

GREATER MANCHESTER COMBINED AUTHORITY

DATE: Friday, 29th November, 2019

TIME: 10.30 am

VENUE: Hollingworth Rooms A, B & C, 1st Floor , No.1
Riverside, Rochdale, OL16 1XU

Metrolink: Rochdale Town Centre stop - (Rochdale line)

Guest Wi-Fi Network: Public access

AGENDA

1. APOLOGIES

2. CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS

2.a 'DIPPY ON TOUR NORTH WEST' - NATURAL HISTORY ADVENTURE

Presentation from Councillor Allen Brett & Councillor Janet Emsley,
Rochdale MBC.

3. DECLARATIONS OF INTEREST (ATTACHED) 1 - 4

To receive declarations of interest in any item for discussion at the meeting. A blank form for declaring interests has been circulated with the agenda; please ensure that this is returned to the Governance & Scrutiny Officer at the start of the meeting.

4. MINUTES OF THE GMCA MEETING HELD ON 25 OCTOBER 2019 (ATTACHED) 5 - 18

To consider the approval of the minute of the GMCA meeting held on 25 October 2019.

5. GM TRANSPORT COMMITTEE HELD ON 8 NOVEMBER 2019 (ATTACHED) 19 - 28

To note the minutes of the GM Transport Committee held on 8 November 2019.

- 6. MINUTES OF THE GMCA OVERVIEW & SCRUTINY COMMITTEES HELD IN NOVEMBER 2019**
- 6.a ECONOMY, BUSINESS GROWTH & SKILLS - 8 November 2019** 29 - 38
(attached)
- To note the minutes of the Economy, Business Growth and Skills Overview & Scrutiny Committee held on 8 November 2019.
- 6.b HOUSING, PLANNING & ENVIRONMENT - 14 November 2019** 39 - 48
(attached)
- To note the minutes of the Housing, Planning & Environment Overview & Scrutiny Committee held on 14 November, in particular minute - HPE/178/19 - Electric Vehicles.
- 6.c CORPORATE ISSUES & REFORM - 19 November 2019 - To follow**
- To note the minutes of the Corporate Issues and Reform Overview & Scrutiny Committee held on 19 November 2019.
- 7. MINUTES OF THE GMCA WASTE & RECYCLING COMMITTEE HELD ON 14 NOVEMBER 2019 (ATTACHED)** 49 - 56
- To note the minutes of the GMCA Waste & Recycling Committee held on 14 November 2019.
- 8. MINUTES OF THE GM LOCAL ENTERPRISE PARTNERSHIP BOARD HELD ON 11 NOVEMBER 2019 (ATTACHED)** 57 - 62
- To note the minutes of the GM Local Enterprise Partnership Board held on 11 November 2019.
- 9. GMCA APPOINTMENTS**
- 9.a EXTENSION OF THE TERMS OF OFFICE OF THE INDEPENDENT MEMBER OF THE STANDARDS COMMITTEE AND INDEPENDENT PERSON FOR STANDARDS** (attached) 63 - 66
- Report of Liz Treacy, GMCA Monitoring Officer.
- 9.b APPOINTMENT OF ADDITIONAL INDEPENDENT MEMBERS TO THE AUDIT COMMITTEE**
- Verbal report of Councillor David Molyneux, Portfolio Lead for Investment & Finance.
- 10. MOTION TO SUPPORT THE WORK OF REMEMBERING SREBRENICA** 67 - 70

(ATTACHED)

Report of Councillor David Jones, Portfolio Lead for Young People & Cohesion.

- 11. GM SCHOOL READINESS PROGRAMME UPDATE (ATTACHED)** 71 - 80
- Report of Councillor David Jones, Portfolio Lead for Young People & Cohesion.
- 12. METROLINK FARES AND TICKETING - TO FOLLOW**
- Report of Andy Burnham, GM Mayor.
- 13. GREATER MANCHESTER ELECTRIC VEHICLE CHARGING TARIFF PROPOSAL (ATTACHED)** 81 - 102
- Report of Eamonn Boylan, Chief Executive Officer GMCA & TfGM.
- 14. THE MAYOR'S CYCLING & WALKING CHALLENGE FUND - TO FOLLOW**
- Report of Andy Burnham, GM Mayor.
- 15. GM GROWTH DEAL - SALFORD BOLTON NETWORK IMPROVEMENT PROGRAMME: SALFORD DP3 - (A666/A6) AND BOLTON DP 5 (MANCHESTER ROAD GATEWAY) REQUEST FOR FULL APPROVAL AND FUNDING RELEASE (ATTACHED)** 103 - 112
- Report of Andy Burnham, GM Mayor.
- 16. GM HOUSING INVESTMENT LOANS FUND - ROCHDALE RIVERSIDE PHASE 2 - MIXED USE DEVELOPMENT (ATTACHED)** 113 - 116
- Report of Salford City Mayor, Paul Dennett, Portfolio Lead for Housing, Homelessness and Infrastructure.
- 17. GM INVESTMENT FRAMEWORK PROJECT UPDATES/GM HOUSING INVESTMENT LOANS FUND (ATTACHED)** 117 - 122
- Report of Councillor David Molyneux, Portfolio Lead for Investment and Resources and Salford City Mayor, Paul Dennett, Portfolio Lead for Housing, Homelessness and Infrastructure.
- 18. 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

19. GM INVESTMENT FRAMEWORK AND CONDITIONAL PROJECT APPROVAL

123 - 130

Report of Councillor David Molyneux, Portfolio Lead for Investment and Resources.

Membership 2019/20

District	Member	Substitute Member
Bolton	David Greenhalgh (Con)	Martyn Cox Con)
Bury	David Jones (Lab)	Andrea Simpson (Lab)
Manchester	Richard Leese (Lab)	Sue Murphy (Lab)
Oldham	Sean Fielding (Lab)	Arooj Shah (Lab)
Rochdale	Allen Brett (Lab)	Sara Rowbotham (Lab)

Salford	Paul Dennett (Lab)	John Merry (Lab)
Stockport	Elise Wilson (Lab)	Tom McGee (Lab)
Tameside	Brenda Warrington (Lab)	Bill FairFoull (Lab)
Trafford	Andrew Western (Lab)	Catherine Hynes (Lab)
Wigan	David Molyneux (Lab)	Keith Cunliffe (Lab)

For copies of papers and further information on this meeting please refer to the website
www.greatermanchester-ca.gov.uk.

Alternatively, contact the following Governance & Scrutiny Officer:

✉ Sylvia.welsh@greatermanchester-ca.gov.uk

☎ 0161 778 7009

This agenda was issued 21 November 2019 on behalf of Julie Connor, Secretary to the Greater Manchester Combined Authority, Churchgate House, 56 Oxford Street, Manchester M1 6EU

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GMCA Meeting on 29 November 2019

Declaration of Councillors' interests in items appearing on the agenda

NAME: _____

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

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

QUICK GUIDE TO DECLARING INTERESTS AT GMCA MEETINGS

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

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

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

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

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

FAILURE TO DISCLOSE THIS INFORMATION IS A CRIMINAL OFFENCE

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

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

STEP TWO: DETERMINING IF YOUR INTEREST PREJUDICIAL?

A personal interest becomes a prejudicial interest:

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

FOR A NON PREJUDICIAL INTEREST**YOU MUST**

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

TO NOTE:

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

FOR PREJUDICIAL INTERESTS**YOU MUST**

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

YOU MUST NOT:

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

MINUTES OF THE GREATER MANCHESTER GMCA MEETING HELD ON 25 OCTOBER 2019 AT SALFORD CIVIC CENTRE

PRESENT:

Greater Manchester Mayor	Andy Burnham (In the Chair)
Greater Manchester Deputy Mayor	Baroness Bev Hughes
Bolton	Councillor David Greenhalgh
Bury	Councillor Tamoor Tariq
Manchester	Councillor Sue Murphy
Oldham	Councillor Sean Fielding
Rochdale	Councillor Allen Brett
Salford	City Mayor Paul Dennett
Stockport	Councillor Tom McGee
Tameside	Councillor Brenda Warrington
Trafford	Councillor Andrew Western
Wigan	Councillor David Molyneux

IN ATTENDANCE:

Rochdale	Councillor Sara Rowbotham
Tameside	Councillor Leanne Feeley

OFFICERS IN ATTENDANCE:

GMCA – Chief Executive	Eamonn Boylan
GMCA - Deputy Chief Executive	Andrew Lightfoot
GMCA – Monitoring Officer	Liz Treacy
Bolton	Sue Johnson
Bury	Geoff Little
Manchester	Joanne Roney
Rochdale	Steve Rumbelow
Salford	Jim Taylor
Stockport	Mark Fitton
Tameside	Jayne Traverse
Trafford	Sara Todd
Wigan	Alison McKenzie-Folan
Office of the GM Mayor	Kevin Lee
GMCA	Simon Nokes
GMCA	Julie Connor
GMCA	Sylvia Welsh
GMCA	Nicola Ward
TfGM	Simon Warburton
TfGM	Kate Brown

GMCA 213/19**APOLOGIES****RESOLVED /-**

That apologies for absence were received and noted from Cllr Richard Leese – Cllr Sue Murphy attending (Manchester), Cllr Elise Wilson – Cllr Tom McGee attending (Stockport), Cllr David Jones – Cllr Tamoor Tariq attending (Bury).

Cllrs Andrea Simpson (Bury), Susan Baines (Bolton), Bev Craig (Manchester), Arroj Shah (Oldham), Janet Emsley (Rochdale), Paula Boshell (Salford), Joanne Harding (Trafford) and Jenny Bullen (Wigan).

Tony Oakman – Sue Johnson attending (Bolton), Carolyn Wilkins (Oldham), Pam Smith – Mark Fitton attending (Stockport) and Steven Pleasant – Jayne Traverse attending (Tameside).

GMCA 214/19**CHAIR'S ANNOUNCEMENTS AND URGENT BUSINESS****1. Councillor John Ferguson**

The GM Mayor informed Members of the Combined Authority of the recent death of Councillor John Ferguson, a much respected long standing Salford Councillor who was a dynamic force, especially in relation to pursuing socialism for the residents of Salford. The City Mayor of Salford, Paul Dennett added that he was a humble, caring, honest, selfless hard working Councillor who will be greatly missed. Members were advised that the funeral for Councillor Ferguson would be held later in the day.

2. The introduction of IOPS at Greater Manchester Police

The GM Mayor reported on the recent introduction of the new IOPS system for Greater Manchester Police (GMP) providing the background behind the decision to upgrade; the issues faced delivering the rollout and the more recent work to address these. The Police and Crime Panel have also been kept informed of the issues and work undertaken to resolve them.

Beverley Hughes, Deputy Mayor for Policing & Crime assured the GMCA that the implementation of the new system was being closely monitored by herself and the GM Mayor, adding that it was an essential upgrade for the Police Force. The introduction of the system was work in progress, and would remain so for the forthcoming months. Partner organisations were thanked for their assistance during the transition period.

Ian Hopkins, Chief Constable of Greater Manchester Police had been invited to attend the meeting to provide Members with an update to respond to any particular issues

of concern. He reported that despite some initial challenges with the implementation of IOPS, that policing had been continuing as normal. Any risks arising had been addressed immediately, and call response times and numbers of open crime cases were now returning to normal levels.

He reported that policing across the UK remained under significant pressure, with considerable resourcing cuts, high levels of demand and an increase in serious high-profile policing issues. These factors had contributed to a rise in staff stress-related illness, but it was envisaged that IOPS would help to increase the confidence levels of staff in general policing processes and continue to support the overall trend of fewer police officers leaving the force.

IOPS has the potential to increase levels of transparency, whilst saving £0.5m of revenue costs, and through its introduction, any potential risks to Greater Manchester as a result of system error would also be reduced. Currently, both the old and new systems were being operated in tandem to ensure that any required intelligence was still being shared with frontline staff. This information would be available via IOPS going forward, providing support to frontline officers as effectively as possible.

Now that Greater Manchester Police were operating at the National Data Standard, one of the key priorities would be to work with Local Authorities in triaging children and vulnerable adult social care cases as soon as possible, and reduce the number of unassigned cases.

Members commented that communications with Local Authorities throughout this process could have been more improved to ensure that issues could have been addressed promptly and sooner. Accurate messages could have then been shared with other frontline staff. Some Local Authorities reported positive communication between their officers and GMP, yet agreed that there could still be some learning from this experience.

Members further expressed concerns as to recent articles in the media which reported a backlog of open crime cases, especially in relation to unassigned safeguarding cases still awaiting referrals, which needed to be addressed as a matter of urgency.

Thanks were expressed to staff at GMP for coping with the challenges following the introduction of the new IOPS system, and recognition was given to the other improvements made, including the introduction of live chat and the 101 service.

Members welcomed the support offered to GMP staff who had experienced trauma, however some victims of crime were not in receipt of support given if their crimes were deemed as low level, which consequently resulted in a lack of public confidence. GMP were urged to look to address how such crime reporting was handled, and how residents could be further reassured that these matters were of interest to the Police.

In response, the Chief Constable reported that the GMP Communications Plan would be improved as a result of evaluating the introduction of IOPS, would endeavour to remain as transparent to the public as possible, and that partnership working was integral to keeping residents safe.

Officers would continue to seek to close those open cases which have been dealt with, to ensure reported figures were as accurate as possible. It was also hoped that once the IOPS system was fully integrated, resident confidence levels would increase. GMP would have to continue to prioritise its activity against the threat, harm and risk model.

The GM Mayor thanked the Chief Constable for his attendance and the opportunity to address these issues in a public forum to ensure a shared understanding of the accurate current position.

RESOLVED /-

1. That the GMCA express its condolences to the family of Councillor John Ferguson following his recent death, recognising the significant contribution he made to Salford, and his enthusiasm for socialism.
2. That the update on the progress of the issues relating to the introduction of the IOPS system by Greater Manchester Police and the ongoing improvements be noted.
3. That it be noted that the legacy system was still in operation in the background and available during the transition period.
4. That the work with GM Local Authority Directors of Children's Services to understand the triage process for children and vulnerable adults be noted and that the importance of partnership working to keep residents safe was acknowledged.
5. That GM Local Authority Chief Executives be provided with the latest data regarding the back log of cases for their respective districts, with a view to ensuring joint working to implement a plan for addressing the back log of cases as a matter of urgency.
6. That it be agreed that communication with GM Leaders and Chief Executives be improved, with regular communication on progress to be provided going forward.
7. That the GMCA expressed its thanks to the Chief Constable for providing an update on the issues faced in introducing the IOPs systems, providing Members with the opportunity to raise specific issues to be addressed and concerns and be made aware of the accurate current position with the integration of the IOPS system.

GMCA 215/19 DECLARATIONS OF INTERESTS

RESOLVED /-

That it be noted that Councillor Tom McGee declared a personal interest in relation to item 14 'GM Culture Funding 2020 Onwards' as a trustee of the Greater Manchester Centre for Voluntary Organisation (GMCVO).

GMCA 216/19 MINUTES OF THE GMCA MEETING HELD ON 27 SEPTEMBER AND 7 OCTOBER 2019

RESOLVED /-

That the minutes of the meeting held 27 September and 7 October 2019 be approved as a correct record.

GMCA 217/19 GMCA AUDIT COMMITTEE - MINUTES OF THE MEETING HELD 9 OCTOBER 2019

RESOLVED /-

That the minutes of the GMCA Audit Committee held 9 October 2019 be noted.

GMCA 218/19 GMCA RESOURCES COMMITTEE – MINUTES OF THE MEETING HELD 15 OCTOBER 2019

RESOLVED /-

That the minutes of the GMCA Resources Committee held 15 October 2019 be noted.

GMCA 219/19 GREATER MANCHESTER TRANSPORT COMMITTEE – MINUTES OF THE MEETING HELD 11 OCTOBER 2019

RESOLVED /-

That the minutes of the meeting held 11 October 2019 be noted.

GMCA 220/19 GMCA APPOINTMENTS

RESOLVED /-

1. That the appointment of Councillor Wendy Cocks, as a substitute member for Councillor Sara Rowbotham (Rochdale), to the Joint Health Commissioning Board be noted.
2. That the appointment of Councillor Keith Cunliffe to replace Councillor Terry Halliwell (Wigan) to the Greater Manchester Pension Fund be noted.

**GMCA 221/19 SPORT ENGLAND MEMORANDUM OF UNDERSTANDING
REFRESH (GM MOVING)**

The GM Mayor reported the unique relationship which had led to an innovative partnership with Sport England and £10m of funding being realised across Greater Manchester. Since the initial MOU, GM had seen an increase in physical activity by 1.7% (three times the national average) which was a significant step towards the GM Moving target and was beginning to reduce the gap between the least and most active. In introducing the report, Councillor Brenda Warrington reminded the meeting that the Health & Care Board had considered the paper earlier in the day and that GM was positively progressing towards the active target.

Members commented that this was a very positive story, within which there had been many examples as to how activity can be incorporated into everyday life, and should not be seen as an unachievable ask, but seen as a potential contributor to reducing congestion in addition to improving health.

RESOLVED /-

1. That the progress and impact of GM Moving to date be noted.
2. That it be noted that the Health & Social Care Board had considered and endorsed the refreshed MoU earlier in the day.
3. That the refreshed MOU (appendix 1), the direction of travel and the shared priorities of focus be approved.
4. That it be agreed to continue the GMCA's commitment to support the ambitions of GM Moving and the whole system approach needed to have population scale impact.
5. That it be agreed that the refreshed MOU would continue to be steered by the GM Moving Executive, chaired by Steven Pleasant, with senior representatives from GMCA, GM Health and Social Care Partnership, Transport for Greater Manchester, Sport England, GreaterSport, GM Active and representatives from the VCSE.
6. That it be noted that progress against the GM Moving Plan would be tracked with regular updates to the GM Health and Care Board.

Jim Taylor, Lead Chief Executive for Economy introduced a report on behalf of Councillor Richard Leese, Portfolio Lead for Economy which provided an update on the Implementation Plan for the GM Local Industrial Strategy (LIS) and the associated resource requirements.

The Implementation Plan forms part of a suite of documents which were the key drivers for GM, and was a grass roots response to the Local Industrial Strategy, utilising established arrangements to govern its delivery.

Members were interested in the detail of the Delivery Plan and how the priorities would be delivered, officers confirmed that the priorities cut across all portfolio areas, and that their delivery will be pan-GM.

The GM Mayor summarised that along with the GMSF, the Implementation Plan would look to rebalance skills, jobs and investment opportunities in the north of GM, and that despite a lack of clarity from Government regarding the status of the Local Industrial Strategy, GM remained committed to it's delivery.

RESOLVED /-

1. That the work underway to implement the GM Local Industrial Strategy be noted and that the proposed governance arrangements be agreed.
2. That the Year 1 Milestones (Annex 1) be agreed.
3. That the request for £3m of funding over three years to support the implementation of the GM Local Industrial Strategy, to be sourced from Retained Business Rates, be approved.
4. That authority be delegated to the GMCA Treasurer, in consultation with the GM Portfolio Chief Executive for Economy and the Deputy Mayor and Portfolio Lead for Economy, to finalise the budget and allocation of the projects for GM Local Industrial Strategy Implementation following consultation with the Growth Board.
5. That GM's commitment and determination to the implementation of the Local Industrial Strategy be made clear to Government.

Jim Taylor, Lead Chief Executive for Economy took Members through a report on behalf of Councillor Richard Leese, Portfolio Lead for Economy which provided an update on the preparations underway across Greater Manchester in anticipation of the UK leaving the European Union. He reported that there was a Communications Plan being delivered across GM to ensure as much information as possible was available to businesses and residents, overseen by the Economy Resilience Task Force. The Task Force is currently meeting on a fortnightly basis to undertake shared cross organisational planning.

RESOLVED /-

That the update on Brexit preparatory work underway across Greater Manchester be noted.

GMCA 224/19 GREATER MANCHESTER ARMED FORCES COVENANT DELIVERY

The GM Mayor introduced a report which provided an update on the progress of work following the initial signing of the MOU, detail of future initiatives and campaigns and sought endorsement of the current approach to deliver a coherent regional approach to provide a gold standard offer to the Armed Forces community. He reported that there had been significant work on the mental health strand, and a widening of the offer in relation to sporting opportunities. In recognition of these initiatives, a number of GM Local Authorities (and the GMCA) were in line for, and had recently achieved awards from the Ministry of Defence.

Members thanked officers of the GMCA for their work to support veterans, noting that Greater Manchester offer a very positive aspiration for other areas of the UK. However, there were many contributors to this agenda, and thanks were also expressed to staff within Local Authorities, partner organisations and the voluntary sector for their efforts to improve the GM offer to veterans. The GMCA was advised that Oldham Council had undertaken a change in policy to assist veterans to be re-housed as quickly as possible with additional appropriate support.

Members were also reminded that there were substantial numbers of GM Local Authority employees within the Army Reserve Unit and the outstanding support should continue.

RESOLVED /-

1. That the update provided on progress made to deliver against the Armed Forces Covenant coherently across Greater Manchester be noted.
2. That the forthcoming developments across work strands to further enhance delivery of GM's Armed Forces Covenant be noted.

3. That the proposal to continue the Armed Forces Covenant post within GMCA be approved.
4. That the current funding arrangements in place up to end of March 2021 and the proposals for further external funding as outlined in paragraph 4.2 of the report be noted.
5. That the GMCA record its thanks to Steven Pleasant, Lead Chief Executive, and Chris Thomas at the GMCA, Local Authority Members and Officers from across GM for their work in the development and delivery of the GM Armed Forces Covenant.
6. That the GMCA record it's thanks to Jon Rouse and the Health and Social Care partnership for the work undertaken to help with mental health issues, specifically the suicide prevention work.
7. That the awards received by GM Local Authorities, to deliver the Armed Forces Covenant be recognised and acknowledged.
8. That the change in housing policy by Oldham council, assist veterans to be rehoused quickly, with appropriate support be noted.

GMCA 225/19 HOMELESSNESS UPDATE

The GM Mayor updated the GMCA on the current work and progress towards the goal to end rough sleeping. He reported that the last count had indicated there were 45 less rough sleepers across Greater Manchester than the same time last year, counting 195 people, which was a significant testament to the work being undertaken across each Local Authority.

GM was one of the three pilot areas for Housing First, a scheme based on successful schemes already underway in Europe offering a range of support alongside homes for rough sleepers. To date there had been 33 individuals permanently housed through the scheme, with additional resources planned for the next few months to increase availability.

'A bed every night' was an example of the dividend for Greater Manchester as a result of devolution. Already 358 people were using the scheme, with over 400 provisions becoming available by November 2019. With thanks to the NHS input, phase two had been strengthened and health support was also now available to rough sleepers.

He advised that 195 people on the streets was still too many, and there was always more that GM could do to support people into homes. However, many of the national contributing factors to homelessness remain, and Government must address these if they were serious about achieving their target to end rough sleeping.

Members echoed these concerns, and commented that structural issues will continue to impact homelessness unless they were addressed. Specifically, Government need to: provide more social affordable housing; implement measures to tackle low standard private rented housing; reduce the negative impact on families from welfare reform; give some security to a currently precarious labour market; and make significant contributions to mental health services. Members were pleased to see the interventions across GM, however recognised that each of the numbers represented a human life and prevention was key to ensuring that homelessness trends continue to improve.

Members recognised the significant example of co-production represented through the work of the Homelessness Action Network and the positive outcome for the 800 people who have been able to move forward through the support of the homelessness programme.

RESOLVED /-

1. That the report be noted.
2. That the significant reduction in the numbers of individuals sleeping rough, compared to the same period in 2018, be acknowledged.
3. That the GMCA record it's thanks to the officers and voluntary organisations from across Greater Manchester who were delivering the homelessness agenda, recognising that there was lots more work to be undertaken, including lobbying Government for funding and the need for structural changes.

