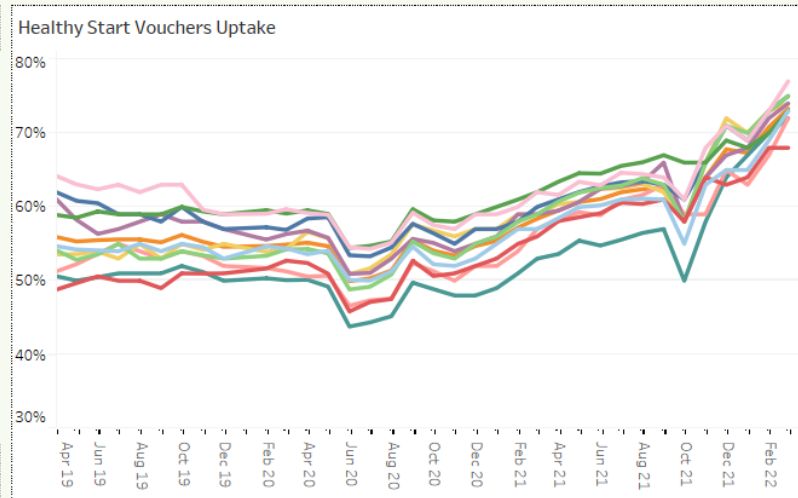
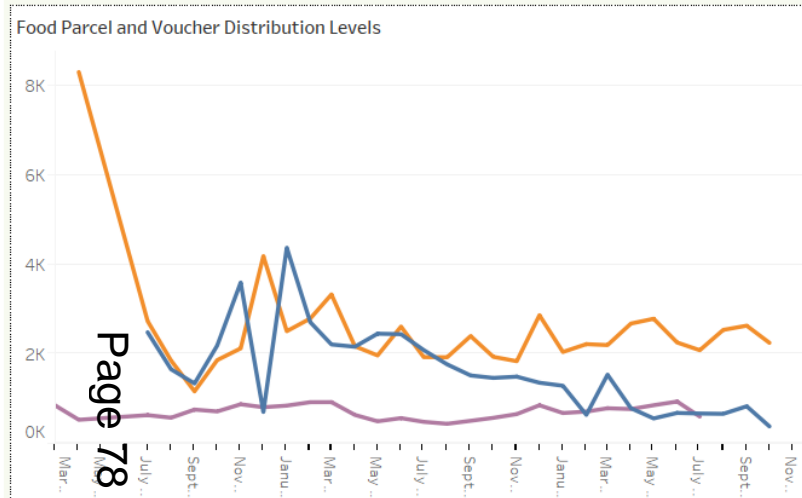
# Food

[Housing and Homelessness](#)[Employment, Finances and Welfare Support](#)[Food](#)[Fuel](#)[Fire](#)[Crime and Incidents](#)[Digital Exclusion](#)[Health and Wellbeing](#)[Contact Us](#)[Glossary](#)

As inflation rises and households struggle to pay bills, the cost of food can become a stressor for some and so it is key to track how the cost of living crisis is affecting food distribution services and recognise where peaks are forming and intervention may be necessary. It is also of great value to track trends in eligibility and claimant levels for government schemes in place which aim to support citizens with food costs, such as free school meals and healthy start vouchers.

Page last updated: 08.11.2022

Page next update: 07.12.2022



Healthy Start - Choose Ar..

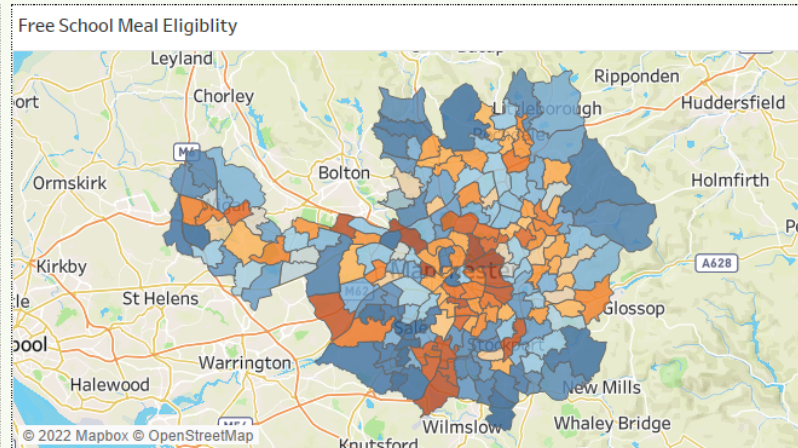
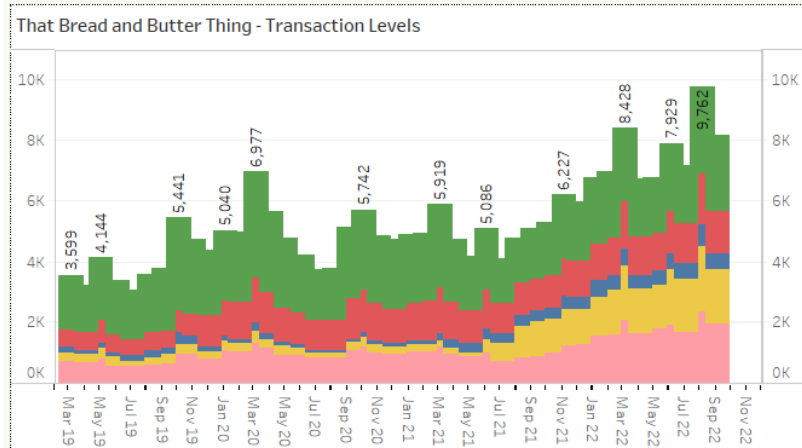
- Bolton
- Bury
- England
- Greater Manchester
- Manchester
- North West
- Oldham
- Rochdale
- Salford

Healthy Start - Area

- Bolton
- Bury
- Manchester
- Oldham
- Rochdale
- Salford
- Stockport
- Tameside
- Trafford

The number of food parcels distributed across Bury and Rochdale. Not all local authorities are able to collect this data due to the set up of food distribution services in their locality. These figures also do not represent a full picture in any authority due to missing submissions from food providers.

The percentage of healthy start vouchers taken up by those eligible across each local authority in Greater Manchester, in comparison with the GM average. The data published on this may contain some double counting as the system has moved from a paper voucher to online voucher system during the period reported on.



FSM - Choose Month

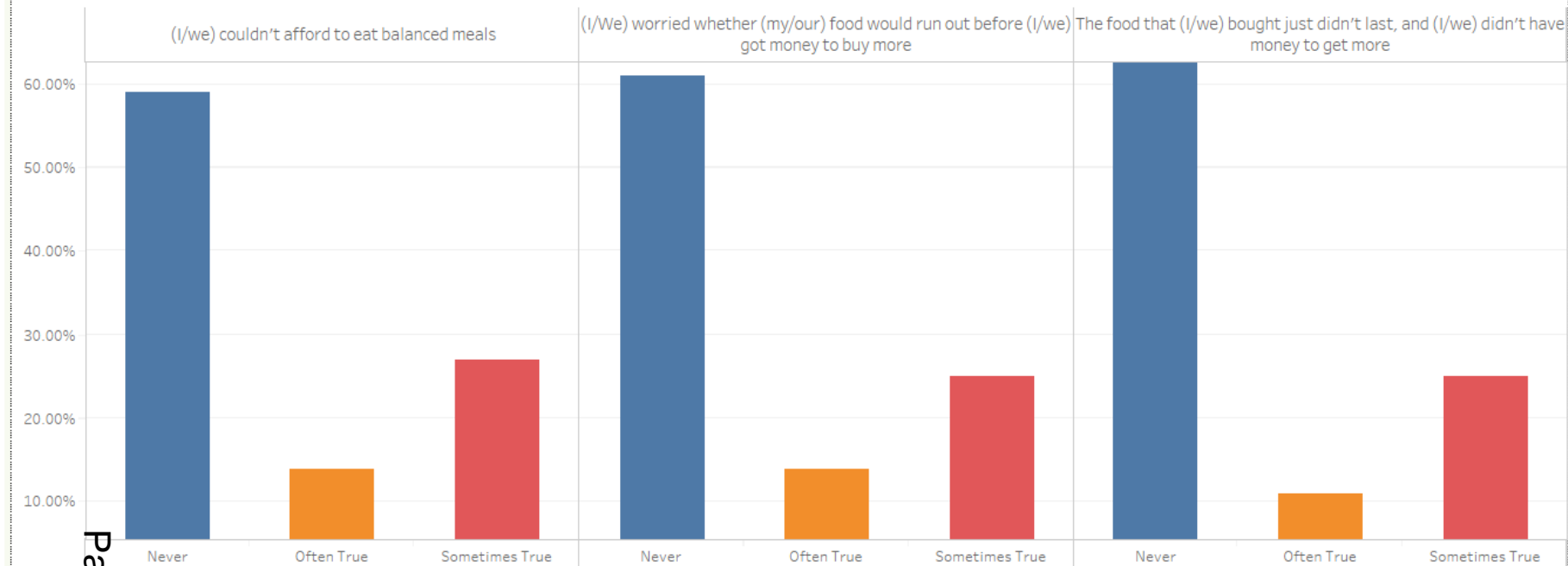
- May 2019
- October 2019
- January 2020
- October 2020
- January 2021
- May 2021
- October 2021
- January 2022
- May 2022

The number of transactions, per month, in the 5 local authorities that 'That Bread and Butter Thing' operate in. TBBT is a food provision service which offers 3 bags of varied food for £7.50.

The percentage of children eligible for free school meals. Click here to show a graph detailing change over time for local authorities across GM.

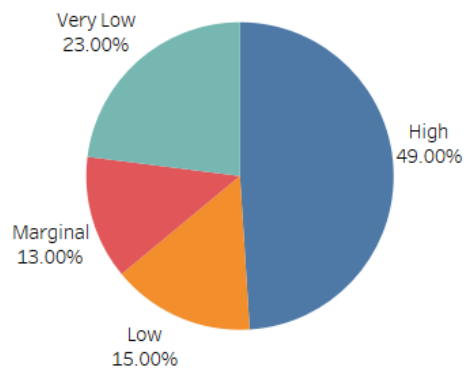
[Where is this data from?](#)

## Food Security Questions



Questions from waves 1, 2 and 3 of the Greater Manchester Residents' Survey, conducted in February, April and September 2022. These questions were asked online to a total of 3782 respondents.

## Overall Food Security

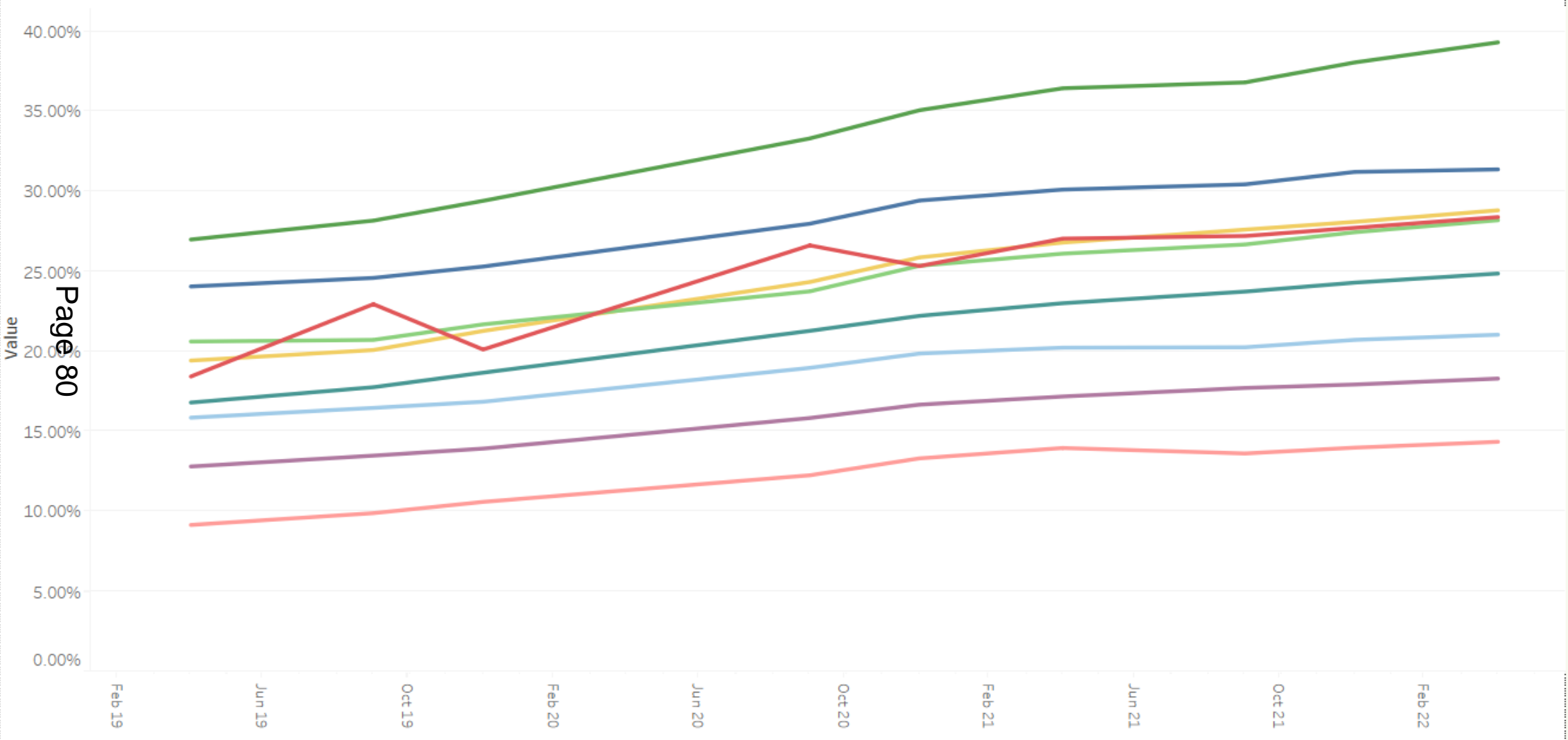


Food security scores are calculated through responses to the questions that respondents are asked during the Food Security section of the GM Residents' Survey. These questions were asked in waves 1, 2 and 3 of the GM Residents' Survey, which were conducted in February, April and September 2022. [Click here for a further breakdown of this graph and further explanation on how these scores are calculated and the meanings behind the scores.](#)



# Food

## Free School Meal Eligibility Average Local Authorities



**Authority**

- Bury
- Manchester
- Oldham
- Rochdale
- Salford
- Stockport
- Tameside
- Trafford
- Wigan

Where is this data from?