GMCA 226/19

GMCA CULTURE FUNDING 2020 ONWARDS

Councillor David Greenhalgh, Portfolio Lead for Culture, took Members through a report which summarised the progress of the first year of the GM Culture Portfolio and outlined a proposed revised approach to the delivery of the GM Cultural Strategy which looked to widen the opportunities for all organisations across Greater Manchester to be successful in applying for cultural funding.

Members thanked Councillor Greenhalgh for the opportunity for collaboration on this report, and welcomed the opportunity to diversify the funding offer through the introduction of a 15% ceiling for each awarded fund.

RESOLVED /-

1. That the progress to date within the GM Cultural Portfolio, in particular the increase of 39% in engagement with GMCA funded cultural organisations as a result of a new investment approach agreed by GMCA for 2018-2020, be noted.

2. That the proposed revised approach to GMCA investment in culture from April 2020 onwards be approved, namely:
 - continuation of GMCA investment in cultural organisations and activity across GM
 - that criteria for cultural organisations bidding for GMCA Culture Fund remain the same as 2018-2020 programme (set out in paragraph 3.3)
 - top-slicing into a separate budget, and at current percentage, non-cultural activity funding currently funded via the GM Cultural and Social Impact Fund
 - Ring-fence up to £270,000 of the GM Cultural Fund per annum to GM Culture Strategy priorities where they cannot be delivered by a single organisation, but will work with multiple cultural organisations and partners to increase cultural activity and resident engagement
 - Agree that, in line with current practice, the portfolio and programme management costs should be found from within the GMCA Cultural Fund budget
 - That the GMCA Culture Fund programme should be in place for two years (2020/21-2021/2022)
 - That, in reaching final recommendations about the portfolio of grants to award, a flexible approach will be needed to consider the issues of balance (across art form, geography and sustainability of the whole GM cultural ecosystem) and overall resources available. As part of this process GMCA is minded to consider limiting the amount of funding any single cultural organisation can receive to no more than 15% of the Greater Manchester Cultural Fund subject to understanding the impact on the viability of any organisation affected.
3. That the GMCA record its thanks to Councillor David Greenhalgh, and officers of the GMCA for their collaboration in progressing the future culture funding proposals.

GMCA 227/19

**GMCA GROWTH DEAL (1, 2&3) – SIX MONTHLY TRANSPORT
PROGRESS UPDATE**

The GM Mayor introduced a report which provided an update on the latest position in relation to the Local Growth Deal Transport Programme, that currently included a number of schemes across GM of varying sizes and complexities.

RESOLVED /-

1. That the current position in relation to the Growth Deal Major Schemes programme be noted.
2. That the current position in relation to the Growth Deal Minor Works and Additional Priorities programmes be noted.
3. That full approval for the Manchester Salford Inner Relief Route - Great Ancoats Street Scheme be granted and that the associated funding release to Manchester City Council of the remaining £8.213 million of the total £8.8 million Local Growth Deal funding to enable the delivery of the scheme, be approved.
4. That the funding of up to £1.15 million for the Rochdale Town Centre connectivity minor works scheme, be approved.
5. That the funding of up to £1.65 million advance utility works for the A5063 - Trafford Road Major Scheme under the arrangements, be approved.

GMCA 228/19 RAIL STATION ALLIANCE UPDATE

The GM Mayor took Members through a report which provided an update on the progress to date for the Greater Manchester Rail Station Alliance, whose ambition was for full devolution of all rail stations.

RESOLVED /-

That the report be noted.

GMCA 229/19 GMCA REVENUE BUDGET UPDATE 2019-20

Councillor David Molyneux, Portfolio Lead for Resources & Investment, introduced a report which informed the GMCA of the 2019/20 forecast revenue outturn position at the end of September 2019.

RESOLVED /-

1. That the Mayoral General forecast revenue outturn position for 2019/20 which shows an underspend against budget of £1.6 million be noted.
2. That the Mayoral General – Fire forecast revenue outturn position for 2019/20 which shows an underspend against budget of £2.378 million be noted.
3. That the Mayoral General – Fire forecast does not incorporate the potential outcomes of the decision making to process on the Programme for Change Outline Business Case be noted.

4. That the GMCA General budget forecast revenue outturn position for 2019/20 which shows an underspend against budget of £0.177 million be noted.
5. That the Transport forecast revenue outturn position for 2019/20 which was in line with budget be noted.
6. That the GM Waste forecast revenue outturn position for 2019/20 which was in line with budget be noted.
7. That the TfGM forecast revenue outturn position for 2019/20 be noted.
8. That the increase to the GMCA General budget of £11.167 million be approved.
9. That the budget virement of £0.18 million from budgeted GM Housing Investment Fund surpluses to facilitate the new Housing Delivery Team be approved.

GMCA 230/19 GMCA CAPITAL UPDATE 2019-20

Councillor David Molyneux, Portfolio Lead for Resources & Investment, presented a report which updated Members on the GMCA's capital expenditure programme.

RESOLVED /-

1. That the current 2019/20 forecast compared to the previous 2019/20 capital forecast approved at the July 2019 GMCA meeting be noted.
2. That authority be delegated to the GMCA Treasurer to agree minor variations in grant allocations to districts as required.

**GMCA 231/19 GREATER MANCHESTER HOUSING INVESTMENT LOANS FUND
– REVISED INVESTMENT STRATEGY**

Salford City Mayor, Paul Dennett, Portfolio Lead for Housing, Homelessness & Infrastructure, introduced a report which set out a revised Investment Strategy for the GM Housing Investment Loans Fund. He reported that the Strategy looked to improve the housing offer for Greater Manchester over the next 10-15 year period where it was anticipated that demand would continue to override the supply of housing without significant investment.

RESOLVED /-

That the revised Investment Strategy for the GM Housing Investment Loans Fund be approved.

GMCA 232/19

**GREATER MANCHESTER INVESTMENT FRAMEWORK PROJECT
UPDATES**

Clerks note: This item was withdrawn.

GMCA 234/19

**GREATER MANCHESTER INVESTMENT FRAMEWORK AND
CONDITIONAL PROJECT APPROVAL**

Clerks note: This item was withdrawn.

**MINUTES OF THE GREATER MANCHESTER TRANSPORT COMMITTEE
HELD ON FRIDAY, 8TH NOVEMBER, 2019 HELD AT THE FRIENDS MEETING HOUSE**

PRESENT:

Councillor Mark Aldred (in the Chair)	Wigan Council
Councillor Stuart Haslam	Bolton Council
Councillor Beth Mortenson	Bury Council
Councillor Roy Walker	Bury Council
Councillor Sean Fielding	GMCA
Councillor John Leech	Manchester City Council
Councillor Dzidra Noor	Manchester City Council
Councillor Angeliki Stogia	Manchester City Council
Councillor Howard Sykes	Oldham Council
Councillor Mohon Ali	Oldham Council
Councillor Shah Wazir	Rochdale Council
Councillor Phil Burke	Rochdale Council
Councillor Roger Jones	Salford City Council
Councillor Matt Wynne	Stockport MBC
Councillor Peter Robinson	Tameside Council
Councillor Doreen Dickinson	Tameside Council
Councillor Warren Bray	Tameside Council
Councillor Stephen Adshead	Trafford Council
Councillor Nathan Evans	Trafford Council
Councillor Joanne Marshall	Wigan Council

OFFICERS IN ATTENDANCE:

Eamonn Boylan	Chief Executive GMCA & TfGM
Bob Morris	Chief Operating Officer, TfGM
Alison Chew	Interim Head of Bus Services, TfGM
Peter Boulton	Head of Highways, TfGM
Alex Cropper	Head of Operations, TfGM
Danny Vaughan	Head of Metrolink, TfGM
Caroline Whittam	Head of Rail Franchising, TfGM
Martin Shier	Bus Partnerships Delivery Manager, TfGM
Gwynne Williams	Deputy Monitoring Officer, GMCA
Nicola Ward	Governance Officer, GMCA

GMTC 50/19 APOLOGIES

RESOLVED /-

That apologies were received and noted from Councillor Barry Warner, Councillor David Meller, Councillor Naeem Hassan and Councillor Ateeque Ur-Rehman.

GMTC 51/19 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS

RESOLVED /-

1. Delay to the removal of Pacer Trains by Arriva Rail North

- a. That it be noted that a letter had been sent from the Chair of the Transport Committee to the Managing Director of Arriva Rail North in relation to the planned extension of use of the Pacer Trains, and that Chris Jackson had been invited to attend the meeting to address Members' questions.
- b. That it be noted that nine Pacer trains will remain in operation for a few extra weeks due to the delay in the manufacture of the new trains to replace this stock.

2. TfGM Customer Relations officer national award

- a. That it be noted that Anthony Kelly, Customer Relations Officer at TfGM had been recognised for outstanding efforts in customer service and won a national frontline employee of the year award.
- b. That it be noted that the Chair of the Transport Committee write a letter of congratulations to Anthony Kelly on behalf of the Committee.

GMTC 52/19 DECLARATIONS OF INTEREST

RESOLVED /-

That Councillor Phil Burke declared a personal interest in relation to item 10 (Performance Report) as an employee of Metrolink.

GMTC 53/19 MINUTES

RESOLVED /-

That the minutes of the meeting held on 11 October 2019 be approved as a correct record, subject to the inclusion of the attendance of Councillor Moretenson and Councillor Adshead.

GMTC 54/19 TRANSPORT COMMITTEE DRAFT WORK PROGRAMME

Gwynne Williams, Deputy Monitoring Officer for the GMCA took members through the latest work programme for the Greater Manchester Transport Committee.

RESOLVED /-

1. That the work programme for the GM Transport Committee be noted.
2. That consideration be given as to a timely opportunity when the following items could be considered by the Committee as formal reports in addition to any planned informal briefings or site visits –
 - a. GM taxi licensing standards
 - b. Manchester Airport Transformation Plan
 - c. The mis-use of bus lanes

GMTC 55/19 BUS ANNUAL PERFORMANCE REPORT

Alison Chew, Interim Head of Bus Services at TfGM introduced the Annual Performance Report for bus services across Greater Manchester which included data from September 2018 – August 2019 and specifically focussed on the subsidised bus network. The headlines contained within the report showed that across all operators punctuality remained above target but had been declining. However, the subsidised network (which represents 16% of the total network) reported a positive overall picture.

A Member reported that there was a lack of visible communication at Bury Interchange in relation to late and cancelled services, and asked that consideration be given to increasing staff presence and real-time information. Furthermore, the services 471 and 98 were particularly highlighted as regularly being late or cancelled. Diamond and Go North West reported a number of contributing factors to issues with these services, but offered to review whether improvements could be made to improve their performance.

Members commented that in some instances, bus routes remain too long and as a result punctuality was compromised, it was suggested that in particular the route between Manchester and Bury is considered as splitting the journey at a useful point may aid performance. Operators were asked to review routes where this may work in favour of improving punctuality.

Members asked whether leaving the EU would impact the requirement for all buses to comply with Euro 6 emissions standards. Officers reported that whether the UK is in the EU or not, that Operators would be encouraged to meet the highest standard across their fleet, in line with the current Euro 6 thresholds.

A Member questioned why there was some information in relation to the Bus Annual Performance Report in the private part of the meeting, and whether this could be considered in the public part of the meeting. Officers confirmed that there were commercial sensitivities within this information, and that the disclosure of this information would not be in the public interest. In light of Member's comments, it was suggested that this decision be reviewed by the GMCA Monitoring Officer.

In relation to the Our Pass scheme, Members commented that it had been a success, however punctuality issues with buses was impacting young people as the real-time information on travel apps was not always accurate. In response, Stagecoach informed the Committee that they had just revised their app to include a mapping function and more accurate information about delayed

services.

A Member commented that there were significant issues with services 163 and 17 in relation to their punctuality, missing stops and none arrivals, resulting in passengers being left stranded, especially in the early mornings. Diamond Bus offered to review service 163 and respond directly, and Go North West offered to review service 17, and also respond.

In relation to services changes in Oldham, Members reported initial positive feedback as a result of the partitioning of routes to improve reliability but questioned as to whether there was evaluated data to evidence this outcome. Operators reported that these changes had been well received so far.

Members reported that there was a three hour gap between the commercial day service of route 81 and the subsidised evening service, which had potentially contributed to its current low patronage. Officers at TfGM agreed to look at this issue with First Bus and respond directly.

Members expressed their concerns in relation to the planned removal of the North Manchester Ticketing Scheme from January 2020 and the consequential increased cost for passengers, and furthermore, the current issues with Diamond and Go North West buses accepting these tickets. Operators reported no issues with the acceptance of tickets currently, and that the projected impact on passengers following the removal of the North Manchester Ticketing Scheme would be minimal.

A Member commented that there had been some reports of bus stop timetable information not being up to date. Officers commented that there were some issues as a result of the last timetable change, but that these had been dealt with once reported and urged members to report specific incidents as they occur. Further to this, the texting service 8468 was also reporting scheduled times over real time information in some instances. The data available for this was provided by operators and was programmed to revert back to scheduled times if there were any technical issues interfering with transmissions.

As a general point, operators were asked to remind drivers to adhere to scheduled times, especially in relation to evening services.

Members expressed concern that vehicles which only met Euro 4 standards were not of a desired standard for GM, and that an average age of 8.5 was also concerning. Stagecoach reported that they had just purchased an additional 18 new vehicles, which brought the total number of electric vehicles within their fleet to 32. There was also a retrofit scheme underway, to ensure that all the fleet was Euro 6 compliant by mid-2021. Diamond also reported that they have 100 Euro 6 compliant vehicles on order, 50 of which will be working on the network by June 2020. Go Ahead also added that they were currently undertaking a retrofit programme to ensure 100% of their fleet was Euro 6 compliant by 2021.

RESOLVED /-

1. That the Bus Annual Performance Report be noted.
2. That it be noted that Diamond Bus would respond directly to Councillor Walker regarding issues with the performance of service 471.

3. That it be noted that Go North West would respond directly to Councillor Walker regarding issues with the performance of service 98.
4. That it be noted that all operators agreed to review those extra-long routes where splitting the journey may help improve reliability and punctuality.
5. That officers at TfGM review staff presence at interchanges and how to information to passengers could be improved, especially with regards to late or cancelled services.
6. That Members be encouraged to respond to the 'Doing Buses Differently' consultation.
7. That it be noted that the GMCA Monitoring Officer be asked to review the public interest test as to whether individual bus operators performance data should be considered in part A or part B of the Transport Committee meeting.
8. That it be noted that Diamond Bus will liaise directly with Councillor Burke regarding the punctuality and reliability of the 163 service.
9. That it be noted that Go North West will respond to Councillor Burke in relation to concerns regarding service number 17.
10. That TfGM will review the 81 service in relation to concerns about gaps between the commercial daytime service and the subsidised evening service.
11. That it be noted that First Bus will respond directly to Councillor Fielding in relation to the frequency of services 81 and 180.
12. That it be noted that individual operator's ticketing products will be void across First, Diamond and Go North West services until the end of December 2019, under the North Manchester Ticketing Scheme.
13. That it be noted that all operators would remind their drivers to keep to scheduled times, especially on evening services.

GMTC 56/19 HIGHWAYS ANNUAL PERFORMANCE REPORT

Peter Boulton, Head of Highways TfGM introduced a report which provided an overview of the highways network performance. He reported that the 90% journey reliability target was still work in progress, but that there had been significant improvements since the introduction of a 24/7 shared control room. The most significant contributor to issues on the network was roadworks, with Wednesday afternoon being reported as the period with the most significant delays. In relation to the development of the highways network, he reported a number of major schemes underway and also being planned including some key mayoral schemes including Streets for All, The Mayors Challenge Fund and the Greater Manchester Spatial Framework.

In relation to Smart Motorways, Members reported that recently there had been a report from Coroners in Birmingham regarding the number of incidents that had occurred and questioned as to Greater Manchester's current position on the potential for Smart Motorways within the conurbation. Officers agreed to provide this information within the next report on Highways.

A Member queried as to whether all new roads were being built including cycling lanes as per the aspirations of the BeeNetwork, and reported that some Local Authorities were not including cycle lanes within their own funded schemes. Officers replied that any funding for such schemes was being closely monitored against agreed outcomes.

With regards to traffic signals, Members asked how crossing times could remain in favour of pedestrians with minimal impact to traffic flow. Officers reported that this remained a challenge, but that every set of signals was assessed separately and adjusted accordingly. Trials were currently underway in the city centre to look at ways to increase 'active travel' and would be reported back to the Committee in due course.

A Member asked whether planned highways schemes were ambitious enough and whether TfGM had a strong understanding of the public transport world post 2040. Officers reported that they were continually reviewing new technologies, for example Stagecoach had recently trailed driver-less buses within their depot as they are not currently permitted on UK roads.

In relation to failed traffic signals, a member asked what the most effective way for members of the public to report them to TfGM, as past experience had highlighted twitter as the most effective form of reporting. Officers agreed to review the process by which these issues can be reported, but informed Members that the traffic lights are also set to send an automatic message if they fail.

A Member reported a specific issue with a bollard on Stanley Street which forms part of the Guided Busway and was currently not working, resulting in private vehicles using the cut through and impacting the journey time of the V1 and V2 services. Officers agreed to look into this issue.

With regards to current delays on Regent Road and Water Street for vehicles leaving the city centre, a Member asked whether this was due to the closure of Middlewood Street. It was reported that this may be a contributing factor, but that the issue would be reported back to TfGM engineers to review the current traffic pressures in the area.

A Member reported that recent engagement with Urban Traffic Control at TfGM had been very positive, and that an engineer had met with local councillors to determine the most effective crossing times for the A6.

In relation to implied zebra crossings, Members questioned as to the perceived timeframe on the latest Government proposals. It was suggested that an update on this, and research to date could be included within the Mayor's Challenge Fund report in January.

A Member asked whether there were remedial works planned for the A6MARR following numerous incidents of flooding. It was reported that Stockport Council were currently awaiting the outcome of a recent consultant's review into the cause of the issues.

RESOLVED /-

1. That the Highways Annual Performance Report be noted.
2. That information in relation to the evaluated data and future proposals for smart motorways be included in a future highways report.

3. That the outcomes of the evaluation of traffic signal timings in relation to the time allocated for pedestrians to cross be brought back to a future meeting.
4. That TfGM be asked to review whether members of the public are aware as to how to promote traffic signal failures.
5. That TfGM review the status of the bollard issues on Stanley Street in relation to services V1 and V2 and report back directly to Councillor Marshall.
6. That issues in relation to leaving the City Centre via regent Road/Water Street as a result of the temporary closure of Middlewood Street be considered by engineers and reported back to Councillor Marshall.
7. That information on any proposals for 'implied zebra crossings' be included in the Mayors Challenge Fund report in January 2020.

GMTC 57/19 HIGHWAYS AND CONGESTION UPDATE

Bob Morris, Chief Operating Officer TfGM took Members through an overview of progress of the implementation of the Greater Manchester Congestion Deal since its launch in March 2018. He reported that through travel demand management there had been a visible difference to peak travel times, with the early morning build up beginning one hour earlier. Some major schemes have also contributed to increasing the network capacity (Regent Road has given a 10-15% increase to capacity levels), however as demand remains high this capacity had soon been filled.

Members were aware of continued population growth within Greater Manchester and asked whether officers had forecasted figures as to network demands in the future, and how this would impact congestion. Officers reported that there had been no increase to traffic volume over the past year, but that forecasting over a long period was difficult due to a number of determining factors. TfGM were still pursuing Highways England for a combined approach to their North West Quadrant Survey.

A Member informed the Committee that there had been a recent discussion at the Transport Select Committee regarding the challenges faced by Smart Motorways and suggested that the transcript of this session be shared with other Members. Officers added that there had been some particular successes of smart motorways, especially noted in relation to the M6.

RESOLVED /-

1. That the Highways and Congestion Update be noted.
2. That data in relation to the number of cars on the road, and forecasted levels be included in a future highways report.
3. That a link to the minutes of the recent discussion at the Transport Select Committee on smart motorways be shared with Members.

GMTC 58/19 ROAD SAFETY AND ENFORCEMENT

Peter Boulton, Head of Highways TfGM introduced a report which provided an overview of Greater Manchester's road safety performance and the role of Safer Roads Greater Manchester. He highlighted that there had been a 5% reduction in KSI (killed and seriously injured) cases between 2017 and 2018 but that further reduction would be required in order to meet the Department for Transport forecast for 2020. Over the past 12 months there had been 60 fatal casualties across Greater Manchester, with a clear spike in April 2019 attributed in part to a lengthy period of warm weather. A significant proportion of these and KSIs were vulnerable road users such as children and the elderly.

Members welcomed a downward trend in KSI but were keen to support the ambition to eradicate such incidents and questioned as to whether the necessary funding was available to support this. Officers confirmed that there was partnership funding from Local Authorities, Greater Manchester Police (GMP) and TfGM to support such interventions. Furthermore, to address residents' concerns regarding speeding vehicles, the new Transport Unit for GMP was due to be established in November 2019.

In respect of pavement parking and the problems it raises for vulnerable road users, officers responded that the Transport Unit will also support future campaigns and communications regarding this issue.

A member questioned as to why Greater Manchester appeared as one of the lowest areas for KSI casualties, and it was confirmed that currently GM do not report via CRaSh (Collision reporting and sharing) and therefore information was not available in real-time.

Members raised their concerns regarding pedestrians and cyclists using their mobile phones whilst travelling, and urged that TfGM remind all road users of their personal responsibility for road safety.

In relation to speed cameras, Members questioned as to how many across the network were new generation. Officers confirmed that currently the network had a mixture of analogue and digital cameras, with the ambition to convert the whole network to digital as soon as possible. Further to this, a bid had recently been submitted to the Mayor's Challenge Fund to fund the remaining upgrades.

A Member sought further clarification as to the criteria for determining the location of additional speed cameras, and it was suggested that the Road Safety Partnership be invited to explain this to the Committee at a future meeting, and further explain their governance arrangements.

The report detailed areas where road safety schemes were already being funded and Members suggested that further information could be shared as to the impact of these schemes at a future meeting.

In relation to comparative road safety data, a Member suggested that comparisons could also be drawn with similar sized European cities as this information was already publically available via OECD.

RESOLVED /-

1. That the road safety and enforcement update be noted.
2. That TfGM report back directly to Councillor Adshead on the 'other casualties' as detailed on page 82 of the report.
3. That GMP be invited to attend the next meeting to discuss the digitalisation of speed cameras, and the criteria that the Road Safety Partnership use to determine whether an additional camera should be added to the network.
4. That the impact of previously funded road safety schemes be included in a future report to the Committee.
5. That future reports on road safety should also include comparative data with other similar cities across Europe.

GMTC 59/19 TRANSPORT NETWORK PERFORMANCE REPORT

Bob Morris, Chief Operating Officer TfGM took the Committee through the latest Transport Network Performance Report which provided an overview of the network during September 2019. He reported that despite a number of large scale events and incidents during the period, that there had been minimal impact to the transport network due to effective planning. However, the performance of Metrolink had been slightly below target due to a number of vehicles being out of service.

Members were concerned about the removal of the North Manchester Ticketing Scheme and the impact of increased fares for passengers. Operators reported that their projections showed minimal impact as the future fares had been aligned across operators and there would be increased communication with passengers in the lead up to the changes.

In relation to the train service to Southport being removed from the Atherton line, a Member asked that Salford officers be included in any future conversation about timetable reviews, with respect to the potential impact on Salford residents.

RESOLVED /-

1. That the Transport Network Performance Report be noted.
2. That it be noted that Arriva Rail North will invite Salford Council officers to their next timetable consultation in relation to services to Southport.
3. That it be noted that First and Diamond Bus will review the impact to passengers as a result of the North Manchester Ticketing Scheme ending as part of their next fare structure review.
4. That information on the impact of short formed trains be included in the Rail Performance Report to the Committee in December.

GMTC 60/19 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.

GMTC 61/19 BUS ANNUAL PERFORMANCE REPORT - PART B

RESOLVED /-

That the report be noted.