The average proportion of students eligible for free school meals in each local authority, in order to show change overtime.



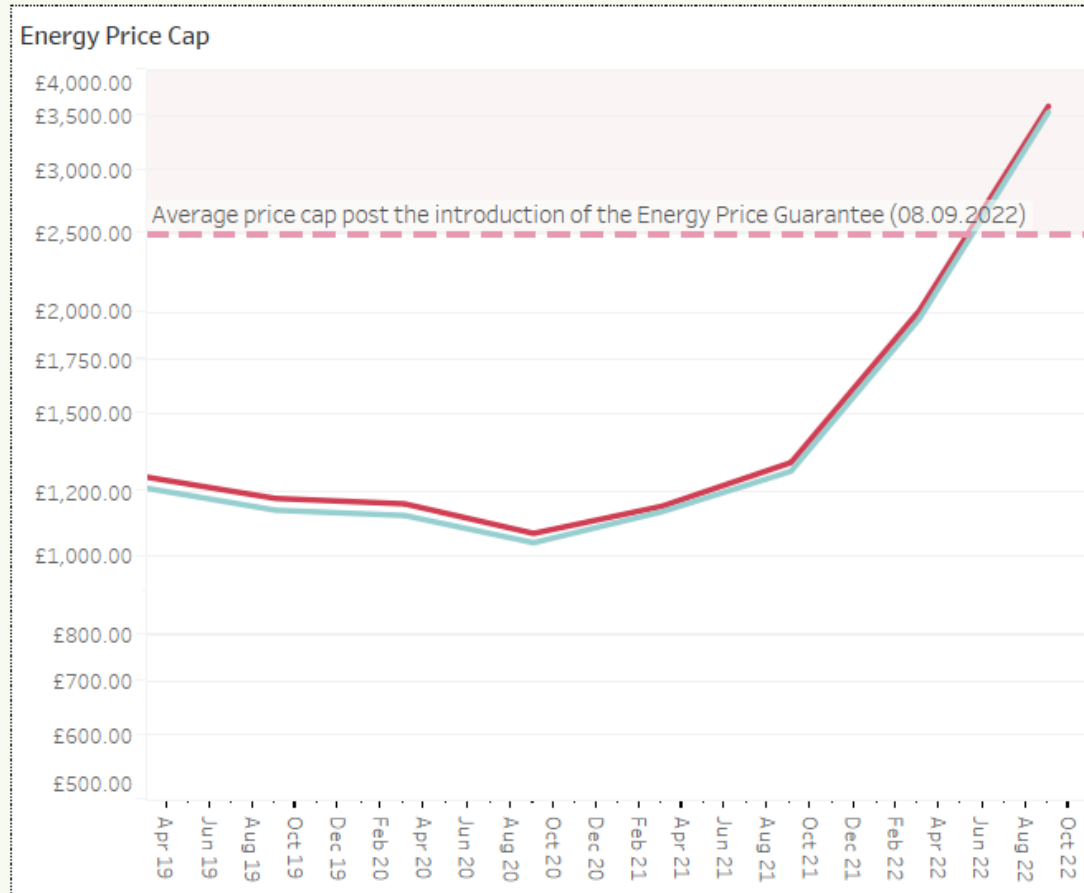
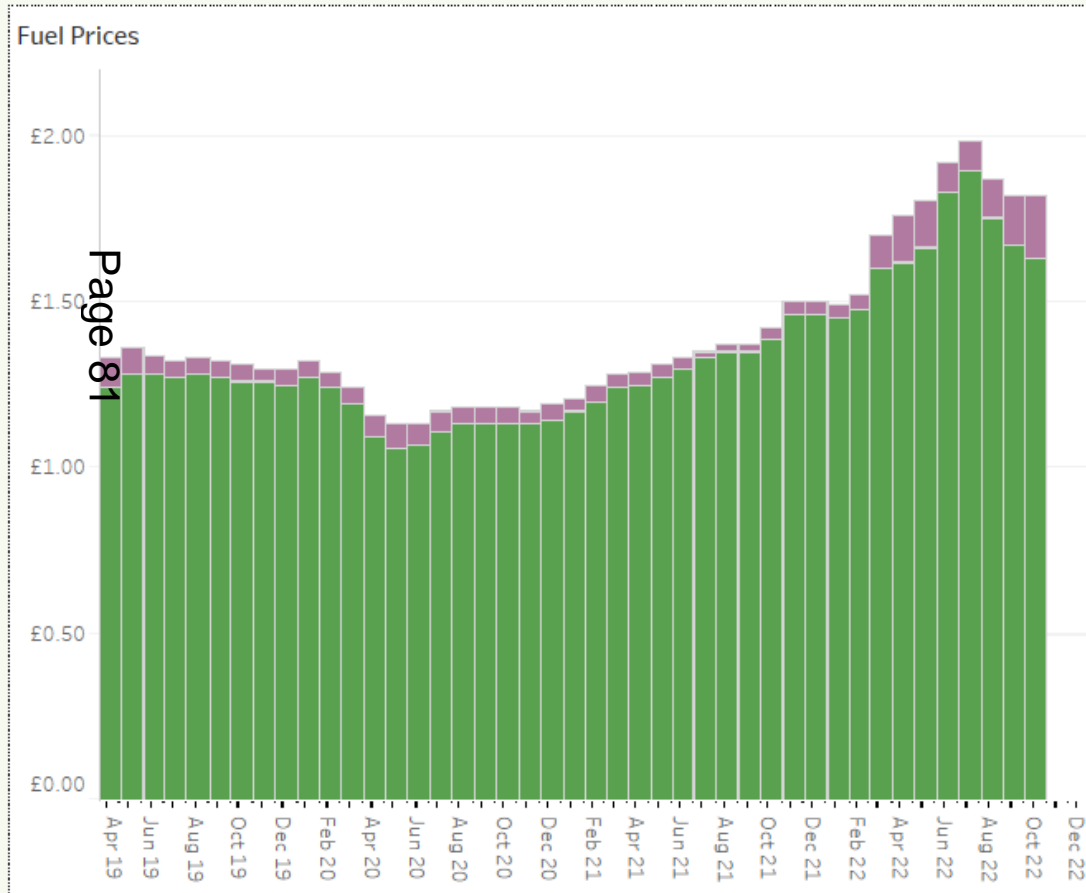
# Fuel

[Housing and Homelessness](#)[Employment, Finances and Welfare Support](#)[Food](#)[Fuel](#)[Fire](#)[Crime and Incidents](#)[Digital Exclusion](#)[Health and Wellbeing](#)[Contact Us](#)[Glossary](#)

The historically high prices of fuel, on an international basis, have had a direct effect on the cost of living for households. Effecting both pay at the pump fuel prices, as well as energy costs for running a household. It is also key to recognise government intervention in this area, for example the energy price cap and how this has an effect on household costs.

Page last updated: 08.11.2022

Page next update: 07.12.2022



- Fuel Type**
  - Diesel Prices
  - Petrol Prices
- Payment Methods**
  - Direct Debit Payment
  - Pre-Payment

Monthly average 'pay at the pump' prices for fuel, per litre, in the UK.

A backstop protection for those on a default energy tariff set by Ofgem. This graph includes a projection for the Energy Price Cap in October 2022.

Where is this data from?

How easy or difficult is it to afford your energy costs?



Page 82

Question from Wave 3 of the Greater Manchester Residents' Survey, conducted in September 2022. This question was asked online and over the phone to a total of 1677 respondents.

Different support measures are being used to help with the rising costs of fuel and energy for households across Greater Manchester. Due to the variety in measures being used, there is understandably difference in how these are recorded, tracked and measured and so availability of data in this area varies. As with all council provided data, lack of data for any of the 10 local authorities does not indicate that support is not being provided.

[Click here to navigate to a fuel and energy support measures.](#)



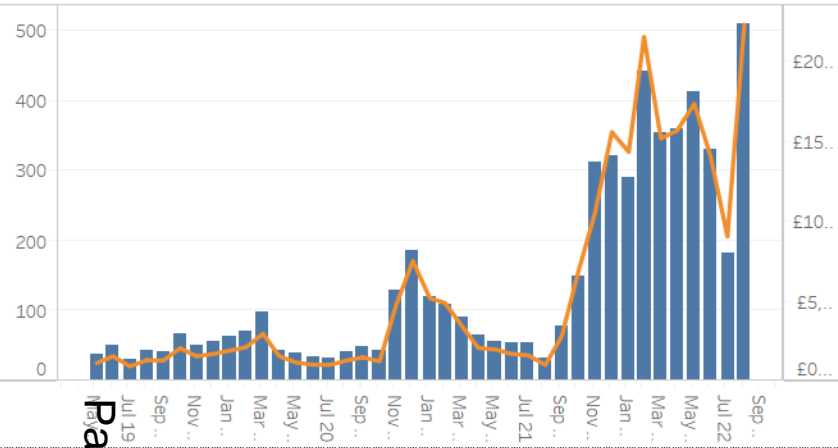
# Fuel

As households feel the effect of rising fuel and energy costs, councils are implementing support packages, on top of government measures. This page details some of these support packages in place. Future iterations of this dashboard will include further metrics in this area, some of which have already been provided by councils.

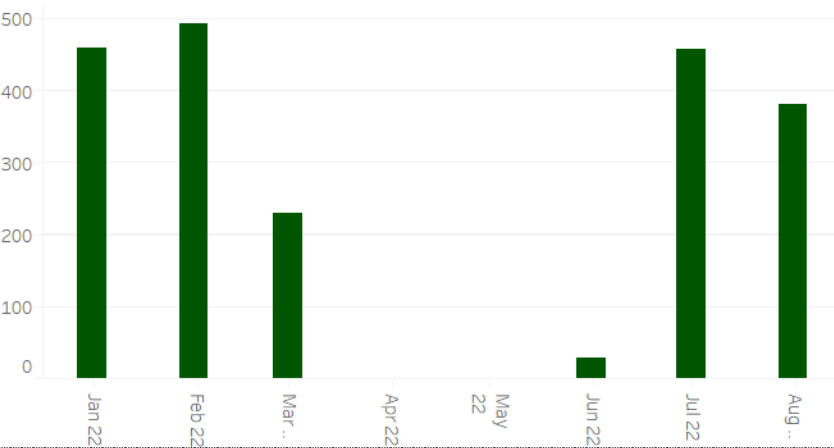
Page last updated: 08.11.2022

Page next update: 07.12.2022

## Warm Homes Oldham



## Tameside Fuel Poverty Support



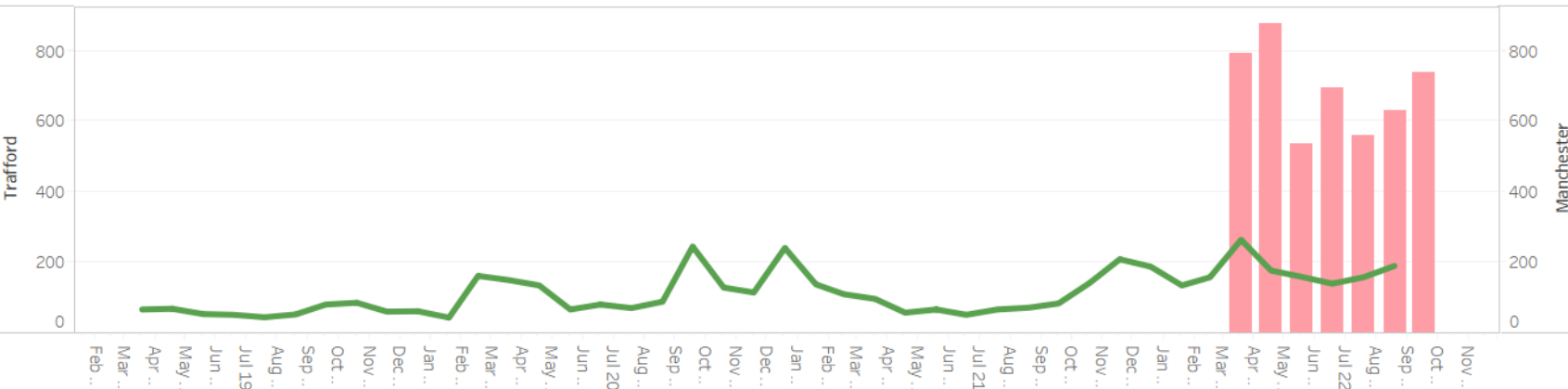
Warm Homes Oldham  
 No families claiming h.  
 Value £

The number of families helped via the Warm Homes scheme in Oldham and the monetary value of the support provided. Warm Homes started in 2013 as an advice service to help with Fuel Poverty clearing advice and since 2019 the service has also been providing financial support in the way of Fuel Vouchers.

Utilities requests made through the household support fund programmes in Tameside, please note due to these being utility requests, this could include water bills. Please also note, there is recognition from Tameside council that the volume is likely limited by available funding rather than the number of households in need.

Where is this data from?

## Fuel Grant Approvals Manchester



The number of unique approvals of fuel grant applications in Manchester and Trafford. These are available for some who are struggling with their fuel bills or at risk of being disconnected and who use pre-paid meter cards.





## Fire

[Housing and Homelessness](#)

[Employment, Finances and Welfare Support](#)

[Food](#)

[Fuel](#)

[Fire](#)

[Crime and Incidents](#)

[Digital Exclusion](#)

[Health and Wellbeing](#)

[Contact Us](#)

[Glossary](#)

As the cost of living is rising for Greater Manchester residents, there is concern that we could see a rise in the number of cost of living related fire incidents. Cost of living related questions have been added to the Incident Recording System at Greater Manchester Fire and Rescue Service and we will track these any related incidents as recorded.

Page last updated: 08.11.2022

Page next update: 07.12.2022

Page 84

This change was implemented to the Incident Recording System on 21.10.2022 and at point of data collection (04.11.2022) there were no incidents recorded as cost of living related.





# Crime and Incidents

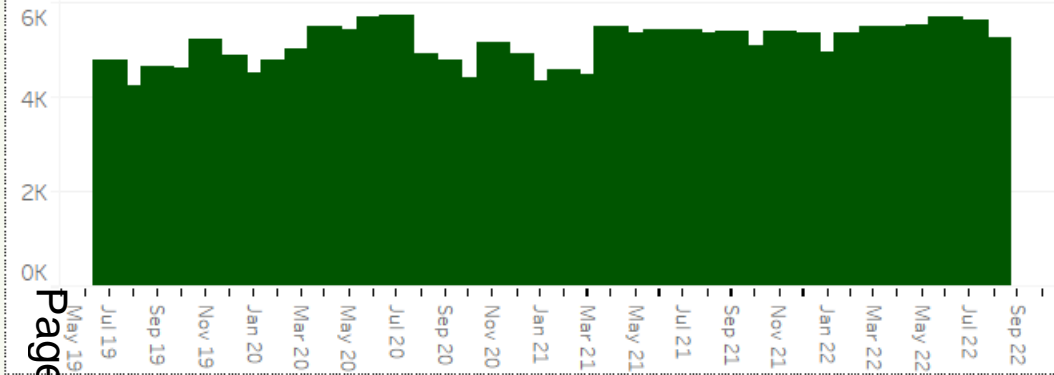
[Housing and Homelessness](#)[Employment, Finances and Welfare Support](#)[Food](#)[Fuel](#)[Fire](#)[Crime and Incidents](#)[Digital Exclusion](#)[Health and Wellbeing](#)[Contact Us](#)[Glossary](#)

As we experience a rising cost of living, concern is increasing that we could see a rise in crime as a result. This is particularly the case for acquisitive crime and domestic abuse incidents. This theme aims to explore these metrics in further depth.

Page last updated: 08.11.2022

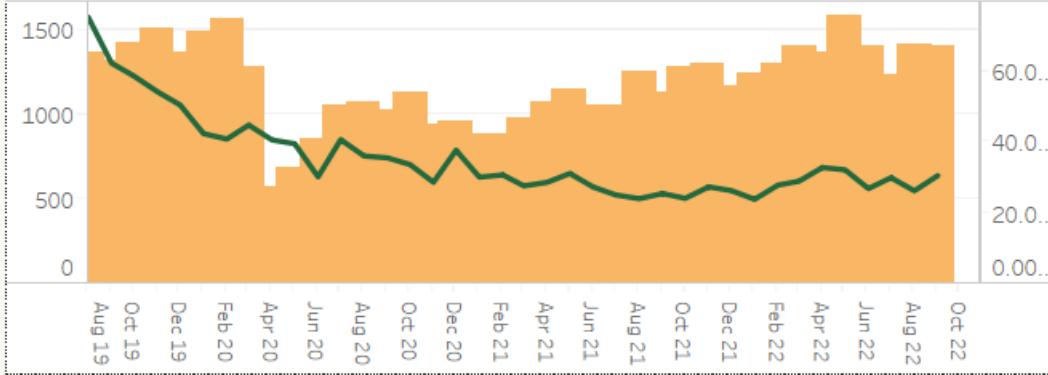
Page next update: 07.12.2022

## Domestic Abuse Incidents



The number of domestic abuse incidents, per local authority. Click here for a further breakdown of this graph.

## Shoplifting



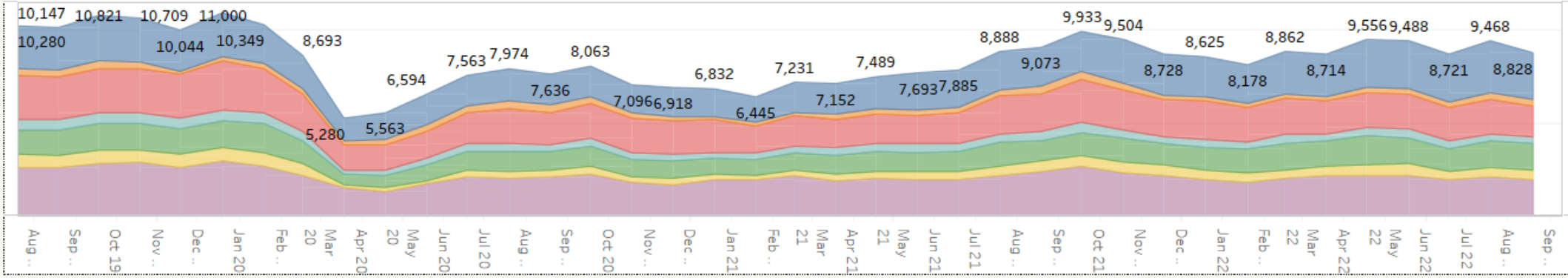
The number of shoplifting offences across Greater Manchester, alongside the percentage of shoplifting crimes committed by first time offenders. The first few months of the metric relating to first time offenders should be ignored as at this point, they were all unknown and so this doesn't represent a particular peak of first time offending.

## Shoplifting

- % Of Crimes By First time offenders
- Total shoplifting offences

Where is this data from?

## Acquisitive Crime



A breakdown of all acquisitive crimes reported in Greater Manchester, by the type of crime.

## Crimes Recorded

- All other theft offences
- Bicycle theft
- Burglary
- Robbery
- Shoplifting
- Theft from the person
- Vehicle offences



# Digital Exclusion

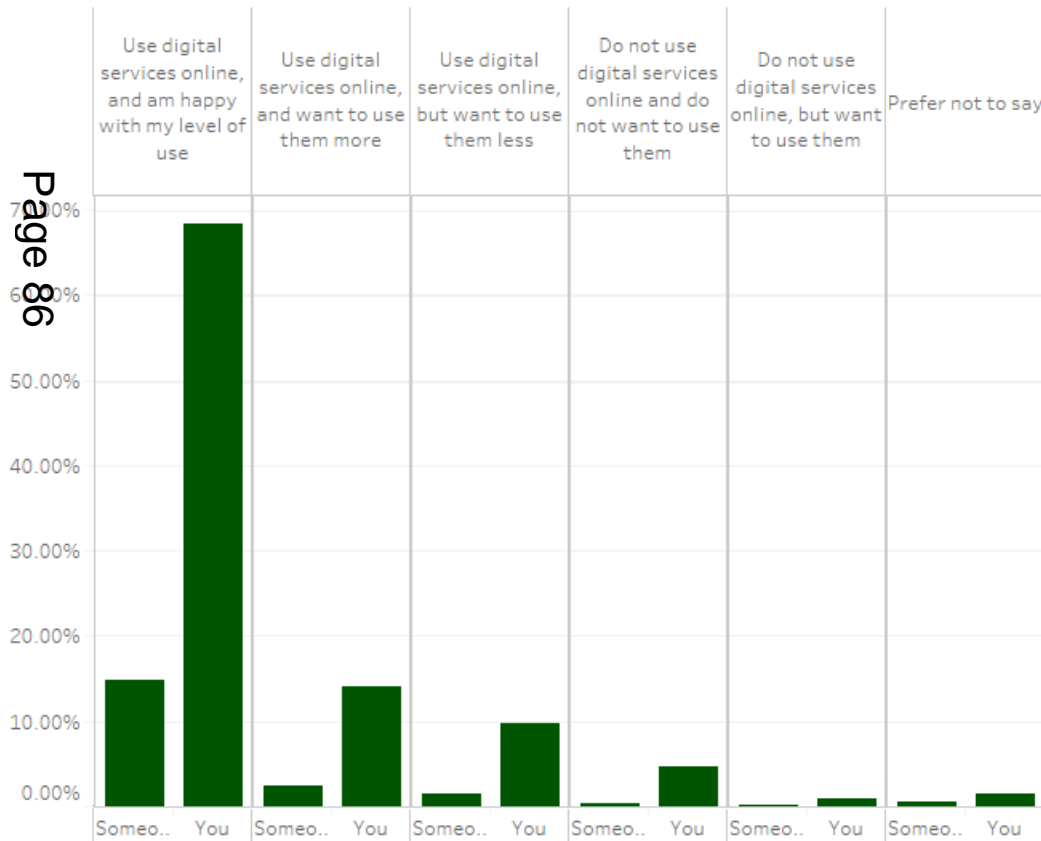
[Housing and Homelessness](#)[Employment, Finances and Welfare Support](#)[Food](#)[Fuel](#)[Fire](#)[Crime and Incidents](#)[Digital Exclusion](#)[Health and Wellbeing](#)[Contact Us](#)[Glossary](#)

It is crucial to reflect upon the effects of digital exclusion when assessing the rising cost of living for Greater Manchester residents. Those who are digitally excluded may be at a worse advantage point to relieve their rising costs. Causes of this include, being unable to access benefits online, unable to use price comparison sites to lower their costs or being unconnected from people or organisations whom may be able to relieve money concerns and worries.

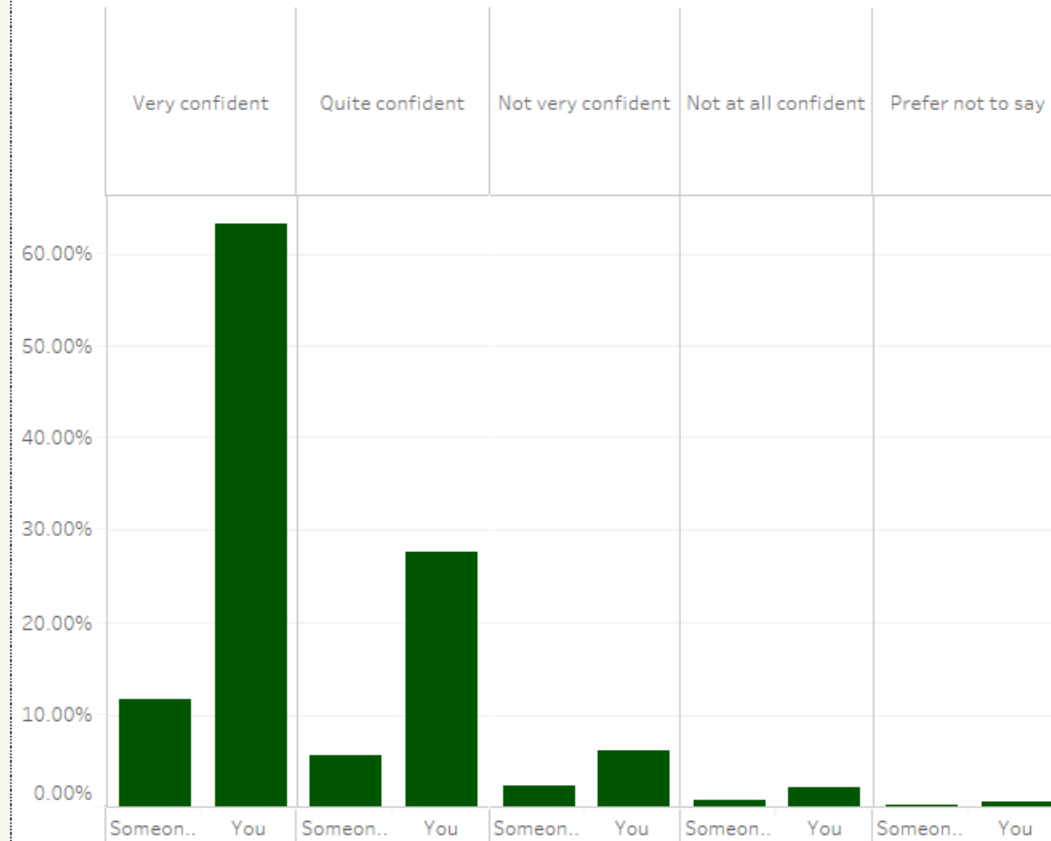
Page last updated: 09.11.2022

Page next update: 07.12.2022

How would you describe your own, and others in your households current and future intended use of digital services online?



How confident are you, and others in your household in using the digital services online that you need and want?



Where is this data from?

These questions were asked in waves 1, 2 and 3 of the Greater Manchester Residents' Survey, conducted in February, April and September 2022. These questions were asked to a total of 735 respondents. These questions were only asked over the phone due to the digital nature of the questions.