**MEETING OF THE GREATER MANCHESTER COMBINED AUTHORITY (GMCA)
ECONOMY, BUSINESS GROWTH AND
SKILLS OVERVIEW AND SCRUTINY COMMITTEE
FRIDAY 8 NOVEMBER AT 2.00 PM AT GMCA OFFICES, CHURCHGATE HOUSE**

Present:	Councillor Michael Holly (in the Chair)
Bolton:	Councillor Susan Haworth
Bury:	Councillor Mary Whitby
Manchester:	Councillor June Hitchen Councillor Luke Raikes Councillor Greg Stanton (substitute)
Oldham:	Councillor George Hulme
Rochdale:	Councillor Ray Dutton (substitute)
Stockport:	Councillor Kerry Waters
Trafford:	Councillor Barry Brotherton
Wigan:	Councillor Charles Rigby Councillor Michael Winstanley

In attendance

LEP	Mike Blackburn, Chair of the GM Local Enterprise Partnership
GMCA	Eamonn Boylan, Chief Executive of GMCA & TfGM
GMCA	Andy Burnham, GM Mayor
GMCA	Alison Gordon, Assistant Director of Business Innovation & Enterprise
GMCA	Joanne Heron, Statutory Scrutiny Officer
GMCA	Kevin Lee, GM Mayor's Office
GMCA	Simon Nokes, Executive Director of Policy and Research
GMCA	Phil Swan, Chief Information Officer, Digital
GMCA	Lee Teasdale, Governance & Scrutiny Officer
Stockport	Councillor Elise Wilson, GMCA Portfolio Holder for Digital City Region

E84/19 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Stephen Homer (Tameside), Jim King (Salford) and Daniel Meredith (Rochdale).

Apologies were also received from Sir Richard Leese (Leader of Manchester City Council) and Jim Taylor (CEX, City of Salford Council).

E85/19 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS

There were none.

E86/19 DECLARATIONS OF INTEREST

There were no declarations of interest received.

E87/19 MINUTES OF THE MEETING HELD ON 13 SEPTEMBER 2019

RESOLVED:

That the minutes of the meeting held on 13 September 2019 be approved as a correct record.

E88/19 GMS IMPLEMENTATION PLAN & PERFORMANCE UPDATE

The GM Mayor Andy Burnham introduced a report to the Committee, which highlighted progress made on his top priorities during his term of office to date. These included improvements in outcomes for disadvantaged children, the further development of mental health services for children & young people and increasing levels of engagement with sports activities.

Work around reducing levels of rough sleeping was also highlighted – it was expected that 401 places would be available to accommodate rough sleepers over the winter period – and the ‘Bed Every Night’ initiative had received funding to continue until at least mid-2020. The Housing First pilot was also up and running, with 80 references having been made to the service, however, due to a lack of available stock, only 35 referees had been accommodated so far. Work was taking place with housing providers to get stock availability coming through at a faster rate.

An update was provided on the ‘Our Pass’ scheme providing free bus travel for 16-18 year olds. This was a pilot scheme so did not presently have a guarantee of long-term funding – but the scheme had proved popular so far with 30,000 young people having taken advantage of the pass – resulting in 2.2m journeys to date. An added benefit of the scheme had been records of young people using the Pass to aid their attendance at cultural activities.

On the subject of transport – the ambition for Greater Manchester was to create an integrated scheme akin to that seen in London, where a ticket covers all modes of transport – rather than the current system that effectively traps users within a single mode of travel or face having to pay for multiple tickets in a single journey.

Comments and Questions from Members

The Chair asked the GM Mayor what he considered as his biggest disappointments faced in the last six months.

The Mayor answered that the process of making change was sometimes delayed by the complexity of the Greater Manchester system – and whilst progress was being made in all areas, there was still a lot he’d like to achieve that had to be considered as ‘work in progress’. There was also disappointment at the level of transport ‘chaos’ still being seen on the rail and occasionally the road networks. Whilst many good plans were in place, there now needed to be a distinct shift towards delivery on strategies.

It was asked if the Mayor felt the relationship between the GMCA and the ten GM authorities was working as well as it could.

The Mayor stated that the relationship was a distinctive one – different to that seen with the Greater London Authority for example, which acted as a body completely independent of all London Borough Authorities. It was felt that the GMCA model was stronger and more coherent by being jointly led by all ten GM authorities. Trying to achieve equity across all ten authorities was a balance being sought, and active work was taking place to ensure that the focus of work was not too concentrated on Manchester city centre – with a plan that the outlying towns of GM would see investment and the revival of their town centres.

Bus reforms were discussed – with concerns raised about the upfront costs required for the transformation. Was there confidence that the revenue subsidy required would be obtainable, and could there be a guarantee that this would also be used to improve services on less used routes?

The Mayor agreed that the costs involved in reforming the system meant that this would have to result in a noticeable difference in feel and quality, as otherwise the public would rightly ask questions about the value of the outlay. One of the key elements of this would be linking bus routes directly into other transport modes – as part of a move towards a more intelligent usage of the extant system. Subsidies would be sought, as it was considered unfair to place the full burden on the taxpayer when London had received considerable levels of subsidy funding for transport connectivity.

Members noted that as at December 2018 – 27.3% of GM working-age residents had qualifications below Level 2. What was being done to broach this issue?

The Mayor advised that there were some well-regarded colleges across GM providing excellent services to upskill residents. Another key element that would help in broaching this issue was that control of the £92m adult education budget was now in the hands of GM. This budget had not been used strategically in the past by Whitehall and had always been delivered in a ‘piecemeal’ way – so this would allow for more constructive and creative use of the budget to improve levels of adult education.

Members expressed concern about median pay changes – in particular why Bolton, Oldham and Wigan appeared to be growing at a slower rate than the other districts of GM – The Executive Director of Policy and Research advised that he would look at the figures and feedback further detail to the Committee.

The Mayor highlighted that the GM Good Employment Charter would be opening for applications in January 2020 – with paying the living wage being one of the strands of membership requirement.

Members made further reference to Our Pass. Was it expected that the retention of the scheme would become a manifesto commitment once the benefits of the pilot scheme had been fully analysed – and if so, were there plans in place for its continued funding going forward?

The Mayor stated that he remained passionate about Our Pass as it opened up the breadth of GM to young people in outer areas – previously costs in outlying areas such as Wigan were such that young people often felt trapped – the Pass helped to alleviate that. When taking the levels of current uptake into account, it suggested that it could be affordable going forward. Some financial benefits had been seen in GM colleges and they are contributing towards the scheme.

It was also advised that any future franchising arrangements would be expected to include a permanent Our Pass within its system. Bus operators in conversation so far had been supportive of the scheme, with some discussion taking place about making 19 year olds and beyond eligible for the Pass. Bus patronage within GM had been declining since the 1980s, this needed to be turned around to secure future investments, and Our Pass provided a big step towards gaining these increases.

Members asked if any further information was available about the devolution of rail services. The Mayor advised that lots of progress was being made – the rail debate having moved on considerably since 2018. The Williams Rail Review was being awaited, but the announcement of the General Election had held up its publication. There appeared to be a broad acceptance of a devolved element to the rail system – and the next stage would be about working out the details. GM had published a rail prospectus in early October that had included a positive vision for rail devolution.

Members referred to children’s mental health – and the positivity that this could now be talked about openly where once it would have been considered a ‘taboo’ subject. Birch Hill Hospital in Rochdale was highlighted for having done good work around the linking of poor attendance in school with possible mental health issues – and how early targeting could reduce the need for attendance at special needs schools. However, there was still a shortfall nationally in the number of mental health professionals available to ensure that all children received help at the earliest possible stages.

The Mayor agreed, stating that the youth justice system showed that seven in every ten youths going through the system had an undiagnosed mental health condition. Mentally healthy schools campaigns were being championed by organisations such as 42nd Street. There was a keenness to firm up the Care Leavers Guarantee in the New Year, as this was a cohort at the highest level of risk.

RESOLVED:

1. That the updated GMS Implementation Plan and Performance Dashboard be noted and agreed by the Committee.
2. That overall progress towards the achievement of the GMS 2020 ambitions and targets be noted.
3. That further information on median pay changes across Greater Manchester be fed back to the Committee.

E89/19 GM LOCAL ENTERPRISE PARTNERSHIP

The Chair of the Greater Manchester Local Enterprise Partnership (LEP) – Mike Blackburn, introduced a report that provided Committee Members with an update on the work of the GM LEP in overseeing the delivery of the Local Industrial Strategy (LIS) and progress on innovation initiatives.

Members were provided with information on the membership of the LEP. Private sector terms of office in the LEP were for two years and then reviewed, with the most recent review of private

sector members having concluded earlier in 2019. Two members had stepped away from the board – exceptional candidates had come forward, the majority of which were kept on as valued contacts and sub-board members. The two new members of the Board were agreed as Chris Oglesby (Bruntswood Plc) and Amanda Halford (GE Healthcare Life Sciences). There had been conscious efforts to ensure that the board moved towards gender parity and private sector membership now stood at six male and five female members (with the Board having agreed they wanted to retain an odd number of members should a voting situation ever arise).

Greater Manchester had been one of three designated trailblazer areas working in collaboration with the Government to develop a LIS. Whereas in other parts of the Country these were being developed in isolation, within GM the LIS was a subject of the overall GM Strategy.

This had involved looking at the outstanding areas of potential within GM – where opportunities lay to become world leaders, should the right levers be pulled. These included areas such as health innovation, life sciences and manufacturing. The LIS had been jointly launched with Government on 13th June 2019 and had been vital for business confidence.

Work was also being built around the strength of GM universities and related academic research – could the innovation being developed in GM be utilised at the pace seen in some other parts of the world for example?

Made Smarter had been launched in November 2018 as a 30 month £20m North West pilot – led by the Growth Company and regional business growth hubs. This was supporting local enterprises to adopt industrial technology and management practices in order to boost productivity. It would enable engagement with 3,000 small to medium enterprises (SMEs) and aimed to increase Gross Added Value by £115m.

Greater Manchester was also growing as a centre for digital excellence. This was evidenced by the opening of a Government Communications Agency (GCHQ) site in 2019. The Cyber Foundry, a partnership between the University of Manchester, Manchester Metropolitan University, the University of Salford and Lancaster University – had secured £3.2m of European Regional Development Fund (ERDF) money to deliver a programme of cyber innovation support and growth for SMEs in Greater Manchester. The Cyber Foundry would support 45 GM businesses into university collaboration and provide support to 50 local enterprises up to 2021.

Comments and Questions from Members

Members welcomed the work being undertaken around cyber security – as cyber threats needed to be on the agenda of every single company within GM.

Members asked whether Greater Manchester could benefit from a science leadership base of some form – providing a knowledge base on what science leadership should look like.

It was advised that innovation sharing in science did take place across GM – whilst each of the universities undertook very different research, sharing did take place where it was felt it could aid their work. It was agreed however that GM needed a way to better tell its stories about its products – whereas the discovery and final product stages were well covered, the production and development stages were often little understood. The GM Innovation Board also brought

people from the education, research and business communities together to share knowledge and generate further innovation.

Members expressed concern that smaller areas of employment opportunity appeared to be disproportionately represented over some of the larger employers in the region. Did board representation and engagement activities take this into account?

It was advised that some LEPs around the country had taken an approach where they tried to cover all sectors within the Board and had ended up with 40 people around the table, and unable to find a focus or consensus. For the membership of the main board, the focus was on ensuring that growth areas were represented, and a significant number of sub-boards were in place that allowed for a wider membership/cohort of employment sectors.

Members asked about the potential impact of the loss of ERDF funding. It was understood that at the current stage all monies were secure, but with caveats of targets and dates that had to be met. There was some concern about the Shared Prosperity Fund, as details around if and when it would happen were still unclear. The right form of funding needed to be in place to help support reasonable expansion in the region, as even the ERDF, despite its benefits, came with many strings attached that could stymie some planned expansion.

Made Smarter was discussed – members stated that it would be helpful to receive a geographical breakdown of the number of funded projects by district and the impact that had been seen on employment opportunities – so that a focussed message could be provided in communities getting these good news stories out. It was advised that this information could be provided following the meeting.

RESOLVED:

1. That the report updating members on the work of the GM Local Enterprise Partnership be noted.
2. That information be fed back to the Panel detailing the number of Made Smarter projects by district, and the resulting impact of these projects.

E90/19 DIGITAL STRATEGY

Councillor Elise Wilson (Leader of Stockport Council and Portfolio Lead for Digital City Region) presented a report outlining the draft refreshed Greater Manchester Digital Strategy. This was now being referred to as a 'Blueprint' for GM and was a result of significant stakeholder engagement, and reflected the speed at which the digital economy in GM had progressed since the first Digital Strategy had been adopted by the GMCA in February 2018.

Comments and Questions from Committee Members

Members asked for further information around the kind of stakeholders that were being engaged in the refresh.

It was advised that a wide range of engagement had taken place – from SMEs, to larger organisations and international organisations that were seeking a base for UK operations.

Specific digital events held been held to address all of these sectors, where officers had gone out to them to seek input – as if you asked for one-size fits all style input you end up with a self-selecting strategy that would not work for the whole region.

Members referred to digital skills – specifically how these could be improved and how performance in this area was monitored so that lessons could be learnt and taken forward.

It was agreed that people needed to be presented with life-long learning opportunities, and have the confidence in their skills necessary to find jobs. Digital here fed into a wider range of sectors looking at skills and promoting projects such as inspiring and energising children to pursue STEM subjects. Cyber resilience was considered an area of key importance, in ensuring that skills were kept up to date for students learning in the digital arena – so that they did not complete a course to find out that their learnings were already out of date.

Members noted that the presentation papers did not directly refer to measures and key targets being sought – were these in place elsewhere?

It was confirmed that key targets did exists – but feedback from stakeholders had indicated that they did not wish to see a heavily detailed 500 page document – but rather something that was visually striking and interested people who may otherwise be reluctant to read long text heavy documentation. Something was needed that showed to the public that they were at the heart of GM’s plans around its digital future. It was stated that the Blueprint clearly showed that GM was ‘ahead of the game’ and undertaking exciting innovation work that was helping to put GM firmly on the map as a global digital influencer.

It was advised that some of the specific measures and targets in place could be fed back to the Committee for information.

The Chair welcomed the approach and the enthusiasm shown, but indicated that the increasing of productivity and Gross Added Value (GVA) was imperative – and should be highlighted within the Blueprint somewhere.

RESOLVED:

1. That the progress on GM Digital be noted by the Committee.
2. That the draft refreshed Digital Blueprint be supported by the Committee.
3. That the GM Digital Blueprint should be reviewed annually to reflect the dynamic environment in which it is embedded.
4. That information around the Digital Blueprint’s specific measures and key targets be fed back to the Committee.

E91/19 GREATER MANCHESTER BREXIT PREPARATIONS UPDATE

An update on GM’s Brexit preparations following the latest extension was received for noting.

RESOLVED:

1. That the update by noted by the Committee.

E92/19 WORK PROGRAMME 2019-20

The Chair asked the Committee if, given that GMCA meeting business had been cancelled for December in light of the announcement of a General Election on December 12th – whether they were minded to cancel the December meeting of the Committee, and amalgamate the items from that meeting into the remaining meetings for the year ahead.

Following a discussion, Members agreed to the cancellation of the December meeting and agreed to delegate responsibility for the reshaping of the work programme to the Chair, Vice-Chair and supporting officers.

Members indicated that further to the Mayor’s comments on taking control of the £92m adult education budget – an item scrutinising the usage of the budget to date would be welcome.

It was advised that the timing of any such item would need to be appropriate so that informed performance data could be in place. It was also highlighted that the plans around the adult education budget had previously been brought to the Committee.

Members stated that not all of them were members of scrutiny when that item was brought and that a briefing outside of the meeting would be welcome.

RESOLVED:

1. That the updated work programme be noted.
2. That it be agreed by the Committee that the meeting of 6th December 2019 be cancelled following the announcement of a general election and the subsequent cancellation of GMCA business for December.
3. That permission be delegated to the Chair and Vice-Chair to incorporate the items for the December 2019 meeting into the remaining work programme where appropriate.
4. That information on the devolution of the adult education budget be supplied to Members for information.

E93/19 ITEMS FOR INFORMATION

There were none.

E94/19 REGISTER OF KEY DECISIONS

Received by the Committee.

E95/19 DATE AND TIME OF NEXT MEETING

Friday 10th January 2020.

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**MINUTES OF THE MEETING OF THE HOUSING PLANNING AND ENVIRONMENT
OVERVIEW AND SCRUTINY COMMITTEE HELD THURSDAY, 14TH NOVEMBER, 2019 AT GMCA -
GMCA BOARDROOM**

PRESENT:

Councillor John Walsh (Chair)	Bolton
Councillor Dorothy Gunther	Bury
Councillor Mandie Shilton Godwin	Manchester
Councillor Barbara Brownridge	Oldham
Councillor Linda Robinson	Rochdale
Councillor Janet Mobbs	Stockport
Councillor Mike Glover	Tameside
Councillor Kevin Procter	Trafford
Councillor Amy Whyte	Trafford
Councillor Fred Walker	Wigan
Councillor Sharmina August	Salford

OFFICERS IN ATTENDANCE:

Andy Burnham	GMCA
Kevin Lee	GMCA
Sarah Mellor	GMCA
Anne Morgan	GMCA
Steve Fyfe	GMCA
Molly Bishop	GMCA
Joanne Heron	GMCA
Julie Connor	GMCA
Matt Berry	GMCA
Frank Tudor	TfGM
Simon Warburton	TfGM

HPE/171/19 APOLOGIES

Apologies for absence were received from Councillor Liam Billington and Councillor Martin Hayes.

HPE/172/19 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS

RESOLVED/-

To note there were no announcements.

HPE/173/19 DECLARATIONS OF INTEREST

BOLTON
BURY

MANCHESTER
OLDHAM

ROCHDALE
SALFORD

STOCKPORT
TAMESIDE

TRAFFORD
WIGAN

RESOLVED/-

To note there were no declarations received.

HPE/174/19 MINUTES OF THE LAST MEETING HELD 11 JULY 2019

Following the Local Concessionary Travel Charge item (M167/HPE) being discussed at this Committee in July, where Member's did not support the current proposal, a Member requested an update following its approval at the Combined Authority meeting on 26th July 2019.

The Mayor clarified to Members that the concerns raised at this Committee had been considered and noted prior to the decision being taken to adopt the proposal at the Combined Authority meeting. The rationale for signing off the proposal was given that a £10 administration charge was in place for all of the other concessionary schemes in GM for other age generations such as Our Pass, IGO and the Women's Concessionary Travel Pass, and to not incorporate it would create an equality/equal treatment issue. It was also felt that the charge was proportionate, and that to delay the decision would impact upon its implementation.

It was reaffirmed that the concessionary charge only relates to the Metrolink and train travel, with bus unaffected and free for all older people of state pension age and over.

It was clarified that in terms of comparison of this pass to the other concessionary travel offers, whilst the older persons pass does have a time restriction (not valid before 09:30), it encompasses more options such as tram and train, whilst the other options were only bus.

It was clarified to Members that using the Concessionary pass to tap in and out will not result in a charge, but doing so will assist TfGM to monitor footfall and for planning purposes.

RESOLVED/-

That the Minutes of 11th July be agreed as an accurate record.

HPE/175/19 GREATER MANCHESTER STRATEGY IMPLEMENTATION PLAN AND PERFORMANCE UPDATE

Andy Burnham provided Members with the latest six monthly update of the Greater Manchester Strategy (GMS) implementation plan and performance dashboards.

The Mayor thanked Members of the committee for their continued engagement with the scrutiny process, with this level of debate valued as being an essential component in developing the right policies in GM.

The presentation delivered to Members was noted as having previously been delivered to the GM Reform Board, and had a focus on providing an update on delivery, specifically change delivered to the residents of the 10 GM boroughs.

The update detailed improvement in school readiness, with positive improvements in outcomes for disadvantaged children and for pupils eligible for free school meals having improved consistently since 2015.

In terms of mental health in children and young people, rates of patients with a diagnosable mental health condition receiving treatment were noted as being ahead of national targets and ambitions. It was highlighted that in December 2018, Greater Manchester became the first area in the country to start collating and publicly publishing waiting time data for children and young people's mental health services. It was also fed back that in terms of general population health, levels of exercise in GM were increasing with 73.3% adults being active for at least 30 minutes a week.

The Mayoral Development Corporation was highlighted as showing the potential to deliver sustainable development and regeneration and represents a piece of genuine progress. The Our Pass initiative was noted as being taken up by 35,000 young people making 2 million journeys, both being examples of how devolution was delivering change.

In terms of providing an update on the Greater Manchester Spatial Framework (GMSF), officers clarified that due to not having regulations in place as a result of them not being agreed by Central Government, the next round of statutory consultation will not be until summer 2020. It was intended that there will be an informal response to the consultation in early 2020 to show ongoing process.

Members requested an update in relation to Clean Air targets in the 5 year strategy, particularly in the wake of the climate emergency being declared and numbers of car users stated as not reducing significantly.

The Mayor highlighted the legal obligation to tackle clean air with local councils liable to achieve air quality targets. It was noted that TfGM conducted air quality analysis in all 10 GM boroughs which revealed a number of pockets across the City Region which fell short of legal limits. Tackling this problem GM wide was thought to be the right approach to avoid displacing the problem and successfully managing levels of traffic across GM.

It was stated that that the Mayor and TfGM were conscious of the potential impact of managing the costs of transition on commercial taxis and van drivers and also HGV and bus operators, which may require financial assistance to upgrade. The Mayor stated that there should be no impact to jobs and businesses as GM seeks to improve clean air. It was highlighted that GM did not want to include vans in the initial charges as current technology and the market did not currently make this viable for vehicle upgrade which would heavily impact on businesses.

Members were updated that the previous Prime Minister's Government response to GM's request for £350 million for Clean Air transition, would only support the funding of cameras and not support packages for vehicle transition. It was noted that engagement on this subject had improved with the current Government, however this was now on hiatus in the run up to the General Election. Leaders have subsequently felt that consultation on a proposal for a Clean Air Zone in January 2020 can't be achieved, as a clear offer to affected companies and drivers cannot be finalised without proposals coming back from Government.

The Mayor commented that for the climate agenda to be successfully addressed, there will need to be a financial incentive with cost savings to make changes. The point was made that without this, there was a risk that adopting change will be divisive between those that can afford to upgrade and those that can't.

Members highlighted that in light of the positive progress update figures presented, there was a disparity between the GM districts with some outperforming others and some averages being lifted by a small number of districts. These issues were linked to examples in some boroughs where it was expensive to redevelop brownfield land, with property values not viable enough without Government subsidy. The complexities of developments were highlighted particularly in relation to brownfield sites. Concern was also expressed in terms of the potential time taken for town centre residential developments in the smaller districts to become as desirable and popular as city centre developments. Members expressed concern over maintaining quality of developments and thought that coordination at a GM level was required in order to not increase any existing divides between the districts.

It was clarified that pushing economic activity north of GM was what the GMSF in its current draft form was attempting to achieve with the Northern Gateway. The challenge of having the Housing Deal withdrawn due to Greater Manchester requesting a drop in figure from the 2016 consultation from 227,000 to 201,000 resulting in a loss of £50 million funding was highlighted. It was stated that allocation of land remediation funding had gone to areas of highest value of housing, and that this trend had been mapped which revealed that the vast majority of northern areas were not eligible.

The Mayor expressed opportunism in town centre developments throughout GM, with a revival of modern attractive developments on good transport links. Adopting age friendly living rather than the care home model was noted as being an important shift.

RESOLVED:-

- That the updated GMS Implementation Plan and Performance Dashboard be noted and that the comments of the Committee be taken into account.
- That the overall progress towards the achievement of the GMS 2020 ambitions and targets be noted.

HPE/176/19 TOWN CENTRE STRATEGY - MAYORAL DEVELOPMENT CORPORATION

The Mayor provided an update to Members on the Town Centre Challenge initiative.