# Health and Wellbeing

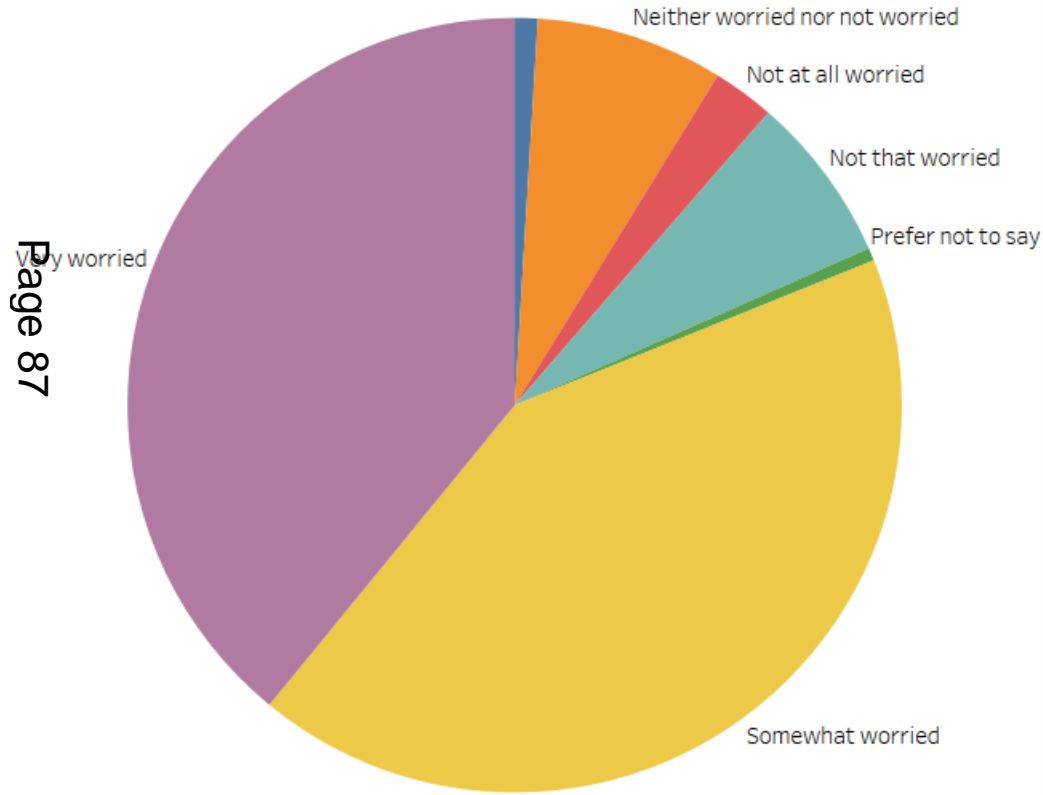
[Housing and Homelessness](#)[Employment, Finances and Welfare Support](#)[Food](#)[Fuel](#)[Fire](#)[Crime and Incidents](#)[Digital Exclusion](#)[Health and Wellbeing](#)[Contact Us](#)[Glossary](#)

A rising cost of living can cause an effect on residents' wellbeing in terms of worry, stress and anxiety, as well as an effect caused by cost of living influenced behaviours, such as missing hospital appointments or not collecting prescriptions. It is crucial to track and measure these effects, as is done on this page. Future iterations of the dashboard will include further metrics on health data.

Page last updated: 08.11.2022

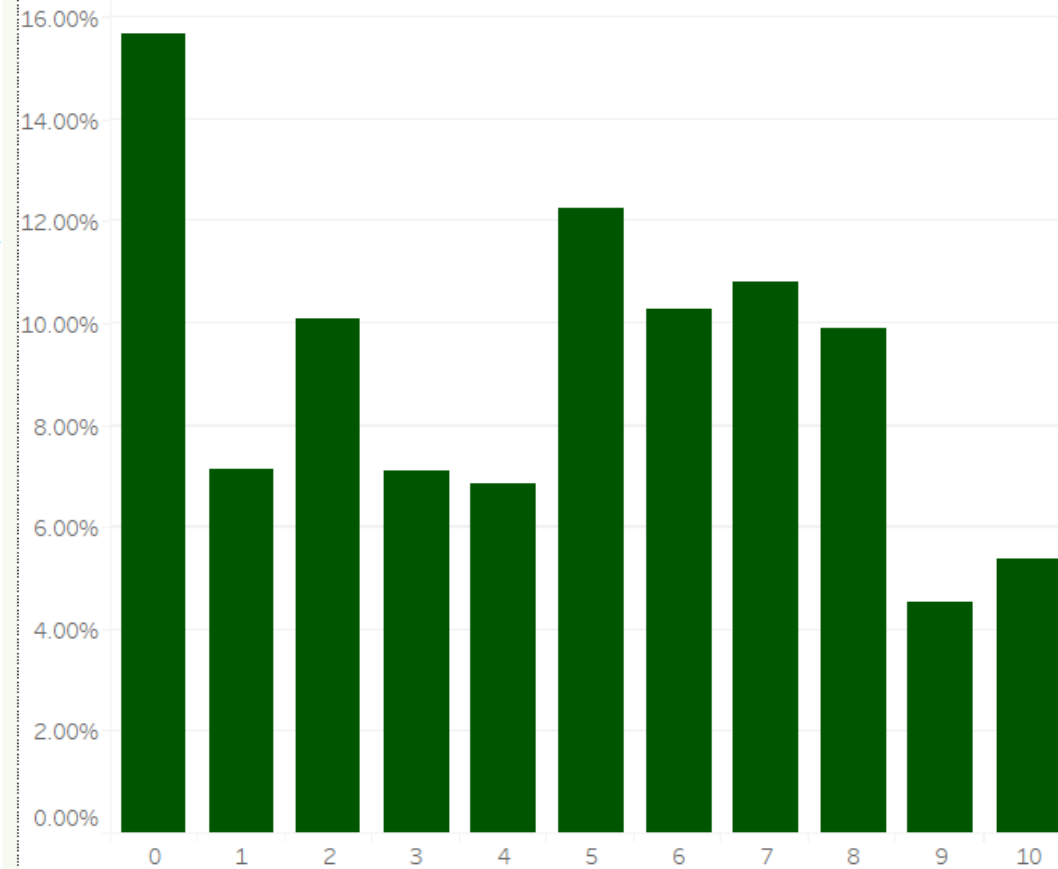
Page next update: 07.12.2022

In the past two weeks, how worried or not have you been about the rising costs of living?



Page 87

Overall, how anxious did you feel yesterday, on a scale where 0 is "not at all anxious" and 10 is "completely anxious"?



Where is this data from?

Questions from Wave 3 of the Greater Manchester Residents' Survey, conducted in September 2022. These questions were asked online and over the phone to a total of 1677 respondents.



## Contact Us

[Housing and Homelessness](#)

[Employment, Finances and Welfare Support](#)

[Food](#)

[Fuel](#)

[Fire](#)

[Crime and Incidents](#)

[Digital Exclusion](#)

[Health and Wellbeing](#)

[Contact Us](#)

[Glossary](#)

Page 88

Any feedback on how this dashboard could be changed or expanded is more than welcome. We are also happy to help with any relevant queries.

We are contactable via:

[beth.kilheeney@greatermanchester-ca.gov.uk](mailto:beth.kilheeney@greatermanchester-ca.gov.uk) or

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

## Greater Manchester Combined Authority

Date: Friday 25<sup>th</sup> November 2022

Subject: Delivering the Bee Network: Active Trave Programme Update

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

---

### Purpose of Report

To provide GMCA with an update on the Greater Manchester (GM) Active Travel programme, and its key activities.

### Recommendations:

The GMCA is requested to note the update on the Active Travel Programme.

### Contact Officers

Richard Nickson Active Travel Programme Director

[richard.nickson@tfgm.com](mailto:richard.nickson@tfgm.com)

## **Equalities Impact, Carbon and Sustainability Assessment:**

The schemes and initiatives, which are developed and delivered through Greater Manchester's Active Travel Programme, are subject to detailed local engagement and consultation to ensure that the needs of all users are considered in producing designs which provide equity of access. All capital scheme proposals also undergo a detailed design assurance process which takes into account national design guidance as well as Greater Manchester's own interim cycling and walking design guidance, which itself has been the subject of discussion with TfGM's Disability Design Reference Group.

The Active Travel 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, wheeling or cycling, which will see a reduction in both local pollutants and greenhouse gases. By 2040 at least 130,000 daily trips are expected to switch to active travel 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**

N/A

### **Legal Considerations**

No specific considerations in this report

### **Financial Consequences – Revenue**

No specific consequences in this report

### **Financial Consequences – Capital**

No specific consequences in this report

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

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

N/A

### **Background Papers**

GMTC Active Travel Sub-Committee - 28 October 2022 – Active Travel Programme Update

### **Tracking/ Process**

Does this report relate to a major strategic decision, as set out in the GMCA Constitution?  
No

## **Exemption from call in**

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

# 1. Active Travel

- 1.1 'Active Travel' can be any form of sustainable transport that is predominantly 'human powered' – walking and cycling being the classic 'Active' modes. Those using mobility aids are also travelling actively – collectively described as 'wheeling'. Equally, 'assisted' active travel – 'micro mobility'; such as 'e-scooters' and 'e-bikes' – provides positive means for people to be more active, more often. Therefore, when providing for active travel we need to consider and cater for not only those on foot as pedestrians and riding traditional bikes but also adapted and specialist active modes, such as: self-propelled and electrically assisted mobility aids, trikes, cargo bikes and similar vehicles. Walking also includes the use of guide dogs and other forms of accompanied mobility. In this way we will support inclusive and accessible active travel for all.
- 1.2 Active Travel enables trips for any purpose (i.e. not only utility trips such as 'commuting') and significant benefits for health, well-being and the environment can be accrued with more active travel. Hence, active travel supports wider GM objectives for Healthy Active lives and includes walking, wheeling and cycling for leisure as well as running and rambling.
- 1.3 Active travel can support public transport (bus, tram, train) usage; in order for it to do so, routes to and from public transport have to be accessible to all and access points conveniently distributed within reasonable distances of homes/destinations. When undertaking active travel it is important to feel and be safe, and provision for resting is equally important as provision for moving. Active Travel is hence intrinsically supportive of place- and people-centred design: a bench and somewhere pleasant to pause is a pedestrian's 'service area'. Cycle parking (that is accessible to all users and all types of cycles) is essential at destinations and along routes. Dropped kerbs are vital for those wheeling – or better still raised road surfaces to give those wheeling greater priority, especially at side roads in keeping with the Highway Code.
- 1.4 The Greater Manchester Active Travel Programme comprises a broad and extensive range of workstreams and activities which can be broadly split into five 'pillars' of work relating to delivery of the Active Travel components of the GM Bee Network, as set out in the original 'Made to Move' document.



## 2. Programme Overview

2.1 The Greater Manchester Active Travel Programme comprises a broad and extensive range of workstreams and activities which can be broadly split into five 'pillars' of work, aligned to the original 'Made to Move' document.

2.2 The pillars are:

- Strategy and Policy Development;
- Infrastructure Programme;
- Access to Active Travel;
- Behavioural Change (Activation); and
- Safety and Road Danger Reduction.

2.3 A detailed progress report was presented to the [GM Transport Committee Active Travel Sub-committee on Friday 28th October](#). Some highlights from programme delivery are summarised below.

### Active Travel Infrastructure Programme

2.4 The Mayor's Cycling and Walking Challenge Fund (MCF) has now been extended into a fifth year, as part of an ongoing pipeline development approach to active travel capital delivery and building the network.

2.5 At a summary level, the MCF programme now comprises 127 individual infrastructure packages. 41 schemes have received full delivery funding approval from the GMCA to date, with a combined value of circa £94 million.

2.6 22 MCF schemes are now complete, whilst there are a further 15 under construction, with the balance either under development or at mobilisation stage.

2.7 Greater Manchester has successfully secured £32m from the Government's Active Travel Fund (ATF) to date which has been used for temporary projects during the Covid 19 pandemic, active travel infrastructure schemes (including school streets) and a series of supporting complementary measures, including monitoring and evaluation, cycle parking, marketing and behaviour change activities.

2.8 An update on the fourth round of ATF is anticipated from Active Travel England shortly and it is expected to offer multi-year settlements from a national funding pot of circa £500 million.

### **Access to Active Travel and Behaviour Change**

2.9 Bee Network Cycle Hire launched on 18 November 2021 and has subsequently expanded from three initial areas: Oxford Rd, University of Salford and Media City to large areas of Manchester, Salford and Trafford, including the City Centre, Ancoats, Chorlton and Hulme, with more than 500 bikes now on-street. The scheme has averaged 2 rides per bike per day throughout the recent expansion totalling over 130,000 rides and 340,000km ridden so far. The current extension will lead to the full rollout of 1,500 bikes (including 300 E-Bikes) by December 2022. At that point there should be over 180 Stations and approx. 3,000 stands within a five-minute walk of circa 200,000 residents, providing convenient and affordable access to bikes. If successful, subsequent phases will see the scheme expand further across Greater Manchester.

2.10 Increasing levels of active travel requires that infrastructure delivery is supported and 'activated' by complementary programmes of behavioural change activity. The following are some examples of these.

- A Bee Active campaign in Spring 2022 to encourage people to walk and cycle across GM. This activity also featured promotion of the GM cycle hire scheme. Active Travel now features prominently in TfGM's overarching #GetonBoard campaign to promote sustainable travel.
- The Cycle and Stride project, funded by the London Marathon Charitable Trust which continues to work with community groups and schools with the aim of inspiring 10,000 people in Greater Manchester to take up walking, wheeling and riding for more journeys.
- School Streets; cycle parking grants; and a pilot Youth Travel Ambassador project (delivered in eight Secondary Schools) with the intent to recruit a further ten schools later this year, exploring how children and young people could help themselves and their schools to develop more sustainable travel patterns.
- A comprehensive training programme for skills and confidence.
- Partnering with Wheels for All to provide adapted cycles, training and support.

- Cycle Loans, Libraries and a continued push on training.

### **3. Active Travel Commissioner**

3.1 Dame Sarah Storey was appointed as Active Travel Commissioner in May 2022 and has been reviewing the approach to Active Travel in GM since then. She presented her recommendations to the Big Active Conversation event in Wigan on 1st November 2022.

This page is intentionally left blank

## Greater Manchester Combined Authority

Date: 25 November 2022

Subject: Greater Manchester Franchising Scheme for Buses: Procurement  
Update

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

---

### **PURPOSE OF REPORT**

To provide an update, and make a number of recommendations in relation to the procurement process for the Greater Manchester Franchising Scheme for Buses 2021 (the Scheme), in particular to note and agree the process to procure service providers to operate the Bolton Large Bus Franchise and the Wigan Large Bus Franchise.

### **RECOMMENDATIONS:**

GMCA is requested to:

1. Note and agree the outcome of the process to procure a preferred service provider to operate the Bolton Large Local Service Contract and the Wigan Large Local Service Contract in Sub-Area A of the Scheme.
2. Note the proposed key contractual arrangements of the Bolton Large Local Service Contract and the Wigan Large Local Service Contract.
3. In relation to the Local Service Contracts required for the implementation and operation of Sub-Areas B and C of the Scheme:
  - a) Agree to commence the procurement process.
  - b) Agree to delegate to TfGM the authority to undertake and manage the procurement process on behalf of the GMCA subject to the following condition –

- i. 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.
4. Agree that in relation to Sub Area A TfGM will manage the implementation and operation of the Scheme and the Local Service Contracts awarded in relation to Sub-Area A following their award on behalf of the GMCA subject to the following conditions:
  - a) TfGM will manage the above contracts in accordance with the provisions of an agreed Protocol with the GMCA.
  - b) That authority to agree the final terms of the above Protocol and any other associated necessary legal agreements on behalf of the GMCA be delegated to the Monitoring Officer.
  - c) That authority to complete and execute the Protocol and any other necessary legal agreements be delegated to the Monitoring Officer.
5. To authorise TfGM to enter into the agreements referred to in section 4 of this report for the purposes of establishing and implementing the Residual Value Mechanism on behalf of the GMCA.

## **CONTACT OFFICERS:**

Eamonn Boylan, Chief Executive GMCA & TfGM:

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

Steve Wilson, GMCA Treasurer:

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





Liz Treacy, GMCA Solicitor:

[liz.treacy@greatermanchesterca.gov.uk](mailto:liz.treacy@greatermanchesterca.gov.uk)

Steve Warrener, Managing Director and Finance and Corporate Services Director:

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

## Equalities Impact, Carbon and Sustainability Assessment:

Impacts Questionnaire		
Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion	G	
Health	G	
Resilience and Adaptation	G	
Housing	G	
Economy	G	
Mobility and Connectivity	G	
Carbon, Nature and Environment	G	
Consumption and Production		
Contribution to achieving the GM Carbon Neutral 2038 target		
<b>Further Assessment(s):</b>	Equalities Impact Assessment and Carbon Assessment	
 <b>Positive</b> impacts overall, whether long or short term.	 <b>Mix of positive and negative</b> impacts. Trade-offs to consider.	 <b>Mostly negative</b> , with at least one <b>positive</b> aspect. Trade-offs to consider.
		 <b>Negative</b> impacts overall.

### Risk Management:

Risks associated are being captured and managed as part of the overall Bus Franchising programme.

### Legal Considerations:

Legal considerations are set out in the report.

### Financial Revenue Consequences:

The financial consequences relating to this report are included in the background papers set out below

### Financial Capital Consequences:

The financial consequences relating to this report are included in the background papers set out below

## **Number of attachments:**

Appendices

[Appendix 1: The Greater Manchester Franchising Scheme for Buses 2021 Bus reform decision March 2021 - Greater Manchester Combined Authority](#)

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

Overview and Scrutiny Committee meets on 23<sup>rd</sup> November and comments will be reported to the GMCA on 25<sup>th</sup> November

## **Background Papers:**

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report.

Report to GMCA dated 28 May 2021.

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

Decision of the Mayor 25th March 2021

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

## **Tracking/ Process [All sections to be completed]**

Does this report relate to a major strategic decision, as set out in the GMCA Constitution

Yes

## **Exemption from call in:**

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**

N/A



# Overview and Scrutiny Committee

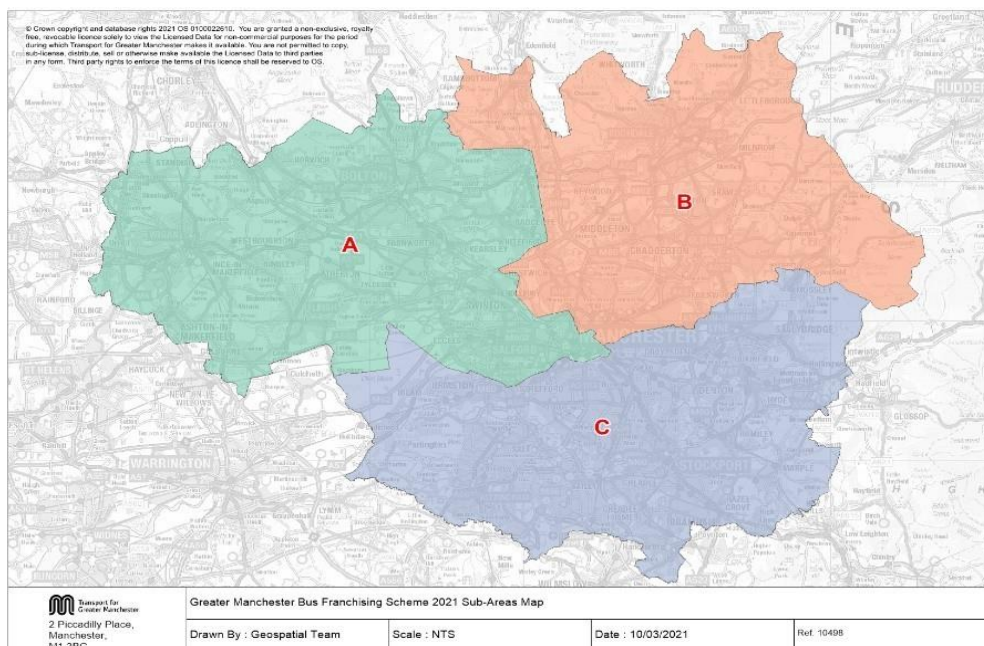
23<sup>rd</sup> November 2022

# 1. INTRODUCTION

- 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 2021 and recommended to the Mayor that he make a franchising scheme as more particularly set out in Appendix 5 to that report.
- 1.2 On 25 March, the Mayor made the decision to make the franchising scheme. Subsequently the Greater Manchester Franchising Scheme for Buses 2021("the Scheme") was made on 30 March 2021 which was published in a Notice on the same date. At the same time 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.
- 1.3 At its meeting on 28 May 2021, the GMCA agreed to:
  - a) commence the procurement process for the Local Service Contracts required for the implementation and operation of Tranche 1 of the Scheme. Tranche 1 includes the Bolton Large Local Service Contract and the Wigan Large Local Service Contract.
  - b) delegate to TfGM the authority to undertake and manage the procurement process on its behalf with a requirement that TfGM recommend to GMCA the preferred bidder in relation to each Local Service Contract and large Local Service Contracts with the decision to award to be taken by the GMCA.
- 1.4 The procurement process has been undertaken by a project team which includes TfGM and GMCA officers, internal specialists, and external legal, commercial and financial advisers. This report updates the GMCA on the current position in relation to the procurement process for the Scheme (in particular the Bolton and Wigan Large Local Service Contracts) and makes a series of recommendations. Two further reports on the outcome of the evaluation of tenders in relation to the Bolton Large Local Service Contract and Wigan Large Local Service Contract respectively have been submitted in Part B of the agenda.

## 2. PROCUREMENT APPROACH- SUMMARY

- 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.
- 2.2 Tranche 1 (Sub-Area A) will principally cover the north-west of Greater Manchester (operational start date of 17 September 2023),
- 2.3 Tranche 2 (Sub-Area B) will principally cover the north-east of Greater Manchester (operational start date of no later than 31 March 2024), and
- 2.4 Tranche 3 (Sub-Area C) will principally cover the south of Greater Manchester (operational start date of 5 January 2025).
- 2.5 The extent of each sub-area is set out in the map below.



- 2.6 The Bolton Large Local Service Contract largely covers the services that run within or into/out of Bolton. The Wigan Large Local Service Contract largely covers the services that run within or in/out of Wigan. The duration of the Franchise Agreement for each contract will be 5 years from the Commencement Date (17/09/2023), plus two optional extensions, each of 1 year (i.e. 5+1+1) to 15/09/2030.

- 2.7 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.
- 2.8 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 and standards. The services to be franchised are listed in the Scheme (Appendix 1 to this report).
- 2.9 As set out in the statutory 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 Scheme.
- 2.10 The 10 large Local Service Contracts will be 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 is being run for each tranche broadly sequentially albeit with some overlap. Once the Scheme has become operational across all areas franchising arrangements will apply across the whole of Greater Manchester.

### **3. Procurement of Local Service Contracts**

- 3.1 Procurement of the bus franchising operations has been conducted in accordance with the requirements of the Utilities Contracts Regulations 2016 (UCR 2016). The negotiated procedure was adopted for Tranche 1 because of the additional flexibility it provides. As members will recall from the Commercial Case set out 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. The negotiated procedure has also been adopted for Tranche 2.

## **Qualification system**

- 3.2 As set out in the Assessment, a qualification system has been used for the procurement of all Local Service Contracts under the Scheme. This means that Bidders are only required to complete the qualification process once and therefore represents a much more efficient system than a typical pre-qualification questionnaire (PQQ) approach as there is no need for repeated issue and evaluation.
- 3.3 On 5 August 2021 TfGM published a Periodic Indicative Notice (PIN) on behalf of GMCA on Find a Tender (FTS) outlining that it would be introducing a qualification system for the provision of franchised bus services. TfGM, on behalf of GMCA, published a Qualifications System Notice (QSN) via Find a Tender on 06/08/2021
- 3.4 Acceptance onto the qualification system resulted in an operator becoming a Passport Holder.

## **Expressions of Interest**

- 3.5 On 1 December 2021 TfGM, on behalf of GMCA, sent a Franchise Expression of Interest (Eoi) for each of the Large Local Service Contracts contained within Sub-Area A to all Passport Holders asking whether they wished to express an interest in one or more franchises contained within Sub-Area A.
- 3.6 The Eoi tests 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 were also provided with the remaining procurement documents, including the draft Invitation to Negotiation (ITN) and franchising agreement, as required by the UCR 2016.
- 3.7 All potential bidders who successfully satisfied the requirements of the Qualification System (Passport Holders) were also required, as part of the Eoi stage 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.

- 3.8 Passport Holders who received the EoI had until 19 January 2022 to express their interest in one or more Local Service Contracts contained within Sub-Area A and answer the selection questions contained within the EoI.
- 3.9 All Passport Holders who had expressed their interest in one or both of the Bolton Large Local Service Contract and the Wigan Large Local Service Contract and whose selection question responses met the minimum thresholds in the EoI, were issued with an ITN Initial Phase document for the relevant Large Franchise(s). These Passport Holders were now considered to be Bidders in respect of the Sub-Area A Large Local Service Contract(s) in which they had expressed an interest.

## **Invitation to Negotiate**

- 3.10 For the Sub-Area A Large Local Service Contracts there was a two-stage ITN process.
- 3.11 The ITN Initial Phase required bidders to submit short proposals in response to a small number of franchise specific issues or requirements. These proposals were reviewed to provide bidders feedback to be used in the ITN Final Phase and bid submission. However there was no shortlisting of bidders at this stage.
- 3.12 During the ITN Final Phase each Bidder was then offered a series of meetings to negotiate various aspects of the ITN Final Phase requirements and the draft Franchise Agreement. Each meeting generally focused on one or more specific aspect(s) of ITN Final Phase requirements and/or the draft Franchise Agreement.
- 3.13 TfGM, on behalf of GMCA, issued the ITN Initial Phase on 21 March 2022 and the ITN Final Phase stage on 30 May 2022. TfGM, on behalf of GMCA issued the Call for Final Tenders for the Sub-Area A Large Local Service Contracts on 11 August 2022.

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

- 3.14 Bidders submitted their bids by the deadline of 9 September 2022 as required by the ITN. Following completion of initial compliance checks, the bids were passed to TfGM's and GMCA's evaluation teams for their

consideration. The outcome of the evaluation process is described in the accompanying reports in Part B of the agenda.

## **Procurements of Sub-Areas B and C and Management of Sub-Area A contracts**

- 3.15 In respect of sub-area B, the procurement of the Large and Small Local Service Contracts contracts has commenced. EOIs were received on 24<sup>th</sup> October 2022 and the ITN documentation was issued on 8<sup>th</sup> November 2022. The process is due to run through to bid submissions on 10<sup>th</sup> March 2023. Contracts are due to be awarded on the 30<sup>th</sup> June 2023.
- 3.16 In respect of sub-area C, the EOIs are due to be issued to Passport holders on 13<sup>th</sup> March 2023 with EOI responses due back on 28<sup>th</sup> April 2023, ITN issued on 5 June 2023 and bids due back on 20<sup>th</sup> October 2023. Contracts are due to be awarded on 5<sup>th</sup> April 2024.
- 3.17 In respect of sub-area A contracts post award, GMCA intends to delegate the day to day management of these to TfGM. TfGM is establishing a function to manage the Local Service Contracts in line with the principles set out in the Commercial and Management cases of the Assessment and subsequent implementation work.

## **4 Residual Value Mechanism**

- 4.1 At the meeting of the GMCA on 28 May 2021, members agreed to implement the Residual Value Mechanism (RVM) proposals as set out in the Assessment and delegated to TfGM the authority to undertake any preparatory work necessary to establish, operate and manage the RVM on behalf of the GMCA.
- 4.2 The above preparatory activity has now reached the stage where in order to implement the RVM under the franchise agreements, TfGM should enter into vehicle option agreements with incumbent operators. These are currently drafted on the basis that they will be entered into by TfGM and any operator who has agreed to sell vehicles into the Residual Value (RV) pool. The agreement enables TfGM to facilitate entry into asset purchase agreements between each incumbent operator and each new operator who

is taking vehicles under the RV agreement. The option agreement binds the incumbent operators to sell vehicles under the RV mechanism to the incoming operators. Entering into the options agreement with incumbent operators therefore gives more certainty on the operation of the RV mechanism both to support the Tranche 1 agreements and procurement of Tranche 2 and 3.

- 4.3 These agreements provide a legal route to facilitate the RVM as set out in the franchise agreements, as they provide a route for the vehicles to be sold to the incoming operator (which is already provided for in the franchise agreements). This report seeks authority to allow TfGM to enter into the above contracts for the purposes of establishing and implementing the RVM on behalf of GMCA.