Members were updated that the Stockport MDC had now been formally constituted with the Mayor acting as Chair for the initial meetings. It was noted that he will eventually pass this role on to an independent Chair. A masterplan for development of Town Centre West was noted as being completed and it was felt that this had already had a significant impact in gathering national attention. It was highlighted that Stockport was the first MDC focused on a town centre regeneration area. Members were informed that there was a healthy pipeline of support for Stockport to achieve its goal of 3500 new homes which will largely be high-density and affordable. It was stated that Stockport Town Centre will be massively remodelled to accommodate age friendly properties, and will also be zero carbon with a redesigned

transport interchange and integrated walking and cycling infrastructure. The Mayor highlighted that other districts care very welcome to adopt the MDC.

Members enquired how funding streams and regeneration were envisaged to work for smaller boroughs in Greater Manchester. It was updated that Town Centre Challenge progress reports were available for all towns, with all moving forward. The Mayor was confident this was the right approach and that demonstrating delivery in town centres can relieve pressure on greenbelt.

Members wanted to ensure that any quantum growth in town centres was able to offset greenbelt risks through the GMSF. The importance of having a secure robust 5 year delivery plan for housing was highlighted. The Stockport pipeline plan was noted as being helpful and adding credibility to the 5 year delivery plan.

Member were updated that Government have today published 2019/20 housing build figures with GM having a net of 11,500 which was the highest second highest ever trend in the City Region.

In terms of monitoring land supply at a GM level, Members were reassured that the 10 Districts were coming together to monitor this information. It was highlighted that this keeps visibility of aspects such as available land and land imminently coming forward, planning permission status and also incorporates the Town Centre Challenge.

Members highlighted the importance of engaging with a cross section of stakeholders over the changes implemented as part of the MDC, such as SMEs to make sure they were not displaced and were supported through change. The Mayor highlighted that if used correctly, the MDC can be a great vehicle for redevelopment. It was stated that the cross party representation and remediation mechanisms and public engagement mechanisms need to function correctly so that all small businesses and stakeholders can have a voice to feedback issues. The intention by Stockport was to build an all generation neighbourhood with infrastructure to benefit all.

In terms of land supply, the Mayor felt that there needs to be a shift in thinking to accept that town centres need to be fundamentally different from the last century with a move away from focusing solely on employment and retail developments.

ACTION: Members to receive a copy of the Mayor's update on the Town Centre Strategy and receive further monitoring reports as appropriate.

RESOLVED/-

That Members note and comment on the report and request further updates as appropriate.

HPE/177/19 A BED EVERY NIGHT / HOUSING FIRST PROGRESS UPDATE

The Mayor provided Members with an update on the current work and progress made on ending the need for rough sleeping in Greater Manchester.

It was feedback to Members that official figures of rough sleepers in GM for November 2018 were 241 with November 2019 official figures due out later this month. It was highlighted that counts carried out by the GM Districts for September gave a figure of 195. It was noted that confirmation of these figures by the upcoming Government counts will represent a second consecutive year of numbers falling following a period of significant rise. Bed Every Night was credited with this change in trend, with 358 individuals currently using this facility. It was also stated that around one third of those using the facility move on to a better more permanent accommodation.

Members were updated that following additional support from NHS funding and from the Ministry of Justice and Community Rehabilitation Company, Bed Every Night will move up to phase 2, increasing capacity to 401 spaces. This represents GM being much better prepared for this winter. It was highlighted that the NHS were working to provide more support within shelters such as mental health provision. For phase 2 of Bed Every Night, there was an aspiration to also improve the quality of support provided with more provisions such as for women only, couples and dogs.

The Mayor reiterated his stance that it shouldn't be allowed that people can be left to sleep on the streets with no provision available to them. The Bed Every Night scheme was stated as being a proven better use of public money rather than seeing consequence overtake planning in GM. It was highlighted that CRISIS had estimated the cost of providing 1 bed for a year to be £11,000, compared to the cost on public resources of not providing a bed given as £20,000 per year in terms of health/police resources.

It was noted that Housing First which was noted as a Government pilot with 3 years funding providing accommodation and offers a range of additional support, was fully rolling out across districts. Members were updated that 89 individuals have been assessed as eligible, (mainly rough sleepers with a range of complex needs) with 34 now accommodated. It was noted that Housing First and Bed Every Night together demonstrating a more coherent response to this crisis.

Following Member comments that there was a lack of Member representation over homelessness, the Mayor stated that councillor involvement would always be greatly appreciated. The ongoing work tackling rough sleeping of Salford City Mayor Paul Dennett was highlighted, and the Committee heard that there were periodic meetings with homeless needs, and the homelessness programme board which Councillors attend.

The challenges to acceptance of support by rough sleepers was discussed by the Committee with personal safety fears and in some cases, acceptance of life choices being highlighted as barriers. It was stated that accommodation provision had been designed to be physically safe with through-the-night supervision, and where possible, the provision of single room, or single sex areas whilst providing for those with complex needs. The challenge of overcoming barriers to what people would deem psychologically safe was highlighted. It was noted that staff at the centres have received training in dealing with those with trauma as some may not self present or may exhibit challenging behaviours. It was stated that there was large amount of ongoing work regarding temporary accommodation in general in the GM districts.

A Member gave positive feedback from a Making Spaces shelter provision which had made a difference to a number of individuals in this district. The Mayor made the point that offering a 'settled' bed was crucial to giving individuals a platform to improve circumstances and move

on to a more positive place. He also highlighted the importance of offering this facility as a sustained resource rather than in response to sustained cold weather.

It was stated that the availability of move-on, particularly for single males was limited. The ability to help people move through and find other accommodation from Bed Every Night was noted as being crucial to maintain availability of beds. It was reaffirmed that the Scheme was meant to be an emergency provision and that the day-1 goal was for users to be in a position to move to a more long term solution. It was noted that there was also a high demand on temporary and supported accommodation. It was clarified that some individuals only require a short transitional period of support before returning to former temporary or supported or social housing.

Members acknowledged the success of Bed Every Night, which had been a strong team effort of many partners. The challenge of the lack of social housing was stated with a need to put pressure on central government for funding to replenish stocks of social housing. It was stated that the Mayor and the City Mayor were intended to develop a Homelessness Prevention strategy which takes a 10 year view, and was based on building more units for social rent across all 10 districts. The commitment made as part of the GMSF housing vision to build 50 000 homes, within which 30,000 being for social rent was highlighted. The Mayor noted that finding a delivery mechanism for both funding and legal powers to deliver would be key.

RESOLVED/-

That the report be noted and the Committee's comments be taken into account with this ongoing work.

HPE/178/19 GREATER MANCHESTER ELECTRIC VEHICLE CHARGING TARIFF PROPOSAL

Simon Warburton, Transport Strategy Director for TfGM introduced a report updating Members on the proposal to introduce a tariff on the Greater Manchester Electric Vehicle (GMEV) charging network from early 2020.

The Greater Manchester Taxi Trade Coalition circulated a letter to members of the Committee that set out their concerns on proposals to introduce a tariff on the Greater Manchester Electric Vehicle (GMEV) network from early 2020.

Representatives from the sector were present at the meeting to listen to discussions around issues raised.

GMEV was established in 2012 and was grant funded by Central Government. The scheme was managed by Transport for Greater Manchester (TfGM) and subsequently rolled out and managed through a contract with a provider. Current arrangements required customers to either register for a membership card for an annual fee of £20 that was payable to a third party who operated the network, or free use of a mobile app. Since the installation of the network, TfGM had not charged customers to charge their vehicles.

High growth in GMEV usage had continued since 2016 and it was anticipated that this would continue to grow over the next few years. The wider pressures on Levy funded transport

budget and the increased use of the infrastructure meant that it was financially unsustainable to continue to provide this service free of charge.

The introduction of an Electric Vehicle charging tariff would assist with securing a long-term revenue stream to assist in funding the costs associated with a publically owned EV charging infrastructure in GM. Over the past year, an extensive consultation exercise had been undertaken on the re-let of the contract and the expansion of the existing GMEV network.

With reference to the concerns set out by representatives from the Greater Manchester Taxi Trade Coalition, it was stressed that it remained TfGM's intention to put in place a membership model for the GMEV system that would be attractive to commercial users. This model had not yet been designed but it was envisaged that this would allow regular commercial users to benefit from a degree of tariff relief. It was hoped that by November 2019, GMCA would have been closer to a finalised position on the GM Clean Air Plan. As of today, no confirmation on funding had been received, however, it was envisaged that grant funding would be available to support the shift towards broader vehicle change.

Members expressed a variety of concerns regarding the introduction of a tariff on the Greater Manchester Electric Vehicle (GMEV) charging network from early 2020.

Members queried the market research undertaken to develop the tariff structure, which they felt only incorporated consultation with a very small percentage of electric vehicle owners. It was clarified that market research for both tariffing and service had included a cross section of the public. This had deliberately included non-EV owners as they were the future target market for the GM Clean Air plan. In addition, other supporting information from existing user data had been included.

Members also expressed concern at the level of over-stay charges that were not felt to be comparable with other networks. It was clarified that this was designed as a deterrent to vehicles preventing private hire cars from using this facility. TfGM offered to consult further with the contract partner and give further advice to the GMCA on overstay charges.

With regard to queries around overall tariffs costs being high compared to national averages, it was explained that these examples often included the requirement of an additional pre-membership payment that offset this tariff.

Members raised concerns that the introduction of charging tariffs could be detrimental to the growing of the Electric Vehicle market, which currently had not grown at the desired rate. The costs of buying an electric vehicle were highlighted as being comparably high, with current associated running costs being relatively lower. This financial incentive would be removed should proposals to introduce charges be agreed. It was explained that the cost to maintain the current free-charge model would be an escalating cost within TfGM and to Local Authority budgets. The proposals put before the Committee attempted to achieve a balance between the current offer and maintaining budgets.

Members reiterated comments made by the Taxi community that only two of the three rapid charging points were working. It was clarified that the first generation technology available at that time (2011/12) did not offer rapid charging and was now difficult and expensive to repair and maintain. A new contract would include an upgrade of existing chargers, improve the reliability of the network and incorporate better maintenance and upgraded charging points.

Members expressed a concern over the availability of domestic charging points. It was reported that the number of domestic properties with charging points were increasing, and represented the best solution to fueling these vehicles. It was stated that 40% of homes in GM lack driveways, and that TfGM were assisting the district councils with various offers of street-side charging points. Local Authorities were also looking at the role of planning decisions to encourage introduction of charge points.

Members requested that along with concerns raised by this Committee, that the question and answer sheet response issued by TfGM addressing the concerns of the GMTTC in their letter to Members be also submitted to the Combined Authority.

RESOLVED /-

1. That based on the information set out in the report, namely, the lack of clarification from central government on funding for the GM Clean Air Plan and the incomplete membership model, the Committee cannot fully support the introduction of Electric Vehicle charges in early 2020 until both the above were agreed and in place.
2. That the views of the Committee be reported to the GMCA when it considers the proposals.

HPE/179/19 WORK PROGRAMME

Due to the cancellation of the Combined Authority meeting on 13th December, Members of this Committee agreed for the meeting scheduled for 5th December to be cancelled.

An amended work programme will be circulated to Members.

RESOLVED/-

1. That the work programme be agreed with the addition of an item being added in relation to proposals for an energy company.
2. That in view of insufficient business for the 5th December, agreed that the meeting should be cancelled and the business held over to the January meeting.

HPE/180/19 REGISTER OF KEY DECISIONS

Available online at the GMCA Site:

<https://democracy.greatermanchester-ca.gov.uk/ieListDocuments.aspx?CId=386&MId=2762&Ver=4>

RESOLVED/-

That the register be noted.

HPE/181/19 DATE AND TIME OF NEXT MEETING

Thursday 16th January 2020

10:30 – 12:30

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MINUTES OF THE MEETING OF THE GREATER MANCHESTER WASTE AND RECYCLING COMMITTEE, HELD THURSDAY, 14TH NOVEMBER, 2019 AT GREATER MANCHESTER COMBINED AUTHORITY, CHURCHGATE HOUSE, OXFORD STREET, MANCHESTER

PRESENT:

Councillor Alan Quinn	Bury
Councillor Rabnawaz Akbar	Manchester
Councillor Yasmin Toor	Oldham
Councillor Ateeque Ur-Rehman	Oldham
Councillor Tom Besford	Rochdale
Councillor Robin Garrido	Salford
Councillor Helen Foster-Grime	Stockport
Councillor Paul Lally	Trafford
Councillor Judith Lloyd	Trafford

OFFICERS IN ATTENDANCE:

Eamonn Boylann	GMCA Chief Executive
David Taylor	GMCA – Executive Director, Waste & Resources
Paul Morgan	GMCA – Waste & Resources
Sarah Mellor	GMCA – Environment Team
Justin Lomax	GMCA – Waste & Resources
Michelle Whitfield	GMCA – Waste & Resources
Paul Harris	GMCA – Governance & Scrutiny

WRC 19/35

APOLOGIES

Apologies for absence were received and noted from Councillors Shaukat Ali (Manchester), Roy Driver (Stockport), Susan Emmott (Rochdale), Allison Gwynne (Tameside), David Lancaster (Salford) and Adele Warren (Bolton).

WRC 19/36

URGENT BUSINESS

a. APPOINTMENT OF CHAIR FOR THE MEETING

The Senior Governance Officer, GMCA sought nominations for the appointment of a Chair for the meeting.

A nomination for Councillor Rabnawaz Akbar to be appointed as Chair was moved and seconded. No other nominations were received.

RESOLVED/-

That in the absence of Councillor Gwynne, Councillor Rabnawaz Akbar was appointed as the Chair for the meeting.

COUNCILLOR RABNAWAZ AKBAR IN THE CHAIR

WRC 19/37 DECLARATIONS OF INTEREST

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

WRC 19/38 MINUTES OF THE MEETING HELD ON 12 SEPTEMBER 2019

The minutes of the previous meeting of the GM Waste & Recycling Committee, held on 12 September 2019 were submitted.

RESOLVED/-

That the Minutes of the previous meeting, held on 12 September 2019, be approved as a correct record.

WRC 19/39 WASTE & RECYCLING COMMITTEE WORK PROGRAMME 2019/20

The Executive Director of Waste and Resources, introduced a report which advised Members of those proposed items for consideration at future meetings of the Committee.

RESOLVED/-

That the contents of the Waste and Recycling Committee work programme be noted.

WRC 19/40 REGISTER OF GMCA KEY DECISIONS

The Senior Governance Officer, GMCA introduced a report which summarised those key decisions on the GMCA Key Decision Register, in relation to waste and recycling matters.

RESOLVED/-

That the contents of the Register of Key Decisions, as set out in the report, be noted.

WRC 19/41 WASTE MANAGEMENT CONTRACT UPDATE

The Head of Contract Services, Waste & Resources, introduced a report which provided Members with an overview of the performance of the Waste and Resources Management Services (WRMS) and the Household Waste Recycling Centre Management Services (HWRCMS) Contracts. The report also provided updates on key issues currently affecting the waste management services during Period 2 of the new contracts. Details of health and safety matters and an update on facility modifications was also presented. A presentation was also provided.

Members noted that the performance of the new contracts is monitored on a monthly basis, in arrears and in consultation with Suez. The key performance categories for the contracts are set out in the table below:

Combined Contracts 1 & 2 Position	Jun & Jul 19
Total arisings	195,818t
Recycling	93,588t
Recycling Rate	47.8%
Landfill disposal	11,089t
Diversion Rate	94.34%
HWRC performance	
Recycling Rate (Household Waste)	41.7%
Diversion (Household Waste)	93.8%
Diversion (Total Arising, incl. rubble)	94.9%
Runcorn CHP	
RDF to Runcorn	120,061t
Steam Exported	68,631t
Electricity Exported (MWh)	43,640t
Raikes Lane TRF	
Electricity Exported (MWh)	-
Longley Lane MRF	
Kerbside Recycling Rejections	126t
MRF Contamination Rate (Commingled)	17.8%

Following an enquiry from a Member regarding contamination rates at the MRF facility and kerbside recycling rejections, officers noted that contamination rates were slightly lower. More focus on communication on contamination of paper and card had taken place. Members noted the current market constraints and the demand for paper and card from cleaner streams. Currently, there was a 10 year low on pricing for paper and card.

A member noted that the Chinese market constraints to 0.5% contamination was challenging. He suggested that given the need to reduce our carbon footprint, more local

outsources, such as the facility in Trafford should be used. In response, officers noted that paper and card from GM is currently being treated at a facility in North Wales while the Trafford facility is under development. The Trafford facility will not be available until September 2020.

A Member asked if a briefing note be provided to inform Members of the details regarding changes to the access arrangements at HWRCs. In response, officer indicated that this was part of the existing Communications Plan and would be shared. Members also noted that the public Communications Plan will be published after the pre-election purdah period had ended. Some concern was raised that a communications campaign so close to the Christmas period might not get the attention needed.

RESOLVED/-

That the performance of Waste and Resources Management Services and the Household Waste Recycling Centre Management Services contracts, as set out in the report, be noted.

WRC 19/42 BUDGET AND LEVY SETTING PROCESS

The Executive Director, Waste and Resources, introduced a report which provided an update for the Committee on the forecast budget outturn position for 2019/20, the proposed budget for 2020/21, the process to update the Levy Allocation Methodology Agreement (LAMA) and the budget consultation process and timetable.

In response to an enquiry from a Member regarding financial planning and Brexit, officers noted that planning included the potential for delays at ports. Members noted that the potential for domestic markets to be developed would be explored, as will the implications of a no-deal Brexit and the World Trade Organisation tariffs.

A Member enquired if provision had been made in the budget for the Plastic Packaging Tax, Extended Producer Responsibility (EPR), Deposit Return Scheme (DRS) and Consistent Collections which the government had recently consulted on. In response, officers noted that such activities would not be enshrined in legislation (if approved) until 2023 and as such they were not included in the proposed budget for 2020/21.

RESOLVED/-

That the update on the forecast budget outturn position for 2019/20, the proposed budget for 2020/21 and the process to update the Levy Allocation Methodology Agreement (LAMA), as set out in the report, be noted.

WRC 19/43 COMMUNICATIONS AND BEHAVIOUR CHANGE UPDATE

The Head of Communications and Behaviour Change introduced a report which provided an update to Members on the Recycle for Greater Manchester Communications and Behavioural Change Strategy for 2020. The report also set out those proposed activities that will be delivered in the next municipal year. The 2020/21 Action Plan was appended to the report which detailed activities and associated timescales, Key Performance Indicators and budget costs.

With regard to the introduction of the three re-use shops at the household waste recycling centres, a Member enquired if there is an accessible directory of contacts that specialise in repairing goods that would otherwise go to landfill.

A Member recalled a recent visit to a Waste Recycling Education Centre and outlined how this facility can help younger people to educate the older generation on recycling matters. In response, officers noted that the Communications and Behaviour Change team was to be expanded in order to facilitate more educational trips to both the education centre and to schools across Greater Manchester. In terms of additional staffing, Members suggested that the proposed half of one full time equivalent post might not be sufficient for this work. In response, officers undertook to explore this matter further.

A Member recognised that behavioural change takes a long time to embed. He highlighted the importance in engaging with young people on this matter and on climate change.

Following an enquiry from a Member regarding the re-use shops, officers noted that they will be located at three of the Household Waste Recycling Centres. Members noted that a long communications plan lead up for the launch of these shops has been prepared.

In response to an enquiry from a member, officers noted that a trial was taking place for the recycling of carpets and mattresses. Following concerns from a Member, officers also noted that traders would not be able to use these facilities to dispose of trade waste and would instead be directed to weigh bridges.

RESOLVED/-

That the Recycle for Greater Manchester Communications and Behavioural Change Strategy for 2020 and the associated action plan, as set out in the report.

The Head of Sustainable Consumption and Production, GMCA introduced a report which provided an update on the work being undertaken with local authorities to join the movement to move Greater Manchester (GM) away from avoidable single use plastics by committing to the Public Sector Plastic Pact along with on-going work on the PlasticFreeGM campaign.

Following an enquiry from a Member, officers noted that there were plans in place to convene a further Plastic Free conference in 2020.

With regard to the Plastic Free GM Pledge, a Member undertook to speak with Manchester City Council in relation to their commitment to sign this Pledge.

A Member highlighted the need for a deposit return scheme for plastics in GM. In response, officers noted that work on this matter was continuing with Defra and WRAP.

RESOLVED/-

That the work being undertaken on the Public Sector Plastics Pact to eradicate single use plastics by 2024, along with on-going work on the PlasticFreeGM campaign, as set out in the report, be noted.

WRC 19/45 ASSET MANAGEMENT PLAN UPDATE

The Head of Engineering and Asset Management, GMCA Waste & Resources, introduced a report which provided Members with an update on all waste related assets including the current asset management plan and capital engineering projects. A presentation was also provided.

A Member enquired what interventions were in place to stop batteries being ingested in shredders at waste facilities. In response, officers noted that a risk assessment had been undertaken and that onsite observation takes place.

RESOLVED/-

That the update on the GMCA Waste and Resources Budget Outturn 2018/19, as set out in the report, be noted.

WRC 19/46 PROGRAMME OF FUTURE MEETINGS

RESOLVED/-

The following future meeting dates for the Committee were noted:-

Thursday 16 January 2020, 2.00 pm

Thursday 12 March 2020, 2.00 pm

WRC 19/47 EXCLUSION OF PRESS AND PUBLIC

RESOLVED/-

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

PART B

WRC 19/48 UPDATE ON WASTE MANAGEMENT CONTRACT

The Head of Contract Management, GMCA Waste and Resources provided a report which updated the Committee on performance and commercial issues relating to the new Waste and Resources and Household Waste Recycling Centre Management Services contracts which commenced on 1st June 2019. Details of the close down of the run off contract with Viridor were also provided.

Members raised questions in relation to:-

- a) Pensions;
- b) Reserves;
- c) Staffing;
- d) Raikes Lane.

RESOLVED/-

That the performance details and key risks of the Waste Management contracts be noted, as set out in the report.

WRC 19/49 INTERIM SERVICES CONTRACT UPDATE

The Executive Director, Waste and Resources introduced a report which will updated the Committee on the commercial considerations of the Budget and Levy Setting Process including forecast outturn for 2018/19, process and indicative levy for 2019/20.

In response to an enquiry from a Member in relation to reserves, officers undertook to discuss the matter with the member concerned away from the meeting.

RESOLVED/-

That the forecast outturn for 2019/20 and the proposed budget and levy requirements for 2020/21, be noted.

DRAFT MINUTES OF A MEETING OF THE GREATER MANCHESTER LOCAL ENTERPRISE PARTNERSHIP BOARD HELD AT 16:00 ON MONDAY 11 NOVEMBER 2019 AT CHURCHGATE HOUSE, OXFORD ROAD, MANCHESTER

Board Members:

Mike Blackburn (In the Chair)

David Birch, Andy Burnham, Lou Cordwell, Lorna Fitzsimons, Fiona Gibson, Iwan Griffiths, Amanda Halford, Sir Richard Leese, Juergen Maier, Chris Oglesby, Nancy Rothwell, Cllr Brenda Warrington & Cllr Elise Wilson

Advisors:

Lisa Dale-Clough (GMCA), John Holden (GMCA), Kevin Lee (GMCA), Simon Nokes (GMCA), David Rogerson (GMCA), Lee Teasdale (GMCA), Mark Hughes (The Growth Company) and Simon Warburton (TfGM).

Apologies:

Apologies were received from Mo Isap and Richard Topliss

GM LEP/19/54 CHAIR'S ANNOUNCEMENTS

There were no announcements.

GM LEP/19/55 DECLARATIONS OF INTEREST

No declarations were received.

**GM LEP/19/56 MINUTES OF THE MEETING OF THE BOARD HELD ON 16
SEPTEMBER 2019**

It was confirmed that actions from the previous meeting (sharing of the Trade & Investment Prospectus and circulation of the briefing on GM's key priority messaging) had been completed.

The Board expressed its thanks and well wishes to Iwan Griffiths and Fiona Gibson who will be shortly departing the Board having taken up roles outside of GM.

It was confirmed that the recruitment exercise for a new Chair of the LEP had closed. Officers would advise the Board on the next steps of the process in due course.

RESOLVED:

That the minutes of the meeting held on 16 September 2019 be approved

STRATEGY

**GM LEP/19/57 GREATER MANCHESTER STRATEGY IMPLEMENTATION PLAN
AND PERFORMANCE – SIX-MONTH UPDATE**

Simon Nokes, Executive Director of Strategy and Policy, GMCA, provided the Board with the latest six monthly update on the Greater Manchester Strategy (GMS) Implementation Plan and Performance Dashboards. The update showed the progress against the agreed delivery milestones and ambitions, and updated the outcome measures for each of the GMS priorities.

It was highlighted that there was a time lag on many of the metrics used in the dashboards – in the case of a lot of the activity, the impact of the delivery may not be felt for many years. The current GMS Implementation Plan only ran up to 2020, so a refresh needed to be undertaken in the coming year. It was proposed that a longer-term strategy could be created that took a 10 year view, with interim 4 yearly targets that aligned with the mayoral term of office.

Board Members welcomed the improvements seen in Priority 1 (Children Starting School Ready to Learn) – with the levels of improvement in Oldham, Rochdale and Tameside being particularly encouraging. Members sought clarity on what factors had aided this differential impact. It was advised that a key factor had been the removal of silos, with multi-disciplinary teams working together between GM and District level partners. A strength of the GMCA was that it had the direct involvement of each district, allowing for a more galvanised level of partnership working.

Board members discussed looking at measures where further progress could be made with the availability and uptake of apprenticeships being highlighted as an area for further consideration.

There were also areas of the report where the ‘relative’ level of progress made was unclear and it was agreed would benefit from contextual national comparators and trends.

The Board also discussed the overall tax and spend gap in Greater Manchester including how the component parts of that had changed over time.

RESOLVED:/

1. That the updated GMS Implementation Plan and Performance Dashboard be noted by the Board.

2. That a report be brought to a future meeting on apprenticeship in the city region.

GM LEP/19/58 DIGITAL STRATEGY

Councillor Elise Wilson, Leader of Stockport Council and Portfolio Lead for Digital City Region, presented a report outlining the draft refreshed Greater Manchester Digital Strategy. This was now being referred to as a 'Blueprint' for GM and was a result of significant stakeholder engagement, and reflected the speed at which the digital economy in GM had progressed since the first Digital Strategy had been adopted in February 2018.

Feedback from stakeholders had indicated that they wanted something visually striking that interested people who may otherwise be reluctant to read long text heavy documentation. It was stated that the Blueprint clearly showed that GM was 'ahead of the game' and undertaking exciting innovations that were helping to put GM firmly on the map as a global digital influencer. The first iteration of the Strategy had been led by the public sector – the Blueprint however had incorporated a lot more collaborative work with private sector stakeholders including SMEs and larger employers, to ensure inclusivity and buy in from key partners.

Board Members welcomed the draft Blueprint and suggested it would be beneficial to have a clear definition of what exactly was meant by 'digital' within the context of the city region. The Blueprint proposed some large-scale ambitions and it would be good to highlight GM's international offer. GM had been on an incredible run of digital success stories including the Cyber Foundry and the new GCHQ facility moving to Manchester. These needed to be emphasised as a selling point to show GM's broader offer along with a focus on investment in digital skills and the development of a clear talent pipeline for the most sought after industries.

It was agreed that it was important to sell this product internationally as soon as possible as other cities have already begun to do. Board Members stated that the governance also needed to reflect this – with a well-organised but expedited decision-making system that kept pace with the level of innovation and digital change.

RESOLVED:/

1. That the the progress on the draft refreshed Digital Blueprint be noted.
2. That it be agreed that the GM Digital Blueprint should be reviewed annually to reflect the dynamic environment in which it is embedded.

GM LEP/19/59 BUS REFORM CONSULTATION

Simon Warburton, Transport Strategy Director, TfGM, advised the Panel that in early October 2019 the Combined Authority had agreed to the commencement of a bus

reform consultation that would run until 8th January 2020. Significant activity had already been taking place within the community to promote engagement with the consultation. The outcomes of the consultation would then be independently reviewed by Ipsos MORI, the analysis from which would then be used to help inform the final decision on the way forward in early 2020.

The Board stated that the private sector would support the reform proposals at this stage especially if provided with a clear analysis of the business need for a more coherent system. This is reflected in the proposed 'London' style integration of ticketing and how this would create a more reliable, convenient and affordable system. Members suggested that a roadshow of events, supported by the business community could be arranged that presented the intended strategy and the benefits arising from it.

RESOLVED:/

That the bus reform consultation update be noted.

GM LEP/19/60 CLEAN AIR PLAN UPDATE

Simon Warburton, Transport Strategy Director, TfGM, provided the Board with an update on the current position of the Clean Air Plan. It had been hoped that the Government Funding Plan would have been concluded over the summer – as this was an important factor in allowing the 10 GM districts to move to the consultation stage with the public. Discussions had been progressing well, but the announcement of the General Election and the resultant pre-election period meant that Government had paused the Plan. The revised plans would be set out at the Combined Authority meeting on 29 November 2019.

Work was continuing on moving the agenda forward wherever possible – collaborating with bus companies on the rollout of lower emission buses, working with the Cycling and Walking Commissioner's plans around a cycle hire scheme for GM and preparing a trial for the £32m future mobility zone plan.

RESOLVED:/

That the update on the Clean Air Plan be noted.

PERFORMANCE AND DELIVERY

GM LEP/19/61 GROWTH DEAL TRANSPORT PROGRESS UPDATE

Simon Warburton, Transport Strategy Director, TfGM, updated the Board on the latest position in relation to the Local Growth Deal Transport Programme. The Programme comprises 15 major schemes, many of which were in excess of £5m in value. The numbers were now going through the final approvals process and there was confidence that all sought resources could be put into the Programme.

RESOLVED:/

1. That the GMLEP notes the current position in relation to the Growth Deal Major Schemes Programme.
2. That the GMLEP notes the current position in relation to the Growth Deal Minor Works and Additional Priorities Programmes.
3. That the GMLEP notes the granting by GMCA of full approval for the MSIRR Great Ancoats Street Scheme and the associated funding release to Manchester City Council of the remaining £8.213 million of the total £8.8 million Local Growth Deal funding to enable the delivery of the scheme.
4. That the GMLEP notes the approval by GMCA of funding of up to £1.15 million for the Rochdale Town Centre connectivity minor works scheme.
5. That the GMLEP notes the approval by GMCA of funding of up to £1.65 million advance utility works for the A5063 Trafford Road Major Scheme.

GM LEP/19/62 LEP COMMUNICATIONS PLAN

Lou Cordwell presented the draft LEP Communications Plan to the Board. The Plan presented a comprehensive media, communications and engagements approach to ensure that the work of the GMLEP was being effectively communicated to a range of key audiences. With this in mind, the comments of the Board were sought before production of the final report.

Board Members commented that the LEP needed to be mindful of how broad the communications approach needed to be. The primary audience needed to remain as the business community and government. The plan needed to be about the ability to influence these bodies, and this was the priority before considered accessibility for secondary audiences.

The Chair suggested that the Draft Plan should be brought back to the January meeting of the LEP for final ratification.

RESOLVED:/

That the Draft report be brought back to the January 2020 meeting of the GM LEP for ratification.

GOVERNANCE

GM LEP/19/63 FEEDBACK FROM OTHER BOARDS

Board Members confirmed their attendance at various recent bodies.

GM LEP/19/64 FUTURE MEETINGS

The next meeting would be held on Tuesday 21 January 2020.

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Date: 29 November 2019

Subject: Extension of the Terms of Office of the Independent Member of the Standards Committee and Independent Person for Standards

Report of: Liz Treacy, GMCA Monitoring Officer

PURPOSE OF REPORT

To request the GMCA to extend the terms of office of Geoff Linnell (the Independent Co-opted Member and Chair of the GMCA Standards Committee) and Nicolē Jackson (the Independent Person for Standards) until the date of the Annual Meeting of the GMCA in 2021.

RECOMMENDATIONS:

The GMCA is requested to:

1. Extend the term of office of Geoff Linnell (the Independent Co-opted Member and Chair of the GMCA Standards Committee) until the date of the Annual Meeting of the GMCA in 2021.
2. Extend the term of office of Nicolē Jackson (the Independent Person for Standards) until the date of the Annual Meeting of the GMCA in 2021.

CONTACT OFFICERS:

Name: Gwynne Williams
Position: Deputy Monitoring Officer, GMCA
Telephone: 0161 608 4007
E-mail: williamsg@manchesterfire.gov.uk

Risk Management – none arising out of the report

Legal Considerations – see paragraph 1.1

Financial Consequences – Revenue – Annual Allowances of £1,126 and £901 are paid to Independent Chair and Independent Person respectively

Financial Consequences – Capital – none arising out of the report

Number of attachments included in the report: none

BACKGROUND PAPERS:

Minutes of the GMCA meeting held on 18 December 2015

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 Cttee	Overview & Scrutiny Committee	
N/A	N/A	

1. Introduction

- 1.1. The Localism Act 2011 requires the GMCA to adopt a Code of Conduct for Members and to have in place arrangements under which allegations of breaches of the Code can be investigated, and decisions made. Those arrangements must include the appointment by the GMCA of at least one independent person.
- 1.2. The role of Independent Person is to assist the GMCA's Monitoring Officer and any Hearing Panel in dealing with allegations that GMCA Members have acted in breach of the GMCA's Code of Conduct.
- 1.3. In December 2015, the GMCA approved the appointment of Nicolé Jackson to act as an Independent Person for a term of office of four years, and Geoff Linnell to act as an Independent Co-opted Member and the Chair of the GMCA's Standards Committee for a term of office of four years.

2. Extension of Term of Office

- 2.1. The current terms of office for both the Independent Person and Independent Co-opted Member & Chair of the Standards Committee are due to expire on 17 December 2019. Both have indicated their willingness to continue for a further term.
- 2.2. It is proposed that their terms of office be extended until the date of the Annual Meeting of the GMCA in 2021, in order to allow for the offices of the independent co-opted member of the Standards Committee and the Independent Person to be advertised with a view to making new appointments with effect from the date of the annual meeting in 2021.

3. Recommendations

- 3.1. Recommendations are set out at the beginning of this report.

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Date: 29 November 2019

Subject: Motion to support the work of Remembering Srebrenica

Report of: Councillor David Jones, Portfolio Lead for Young People and Cohesion and Geoff Little, Portfolio Lead Chief Executive for Young People and Cohesion

PURPOSE OF REPORT

To highlight the work of the charity Remembering Srebrenica, including its motion for local authorities to support its work.

RECOMMENDATIONS:

The GMCA is requested to:

Pass a motion to support the work of Remembering Srebrenica.

CONTACT OFFICERS:

Claire Slade, Senior Engagement and Insight Manager, claire.slade@greatermanchester-ca.gov.uk

Equalities Implications: NA

Climate Change Impact Assessment and Mitigation Measures: NA

Risk Management: NA

Legal Considerations: NA

Financial Consequences – Revenue: None

Financial Consequences – Capital: None

Number of attachments to the report: None

Comments/recommendations from Overview & Scrutiny Committee: None

BACKGROUND PAPERS:

- Wording of the motion

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	Overview & Scrutiny Committee	
NA	NA	

1. BACKGROUND

1.1 Remembering Srebrenica is a charity that aims to raise awareness of the genocide that occurred in Bosnia, and they have developed a motion for local authorities to support their work.

1.2 The full motion is included as a background paper. Key aspects include signatories resolving to:

- Recognise 11 July as the day of commemoration of the Srebrenica genocide all over the EU.
- Offer support to Remembering Srebrenica delegates from Greater Manchester who visited Bosnia on the 'Lessons from Srebrenica' education programme and have been working tirelessly in the community to raise awareness of the genocide and learn the lessons of Srebrenica.
- Support Srebrenica memorial events in July each year throughout Greater Manchester as part of the UK-wide Remembering Srebrenica Memorial Week.
- Support the work of Remembering Srebrenica in communities across Greater Manchester to learn the lessons from Srebrenica to tackle hatred and intolerance to help build a better, safer and more cohesive society for everyone.
- Support the work of schools and education providers to bring the lessons of Srebrenica to young people across Greater Manchester.

1.3 Manchester, Salford and Trafford Councils have already passed the motion. Should other councils wish to sign, it is recommended Greater Manchester does this as a collective Combined Authority.

1.4 All councils will be invited to an annual civic ceremony held on the 11 July in Manchester Cathedral.

BACKGROUND PAPER: Wording of the motion

REMEMBERING SREBRENICA

The GMCA:

- Notes that 2019 is the twenty-fourth anniversary of the Srebrenica genocide in Bosnia and Herzegovina, which saw over 8,000 Muslim men and boys killed by Serbian nationalist forces.
- Notes that in 2009 the European Parliament passed a resolution that 11 July should be recognised as the day of commemoration of the Srebrenica genocide all over the EU; and in 2015 urged the development of educational and cultural programmes that promote an understanding of the causes of such atrocities and raise awareness about the need to nurture peace and to promote human rights and interreligious tolerance. All UK political parties have supported the work of Remembering Srebrenica in this regard.
- Applauds the work of those involved in the pursuit of justice for the victims and their surviving relatives, including the International Commission of Missing People (ICMP) and the Mothers of Srebrenica, whose courage and humility in the face of unthinkable horror is an inspiration to us all.
- Commends the work of the charity, Remembering Srebrenica, in raising awareness of this tragic and preventable genocide and working in communities across Britain to help them learn the lessons of Srebrenica.

The GMCA resolves to:

- Offer support to Remembering Srebrenica delegates from Greater Manchester who visited Bosnia on the 'Lessons from Srebrenica' education programme and have been working tirelessly in the community to raise awareness of the genocide and learn the lessons of Srebrenica.
- Support Srebrenica memorial events in July each year throughout Greater Manchester as part of the UK-wide Remembering Srebrenica Memorial Week.
- Support the work of Remembering Srebrenica in communities across Greater Manchester to learn the lessons from Srebrenica to tackle hatred and intolerance to help build a better, safer and more cohesive society for everyone.
- Support the work of schools and education providers to bring the lessons of Srebrenica to young people across Greater Manchester.

Date: 29 November 2019

Subject: GM School Readiness Programme Update

Report of: Councillor David Jones, Portfolio Lead for Children and Young People and
Jon Rouse, Portfolio Lead Chief Executive for Children and Young People

PURPOSE OF REPORT

The purpose of this report is to update the GMCA on School Readiness performance for the academic year 2018/19 and ratify the approval in principle to award £250,000 investment from the Reform Investment Fund (RIF) to develop and implement a universal digital platform to provide advice and resources for parents and professionals to support child development.

RECOMMENDATIONS:

The GMCA is requested to:

1. Note the school readiness performance update for the academic year 2018/19.
2. Approve the recommendation of the Reform Investment Fund Panel and agree to allocate £250,000 from the Reform Investment Fund, as set out in paragraph 4.1, to obtain a digital platform providing universal and targeted advice and resources to parents in relation to supporting good early year's outcomes.
3. Agree delegated authority for the GMCA Treasurer to obtain through an appropriate commercial arrangement the digital platform outlined in the report.

CONTACT OFFICERS:

Jane Forrest – Assistant Director, Public Service Reform
jane.forrest@greatermanchester-ca.gov.uk

Equalities Implications: NA

Climate Change Impact Assessment and Mitigation Measures: NA

Risk Management: Paragraph 5

Legal Considerations: NA

Financial Consequences – Revenue: Paragraph 4.

Financial Consequences – Capital: NA

Number of attachments to the report: None.

Comments/recommendations from Overview & Scrutiny Committee

An update on School Readiness performance and programme delivery was endorsed by the Corporate Issues and Reform Overview and Scrutiny Committee meeting in November 2019. The committee requested that Officers continue to work closely with committee members on the school readiness programme to ensure continued oversight and challenge.

BACKGROUND PAPERS:

School Readiness Programme – Report to the GMCA (26 July 2019)

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	Overview & Scrutiny Committee	
	19.11.19	

1. INTRODUCTION/BACKGROUND

- 1.1. Improving early years outcomes and school readiness levels is a priority in the Greater Manchester Strategy, the GM Children's Health and Wellbeing Framework, Population Health plan and the GM Children's Plan. Plans for a 24 month programme of transformation work to drive improvements in early years services and school readiness across Greater Manchester was approved by GMCA in July 2019.
- 1.2. This is a joint programme between the GM Health and Social Care Partnership and the GMCA and is referred to as the Greater Manchester School Readiness Programme. The investment agreed for programme delivery is £2.1m and delivery is underway.
- 1.3. The aim and objectives of the proposed work programme align with a series of related GM Early Years policies, including the GM Start Well: Early Years Strategy, GM Population Health Plan, GM Children's Health and Wellbeing Strategy, Priority 1 of the Greater Manchester Strategy and the GM Children's Plan.
- 1.4. The latest school readiness performance data released by DfE (academic year 2018/19) identifies that GM is making good progress for the children from more deprived communities but also highlights the need for ongoing investment in strategies and tools that support early intervention and prevention in the early years period.

2. SCHOOL READINESS PERFORMANCE

- 2.1. The government's current measure of school readiness for children aged 5 is the statutory Early Years Foundation Stage (EYFS) profile, which is completed for all children at the end of the reception year. Children are defined as having reached a Good Level of Development (GLD) if they achieve at least the expected level in the following three early learning areas:
 - Personal, social and emotional
 - Physical development
 - Communication and language
- 2.2. In 2012 GM developed a model for integrated Early Years services. The GM Early Years Delivery Model (EYDM) is built upon the principles of proportionate universalism. It recognises the 1001 critical days starting at conception and harnesses the universal reach of maternity services and Health Visiting for the crucial early identification of vulnerability in both parents and infants. When the EYDM is implemented across GM to a consistently high standard, families will be in receipt of a proportionate, multi-agency tailored response relevant to their level of needs and children will benefit.
- 2.3. Since the development of the EYDM, there has been significant increase in GLD performance across GM, as demonstrated in chart 1. However, Greater Manchester remains an outlier in school readiness outcomes compared to the national average, with the latest data showing that 68.2% of all eligible children achieve a good level of development (GLD) at the end of the EYFS in academic year 2018/19, compared with the

England national average of 71.8%. This is an improvement of 0.2% in GM and 0.3% in England compared with the previous year's data.

2.4. Although the gap between GM and national performance has narrowed slightly in recent years, the trend towards a plateau in performance is a feature of the national trend data as well as the GM data. There is an ambitious objective for GM to reach the national level for GLD within 2 years.

Chart 1: Greater Manchester EYFS Results 2013 - 2019

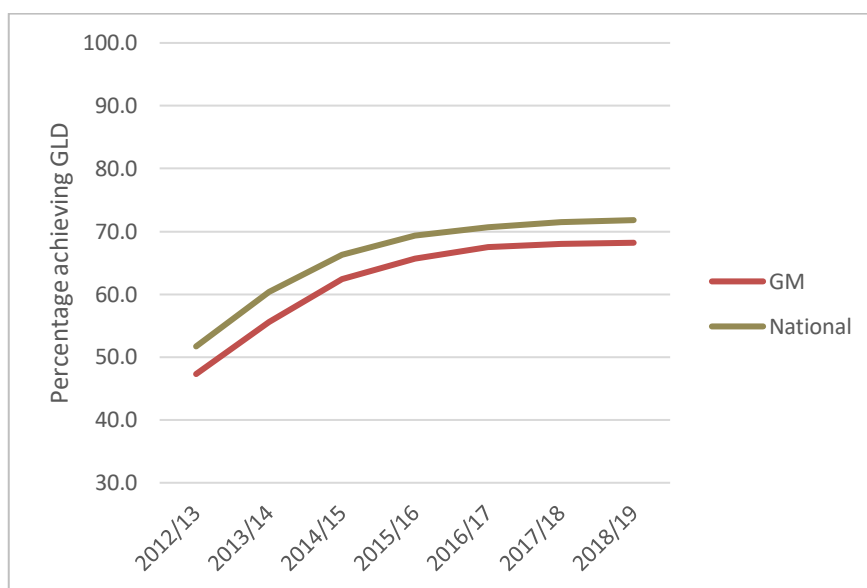


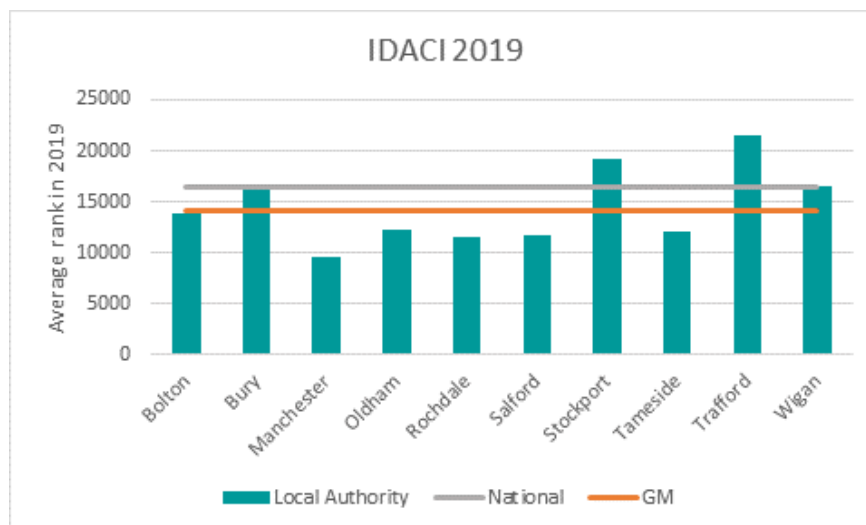
Chart 2: Greater Manchester EYFS Results Academic Year 2018/19



2.5. Chart 2 shows EYFS results by local authority area within GM for the latest academic year (2018/19). It should be noted that results in Tameside and Oldham have improved by 1% and 4% respectively. Over the last 3 years the proportion of 5 years olds reaching GLD in Oldham has increased by over 7 percentage points. This makes Oldham the most improved local authority in the North West and one of the most improved in the country. Oldham has benefited from additional investment as a DfE funded Opportunity Area; early years initiatives funded as part of this programme can inform further improvement work across GM.

2.6. Rates of child poverty are important to bear in mind when contextualising GM's GLD results; the proportion of children living in income-deprived households is higher in GM than the national average. Chart 3 shows the income deprivation affecting children index (IDACI) for local authorities within GM; the most deprived areas have lower IDACI scores. Only three localities within GM have IDACI scores above or in line with the national average.

Chart 3: Income Deprivation Levels Affecting Children in Greater Manchester 2019



- 2.7. Despite this, we are seeing positive improvements in outcomes for disadvantaged children and GLD outcomes for pupils eligible for free school meals have improved by 4 percentage points since 2015. Provisional data, yet to be validated by DfE, shows that we have now closed the gap between the GM and England GLD average for pupils eligible for free school meals. This is significant as we know that the development gaps between disadvantaged children and their peers has a profound impact later in life and on long-term social mobility.
- 2.8. Within GM, a key aim of the EYDM was to improve life chances for children growing up deprivation. Original modelling undertaken for the EYDM business case estimated that 25% of children would require additional, targeted support due to growing up in deprivation or additional needs within the family. The latest performance data highlights that we are improving outcomes for this group and the work to date is demonstrating impact.
- 2.9. The GM Strategy also includes a target for all early years' settings to be Ofsted rated 'good' or 'outstanding'. The quality of GM early years settings has continued to improve, with only 5.8% not achieving a 'good' or 'outstanding' rating in the March 2019 data.
- 2.10. The school readiness programme includes further work to help identify strategies that are effecting positive change within GM. This includes the development of a new data dashboard showing ward level GLD data mapped against levels of deprivation to help identify areas of good practice and support shared learning. This will allow local authorities to clearly identify 'peer' wards who face similar contexts, but who are seeing different results.
- 2.11. Additional work is also underway to identify wider measures that contribute to a more holistic picture of school readiness levels. A Data and Evaluation Community of Practice, comprising a range of professionals from across the early years system is

developing a new framework of measures that will promote a broader understanding of a child's readiness to learn and support system accountability through assessing progress at a locality and GM level. A draft framework of measures will be in place for further consultation from January 2020.