## 5. RECOMMENDATIONS

GMCA is requested to:

1. Note and agree the outcome of the process to procure a preferred service provider to operate the Bolton Large Local Service Contract and the Wigan Large Local Service Contract in Sub-Area A of the Scheme.
2. Note the proposed key contractual arrangements of the Bolton Large Local Service Contract and the Wigan Large Local Service Contract.
3. In relation to the Local Service Contracts required for the implementation and operation of Sub-Areas B and C of the Scheme:
  - a) Agree to commence the procurement process.
  - b) Agree to delegate to TfGM the authority to undertake and manage the procurement process on behalf of the GMCA subject to the following condition –
    - i. 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.



4. Agree that TfGM will manage the Local Service Contracts awarded in relation to Sub-Area A of the Scheme following their award on behalf of the GMCA subject to the following conditions:
  - a) TfGM will manage the above contracts in accordance with the provisions of an agreed Protocol with the GMCA.
  - b) That authority to agree the final terms of the above Protocol and any other associated necessary legal agreements on behalf of the GMCA be delegated to the Monitoring Officer.
  - c) That authority to complete and execute the Protocol and any other necessary legal agreements be delegated to the Monitoring Officer.
5. To authorise TfGM to enter into the agreements referred to in section 4 of this report for the purposes of establishing and implementing the Residual Value Mechanism on behalf of the GMCA.

Eamonn Boylan

**Chief Executive Officer, TfGM and GMCA**

This page is intentionally left blank

## Greater Manchester Combined Authority

Date: 25 November 2022

Subject: Transport Capital Programme

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

---

### Purpose of Report

This report requests approval to draw-down funding for the development and delivery of schemes being funded, either in whole or in part, from Greater Manchester's City Region Sustainable Transport Settlement (CRSTS).

### Recommendations:

The GMCA is requested to:

1. Approve the funding draw-down requests for the schemes set out in Section 2 of this report.
2. Delegate authority to the Chief Executive Officer, GMCA & TfGM, in consultation with the Mayor of Greater Manchester to procure a further 50 Zero Emission Buses for deployment within Tranche 2 of bus franchising using the Crown Commercial Services national framework RM6060, to be funded from GMCA's City Regional Sustainable Transport Settlement. Further detail on the proposed method of procurement, the preferred supplier and estimated cost is included in a report in Part B of this agenda.

### Contact Officers

Steve Warrener

Managing Director, TfGM





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

Simon Warburton

Director of Transport  
Strategy

[Simon.Warburton@tfgm.com](mailto:Simon.Warburton@tfgm.com)

## Equalities Impact, Carbon and Sustainability Assessment:

Impacts Questionnaire		
Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion	G	
Health	G	
Resilience and Adaptation	G	
Housing	G	
Economy	G	
Mobility and Connectivity	G	
Carbon, Nature and Environment	G	
Consumption and Production		
Contribution to achieving the GM Carbon Neutral 2038 target		
	<b>Positive impacts overall, whether long or short term.</b>	 <b>Mix of positive and negative impacts. Trade-offs to consider.</b>
	<b>Mostly negative, with at least one positive aspect. Trade-offs to consider.</b>	 <b>Negative impacts overall.</b>

The Bee Network is a critical enabler of Greater Manchester’s Net Zero ambitions; a truly integrated transport network across active travel and public transport will provide excellent public transport and active travel choices for all, promoting sustainable travel behavioural change through integrated spatial, digital and transport planning; and supporting the electrification of vehicles and public transport fleets.

### Risk Management

The recommendation of this report will directly support Bee Network scheme delivery and enable prioritised infrastructure expenditure. This will directly assist in mitigating the programme risk of not fully expending the available budget. A programme risk register is maintained and updated regularly by TfGM.

### Legal Considerations

Legal Delivery Agreements and legal side-letters will be produced and implemented for full scheme and development costs approvals as appropriate.

### Financial Consequences – Revenue

N/A

### Financial Consequences – Capital

Financial Consequences – Capital, are referenced in paragraphs 2.17, 2.21, 2.26 and 2.30 of the report.

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

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

N/A

### **Background Papers**

- 29 January 2021 - Prioritisation of Second Tranche of Transforming Cities Funding
- 24 June 2022 - City Region Sustainable Transport Settlement – Final Scheme list
- 29 July 2022 - GM Capital Update Report
- 30 September 2022 - GMCA CRSTS Governance and Assurance
- 28 October 2022 - GMCA 2022/23 Capital Update – Quarter 2
- 25 November 2022 – GMCA Transport Capital Programme – Part B

### **Tracking/ Process**

Does this report relate to a major strategic decision, as set out in the GMCA Constitution?

Yes

### **Exemption from call in**

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**

N/A

### **Overview and Scrutiny Committee**

N/A

## 1. Background

- 1.1. Delivery of the transport capital programme is a key enabler to achieving the Bee Network – Greater Manchester’s vision for an integrated ‘London-style’ transport system, which will change the way people travel across the city region.
- 1.2. The report requests the approval of the draw-down of CRSTS funding for the ongoing development and delivery of several schemes within the capital programme, as follows:
  - Rail Stations - Access for All – to develop the scheme to Outline Business Case stage;
  - Salford Crescent – MediaCity Bus Corridor scheme – to develop the scheme to Outline Business Case stage; and
  - Stockport Interchange Mixed Use Cycle & Walking Ramp – to develop and deliver the cycle and walking ramp elements of the scheme to construction completion.
  - Zero Emission Buses – to procure additional zero emission buses to support the implementation of bus franchising.

## 2. Funding Draw Down Requests: City Region Sustainable Transport Settlement (CRSTS)

### Overview

- 2.1. At the request of HM Government, the GMCA prepared and submitted a Programme Case to the Government’s City Region Sustainable Transport Settlement (CRSTS) Fund in January 2022.
- 2.2. On 1 April 2022, the Secretary of State wrote to the GM Mayor to say that GMCA had been awarded an allocation of £1.07 billion of CRSTS funding, conditional on agreeing a final scheme list that will be subject to the GM Local Growth Assurance Framework.
- 2.3. The GMCA approved the Scheme List on 24 June 2022, which was subsequently submitted in the form of a Delivery Plan for HM Government approval during early July 2022.
- 2.4. The Secretary of State for Transport wrote to the GM Mayor on 29 July 2022,

confirming acceptance of GM's Delivery Plan.

- 2.5. On 29 July 2022, the GMCA approved the 2022/23 budget of £105.7m, including local and match contribution, subject to the Greater Manchester Local Growth (Single Pot) Assurance Framework.
- 2.6. Individual schemes are progressing through the assurance framework with over £90m of funding approved by GMCA across the CRSTS Pipeline in respect of the following programmes: Local Authority core and strategic highway maintenance; Local Authority minor works and road safety schemes; Zero Emission Bus; Quality Bus Transit and Streets for All.
- 2.7. The following sections of this report include requests to approve the draw-down of funding to facilitate the development and / or delivery of a number of schemes that are being funded, either in whole or in part, through the CRSTS Programme. These approvals requests are being brought in line with the governance arrangements approved at the 30 September 2022 meeting of the Combined Authority.

### **Access for All**

- 2.8. Improving the accessibility and inclusivity of Greater Manchester (GM) railway stations benefits a broad range of existing and potential customers in the communities served. This includes older people and a fifth of GM's residents who identify as having some form of disability (including learning, mental health and wellbeing disabilities), families with pushchairs and small children, and those who need more time to board or alight trains.
- 2.9. Across GM, approximately 41% of rail stations have stepped access and a further 14% have steep ramps. Therefore, GM's Access for All (AfA) programme aims to reduce these percentages, improving the access to more rail stations.
- 2.10. In 2018 GMCA were awarded DfT Access for All (AfA) Main Programme funding for CP6 (2019-24) for 3 GM stations on the 2018 prioritised list of stations most in need of step free access as follows:
  - Walkden (priority station 1)
  - Daisy Hill (priority station 3)
  - Irlam (priority station 4).
- 2.11. Daisy Hill and Irlam have recently concluded GRIP 4 (Single Option Development)

and a Design and Build tender is currently being evaluated for a GRIP 5 (Detailed Design) to GRIP 8 (Completion).

2.12. Due to site complexities Walkden is being delivered by Network Rail on TfGM's behalf. This scheme is currently progressing through GRIP 4.

2.13. On the 29 January 2021 GMCA approved the prioritisation of TCF2 funding, including £3.3m for the next priority stations under the Access for All programme, as follows:

- £2.3 million for development and delivery of Swinton Station AfA scheme, GM's 2nd priority Station requiring step free access; and
- Up to £1.0 million to develop the next tranche of AfA stations in GM.

2.14. The AfA programme of accessibility improvements aims to increase the number of stations providing step-free access and, using the above CRSTS funding allocations, TfGM are currently progressing the following AfA schemes to delivery: The CRSTS allocation confirmed for the AfA programme, approved by GMCA in July 2022, is as follows:

- £13.5 million to deliver the next tranche of AfA stations in GM (package 1)
- £2.1 million for development and delivery of Swinton Station AfA scheme, GM's 2nd priority Station requiring step free access (package 2)
- £2.7 million to develop the next tranche of AFA stations in GM (package 3)

2.15. Utilising funds approved previously (refer to para 2.12 above) TfGM are currently progressing the following AfA schemes:

- Swinton (priority station 2) – Package 2
- Reddish North (priority station 5) – Package 3
- Hindley (priority station 6) – Package 3
- Bryn (priority station 7) – Package 3

2.16. These four AFA schemes, which are targeting the provision of step free access, have a strong alignment with wider policy goals such as Levelling Up. The AfA schemes aim to level-up rail services towards the standards of the best by providing equal access for mobility impaired passengers accessing the railway. From a Growth & Productivity perspective, accessible transport opens up participation in



the job market, services and amenities to more people. In relation to Decarbonisation / Sustainable Travel, providing step free and more accessible public transport will encourage rail travel and result in fewer car journeys, in turn reducing carbon emissions. From a Social Value perspective, the scheme aims to make areas of GM more accessible and inclusive and improve the environment for all people to go about their daily activities.

2.17. In line with the local assurance framework, following a review of the AFA Programme Strategic Outline Business Case (SOBC) undertaken by an independent officer review panel, the four AFA schemes (listed in para 2.14 above) demonstrate the appropriate strategic case, value for money and deliverability for the current stage of scheme development. As such, GMCA is requested to approve the drawdown of £0.3 million of CRSTS funding to complete the development of the four AFA schemes to Outline Business Case (i.e. to single preferred option for each scheme), noting that a further update will be brought to the GMCA at that stage.

### **Salford Crescent – MediaCity Bus Corridor Scheme**

2.18. The Salford Crescent – MediaCity scheme is part of the City Centre Bus Connectivity Programme funded through the CRSTS Programme. It comprises a package of QBT standard infrastructure improvements to key routes to and from the City Centre, tackling gaps in existing bus priority network, points of bus delay, access to the rapid transit network and key severance in the active travel network.

2.19. The CRSTS Scheme List approved by GMCA included an allocation of £23.4 million for the Salford Crescent – MediaCity scheme, out of a total of £93.4 million of CRSTS funding for the City Centre Bus Connectivity programme.

2.20. The scheme will be developed in conjunction with Salford City Council, who will be the delivery partner with full responsibility to develop the scheme in line with the strategic objectives of the scheme. TfGM will fulfil the role of scheme promoter, with overall accountability and responsibility for the development and coordination of the City Centre Bus Connectivity Programme, including the associated business cases.

2.21. In line with the local assurance framework, following a review of the Strategic Outline Business Case (SOBC) undertaken by an independent officer review panel, the scheme demonstrates the appropriate strategic case, value for money and deliverability for the current stage of scheme development. As such, GMCA is requested to approve the drawdown of £1.58 million of CRSTS funding to develop

the scheme to Outline Business Case (single preferred option), noting that a further update will be brought to the GMCA at that stage.

## **Stockport Interchange Mixed Use Cycle & Walking Ramp**

- 2.22. Full Approval and release of funding for the main Mixed-use scheme at Stockport Interchange was granted by the Combined Authority at its meeting in December 2021, following the undertaking of a project health check and the finalisation of contract proposals with the main Contractor, Willmott Dixon.
- 2.23. At that stage, the Project had also developed outline proposals for a potential cycling and walking ramp (the Ramp) between the podium level public park and the ground level River Mersey frontage as a means of providing seamless walking and cycling connectivity between the town centre and the rail station (via the 'bridgescape' link) and Edgeley beyond, which would represent a further walking and cycling enhancement beyond the provisions contained within the base scheme.
- 2.24. However, whilst the Ramp was assessed as part of the Full Business Case health check, the cost of the Ramp and its associated funding draw-down were excluded from the Mixed-use scheme for which Full Approval was granted, pending confirmation of appropriate funds within the CRSTS, plus confirmation of other potential funding sources, including Levelling Up Fund (LUF) and potentially Mayor's Challenge Fund (MCF).
- 2.25. With the subsequent confirmation of the CRSTS award and the identification of a proposed overall funding arrangement for the Ramp, coupled with further design development leading to the securing of necessary planning consents and enhanced cost certainty through supply chain pricing, an addendum to the Full Business Case (FBC), appraising the inclusion of the Ramp, has been undertaken.
- 2.26. Following a review by an independent officer review panel, the appraisal within the addendum to the FBC demonstrates an appropriate value for money proposition. As such, this report therefore requests the approval of the drawdown of £3.6 million of CRSTS funding identified for the walking and cycling ramp (which is included in the approved CRSTS Scheme List), to facilitate the detailed design and delivery of the proposals.
- 2.27. In addition to the requested CRSTS funding, a further funding application has been made to the LUF to align the full scheme with its overall funding requirements. The determination of this application is not expected until late 2022, and therefore

Stockport Council have agreed to re-allocate existing active travel funding from their current MCF allocation pending such determination, to allow necessary commitments to be placed to optimise programme delivery. In the event that the LUF application is not successful, Stockport Council have agreed that they will be the *funder of last resort* in this respect and will therefore explore alternative funding sources if needed.