3. Further Work – Online parenting resources

- 3.1. While section 2 outlines the improved performance of children living in our most disadvantaged communities, we know that we need to do more to ensure that all children have the same life chances. To support this we are continuing to focus investment in strategies and tools that seek to enable whole system change across the early years and support delivery of the GM Early Years Delivery Model.
- 3.2. Stakeholders have consistently identified the need for a GM wide digital platform that provides information, advice and guidance at a universal and level to support delivery of the EYDM and associated pathways. To address this, GMCA has recognised the benefits of investing in an enabling tool that will help realise our early intervention and prevention ambitions in relation to the early years and school readiness agenda.
- 3.3. Work has been undertaken to prepare an outline business case for investment in a digital platform providing expert-led evidence based, parental advice on a range of health and wellbeing topics. The specification scope will also seek to ensure functionality to allow digital content to be electronically delivered to parents and carers where a professional identifies a need. Costings have been based on initial market engagement at a GM and locality level.
- 3.4. The business case was approved by the Reform Investment Fund panel at the September meeting given that it supports a number of the RIF's current operating principles that were previously agreed by GMCA, namely:
 - Making a tangible difference to Greater Manchester outcomes through investing more in prevention
 - Maximising the leverage of other funding (in this case alongside Angel Investors)
 - Promoting reforms that lead to sustainable future models (see above)
 - Supporting priorities within the Greater Manchester Strategy (School Readiness)
- 3.5. Ratification is now sought from the GMCA Board. Section 4 outlines the full financial considerations and identifies areas of activity to be supported through the GMCA investment.

4. Financial Considerations

- 4.1. The Reform investment Fund panel have approved in principle £250,000 investment from the RIF to procure a suitable digital platform. Funding will be allocated to the activity outlined in the table below.

Phase One Activity	Indicative Costs
Development of GM platform	£125,000
Platform set up in each of the 10 local authorities	£70,000
Initial licence rollout in 2 pilot sites	£35,000
Development of additional content as required	£20,000

4.2. Work will be overseen by a steering group led by the GMCA. The group will work with the provider to ensure alignment with the GM school readiness strategy and consistency in messaging across content and wider support programmes for parents.

4.3. Subject to the identification of savings across the early years system, ongoing investment in a platform has been agreed in principle by the GM Directors of Public Health at the GM Directors of Health Board meeting in June 2019. This will be conditional on the identification of time and efficiency savings to the system during the initial rollout in pilot sites.

5. Risk Management

5.1. GMCA will work with the selected provider to ensure comprehensive processes are in place to identify and mitigate risks. Currently risks and mitigating actions are outlined below.

- Insufficient evidence of impact and evaluation: ensure a clear evaluation plan is in place, and agreed with DPHs, to ensure that actual and potential benefits are identified and measured as part of the pilot phase.
- Sustainability beyond initial rollout: engagement has taken place with Directors of Public Health with agreement in principle for funding to be sustained subject to evidence of impact.
- The system does not meet the needs of all localities: a GM steering group has been established to provide oversight, support procurement and provide oversight to ensure that platform content aligns to GM key messages and the Early Years Delivery Model. Engagement with localities will be facilitated through the EY reference group and EY leads, to ensure that the system functionality supports existing ways of working.

6. Performance and Evaluation

6.1. Regular updates on procurement and delivery will be provided to the School Readiness Board, chaired by Jon Rouse. The Board will provide assurance that investment is being directed towards agreed priorities and work is informed by wider school readiness initiatives. Progress reports will also be shared with the Reform Investment Fund Panel members so that they are able to track the impact of the investment.

6.2. As outlined in section 5, a clear evaluation plan will be developed with support from a Health Economist to understand the impact of the platform and workforce delivery system on workforce efficiency and potential wider early years outcomes during the pilot phase.

7. Conclusion

- 7.1. The latest school readiness performance data demonstrates a small increase in school readiness levels across GM, with an improvement trajectory broadly in line with the England average. For pupils eligible for free school meals, provisional data shows that GM has made significant improvements and closed the gap between the GM and England average.
- 7.2. Ongoing investment in universal and targeted services is required to sustain this improvement. GMCA has identified that investment in a digital platform and delivery system will add value to the wider work to improve school readiness across GM, through provision of a GM wide advice, information and signposting offer at a universal level.
- 7.3. GMCA is asked to ratify the agreement in principle to provide £250,000 investment from the RIF to fund development of an online digital parenting resource and initial work to support rollout across GM.

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Date: 29th November 2019

Subject: Greater Manchester Electric Vehicle Charging Tariff Proposal

Report of: Eamonn Boylan - Chief Executive GMCA & TfGM

PURPOSE OF REPORT

This report sets out and seeks approval of a proposal to introduce a tariff on the Greater Manchester Electric Vehicle (GMEV) charging network from early 2020.

RECOMMENDATIONS:

The GMCA is requested to:

1. approve the introduction of the proposed electric vehicle charging tariff on the publicly owned GMEV charging network, subject to a satisfactory membership scheme being developed.
2. delegate authority to the Chief Executive, in consultation with the GM Mayor, to approve the Membership Scheme and to implement the proposed electric vehicle charging tariff.
3. note the market research undertaken and used to develop the tariff structure.
4. note the potential financial impact of introducing a tariff, and the uncertainty surrounding electric vehicle charging demand.
5. note that the electric vehicle charging market is a developing one, and a review of the tariff's performance may be required in response to changing demand and supply conditions.

CONTACT OFFICERS:

Steve Warrener	Finance & Corporate Services Director	steve.warrener@tfgm.com
Simon Warburton	Transport Strategy Director	simon.warburton@tfgm.com

Equalities Implications:

There are no detrimental impacts on all the protected characteristic groups in line with the Equality Act and Public Sector Equality Duty.

Climate Change Impact Assessment and Mitigation Measures:

Electric vehicle (EV) charging infrastructure is key driver of Greater Manchester's ambitions for the environment. EV charging is a core enabler of the GM ambition to be a carbon-neutral city region by 2038, and the GM clean air plan is underpinned by encouraging GM businesses to switch to low and zero emissions vehicles. The proposals are a key enabler to the future growth of the GMEV Charging Network and the uptake of zero emission vehicles. Additional information is contained in Paragraph 1

Risk Management:

Not applicable

Legal Considerations:

Not applicable

Financial Consequences – Revenue:

The operating and maintenance costs of the GM Electric Vehicle charging network are currently funded by a contribution from the Transport Levy. The annual cost in financial year 2018/2019 and 2019/20 was c£0.2m. As set out in this report, it is not financially sustainable to continue to operate the GMEV network without introducing a charge within the context of a growing EV market. The financial consequences are detailed at paragraph 4

Financial Consequences – Capital:

Not applicable

Number of attachments to the report: None

Comments/recommendations from Overview & Scrutiny Committee

A summary of the comments from the Overview & Scrutiny Committee is contained at Appendix B and Appendix C, the response to the comments received from the Greater Manchester Taxi Trade Coalition.

BACKGROUND PAPERS:

GMCA Transport Revenue Budget 2018/19 26th January 2018, section 4.20

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?		Not applicable
GM Transport Committee	Overview & Scrutiny Committee	
Not Applicable	14th November 2019	

1. INTRODUCTION

- 1.1 Electric vehicle (EV) charging infrastructure is key driver of Greater Manchester's ambitions for the environment. EV charging is a core enabler of the GM ambition to be a carbon-neutral city region by 2038, and the GM clean air plan is underpinned by encouraging GM businesses to switch to low and zero emissions vehicles. As part of the public conversation held earlier this year on the clean air plan proposals, the availability of charging points was cited as a key barrier for businesses and individuals in switching to an electric vehicle.
- 1.2 Electric charging provision is fundamental in ensuring the long-term ambition for GM to be one of the greenest city regions is realised. Although these ambitions are long-term, the work required to make them happen needs to start in the short term. This paper sets out the immediate plans to ensure charging provision is sustainable across GM for the long-term.
- 1.3 Since the installation of the Greater Manchester Electric Vehicle (GMEV) charging network in 2012/13, TfGM has not charged customers to charge their vehicles. In order to use the GMEV network, customers are currently required to either register for a membership card for an annual fee of £20 that is payable to the third party who operate the network; or use the mobile app for free. The annual cost to TfGM of operating and maintaining the GMEV network in financial year 2018/2019 was c£0.2m
- 1.4 In January 2018, the report to GMCA on the Transport Budget for 2018/19 noted that the Budget Scrutiny Panel had agreed to a proposal to commence charging for use of the service, as it was deemed financially unsustainable to continue to provide the service free of charge given the growth in Electric Vehicle ownership and the number of charging sessions and the wider pressures on transport budgets.
- 1.5 High growth in GMEV usage has occurred since July 2016, with electricity drawn from the GMEV network increasing by 62% in the period from July 2016 to July 2019. A report commissioned by TfGM from 'Zero Carbon Futures' forecasts that the number of ultra-low emission vehicles (ULEV) is set to double between 2020 and 2025 in Greater Manchester (GM), and that GM's share of national targets, set by the UK's Committee on Climate Change, requires higher growth in EV usage than this, if the targets are to be achieved. The network of electric vehicle charging points in GM, including the GMEV charging network, will need to grow to meet this increase in demand and consequently the costs to the public sector of operating and maintaining the GMEV network will increase.
- 1.6 Providing good quality and well-maintained Electric Vehicle (EV) Charging Infrastructure would send a positive signal to the public about the quality of its urban areas, help convert petrol and diesel vehicle owners to EVs, and bring GM a step closer to achieving its wider ambitions as set out in the Greater Manchester Transport Strategy 2040.
- 1.7 TfGM are currently finalising the details of a contract with a third party to update and expand the existing GMEV network. This Contract will also include the upgrade of the existing chargers which will improve the reliability of the network and reduce maintenance requirements as well as brokering private sector investment in a complementary, privately run EV charging network. TfGM have undertaken to work collaboratively with the new

supplier to provide an integrated customer proposition which may include shared branding, common functionality and joint membership schemes.

- 1.8 The proposal to introduce a tariff and associated membership scheme on the expanding GMEV charging network will secure a long-term revenue stream to assist in funding the costs associated with the publicly owned EV charging infrastructure in GM.

2 MARKET RESEARCH

- 2.1 Both qualitative and quantitative market research has been commissioned by TfGM to develop an understanding of the motivators and barriers to EV ownership, and the main factors that influence customer behaviour in respect of EV charging.
- 2.2 The primary aim of the research was to understand the motivations and issues around individuals transitioning to an Electric Vehicles or Plug in Hybrids which currently only account for 2.7% of total registrations in the year to October 2019¹
- 2.3 The qualitative research involved ten focus groups, and a number of telephone interviews with Small and Medium sized businesses. Nine of the focus groups contained petrol / diesel owners and one contained plug-in hybrid owners. All focus group attendees claimed they would actively consider buying an EV in the next three years. The businesses interviewed typically ran 5 to 10 company cars.
- 2.4 The market research shows that the environmental benefits of EV ownership is the largest motivator to buying an EV followed by lower running costs (when compared to petrol and diesel vehicles). Conversely, the main barriers for non-EV owners to buying an EV are the initial price of the vehicle, the lack of available charge points, and the limited range of EVs.
- 2.5 Although the market research indicated a preference for a tariff in which everyone pays the same rate, regardless of membership or how much they use the infrastructure, it was acknowledged that the sample size of current EV owners was relatively small. Consequently, further market research will be undertaken, in collaboration with the new supplier, to inform further development of the customer proposition including a Membership Scheme, as noted above.
- 2.6 The research indicated that few non-EV owners know how much cheaper it is to run an EV vehicle relative to a petrol / diesel vehicle, and that they would prefer a tariff based on kilowatt hours (kWh) fuelled over alternative options (e.g. a tariff based on time connected to a charging point). The preferred structure closely resembles the current industry standard for petrol and diesel vehicles whereby customers are charged by the litre.
- 2.7 The research also indicated that non-EV owners generally underestimate how quickly EVs can be charged and, importantly in the context of overstay charges as described in

¹ Society of Motor Manufacturers and Traders November 2019

paragraph 3.8, had concerns over waiting for another vehicle to be charged before they could charge their own.

3 PROPOSALS FOR CONSIDERATION

- 3.1 It is proposed that TfGM would introduce a Pay-As-You-Charge (PAYC) tariff based on kWh consumed on the GMEV network in early 2020, aligned to when the new supplier will begin to operate, maintain and expand the GMEV network. Whilst, due to the legal restrictions of the 1998 Competition Act, we cannot oblige the new supplier, TfGM is seeking to agree with the new supplier an alignment so that a common tariff structure would be available across the publicly and the new suppliers privately-owned infrastructure. This will help to maintain a single customer proposition and ensure that the EV charging proposition in GM is easily understood and convenient for both residents and visitors.
- 3.2 TfGM will work with the supplier to develop a membership scheme for GMEV which will look at a wide range of options around how a membership-based tariff could work, including for example, frequent usage and off-peak usage discounts off the baseline tariff. This will be developed through further user research including with commercial operators.
- 3.3 Furthermore, in advance of the implementation of the Tariff and Membership Scheme, existing members of the GMEV scheme will be encouraged to register (at no additional cost) for the new scheme that will be operated by the incoming supplier. This registration will allow current GMEV members to receive communications and to access a new membership card that can be used to access the GMEV network.
- 3.4 There are two types of chargers within the GMEV network, rapid chargers and fast chargers. Rapid chargers charge vehicles at a relatively faster rate and typically deliver between 43kW and 50kW, while fast chargers charge a vehicle at a slower rate and typically deliver between 7kW and 22kW.
- 3.5 The proposed EV baseline tariff would require customers to pay £0.25 per kWh when fuelling their vehicle with a fast charger, and £0.35 per kWh when fuelling their vehicle with a rapid charger.
- 3.6 The proposed tariff has been designed to recover the costs of operating and maintaining the publicly owned GMEV network in the financial years following its introduction. Under the proposal, it would cost either £10.00 or £14.00 to charge a Nissan Leaf EV depending on whether a customer uses a fast or a rapid charge point. This is relative to the comparative cost of £20.88 to fuel a Ford Focus petrol car to travel the same distance.
- 3.7 The table below compares charging tariffs on major networks within the UK and compares the cost of charging a Nissan Leaf with a 40kWh battery to 50% battery capacity. The proposed GMEV tariff is included for comparison. Charge Points that are free to use across Greater Manchester have been excluded, such the circa 15 Charging points from Pod Point, several car dealerships and a select number from Polar that charge a connection fee only.

- 3.8 The table at Appendix A shows that the proposed GMEV baseline tariff is competitive when benchmarked against other PAYC tariffed EV charging infrastructure across the United Kingdom.
- 3.9 It is acknowledged that customers may overstay their charging sessions after their vehicles are fully charged. This would prevent other EV users from using the infrastructure, reducing the availability of the GMEV network. This could discourage non-EV owners from making the shift to EV ownership, as indicated in the market research, and lead to lower revenues. To mitigate against this, it is proposed to apply a maximum stay time of 10 hours for fast chargers, and 1.5 hours for rapid chargers. When the maximum charge time has elapsed, an overstay charge would be applied of £10 per 60 minutes for rapid chargers and £5 per 60 minutes for fast chargers. The overstay charge would continue to increase up to a limit of £30. This would likely impact less than 5% of customer charging sessions.
- 3.10 The proposed overstay charges are competitively aligned to similar charges on other networks both nationally and within Greater Manchester as presented below

Competitive Overstay Charge Analysis

Charging Network	Location	Overstay Charge
Polar Plus	UK wide	£10 fee for each 1 hour after 90 minutes of charging on rapid chargers
Polar Instant	UK wide	£10 fee for each 1 hour after 90 minutes of charging on rapid chargers
ESB EV Solutions	London and Coventry	£10 fee for charging sessions over 1 hour on rapid chargers
Genie Point	England wide	£10 fee for each 1 hour charging on rapid chargers

- 3.11 The EV vehicle and charging markets are both developing and growing markets and consequently, tariffing for EV charging is a relatively new concept, particularly for GM where the GMEV network has been provided free of charge to the user since 2012/2013. There is a significant degree of uncertainty around future EV supply and demand, and consequently the future of EV charging infrastructure and the associated commercial models. As a result, it is difficult to accurately predict how the existing GMEV demand will react to the introduction of a tariff. TfGM will need to monitor the demand on the GMEV network and periodically review the details of this tariff in response to changing market conditions.

4 FINANCIAL IMPACT

- 4.1 The operating and maintenance costs of the GMEV network are currently funded by a contribution from the Transport Levy. The annual cost in financial year 2018/2019 and 2019/20 was c£0.2m. As set out earlier in this report, it is not financially sustainable to continue to operate the GMEV network without introducing a charge within the context of a growing EV market.

- 4.2 Funding has been made available through the Clean Air Plan Early Measures Fund which has been provided by HM Government to installation and three years of operation and maintenance costs (excluding electricity) of 25 additional rapid chargers due to be installed between January and April 2020.
- 4.3 As part of entering into a contract with the new supplier, TfGM will benefit from a discounted operational cost for the first two years of the contract term.
- 4.4 It is forecast that running costs will subsequently be covered by revenue generated from demand from growth in the market. This would equate to the number of EV charging sessions increasing by a third compared to demand in financial year 2018/2019. This is considered to be achievable based on ULEV usage forecasts between 2020 and 2025.
- 4.5 Whilst the positioning of the proposed tariff is competitive, the precise impact on demand of introducing a tariff for EV charging is unknown. However, the EV market is a growing one and ultra-low emission vehicles figures in GM are forecast to double between 2020 and 2025 and the proposed tariff is significantly cheaper than the equivalent cost of fuelling a petrol or diesel vehicle. It is therefore assumed that any reduction in demand resulting from the introduction of the tariff will be recovered in the short to medium term.
- 4.6 The proposed baseline tariff has been set at a level that is consistent with that charged by other networks when benchmarked against the market, however it is proposed that the tariff be reviewed regularly, including prior to the discounted operational costs increasing in year three.
- 4.7 The table below shows the costs of running the GMEV network in the 2018/2019 financial year, alongside the estimated annual costs for the duration of the contract with the new supplier. Revenue has been estimated based on the current EV charge point demand as noted in paragraph 4.5. Maintenance charges will continue to be recovered from the private sector hosts of a number of charge points.
- 4.8 Revenue currently generated from the existing £20 annual GMEV membership fee is paid directly to the incumbent supplier to help cover running costs of the GMEV network. As this membership fee will be discontinued and is therefore excluded from the table below. Similarly, as over stays would be actively discouraged and revenue from overstay is estimated to be very small, we have assumed no revenue from that source.
- 4.9 Annual Operation and Maintenance costs and Revenue of the GMEV Network

	Year							
	2018/ 2019	2020	2021	2022	2023	2024	2025	2026
Tariff per kWh (£) - fast charger	0	0.25	0.26	0.27	0.28	0.29	0.30	0.31
Tariff per kWh (£) - rapid charger	0	0.35	0.36	0.37	0.38	0.39	0.40	0.41
VAT to pay (£000)	0	29	30	31	32	33	34	35
Total cost including VAT (£000)	215	142	143	233	234	238	242	246
Total revenue (£000)	13	155	161	166	172	177	183	188
Surplus / (deficit) (£000)	(202)	13	18	(67)	(63)	(61)	(59)	(57)

N.B. Charge point demand is assumed to remain at the same level as financial year 2018/2019. The surplus generated in 2020 and 2021 is a result of an operational discount which is a feature of the new EV contract.

Total revenue in the table above has been modelled solely on the revenue derived from the baseline tariff and does not currently take into account any potential Membership Scheme discounts

- 4.10 Based on the figures in the table above, the revenue raised by the proposed charging tariff, which is, subject to agreement at the relevant time, profiled as increasing in line with RPI, is expected to cover no less than 70% of all maintenance and operating costs of the GMEV network, assuming no change in demand. However, it is possible that the demand will reduce in the short term in reaction to the introduction of an EV charging tariff.
- 4.11 It is proposed that any surplus resulting during the first two years of operation would be 'ringfenced' and used to partly or wholly cover any subsequent deficits.
- 4.12 It is further proposed to provide GMCA with six monthly updates on usage, revenues and costs for the first year of operation.

5 RECOMMENDATIONS

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

Appendix A - Competitive Charging Rate Analysis

Rank by Cheapest	Charging Network	Network Location	Fast Chargers (7kW to 22kW)		Rapid Chargers (43kW to 50kW)	
			Cost per kWh (£)	Cost to charge a Nissan Leaf by 50% (£)	Cost per kWh (£)	Cost to charge a Nissan Leaf by 50% (£)
1	Polar Instant	UK wide	0.18	3.60	0.25	5.00
2	Proposed GMEV Tariff	Greater Manchester	0.25	5.00	0.35	7.00
3	EV Driver	England wide	0.25	5.00	N/A	N/A
4	Alfa Power	England wide	0.25 via app or 0.33 via QR code	5.00 or 6.00	0.25 via app or 0.33 via QR code	5.00 or 6.00
5	ESB EV Solutions	London and Coventry	N/A	N/A	0.29	5.80
6	LIFE	England wide	0.30	6.00	0.30	6.00
7	Polar Contactless	UK wide	N/A	N/A	0.30	6.00
8	Source London Flexi	London	0.119 per min @ 22kW	6.49 @ 22kWh	N/A	N/A
9	GeniePoint	England wide	0.30 plus 0.50 connection fee	6.50	0.30 plus 1.00 connection fee	7.00
10	InstaVolt	England and Scotland	N/A	N/A	0.35	7.00
11	Engenie	England wide	0.36	7.20	0.36	7.20
12	Ecotricity Highway	Great Britain wide	0.39	7.80	0.39	7.80
13	Shell Recharge	London Centric	N/A	N/A	0.39	7.80
14	Source London PAYG	London	0.143 per min @ 22kW	7.80 @ 22kWh	N/A	N/A

Appendix B - A Summary of The Comments From The Overview & Scrutiny Committee dated 14th November 2019

GM Electric Vehicle Charging

The Greater Manchester Taxi Trade Coalition (GMTTC) circulated a letter to all Members of the Committee that set out their concerns on proposals to introduce a tariff on the Greater Manchester Electric Vehicle (GMEV) network from early 2020. Representatives from the sector were present at the meeting on 14.11.19 to listen to discussions around issues raised. Members expressed a variety of concerns regarding the introduction of a tariff on the Greater Manchester Electric Vehicle (GMEV) charging network from early 2020.

Members queried the market research undertaken to develop the tariff structure, which they felt only incorporated consultation with a very small percentage of electric vehicle owners. It was clarified that market research for both tariffing and service had included a cross section of the public. This had deliberately included non-EV owners as they were the future target market for the GM Clean Air plan. In addition, other supporting information from existing user data had been included.

Members also expressed concern at the level of over-stay charges that were not felt to be comparable with other networks. It was clarified that this was designed as a deterrent to vehicles preventing private hire cars from using this facility. TfGM offered to consult further with the contract partner and give further advice to the GMCA on overstay charges. With regard to queries around overall tariffs costs being high compared to national averages, it was explained that these examples often included the requirement of an additional pre-membership payment that offset this tariff.

Members raised concerns that the introduction of charging tariffs could be detrimental to the growing of the Electric Vehicle market, which currently had not grown at the desired rate. The costs of buying an electric vehicle were highlighted as being comparably high, with current associated running costs being relatively lower. This financial incentive would be removed should proposals to introduce charges be agreed. It was explained that the cost to maintain the current free-charge model would be an escalating cost within TfGM and to Local Authority budgets. The proposals put before the Committee attempted to achieve a balance between the current offer and maintaining budgets.