### **Zero Emission Bus**

2.28. At the July 2022 GMCA meeting, approval was granted to procure 50 zero emission buses and associated power upgrades and charging infrastructure, using CRSTS funds, for the start of Bus Franchising Tranche 1 in September 2022.

2.29. It is now proposed to order a further 50 zero emission buses to be deployed for Tranche 2 of Bus Franchising from March 2024. The buses will also be funded from GM's CRSTS funds.

2.30. Following a review of options, it is proposed that procurement of the vehicles will be made using the Crown Commercial Services national framework RM6060 and a preferred supplier has been identified. Further detail on the proposed method of procurement, the potential supplier and estimated cost is included in a report in Part B of this agenda.

## **3. Recommendations**

3.1. The recommendations are set out at the front of this report

**Eamonn Boylan**

**Chief Executive Officer, GMCA & TfGM**

This page is intentionally left blank

## Greater Manchester Combined Authority

Date: Friday 25<sup>th</sup> November 2022

Subject: TfGM Executive Board – Appointment of Non-Executive Directors

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

---

### Purpose of Report

The purpose of this report is to consider the extension of the appointments of Tracey Matthews and Jo Kaye as Non-Executive Directors of Transport for Greater Manchester (TfGM) for a further three-year term until 31 January 2026.

### Recommendations:

The GMCA is requested to:

1. Approve extensions to the appointments of Tracey Matthews and Jo Kaye as Non-Executive Directors of TfGM until 31 January 2026.
2. Delegate authority to the Chief Executive, GMCA & TfGM to formalise the terms of the extended appointments.

### Contact Officers

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

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

BOLTON  
BURY

MANCHESTER  
OLDHAM

ROCHDALE  
SALFORD

STOCKPORT  
TAMESIDE

TRAFFORD  
WIGAN

**Equalities Impact, Carbon and Sustainability Assessment:** N/A

**Risk Management**

N/A

**Legal Considerations**

N/A

**Financial Consequences – Revenue**

The costs relating to the Non-Executive Directors are included within existing budgets and future years' financial projections.

**Financial Consequences – Capital**

N/A

**Number of attachments to the report:** N/A

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

N/A

**Background Papers**

GMCA Report 07/01/2020 TfGM Executive Board – Recruitment Outcomes

**Tracking/ Process**

Does this report relate to a major strategic decision, as set out in the GMCA Constitution?

No

**Exemption from call in**

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**

N/A

**Overview and Scrutiny Committee**

N/A

## 1. Introduction

- 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.
- 1.2 TfGM's current Executive Board comprises seven members, who are:
- the joint GMCA/TfGM Chief Executive (as Director General);
  - the Finance and Corporate Services Director;
  - the Chief Operating Officer;
  - the GMCA Treasurer;
  - three Independent Non-Executive Directors (Tracey Matthews, Jo Kaye and Mike Blackburn).
- 1.3 In January 2020, the GMCA appointed Tracey Matthews and Jo Kaye as Non-Executive Directors for an initial term of 3 years commencing, on 20 January 2020 and ending on 31 January 2023. It was noted at the time that on expiry of the initial term, the appointment may, subject to approval of GMCA, be renewed for a further period of three years to 31 January 2026. The purpose of this report is to ask members to consider reappointing Tracey Matthews and Jo Kaye for a further three years.

## 2. TfGM Board and the Role of Non-Executive Directors

- 2.1 The TfGM Executive Board as a whole is collectively responsible for the success of TfGM. The Board's role is to:
- contribute to strategic planning and structured decision-making;
  - set challenging goals and objectives for the organisation;
  - monitor the performance of the Executive in meeting its strategic objectives;
  - offer constructive criticism and challenge to the Executive Directors.

- 2.2 The governance arrangements for TfGM's Executive Board reflects best practice guidance for corporate governance, adapted for TfGM's specific circumstances, including the UK Code of Governance published by the Financial Reporting Council (which is intended for limited companies) and the second report of the Nolan Committee published in 1996. For example, the use of fixed term appointments for Non-Executive Directors, the need for rigorous scrutiny for any proposals to extend any appointment beyond two terms and the composition of the Board (with 50% of its members being Non-Executive Directors) all reflect the recommendations in the guidance.
- 2.3 The role of a Non-Executive Director of TfGM is a public office and, as such, subject to the "Seven Principles of Public Life" published by the Nolan Committee in 1995.
- 2.4 The Non-Executive Directors are expected to spend up to 30 days a year in the performance of their duties which shall include being a member of and attending relevant Board committees, including the Audit Committee, in addition to attending the monthly Executive Board meetings.
- 2.5 All members of the Executive must act in the way they consider, in good faith, would be most likely to promote the success of TfGM. In doing so, the Non-Executive Directors must, when performing their role, have regard (among other matters) to: the likely consequences of any decision in the long term; the impact of TfGM's operations on the community and the environment; and the desirability of TfGM maintaining a reputation for high standards of business conduct. The Non-Executive Directors must also satisfy themselves that TfGM has appropriate financial reporting and risk management procedures in place.

### **3. Reappointment of Non-Executive Directors**

- 3.1 The initial terms of office for Tracey Matthews and Jo Kaye are due to expire on 31 January 2023.
- 3.2 Tracey Matthews is a highly experienced operational leader with strong programme leadership expertise. She was previously employed by Scottish Water Solutions and United Utilities. She is currently the Independent chair of the RIIO-2 electricity price review Enhanced Engagement group for Scottish and Southern Electricity Transmission and Distribution and holds non-exec roles with Energy and Utility Skills Group Limited and the Office of Nuclear Regulation. Her previous Non-



Executive Director roles included the Office of Rail and Road (Regulation); Highways England; and UK Coal Limited.

- 3.3 Jo Kaye was employed by Network Rail from 1995 in a variety of senior operational roles including Route Managing Director for the LNW Route which included Manchester and the North West. She held the position of Managing Director, System Operator, from October 2015 until her retirement in December 2019. She has extensive experience of the rail sector and a strong appreciation of transport operations and has represented Network Rail as a Board Member with the Rail Delivery Group. She also holds non-executive roles in the charitable sector.
- 3.4 Both Tracey Matthews and Jo Kaye have helped steer TfGM through an unprecedented period, providing leadership, scrutiny and challenge. They have both expressed a willingness to continue in the role of TfGM Non-Executive Director as the organisation continues to develop and deliver the Bee Network. GMCA is, therefore, requested to consider the reappointment of Tracey Matthews and Jo Kaye for a further three-year term.

## **4. Recommendations**

- 4.1 The recommendations are set out at the beginning of the report.

**Eamonn Boylan**

**Chief Executive Officer, GMCA & TfGM**

This page is intentionally left blank

## Greater Manchester Combined Authority

Date: 25<sup>th</sup> November 2022

Subject: Greater Manchester Civic Leadership Programme

Report of: Andy Burnham, Mayor of Greater Manchester, Councillor Amanda Chadderton, Portfolio Lead for Equalities, Inclusion and Cohesion, and Sara Todd, Portfolio Lead Chief Executive for Equalities, Inclusion and Cohesion

---

### Purpose of Report

The purpose of this report is to provide an update on the inaugural Greater Manchester Civic Leadership Programme, commissioned by Greater Manchester Combined Authority and delivered by Operation Black Vote. The report will also highlight how the programme will be strengthened in year two, and the role of Greater Manchester Combined Authority Leaders and organisations in supporting delivery to maximise impact

### Recommendations:

The GMCA is requested to:

1. Note the programme's first year outputs, outcomes and case studies.
2. Endorse the commissioning of a year two programme, funded from the Mayoral Budget, and the areas of focus and delivery.
3. Consider practical ways they can support this year's participants, and next year's programme delivery and participants.

### Contact Officers

Adrian Bates, Head of Equalities Strategy [adrian.bates@ghreatermanchester-ca.gov.uk](mailto:adrian.bates@ghreatermanchester-ca.gov.uk)

# Equalities Impact, Carbon and Sustainability Assessment:

## Recommendation - Key points for decision-makers

The GMCA is requested to:

- i. Note the programme's first year outputs, outcomes and case studies
- ii. Endorse the commissioning of a year two programme, funded from the Mayoral Budget, and the areas of focus and delivery
- iii. Consider practical ways they can support this year's participants, and next year's programme delivery and participants

## Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion	G	The Civic Leadership Programme supports people from racially minoritised communities to take up positions of influence over public services and the communities they live, in which they are currently significantly under-represented
Health		
Resilience and Adaptation		
Housing		
Economy		
Mobility and Connectivity		
Carbon, Nature and Environment		
Consumption and Production		
Contribution to achieving the GM Carbon Neutral 2038 target		

### Further Assessment(s):

Equalities Impact Assessment

G

Positive impacts overall, whether long or short term.

A

Mix of positive and negative impacts. Trade-offs to consider.

R

Mostly negative, with at least one positive aspect. Trade-offs to consider.

RR

Negative impacts overall.

Carbon Assessment				
Overall Score				
Buildings	Result	Justification/Mitigation		
New Build residential	N/A			
Residential building(s) renovation/maintenance	N/A			
New build non-residential (including public) buildings	N/A			
Transport				
Active travel and public transport	N/A			
Roads, Parking and Vehicle Access	N/A			
Access to amenities	N/A			
Vehicle procurement	N/A			
Land Use				
Land use	N/A			
No associated carbon impacts expected.	High standard in terms of practice and awareness on carbon.	Mostly best practice with a good level of awareness on carbon.	Partially meets best practice/ awareness, significant room to improve.	Not best practice and/ or insufficient awareness of carbon impacts.

## Risk Management

n/a

## Legal Considerations

n/a

## Financial Consequences – Revenue

For year two 2023/24, it is proposed to fund the approximate programme costs of £70,000 from the Mayoral Budget, as in year one, subject to the budget agreement process for 2023/24.

## Financial Consequences – Capital

n/a

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

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

## **Background Papers**

### **Tracking/ Process**

Does this report relate to a major strategic decision, as set out in the GMCA Constitution?

No

### **Exemption from call in**

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**

n/a

### **Overview and Scrutiny Committee**

## **1. Introduction**

- 1.1 Greater Manchester's ability to get to grips with racial inequality is hampered by the lack of representation of racial minorities in the organisations that have the power to act. Greater Manchester Independent Inequalities Commission 2021.
- 1.2 Whilst the Black Lives Matter Movement and pandemic highlighted and further worsened the racial discrimination and inequalities within our society, compounded by a lack of civic engagement and under-representation of people experiencing racial inequalities, the circumstances presented organisations working for racial, social and judicial equality with a unique window of opportunity, to harness and bolster the engagement of those communities experiencing racial inequality. Establishment of the Race Equality Panel and the Young Persons Guarantee show the opportunity and ambition to collaborate with young people and communities, building positive relationships and constructively influencing policy and decision-making.
- 1.3 For its inaugural year, GMCA partnered with Operation Black Vote (OBV), a non-partisan political organisation, established in 1996 to address the nation's racial democratic deficit. For over twenty years, OBV has delivered award-winning Schemes and Programmes, with OBV Alumni entering all walks of political, public and civic life including MP's and City Mayors such as Bristol's Marvin Rees.

## **2. Civic Leadership Programme Aims and Objectives**

- 2.1 The programme aim is to help tackle the under representation of racially minoritised people in many areas of civic and public life.
- 2.2 Participants gain first-hand knowledge of the roles and responsibilities of public appointees and an insight into the systems and procedures of public bodies, by hearing from inspiring leaders and observing practices. This empowers participants with the confidence and skills to engage with and join public bodies and political offices within Greater Manchester and inspire and encourage other people within their communities to actively engage.

- 2.3 Participating mentors, elected members, officers and other holders of power and responsibility also gain an opportunity to develop a greater understanding of Greater Manchester's increasingly diverse and rapidly changing communities, and the inequalities and discrimination they face. In addition, the programme sends out a positive message to racially minoritised communities that the Greater Manchester Combined Authority is taking a proactive leadership role in confronting the challenges of racial disparities.
- 2.4 On completion of the Programme, participants are encouraged to put themselves forward for elected or selected public office roles within Greater Manchester. In addition, they will act as ambassadors for the programme and its aims, for example by giving talks in schools and to community networks.
- 2.5 Participants join OBV's Alumni programme, which provides assistance, support and networking opportunities to further develop their civic aspirations.

### **3. Year One Delivery**

- 3.1 Following a recruitment campaign, including a launch event with the Mayor and Deputy of Greater Manchester, Leader of Manchester City Council and other stakeholders, the programme recruited 28 dynamic and diverse individuals from across Greater Manchester.
- 3.2 Participants undertook learning sessions and practical observations on
- Education: School Governors
  - Policing: Crime and Community Safety Governance
  - Criminal Justice System: Magistrates
  - Health: Boards of health service providers
  - Voluntary Sector: Trustees
  - Local Government: Councillors
- 3.3 The participants heard from a varied range of prominent national figures, OBV Alumni and Greater Manchester Civic leaders, including Deputy Mayor Baroness Beverly Hughes and Evelyn Asante-Mensah OBE, Chair of Pennine Care NHS Foundation Trust.



- 3.4 All Leaders have been invited to the graduation event on 7<sup>th</sup> December.
- 3.5 The programme has been overseen by an independent steering group, chaired by Diane Modahl, with representatives from the Race Equality Panel and Youth Combined Authority, Councillor Professor Erinma Bell, and officers from GMCA and OBV. The group have provided support and challenge to delivery and will undertake evaluation of the programme to inform the key deliverables for year two.

## 4. Year One Case Studies and Outcomes

### 4.1 Feedback from participants

“It has been an amazing and extremely thought-provoking experience, being a part of this leadership programme. All the speakers who have generously offered their time to impart their knowledge and experience with us has been invaluable. On a personal level for me, it has really helped me to start to form a real pathway for what I would want to do at the end of the programme.

One of the real takeaways from the programme is the level of confidence, and a real resilience to progress it has instilled in me. I joined this process with such trepidations, that I wouldn't be good enough, that maybe I would be exposed in some way. By the end of the launch and on each subsequent learning seminar, my commitment to my continued personal development has increased and I feel ready to take the next step. I feel ready to take on the greater challenges that await in my civic/political career when called upon.”