Members reiterated comments made by the Taxi community that only two of the three rapid charging points were working. It was clarified that the first-generation technology available at that time (2011/12) was now difficult and expensive to repair and maintain. A new contract would include an refurbishment of existing Rapid chargers, improve the reliability of the network and incorporate better maintenance and the replacement of the existing Fast charging points.

Members expressed a concern over the availability of domestic charging points. It was reported that the number of domestic properties with charging points were increasing and represented the best solution to fueling these vehicles. It was stated that 40% of homes in GM lack driveways, and that TfGM are assisting the district councils with various offers of street-side charging points. Local

Authorities were also looking at the role of planning decisions to encourage introduction of charge points.

Members requested that along with concerns raised by this Committee, that the question and answer sheet response issued by TfGM addressing the concerns of the GMTTC in their letter to Members be also submitted to the Combined Authority.

RESOLVED

That based on the information set out in the report, namely, the lack of clarification from central government on funding for the GM Clean Air Plan and the incomplete membership model, the Committee cannot fully support the introduction of Electric Vehicle charges in early 2020 until both the above were agreed and in place.

(For full detail of the feedback issued from TfGM in relation to the letter submitted by GMTTC, please see full minute for Item HPE/178/19 from Housing Planning and Environment Overview and Scrutiny meeting on 14.11.19).

Appendix C : TfGM Response To The Letter Sent To Oversight & Scrutiny Committee Members From GM Taxi Trade Coalition Regarding EV Charging Tariffs Dated 12th November 2019

1 Context

1.1 On 12 November Members of the HPEOS Committee received a letter from the Greater Manchester Taxi Trade Coalition which raises their members' concerns regarding the proposed approach to EV charging in Greater Manchester.

2 Key Points

2.1 We welcome scrutiny of the proposals and the opportunity to set out the rationale for them.

2.2 We welcome the engagement of the Greater Manchester Taxi Trade Coalition. As a key user of GMEV infrastructure it is important that GMCA and TfGM maintain a close dialogue with the Trade.

2.3 There has been sustained engagement with the GM Taxi Trade Coalition on the GM minimum licensing standards proposals and the GM Clean Air Plan. Engagement has included regular briefings via licensing managers as well as specific sessions with the trade in autumn 2018. This engagement has been valuable in shaping the approach to these initiatives and that it is our intention to continue our dialogue.

2.4 The proposed approach marks a change in the approach to Electric vehicle charging and, therefore, it is anticipated that there will be ongoing opportunities to refine the plan as it is delivered, including in response to user/stakeholder feedback and wider work with energy and infrastructure suppliers.

2.5 As plans develop, we will continue to engage with the trade. We fully recognise the importance of EV charging infrastructure for the trade and are in discussion with government on how to facilitate the uptake of EV Taxis.

2.6 GM has an ambition to be carbon-neutral by 2038 and the GM Clean Air Plan is based on the principle of supporting businesses and the taxi and private hire trade to switch towards low and zero emissions vehicles.

2.7 Similarly, to meet GM's targets, it is important that the views of non-EV users are understood to gauge what tariff structure would be appropriate to encourage their transition to EVs; this has been reflected in the design of market research exercise on barriers to EV ownership. TfGM has committed that future market research will include trade representation.

2.8 The proposed supplier contract (more details below) includes the development of a membership scheme which, aligned with potential funding under the GM Clean Air Plan, may provide the opportunity for discounted rates for impacted groups

- 2.9 Earlier this year, a public Conversation was held on the Clean Air Plan. This Conversation demonstrated that the availability of charging points would be a very significant barrier to the ability of vehicle-users to switch.
- 2.10 A full report of the Conversation, including a summary of responses made by the taxi and private hire trades, will be published alongside the future Clean Air Plan consultation. It is our ambition that any settlement with government includes incentives to help the taxi trade move to electric/zero-emission capable vehicles.

3 The proposed approach

- 3.1 Put simply, the proposed approach would see the cost burden shift from the tax-payer to the vehicle user.
- 3.2 GM is proposing to move the principle of charging from the tax-payer to the user. This means shifting from an approach where the cost of the service delivered to the user of a charging point is paid for through local subsidy, to one where the user pays at the point of delivery.
- 3.3 The proposed approach for the GM Clean Air Plan includes an investment of £19m towards 300 EV Charging Points across GM and an additional £28m towards encouraging Hackney and Private Hire owners to move to low and zero emission vehicles.

4 Procurement and supplier contract

- 4.1 TfGM is in the final stages of concluded the procurement for a supply, operation and maintenance contract of the GMEV Charging infrastructure. A seven-year contract is proposed, with the option for two three-year extensions.
- 4.2 The development of tender documentation and subsequent procurement process has been complex and driven by the desire to seek maximum benefit for the people of Greater Manchester. The process is overseen by a strict governance process. We are confident that the process has led to a contract which will deliver the best combination of service level and value for money.
- 4.3 Key services included in the contract will be:
- the upgrade of existing Fast charging infrastructure to the latest version (to overcome the obsolescence issues which have severely impacted on Charging Post availability)
 - the refurbishment and upgrade of the existing three Rapid chargers and installing an additional 25 (in addition, GM is bidding for more than 300 Rapid chargers as part of the Clean Air Plan). It is intended that this arrangement would address issues with the maintenance of the three existing Rapid chargers.
 - an enhanced support and maintenance regime to ensure greater levels of availability

- new private sector investment, including towards the provision of 1,500 extra Fast and Rapid Charging Posts across GM over the next seven years
- the development of a membership scheme to enhance the customer offer (details and date agreed as part of an implementation period and following further market research).

5 The proposed tariff

- 5.1 The proposed 'Pay As You Charge' tariff would see users pay £0.25p per kWh for Fast Chargers and £0.35p per kWh for Rapid Chargers in the first year of the scheme (2020). Over the seven-year contract (to 2026), the tariffs would each increase by £0.01 per year to arrive at £0.31p per kWh and £0.41p per kWh for fast and rapid chargers respectively, subject to annual GMCA Agreement
- 5.2 The revenue raised by the proposed tariff would cover no less than 70% of all maintenance and operating costs of the GMEV network, based on the assumed level of demand.
- 5.3 TfGM plans to pay the operator to maintaining and operating the refreshed and new infrastructure. As no central government funding is planned, the burden of the cost will fall on TfGM and the majority of which would be recouped through the tariff.
- 5.4 It is our intention as part of the new contract to develop a membership scheme for GMEV which will look at a wide range of options around how a tariff could work for example, with frequent usage and off peak usage and this will be developed through further user research which we have committed to include the Hackney and Private Hire communities.

TARIFFS ILLUSTRATED BY THE GREATER MANCHESTER TAXI TRADES COALITION

1.1 The GM Taxi Trades Coalition letter quotes other tariffs available in the market place – Polar Plus, Ecotricity Highway, Swarco E. Connect, Pod Point - and questions why some have not been included in the GMCA paper. As a broad principle any scheme which required a supplementary payment was excluded as not being comparable:

1.2 **Polar Plus**

Three different tariff structures. Polar Plus, the cheapest per kWh, requires a monthly subscription fee of £7.85 and is therefore not comparable to the proposed GMEV tariff. Polar Instant is included and is at the same level as the proposed GM Tariff. Polar Contactless, their most expensive tariff, requires payment to be made by a contactless card and is included in the GMCA paper.

1.3 Ecotricity Highway

Has two tariff offers, standard and 'fully charged bundle'. Access to the latter requires Ecotricity to supply the customer's household electricity and therefore is not included in the comparison within the GMCA Paper

1.4 Swarco E. Connect

Not included in the GMCA paper because there are no Swarco E. Connect charging points in GM.

1.5 Pod Point

Offer only approximately 15 charging points across GM, including only two rapid chargers which are based in supermarket car parks. The tariff for these two is significantly less than other Rapid chargers and could be subject to a commercial subsidy from the supermarket chain. Also please note that some supermarkets provide free charging for their customers.

RESPONSES TO SPECIFIC CONCERNS RAISED BY THE GREATER MANCHESTER TAXI TRADE COALITION

Section 1.1

The taxi trade responded to the public consultation in June 2019 and was encouraged to do so by the Licensing Authorities as well as the cleanairgm.com website. This section has whitewashed our responses about price structure, charge points and extended working hours because the charging point locations are not fit for purpose.

The public conversation collated responses from stakeholders and interested parties across GM. Charge point availability was cited as the key concern across all stakeholders, a full conversation report that will set out the analysis of responses and specific points raised by each stakeholder each group, including the taxi and private hire trades, will be published alongside the consultation.

As we further develop our plans we will continue to engage with the trade further through licensing managers, and we'll engage with the trade about charging points as part of the consultation. We fully recognise the importance of EV charging infrastructure to the uptake of EV Taxis and the plans, which we are in discussion with central government on. Whilst it is premature to give details we are seeking to include incentives for Taxis to move to electric/zero-emission capable vehicles.

Section 1.6

The current rapid chargers (there are only THREE across GM) are not well maintained. The charging stations at the Etihad Stadium and Salford Royal have not been maintained properly and as a result the CCS connector has been faulty for over four months even though numerous complaints have been made that these connectors are faulty.

We recognise the issues associated with the maintenance of the existing charging estate, which is provided free of charge. The age of the Chargers in a rapidly developing market has resulted in issues around the availability of spare parts. We recognise this as a key issue and the new supplier will be responsible for refurbishment and upgrade of the existing three and installing an additional 25 Rapid Units.

Section 1.7

These contract negotiations should have been concluded in 2018 so the new operator could go live as of January 2019. The project is 1 year late. If TFGM have an inability manage contract negotiations within the required timeframe, then the question of the competence of TFGM officers to run the system in the best interests of the GM constituents and trade groups is brought into question. Other concerns are officers being hood winked by a large powerful operator for the gain of its private enterprise is all too real.

The development of the tender documentation and subsequent procurement process has been complex as a result of seeking to deliver the maximum benefit for the citizens of Greater Manchester. The process has been overseen by a thorough Governance process. Through the competitive process we are confident that we have secured a contract which maximises the delivered value.

Section 1.8

Since TFGM is putting in £3.6million (Joint Air Quality Unit (JAQU) awarded Early Measures Intervention Funding (£1.8 million), £1.8 million awarded through the OLEV ULEV Taxi Infrastructure scheme) what controls are there by competent people that the infrastructure costs are appropriate and not over inflated? The above funding suggests the private enterprise will profiteer.

Source of funds: <https://www.local.gov.uk/greater-manchester-electric-vehicle-network>

The full costs of implementation include the physical charging posts, planning consents, project management and the connection to the electricity supply and have been subjected to a competitive procurement process. As mentioned, the contract is being subjected to a thorough governance process.

Decisions on the OLEV ULEV taxi funding are being finalised, therefore, it would be inappropriate to include any taxi specific funding within this report relating to that potential funding source.

Section 2.1

The market research done for the barriers to EV ownership. This report is for the pricing of an infrastructure for EVs. So why does the research continuously refer to non EV users. Surely it would have made sense to do the research amongst existing EV users so that the infrastructure could be tailored to suit the requirements.

Non-EV Users are a critical market as we are seeking to encourage the move from Internal Combustion Engines to EV. We therefore need to understand the views of this segment and set the tariffs at a level which will incentivise them.

Local councils have engaged with the taxi trade for some time on the future of the GMEV network and other issues related to the GM Clean Air Plan proposals, and TfGM will make sure that the industry is represented in the next phase of EV-related market research.

Section 2.2

The Hackney Carriage Trade has made numerous offers in writing and at meetings with Wayne Leggett, EV Network Delivery Manager, GMEV to engage with the trade as we are going to be a major player when the fleet becomes electrified. This has fallen on deaf ears.

We have had meetings with TfGM who promised to consult the taxi trade as they are running a fleet of 25 electric vehicles. We also had a meeting with Andy Burnham on 25/9/19 who again promised that the trade would be consulted. We have practical experience of 25 electric taxis across GM and our voice and experience has been ignored.

We fully recognise the importance of EV charging infrastructure to the uptake of EV Taxis and the plans, which we are in discussion with central government on. There have been regular briefings with the trade through their local authority Licensing Managers around the Greater Manchester Clean Air Plan and some specific sessions were held with the trade in summer 2018 to ask for their early views on EV infrastructure.

The proposed EV charging tariff is designed as a baseline tariff accessible to all, and whilst it is premature to give details, we are seeking to include incentives for Taxis to move to electric/zero-emission capable vehicles.

Moving forward, as we secure funding from Government to incentivise the move of Hackney and PHV's to EV's we wish to engage with the trade to ensure that our implementation plans align with the business practices of the Trade

Section 2.2

This section is not fit for purpose as it has excluded our trade as a major group that is actually using the charging network and charging on average 3 times every day for each electric driver.

There was never any intention to exclude trade bodies from the Market Research and we shall ensure that the trade is represented in the next wave of EV related market research.

Section 3.2

The report does not mention the length of the contract; "may" include discounted tariff rates should be changed to "will" include discounted tariff rates. By having this change in terminology makes it harder for the operator to bully a week TFGM officer who may not have the skill set to hold firm the TFGM position and not allow contract conditions to be eroded.

The paper is not concerned with the award of the contract and the information on the term of the contract will be made available at a later date. Concerning membership schemes it is the intention of the supplier and TfGM to launch a membership scheme, but the details and date of such a

scheme will be agreed as part of the implementation period following further market research which will include the taxi trade

Section 3.3

GMEV network has only 3 rapid chargers and zero 22 kWh chargers. It has a lot of 7 kWh Chargers. For electric taxis we can only use these 3 rapid chargers to charge our vehicles- the time taken on a 7 kWh do not make them fit for purpose for the taxi trade (3.5 hours to charge on a 7 kWh chargers)

TfGM as part of the Clean Air Plan Early Measures funding are installing 25 additional rapid Chargers and we are, in addition, bidding for in excess of 300 additional Rapids as part of the GM Clean Air Plan.

Section 3.4

The proposed tariffs are in line with commercial providers such as BP and Shell who have invested their own funds of millions of pounds to bring the infrastructure to the forecourt. How can these prices be quoted hold water when the infrastructure cost is being given to the private operator?

The private operator will replace existing GMEV charge points as well as maintaining and operating the infrastructure. No central government funding is available for this, therefore, the full cost will be borne by TfGM over the life of the contract. As such this investment needs to be recouped through the charging tariff. This is separate to additional charge points being funded through the Clean Air Plan Early Measures fund which has been excluded from the financial table within the GMCA report.

Section 3.5

Misleading. The mileage comparison assumes it is a warm day with the temperature about 12 centigrade. Below this temperature, which is at least five months across GM every year the range on the Nissan Leaf dramatically decreases up to 25% of the actual road mileage. (Manufactures theoretical miles are not worth the paper they are written on). Turning on the heating in a Nissan Leaf dramatically depletes the battery, in the Ford Focus heating doesn't have the same effect on petrol fuel consumption as heat is a natural by-product.

In the absence of any other objective assessment of vehicle mileage it is reasonable to use the manufacturers declared ranges for the purposes of comparison.

Section 3.6

The comments made are factually incorrect. Pod point has paid charging in GM. Pod point has also 3 rapid charges via Lidl stores across GM. It charges 23p kWh. The 7kWh chargers have free electricity.

Source: <https://pod-point.com/electric-car-news/lidl-pricing-update>

Charging tariffs differ between Pod Point charge points with charging available for free at a number of them. As there appears to be no standard tariff for the Pod Point network, their tariff was excluded from the competitive charge rate analysis table. Additionally, we are unable to take a view as to the commercial relationship between Lidl and Pod Point

Polar plus has been omitted from Appendix A - Competitive Charging Rate Analysis Table. It is the cheapest Polar tariff and offered nationally. Why has it been omitted??

Polar plus has monthly subscription of of £7.85 and charges of 15p kWh their 7kWh chargers have free electricity. Source: <https://polar-network.com/faqs/>

Ecotricity if you subscribe to them for home charging then the rate is 19p kWh for rapid chargers.

Source: <https://www.ecotricity.co.uk/for-the-road/at-home-and-on-the-road>

As discussed in Appendix A, tariffs for Polar Plus and Ecotricity Highway ‘fully charged bundle’ have been excluded from the competitive charge rate analysis table as they are not comparable to the proposed tariff.

Morrisons and Tesco have 7 kWh chargers with free electricity. Source Tesco pricing Pod-point app Swarco E. connect have the new GM electric vehicle charging contract. They charge 25p kWh for rapid charging outside Manchester. CHARGING 35p kWh IS A SHEER PROFITEERING FROM GREATER MANCHESTER CONSTITUENTS. Source of pricing Zap-Map app.

The GMCA paper states that free to use charge points are not included within the competitive charging rate analysis table, which include (though is not specifically mentioned) those at supermarkets. As noted in the answer to question 2, the competitive charge rate analysis table does is not an exhaustive list, and there are no Swarco E. Connect charge points within Greater Manchester, therefore, the Swarco E. Connect tariff was excluded.

Section 3.10

Does not do an impact assessment on the feasibility of the Hackney trade being able to provide a public service with commercial recharging costs given the high cost of the investment of the vehicle

We fully recognise the importance of EV charging infrastructure to the uptake of EV Taxis and we are proposing significant investment in the GM Clean Air Plan , which we are in discussion with

central government on. Whilst it is premature to give details, due to the stage of the discussions with Government and the role of the General Election in decision making, we are also seeking to include incentives for Taxis to move to electric/zero-emission capable vehicles.

Section 4.2

Funding has been in place for well over a year, if awarding the contract had not been mismanaged the infrastructure would have been in place by now. Our neighbouring authorities in West Yorkshire are installing 88 rapid chargers and electricity is free until 29th October 2021.

Source: <https://ev.engie.co.uk>

As described earlier, the additional chargers will be installed by the new supplier and we anticipate this activity to be complete by April next year.

Section 4.5

There has been no study done on the drainage of battery by using the vehicle heater. This will impact on affordability of electric charging. This will lead to recharging poverty issues, with consequences of increased workload on the NHS. Space heating frowned upon in electric vehicles, localised heating in heated seats is recommended. This is a situation that will increase the workload of the NHS as negative side effect. The heated seat doesn't keep the driver's knees or feet warm in cold temperatures thus slowing down blood circulation. The report does not inform the councillors the cost of waiting is not productive time whilst charging.

This is not a matter for TfGM or the report.

Section 4.6

The reports do not address that the rapid charging infrastructure is not in place. In West Yorkshire the combined authorities awarded the contract to Engie. A grace period of free charging until is 29th October 2021 is given whilst the installation programme is rolled out for 88 rapid chargers. So far nine rapid chargers have been installed.

The report does not concern itself with the implantation of new Rapid Chargers although between current infrastructure, secured funding and the bid being made under the Clean Air Plan we are anticipating over 350 publicly funded Rapid charging posts being available over the next three years.

Section 4.8

Our neighbouring authority in West Yorkshire through Engie do not have an annual fee of £20 for the RFID card. They have the ability on their system to register any RFID card for free which will be linked to the user account and can be used across their charging points.

Under the new tariffing regime there will no longer be a £20 membership fee.

Date: 29 November 2019

Subject: The Mayor's Cycling and Walking Challenge Fund

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

PURPOSE OF REPORT

To provide an update on progress and to approve the sixth tranche of schemes for Programme Entry for the Mayor's Cycling and Walking Challenge Fund (MCF).

RECOMMENDATIONS:

Members are recommended to:

- (i) note the progress on the first five tranches previously granted Programme Entry for inclusion in the MCF;
- (ii) approve the sixth tranche of cycling and walking schemes to be granted Programme Entry for inclusion in the MCF; and
- (iii) note the progress made in developing a prioritised list of schemes for development and delivery through the Mayor's Challenge Fund as the first phase of the Bee Network.

CONTACT OFFICERS:

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Stephen Rhodes	Customer Director	0161 244 1092
Simon Warburton	Strategy Director	0161 244 1427

Risk Management – see paragraphs 3.2 and 3.9

Legal Considerations – N/A

Financial Consequences – Revenue – N/A

Financial Consequences – Capital – see paragraphs 3.7 - 3.9

BACKGROUND PAPERS:

- 29 March 2018 – Transforming Cities Fund report to GMCA
- 25 May 2018 – Cycling & Walking Update
- 29 June 2018 – Transforming Cities Fund report to GMCA
- 27 July 2018 – Transforming Cities Fund report to GMCA
- 28 September 2018 – Mayor’s Cycling & Walking Challenge Fund
- 29 March 2019 – Mayor’s Cycling & Walking Challenge Fund
- 28 June 2019 – Mayor’s Cycling & Walking Challenge Fund

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	Overview & Scrutiny Committee	
N/A	N/A	

MAYOR'S CYCLING AND WALKING CHALLENGE FUND

1 INTRODUCTION

- 1.1 On 29 March 2018, GMCA agreed to allocate £160 million of Greater Manchester's £243 million Transforming Cities Fund to develop a Mayor's Cycling and Walking Challenge Fund (MCF).
- 1.2 The fund is being used to deliver the first phase of the **Bee Network**, which is the walking and cycling element of the *Our Network* plan to transform Greater Manchester's transport system. **The Bee Network**, which, once complete, will cover circa 1,800 miles and be the longest, integrated, planned network in the country connecting every neighbourhood of Greater Manchester. The initial network plan was contained **in Greater Manchester's cycling and walking infrastructure proposal** (adopted by GMCA in June 2018), as part of a GM **Streets for All** highways improvement programme.
- 1.3 This paper recommends the approval of 25 additional schemes for programme entry taking the total number of schemes to 82 with a total value of £493 million which represents circa one third of the total estimated value of the *Bee Network* plan. The work completed to date shows the scale of ambition across all Greater Manchester Authorities; and highlights the need to secure additional funding from central government to deliver the full network.

2 TRANCHES 1-5 PROGRESS

- 2.1 On 27 July, 28 September, 14 December 2018 and 29 March, 28 June 2019 GMCA approved Tranches 1 to 5 of the MCF fund for Programme Entry, comprising a total of 57 cycling and walking schemes with a current forecast total funding requirement from the MCF of £217.7 million. This figure excludes programme management costs and the GM Bike Hire, which is considered to be commercially sensitive.
- 2.2 TfGM has been working closely with scheme promoters to set up the projects in line with the agreed governance arrangements and continues to utilise the established Cycling & Walking Infrastructure Support Team to provide collaborative support to Local Authority partners to ensure that there is a consistent pipeline of high quality cycling and walking schemes. A programme of specialist training courses has been provided during 2019 enabling officers and members from Local Authorities and TfGM to increase their skill levels in the areas needed to deliver high quality cycling and walking infrastructure. TfGM has also made available specialist resources to support Local Authority partners, such as cost engineers, scheduling and risk support.

- 2.3 Of the 57 schemes approved for Programme Entry by GMCA previously 12 are classed as “Major” having a MCF cost of over £5 million. The remainder are classed as “Minor” having a MCF cost under £5 million
- 2.4 An overview of the current position in relation to both the Major and Minor Tranches 1-5 schemes is provided below.

Current Majors

- 2.5 **Manchester to Chorlton:** Designs are currently being revised and remodelled following public consultation which generated over 1,500 responses. The northern part of the route has been prioritised for early delivery and is now on site. This phase will include the first ‘CYCLOPS’ (Cycle Optimised Protected Signal) junction in the UK.
- 2.6 **Route 86 (Northern Quarter):** Manchester City Council is currently undertaking design work on this scheme.
- 2.7 **Rochdale: Castleton Town Centre Phase 2:** Development work on this scheme will commence following the completion of a Business Case for Phase 1 in early 2020.
- 2.8 **Stockport Interchange Mixed Use:** Outline planning approval for the cycling and walking components of the overall Stockport Interchange Mixed Use scheme was granted in March 2019. Design development for the bridge is progressing.
- 2.9 **Leigh Atherton Tyldesley/Standish to Ashton:** Development of these two schemes is being brought forward in tandem by Wigan Council. Baseline surveys to inform design development are underway.
- 2.10 **Stockport Heaton Norris Park Bridge:** Scheme initialisation work is ongoing. The scheme is to be developed in discussion with Highways England due to the proximity to the M60 strategic highway.
- 2.11 **Trafford: Sale-Sale Moor-Sale Water Park:** Public consultation underway with residents and businesses which will inform the final proposals.
- 2.12 **Trafford: Urmston Area Active Neighbourhood:** Scheme development work ongoing. Public engagement planned for early 2020.
- 2.13 **GM Safety Camera Digitisation:** Design and development activities are underway.
- 2.14 **GM Bike Hire:** Work continues to develop proposals for a GM-wide scheme in conjunction with Local Authority partners in the Regional Centre.
- 2.15 Engagement with potential bike hire suppliers has taken place to ensure that the proposals meet the stated objectives of increasing overall levels of cycling within Greater Manchester

and supporting modal shift from cars to cycling for the high proportion of private vehicle trips that are less than 2km. The timescales for delivery of the scheme are being agreed with Local Authority partners. It is currently envisaged that a formal procurement exercise will be launched in December.

Minors

- 2.16 Local Authority partners are currently progressing design and development activities, including a number progressing to public consultations, for the 45 minor MCF schemes that have previously been approved for Programme Entry by the GMCA.
- 2.17 The first MCF scheme, the **Bridgewater Canal Towpath improvements**, was completed in summer 2019 by Wigan Council.
- 2.18 **Mancunian Way / Princess Parkway Junction:** A Design and Build Contract has been let by Manchester City Council and preliminary work on site is now taking place.
- 2.19 There are a further three minor MCF business case submissions which are being considered currently with the aim of being on site early 2020. Local Authority partners are currently forecasting a further four business case submissions before the end of the calendar year.

3 TRANCHE 6

- 3.1 The MCF application process required the completion of a proforma covering strategic fit, costs, level of service, scheme design, procurement, maintenance and value for money.
- 3.2 37 applications were received and scored by a team of assessors from a multi-disciplinary team, including members of the Cycling and Walking Team, with each criteria independently evaluated against an agreed scoring framework. This approach is consistent with previous tranches of MCF.
- 3.3 The evaluation panel recommended to the Greater Manchester Cycling and Walking Board that 25 of the 37 schemes be approved for Programme Entry. The resultant recommendation from the Greater Manchester Cycling and Walking Board to GMCA is that all 25 schemes should be approved for Programme Entry by GMCA. This will result in a total of 82 MCF schemes with Programme Entry approval.
- 3.4 By securing Programme Entry, scheme promoters are given the confidence to proceed with the development of their schemes, including progressing the necessary powers and consents, prior to securing either Conditional Approval and/or Full Approval, and are able to claim back the scheme development and design costs that they incur up to the relevant subsequent approval stage.

- 3.5 The table below summarises the prioritised Tranche 6 schemes that are recommended to be given Programme Entry for funding through the MCF.

Tranche 6 Programme Entry Recommendations

Promoting Authority	Scheme name
Bolton	Westhoughton Bee Network
Bolton	Astley Bridge-Crompton
Bury	Radcliffe Central
Bury	Elton
Bury	Pimhole
GM	National Cycle Network (NCN) Upgrade
GM	Bee Network Crossings
Manchester	Beswick Filtered Neighbourhood
Manchester	Manchester Cycleway
Manchester	Oldham Road (Inner Radial)
Oldham	Park Bridge (NCN 626) – Ashton under Lyne
Oldham	Oldham Town Centre Improvements
Oldham	Chadderton Improvements
Oldham	Higginshaw Link to Royton
Oldham	Royton Town Centre Connection
Oldham	Chadderton – Broadway Canal Link
Oldham	Park Road (NCN 626) Town Centre Connection
Rochdale	Rochdale/Manchester/Oldham
Salford	Salford Innovation Triangle
Stockport	Romiley Neighbourhood and Links
Stockport	Thomson Street Bridge
Stockport	Heatons WRH
Tameside	A57 Denton to Hyde
Trafford	Seymour Grove
Trafford	North Altrincham Bee Network

- 3.6 Of the 25 schemes recommended for Tranche 6 Programme **Entry, 18** are Minor schemes (less than £5 million MCF funding), whilst 7 are currently considered Major schemes (likely greater than £5 million MCF funding).
- 3.7 Based on information provided by scheme promoters, the current forecast total cost of these 25 schemes is approximately £154 million, including allowances for scheme

development, design and associated activity and risk and contingency. The current forecast total funding requirement from the MCF for these schemes is circa £141 million.

- 3.8 The 12 schemes that were unsuccessful at this stage will be subject to further consideration for Programme Entry at a later stage, once further development work has been undertaken, and future funding opportunities have been identified.
- 3.9 Appendix 1 provides the forecast funding requirement to deliver all 82 schemes for which programme entry status has been sought in Tranches 1 to 6.
- 3.10 There are several 'Large Major' schemes that offer multi modal solutions that GM Authorities wish to deliver but which are not at the sufficient stage of development to be able to pass Programme Entry. Recommendations on a new development pool will be brought back to a future GMCA meeting
- 3.11 To ensure the delivery of an integrated transport system that gives people a real choice not to drive, a common approach to design and standards is being applied to all MCF funded schemes. Following meetings between the Commissioner and each of the GM Leaders, it has been agreed that the same standards should be adopted for all district cycling and walking schemes going forward, regardless of funding method. To help facilitate this, work will begin on a GM Streets For All Design Guide. An update will be circulated to the CA on this in due course.

4 PRIORITISATION

- 4.1 TfGM is working with scheme promoters to support in determining delivery priorities amongst their schemes, as a first phase of MCF delivery. These schemes will utilise the existing £160 million from the Transforming Cities Fund allocated budget and are being determined against the criteria agreed with the GMCA on 28 June 2019. Namely:
- Delivery timeframe, linked to funding and MCF programme timescales;
 - Level of match funding. Greater levels of local match funding in support of MCF are sought to maximise investment; and
 - Network delivery and strategic fit with the Bee Network.
- 4.2 Following completion of this exercise it is intended that there will be a prioritised list of schemes to be delivered, along with a pipeline of schemes to be developed sufficiently so as to enable early delivery when additional funding is secured. It is proposed to complete this exercise by the end of this year.
- 4.3 As the funding requirement to deliver all Tranche 1 to 6 schemes (and other schemes that will be developed in future) significantly exceeds the £160 million that is currently available

from the MCF, it is recognised that further funding will be required for GM to be able to fully meet the **Bee Network** ambition.

5 RECOMMENDATIONS

5.1 Recommendations are set out at the front of this report.

Appendix 1: MCF Programme Entry Schemes

Scheme name	Current Forecast MCF contribution	Current Forecast Local Contribution	Current Forecast Total Scheme Cost
Tranche 1- Previously Approved for Programme Entry			
B6226 Chorley New Road	1.6	-	1.6
Metrolink Bury Line - Cycle Parking	1.2	-	1.2
New and Upgraded Crossing Points and Junctions	2.6	-	2.6
Manchester to Chorlton	9.5	4.3	13.8
King Street foot/cycle bridge	0.6	0.1	0.7
Union Street West foot/cycle Bridge	0.2	-	0.2
Castleton Local Centre Corridor	1.2	-	1.2
SBNI – Swinton and Walkden	1.3	3.8	5.1
SBNI - A6 Broad Street / B6186 Frederick Road	0.7	2.6	3.3
Chapel Street East Phase 1: Demonstrator Project	4.5	0.5	5.0
Gillbent Road - Crossing Upgrade	0.1	-	0.1
Welkin Road - Town Centre Severance Package	0.4	-	0.4
Tameside Active Neighbourhoods	0.5	-	0.5
A5014 Trafford Road	0.2	-	0.2
Victoria Street/Warrington Road Junction Improvements	0.7	-	0.7
Tranche 1 Total	25.3	11.3	36.6
Tranche 2 – Previously Approved for Programme Entry			
Trinity Way/Springfield Lane Crossing	0.9	0.0	0.9
Swinton Greenway	3.4	1.2	4.6
Monton Town Centre	1.5	0.1	1.6
Hazel Grove Access Upgrades	0.7	0.2	0.9
Talbot Road A56 Chester Road	1.1	0.0	1.1
Standish Mineral Line	0.7	0.0	0.7
Tranche 2 Total	8.3	1.5	9.8
Tranche 3 – Previously Approved for Programme Entry			
Trafford Road	4.8	15.0	19.8
Bridgewater Canal Towpath	0.2	0.1	0.3
Toucan Crossings – Wigan Central	0.7	-	0.7
Tranche 3 Total	5.7	15.1	20.8
Running Total	39.3	27.9	67.2

Appendix 1 - Continued

Scheme name	Current Forecast MCF contribution	Current Forecast Local Contribution	Current Forecast Total Scheme Cost
Tranche 4 - Previously Approved for Programme Entry			
GM Bike Hire*	TBC	TBC	TBC
Manchester: Levenshulme Mini Holland	2.4	0.1	2.5
Manchester: Mancunian Way/Princess Parkway Junction	2.9	7.7	10.6
Manchester: Rochdale Canal Bridge 88-80a	1.3	0.0	1.3
Manchester: Route 86 (Northern Quarter)	10.6	1.0	11.6
Rochdale: Castleton Town Centre Phase 2	10.7	0.0	10.7
Salford: Barton Aqueduct	4.8	0.5	5.3
Salford: Liverpool Street Corridor	3.9	2.5	6.4
Salford: Ordsall Filtered Neighbourhood	2.6	0.2	2.8
Stockport: A6 MARRR Links	1.4	0.0	1.4
Stockport: Bramhall Park to A6	4.1	0.0	4.1
Stockport: Crossings package	0.7	0.0	0.7
Stockport: Heatons Cycle Link	2.2	0.0	2.2
Stockport: Interchange	9.0	48.0	57.0
Stockport: Ladybrook Valley	0.8	0.0	0.8
Tameside: Crown Point	2.5	0.0	2.5
Trafford: Wharfedale Way	2.7	0.1	2.8
Wigan: Leigh Atherton Tyldesley	13.9	0.7	14.6
Tranche 4 Total	76.5	60.8	137.3
Sub Total	115.8	88.8	204.5

* no confirmed costs at this stage.

Appendix 1 - Continued

Scheme name	Current Forecast MCF contribution	Current Forecast Local Contribution	Current Forecast Total Scheme Cost
Tranche 5 – Previously approved for Programme Entry			
Bolton: Town Centre Phase 1 (East)	3.5	0.6	4.1
Bury: Fishpool	3.4	0.2	3.6
GM: Active Neighbourhoods Support	2.8	0.4	3.2
GM: Safety Camera Digitisation and Upgrade	9.2	0.0	9.2
Manchester: Northern and Eastern Gateway	4.2	9.0	13.2
Salford :City Centre Package	23.1	5.1	28.2
Salford: RHS Links	1.3	0.7	2.0
Stockport: Heaton Norris Park Bridge	5.8	1.0	6.8
Stockport: Hempshaw Lane	0.7	0.5	1.2
Tameside: Ashton South	1.2	0.0	1.2
Tameside: Ashton Streetscape Scheme	3.5	2.6	6.1
Tameside: Ashton West Retail Centre Link Bridge	1.2	0.0	1.2
Trafford: Sale - Sale Moor - Sale Water Park	8.4	2.0	10.4
Trafford: Urmston Area Active Neighbourhood	11.4	0.1	11.5
Wigan: Standish to Ashton	22.2	10.0	32.2
Tranche 5 Total	101.9	32.2	134.1
Tranche 1-5 Total	217.7	121.0	338.7

Appendix 1 - Continued

Scheme name	Current Forecast MCF contribution	Current Forecast Local Contribution	Current Forecast Total Scheme Cost
Tranche 6 – Recommended for Programme Entry			
Bolton: Astley Bridge-Crompton	7.7	1.3	9.0
Bolton: Westhoughton Bee Network	4.6	1.2	5.8
Bury: Elton	1.8	0.1	1.9
Bury: Pimhole	3.1	0.0	3.1
Bury: Radcliffe Central	1.5	0.4	1.9
GM: Bee Network Crossings	13.5	0.0	13.5
GM: NCN Upgrade	4.1	0.2	4.3
Manchester: Beswick Filtered Neighbourhood	1.4	0.0	1.4
Manchester: Manchester Cycleway	4.9	0.8	5.7
Manchester: Oldham Road (Inner Radial)	12.9	0.0	12.9
Oldham: Chadderton – Broadway Canal Link	0.2	0.1	0.3
Oldham: Chadderton Improvements	0.6	0.1	0.7
Oldham: Higginshaw Link to Royton	0.7	0.2	0.9
Oldham: Oldham Town Centre Improvements	8.4	2.7	11.1
Oldham: Park Bridge (NCN 626) – Ashton under Lyne	3.5	0.6	4.1
Oldham: Park Road (NCN 626) Town Centre Connection	1.6	0.3	1.9
Oldham: Royton Town Centre Connection	0.7	0.1	0.8
Rochdale: Rochdale/Manchester/Oldham	29.4	0.0	29.4
Salford: Salford Innovation Triangle	15.9	4.0	19.9
Stockport: Heatons WRH	3.2	0.0	3.2
Stockport: Romiley Neighbourhood and Links	3.8	0.1	3.9
Stockport: Thomson Street Bridge	3.3	0.5	3.8
Tameside: A57 Denton to Hyde	2.2	0.0	2.2
Trafford: North Altrincham Bee Network	3.9	0.5	4.4
Trafford: Seymour Grove	7.9	0.0	7.9
Tranche 6 Total	140.8	13.2	154.0
Tranche 1-6 Total	358.5	134.2	492.7

Date: 29 November 2019

Subject: GM Growth Deal – Salford Bolton Network Improvement Programme:
Salford DP3 – (A666/A6) and Bolton DP 5 (Manchester Road Gateway)
Request for Full Approval and Funding Release.

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

PURPOSE OF REPORT

To seek Full Approval and the release of the necessary funding to enable the delivery of the Salford Bolton Network Improvement Salford Delivery Package 3 scheme (A666/A6) and Bolton Delivery Package 5 (Manchester Road Gateway) schemes.

RECOMMENDATIONS:

The GMCA is requested to:

Grant Full Approval for the Salford Bolton Network Improvement Salford Delivery Package 3 (A666/A6) and Bolton Delivery Package 5 (Manchester Road Gateway) and the associated release of funding of £3.984 million from the Local Growth Deal (£3.708 million) and MCF (£0.276 million) to enable the delivery of Salford DP 3 (A666/A6) and the Bolton DP 5 Bury Road/Crompton Way schemes.

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Equalities Implications:

An EQIA assessment was carried out across the SBNI programme at Conditional Approval. Both Salford DP 3 (A666/A6) and Bolton DP 5 (Manchester Road Gateway) will deliver accessibility benefits for all users through the provision of adequate footway widths, the implementation of controlled crossings, the provision of accessible boarding facilities and the delivery of segregated cycling routes at a number of junctions. They will also enhance bus priority which should improve the punctuality and reliability of bus services along routes local to the improvements, thereby supporting bus passengers, many of whom do not have access to a private car.

Climate Change Impact Assessment and Mitigation Measures –

The SBNI programme objectives aim to improve bus journey time performance and reliability whilst also promoting active sustainable travel. By targeting improvements to public transport and sustainable travel the programme aims to have a positive impact on climate change by encouraging mode shift.

Risk Management:

See paragraph 2.1, 2.3, 2.10, 3.2, 3.3 and 3.9

Legal Considerations:

See paragraph 2.3, 2.7, 2.10, 3.7 and 3.9

Financial Consequences – Revenue:

see paragraph 2.3 and 3.2

Financial Consequences – Capital:

See paragraph 2.3, 2.10, 2.11, 3.2, 3.9 and 3.10.

Number of attachments to the report:

Comments/recommendations from Overview & Scrutiny Committee

N/A

BACKGROUND PAPERS:

N/A

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
GMTC	Overview & Scrutiny Committee	
N/A	N/A	

1. INTRODUCTION

- 1.1 The Local Growth Deal announcements made by Government in July 2014, January 2015 and November 2016 confirmed capital funding for Greater Manchester in relation to a programme of Major Schemes, Minor Works and Additional Priorities.
- 1.2 The Salford Bolton Network Improvements (SBNI) scheme is part of the Growth and Reform package of works and is being delivered in the form of a number of Delivery Packages. Each package comprises of a series of interventions which focus on improvements to junction layouts, pedestrian access provisions, bus priority measures and cycle infrastructure which have been developed in collaboration with Salford City Council and Bolton Council. The SBNI scheme has an overall budget from Local Growth Deal funding of £32.297 million and a local contribution of £0.8 million from Salford City Council (SCC) to fund an enhanced landscaping scheme to be delivered as part of Salford Delivery Package 4.
- 1.3 The Conditional Approval business case for the Salford Bolton Network Improvement programme was approved, in line with the agreed Growth Deal governance arrangements, in February 2016.
- 1.4 This report advises of the outcome of the recently completed Minor Works Governance Reviews for SBNI Salford Delivery Package 3 (DP3) (A666/A6) and Bolton Delivery Package 5 (DP5) (Manchester Road Gateway). The report recommends that this scheme is granted Full Approval and requests drawdown of £3.984 million from the Local Growth Deal (£3.708 million) and MCF (£0.276 million) to enable the delivery of Salford DP 3 and the Bolton DP 5 Bury Road/Crompton Way schemes.

2. SBNI SALFORD DELIVERY PACKAGE 3 (A666/A6)

Minor Works Governance Review

- 2.1 As approved at the 29 March 2019 GMCA meeting the remaining SBNI Delivery Packages are subject to approval via the Minor Works Governance Procedures. This was agreed in recognition that the Minor Works Governance Procedures had been identified as a proportionate governance approach given the low levels of complexity and strategic profile of the remaining Delivery Packages. This recommendation was formally endorsed by the GMCA under the condition that schemes valued higher than £0.5m are still submitted to the GMCA for Full Approval. Following this decision Salford Delivery Package 3 has been progressed through the Minor Works Governance approvals process.
- 2.2 Salford DP 3 (A666/A6) consists of junction upgrades, bus priority measures and cycling and walking enhancements on the A666 and A6. Specifically, it comprises of: three sections of

bus lane on the Manchester-bound side of Bolton Road (A666) between the M60 off-slip (Junction 16 M60) and the Irlam o'th Height roundabout; the reconfiguration of on-highway parking arrangements on Bolton Road; a junction improvement scheme at Broad Street/Frederick Road with the inclusion of a 'bus only' link between Broad Street and Belvedere Road and segregated, separately signalled crossings for cyclists; and the provision of a controlled crossing for pedestrians and cyclists on the A6 adjacent to Salford Crescent railway station. Salford City Council will be responsible for managing these works with project management support and oversight provided by TfGM.

- 2.3 The Minor Works Business Case for Salford DP 3 was submitted in September 2019 and in line with the Minor Works Governance Procedure outlined above, approval was received from TSG on 22nd October 2019. The Business Case review included consideration of legal, risk, financial (both capital and revenue) and strategic fit consequences. Overall the required criteria for the project to proceed were considered to have been met and Full Approval for this element of the scheme was recommended. An economic appraisal was also undertaken, resulting in a Benefit Cost Ratio (BCR) of 5.06 resulting from significant improvements to bus passenger journey times, dedicated crossing facilities for pedestrians, and the implementation of segregated cycle crossing provision at the Broad Street/Frederick Road junction. The Salford DP 3 Minor Works Business Case approval was endorsed at the TfGM Investment Board 7th November 2019 and TfGM Executive Board 28th November 2019.
- 2.4 The Broad Street/Frederick Road element of Salford DP 3 is subject to a contribution from the GM Mayor's Cycling and Walking Challenge Fund (MCF). The design for this element of the scheme has been developed in consultation with the TfGM Cycling & Walking Team and has been subject to a Streets for All check in order to ensure that the final scheme layout meets relevant safety criteria in respect of footway and carriageway lane widths.
- 2.5 The Broad Street/Frederick Road scheme secured Programme Entry in Tranche 1 of MCF. Due to this contribution the Broad Street/Frederick Road scheme has been subject to an additional governance check in line with the established MCF governance approval process, including a further review of the Business Case by the TfGM Cycling & Walking team following which approval was granted to proceed with the Broad Street/Frederick Road scheme.
- 2.6 Following the conclusion of the Business Case Review, the proposals have progressed through the necessary endorsement / approval process, as provided for by the agreed GM Local Growth Deal governance arrangements.
- 2.7 Salford DP 3 will be delivered by Salford City Council using the Manchester City Council Highways Framework. As with previous Delivery Packages, a Delivery Agreement between Salford City Council, GMCA and TfGM will be entered into, to facilitate delivery of the works.
- 2.8 In light of the above, the Combined Authority is now requested to grant Full Approval for Salford DP 3.

- 2.9 Following the conclusion of the approvals process it is intended that a contractor is appointed by Salford City Council in winter 2019. The works are expected to start on site spring 2020 and be completed in winter 2020.

Scheme Financial Position

- 2.10 A thorough review of the cost plan for the scheme was undertaken as part of the Minor Works Governance review process. It was concluded that the cost plan is robust and that the project, including an appropriate allowance for risk and contingency, is affordable within the overall scheme budget.
- 2.11 The funding request illustrated in the table below for the Salford DP 3 is the specific budget and funding allocated to this element of the overall Growth Deal and MCF programmes.

	Scheme Budget (£000)	Funding Released to Conditional Approval (£000)	MCF Local Contribution (£000)	Funding requested for delivery (£000)
SBNI – Salford Delivery Package 3 (A666/A6)	3,997	651	276	3,346

3. SBNI BOLTON DELIVERY PACKAGE 5 (Manchester Road Gateway)

Minor Works Governance Review

- 3.1 Bolton DP 5 (Manchester Road Gateway) represents a collection of junction upgrades in close proximity to Bolton town centre. The scheme involves the implementation of two Cycle Optimised Protected Signals (CYCLOPS) junctions at the Manchester Road/Bradshawgate/Trinity Street and Newport Street/Trinity Street junction with full segregation for cyclists and pedestrians. The scheme also includes capacity improvements at the adjacent A666/St Peters Way and Bury Road/Crompton Way junctions.
- 3.2 The Minor Works Business Case for Bolton DP 5 was submitted in October 2019 and approval was received from TSG on 18th October 2019. Overall the required criteria for the project to proceed were considered to have been met and Full Approval for this element of the scheme was recommended. The Benefit Cost Ratio (BCR) was calculated at 2.29 resulting from significant improvements to journey times for bus passengers and general road users, dedicated crossing facilities for pedestrians, and the extensive implementation of segregated cycle lane and crossing provision as part of the scheme. The Bolton DP 5 Minor Works

Business Case approval was endorsed at the TfGM Investment Board 7th November 2019 and TfGM Executive Board 28th November 2019.

- 3.3 In recognition of the overall value of the Bolton DP 5 scheme additional governance procedures were undertaken to ensure a proportionate level of scrutiny was applied as part of the governance review. A Risk Potential Assessment (RPA) was undertaken which determined that the scheme scored low in terms of risk for delivery complexity and so the minor works process was deemed to be an appropriate level of assurance in this case. In addition, it was agreed that a health check review would provide an extra and proportionate layer of assurance for the scheme, given its value. This approach was agreed with TfGM's Portfolio Office, Growth Deal Programme Manager and the scheme SRO.
- 3.4 The designs for the junction upgrades to be delivered through Bolton DP 5 have been developed in consultation with the TfGM Cycling & Walking Team and subject to a Streets for All check in order to ensure that the final scheme layout meets relevant safety and quality criteria in respect of footway and carriageway lane widths.
- 3.5 Following the conclusion of the Business Case Review, the proposals have progressed through the necessary endorsement / approval process, as provided for by the agreed GM Local Growth Deal governance arrangements.
- 3.