“I was so overwhelmed at first, when my mentor Sam first suggested to me, I apply for the Black Civil Leadership program. Me, who has always been told, ‘no’. Trained to stay in my lane. Watching everyone else reach beyond their abilities. Always, helping, advising, guiding them to their dreams. Often, left accepting frustration in my own abilities and life skills; being held career hostage. I couldn't believe I had successfully sent in my shortened CV, picture and bio. It was so hard yet rewarding.

Listening to all those who had found their career and voice in helping their communities and counties made me believe anything was possible, just by pushing through barriers of the expected mindset and racist bias beliefs of what you should be to appease others.”

“It has been fantastic to connect with other like-minded people from all 'walks of life.' It has given me the sense that we are not on our own and that connection is valuable to sustain you. I have realised that even though there are some areas of profession that I would not wish to pursue, they are all interlinked and what I have learned from each seminar can be applied to your everyday life, whether professional or personal. I am currently a school governor but felt so out of my depth, I have not had the support they offered at the start of my appointment. The programme has given me the confidence to step forward, to not just be a number to make up the quorum but also to vocalise my thoughts and opinions. I have been appointed a lead role in the governing body and intend to use my skills and knowledge to do excel in this additional responsibility.”

#### 4.2 Programme outcomes to-date

- 1) A third who (had not previously) are now actively participating in political party and non-party events, conferences and seminars.
- 2) More than 60% have committed to applying for a civic position within three months of graduation, a handful have already done so and are keeping us onside with updates.
- 3) Many have committed to speaking at OBV and non-OBV related public events as part of the wider ambassadorial role.
- 4) Six of the cohort have expressed an interest in applying to the OBV Pathway senior leadership programmes over the next twelve months; eight for our future Parliamentary programme.

4.3 However, an area of concern for participants is the culture of organisations they will be joining, when taking up a position. Organisations need to be open and ready to welcome and support people from racially minoritised communities. For example, Operation Black Vote struggled to engage the Magistracy in the programme, despite them needing to recruit new and diverse Magistrates. Leaders play a crucial role in creating organisational culture and engaging them in the programme will be a priority in year two for the outcomes to be achieved and sustained.

4.4 A final programme report and evaluation will be produced in December 2022.

## **5. Strengthening the Programme in Year Two**

- 5.1 Looking forward, the Mayor of Greater Manchester has expressed commitment to continuing with a Civic Leadership Programme for the duration of his term, championing it as a key driver to diversifying civic leadership and creating inclusion and tackling inequalities across wider society.
- 5.2 For year two, it is proposed to fund the approximate programme costs of £70,000 from the Mayoral Budget, as in year one, subject to the budget agreement process for 2023/24.
- 5.3 As with all inaugural programmes, there have been challenges to overcome which present opportunities for improvement and innovation in year two.
- 5.4 Improving the core programme
- The programme will capitalise on hybrid working, creating a more balanced programme of in-person events, enabling the cohort to network and share experiences, and online sessions, ensuring the high calibre of speakers is retained.
  - The programme will be supported by a locally based organiser, improving connectivity between the participants, supplier and GMCA.
  - Promotion of the recruitment and ongoing communication throughout the programme will be increased, through collaboration with Greater Manchester and District Communication Leads. This aims to ensure participants from all districts in Greater Manchester in year two
  - In addition, the programme will develop, establish, and describe clearer pathways to civic leadership, through closer engagement of GMCA Leaders and senior officers responsible for recruiting and supporting Civic Leaders. This will help to ensure that any barriers are addressed, and participants are able to take up and sustain future positions in places that are inclusive. Improving the pathway for programme participants will challenge and change pathways for all racially minoritized people to take on civic leadership positions.
- 5.5 GMCA leaders are asked to consider practical ways the programme and its participants can be supported, for example by offering mentoring, shadowing,

training or work placements, speaking at programme sessions, workshops or masterclasses, or providing opportunities to observe civic events.

#### 5.6 Expanding youth outreach

- The aim of the youth outreach sessions is to inspire under-18s into becoming fully engaged, responsible and civic citizens, and future community, regional and national leaders and change-makers. This will also help establish a pipeline to future programmes
- In year two a broad range of online and in person events, will engage young people from across Greater Manchester. Whilst the primary focus will be on racially minoritised communities, the sessions will be inclusive to all young people, recognising the need to diversify both the ethnicity and age of civic leaders.
- The youth outreach will be developed with youth service leads and stakeholders to ensure the programme is complimentary to current activity. In addition, the outreach will be commissioned from a local partner with experience of youth engagement and established networks in Greater Manchester.

## Greater Manchester Combined Authority

Date: 25 November 2022  
Subject: Winter Homelessness Update  
Report of: Andy Burnham, Mayor of Greater Manchester

---

### Purpose of Report

To update Leaders on the plans to support people at risk of homelessness and rough sleeping this winter.

### Recommendations:

The GMCA is requested to:

- Note the £460,000 investment into A Bed Every Night being made by the Greater Manchester Mayor within current resources.

### Contact Officers

Jane Forrest, Director of Public Service Reform, GMCA,  
[Jane.Forrest@greatermanchester-ca.gov.uk](mailto:Jane.Forrest@greatermanchester-ca.gov.uk)

Molly Bishop, Strategic Lead for Homelessness, GMCA,  
[Molly.Bishop@greatermanchester-ca.gov.uk](mailto:Molly.Bishop@greatermanchester-ca.gov.uk)

## Equalities Impact, Carbon and Sustainability Assessment:

Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion		
Health	N/A	
Resilience and Adaptation	N/A	
Housing		
Economy		
Mobility and Connectivity		
Carbon, Nature and Environment		
Consumption and Production		
Contribution to achieving the Greater Manchester Carbon Neutral 2038 target.		

*No direct impacts arising from this report.*

### **Risk Management**

Relevant risks and mitigations are explored throughout.

### **Legal Considerations**

*None.*

### **Financial Consequences – Revenue**

Revenue spend included in this report is under the delegation of the Greater Manchester Treasurer.

### **Financial Consequences – Capital**

*None.*

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

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

*None.*

### **Background Papers**

*None.*

### **Tracking/ Process**

Does this report relate to a major strategic decision, as set out in the GMCA Constitution?

No

### **Exemption from call in**

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? *None.*

## 1. Introduction

- 1.1. The proportion of the population at risk of homelessness is rising, with the cost of living notably impacting residents in Greater Manchester. This winter there is expected to be severe hardship facing thousands of households across the region.
- 1.2. This update outlines the importance of Cost of Living response measures to ensure homelessness prevention and details additional emergency prevention measures.

## 2. Preventing homelessness

- 2.1. Homelessness prevention is the responsibility of all public agencies and effective local prevention partnerships are in place between Local Authorities, wider public services, and voluntary, community and faith organisations. This is codified in the GM Homelessness Prevention Strategy.
- 2.2. Gaps occur where demand is overwhelming and effective support cannot be found. The increasing in affordability of housing poses a severe threat to people's chances of avoiding or exiting homelessness. This risk is most acute for disadvantaged groups and those with capped housing benefit allowances (larger families and young adults aged 18-25).
- 2.3. Recent analysis commissioned from Dataloft shows that just 4% of all tenancies advertised in the last 6 months were at or below LHA rates, with an average monthly rent for a 1 bed at £775.
- 2.4. The urgent need for greater affordable housing supply is recognised within regional and local strategies, including the commitment to 30,000 new social homes by 2037. However the scale of this development is unlikely to meet the short to medium term needs of households requiring more affordable housing to prevent homelessness.
- 2.5. Homelessness teams have been working hard to drive new supply, and access to it, via a range of measures, including:
  - Rough Sleeper Accommodation Programme – 232 properties completed across Greater Manchester in the last 18 months.
  - Private Renter Sector access – various landlord incentive and deposit support schemes and leasing via Ethical Letting Agency which resulted in 51 newly leased properties in the last 12 months.



- Single Homelessness Accommodation Programme – upcoming capital and revenue funding programme that is flexible in tenure, focused on new supply, and targeted at entrenched homelessness and young adult cohorts.

2.6. Work is ongoing to develop more targeted and collaborative strategic investment in innovative schemes that match current demand from households at homelessness risk or in temporary accommodation.

2.7. As we have seen through the Covid-19 pandemic, home and health are also deeply connected. New health risks from the cost of living increases include under-heating resulting in rise in damp and mould. The use of gas heaters and open flames, and of electricity meter tampering also increase risk of to life. Fire services and housing associations are undertaking targeted communications to address these risks.

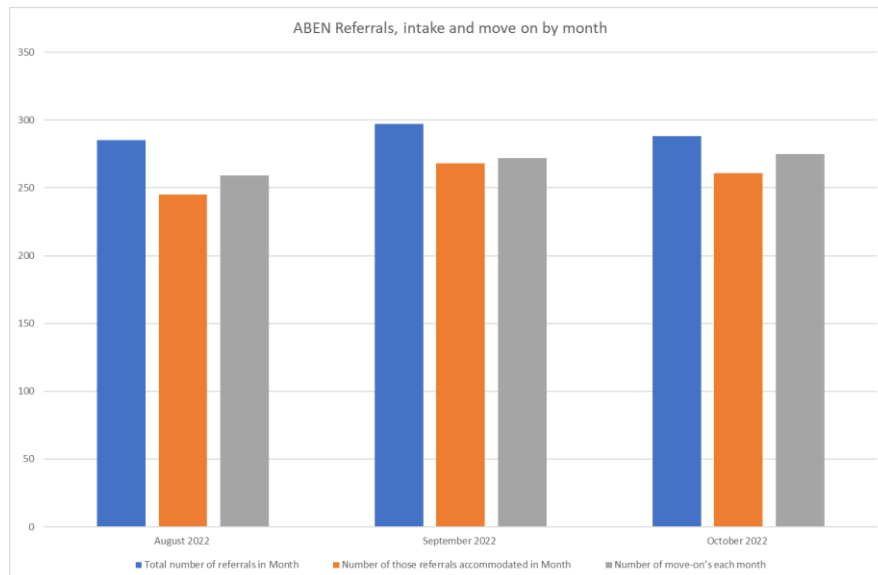
2.8. The strategic and operational responses to the cost of living crisis should be considered as additional homelessness crisis prevention measures. These measures include cash payment via the Household Support Fund, multi-agency hub and warm space, targeted welfare outreach, support and advice, and public information campaigns.

2.9. National Government can address these urgent risks of homelessness through increases in welfare (Universal Credit uplift, Local Housing Allowance re-alignment), interventions in rent increases as in Scotland, or evictions as in the pandemic.

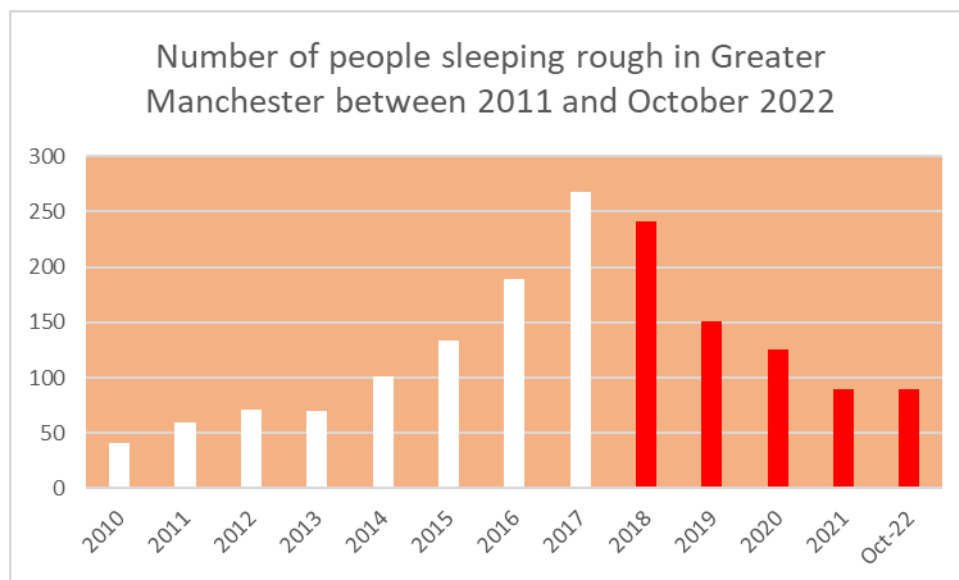
### **3. Emergency responses**

3.1. Prioritising and supporting people's rental payments to prevent homelessness is be a priority in the operational responses to the cost of living crisis. However with demand rising, our commitment to ensuring that no one has to sleep rough in Greater Manchester requires further expansion of A Bed Every Night (ABEN) provision.

3.2. This is evident via the work of multi-agency outreach teams and high rates of ABEN referrals, see graphs below. Our ability to continue to reduce rough sleeping now appears to be stalling for the first time in five years.



*Graph 1: Demand and capacity flows in A Bed Every Night Q2 2022/23*



*Graph 2: Rough Sleeping single night snapshot figures 2010-2022, note the 2022 figure has been taken from October, prior to the November national count date.*

3.3. In response to this the Mayor of Greater Manchester is able to commit additional funding into A Bed Every Night this winter (£460,000) on a non-recurrent basis, from the Mayoral budget within current resources.

3.4. This will fund an additional 86 beds across Manchester and Salford, and a further flexible 800 bed nights across Greater Manchester.

3.5. Funding into Manchester will support expanded 66 bed provision at Etrop Grange through the winter months where pressure is acute, and 20 beds in Salford via their flexible dispersed accommodation model.

3.6. All other Local Authorities will receive funding that can be used flexibly to generate new provision or open up existing capacity through move on, totalling an expected extra 800 bed nights.

3.7. This short term measure continues to further emergency responses to rough sleeping in Greater Manchester and continues a clear practical commitment to do what is needed for GM residents.

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank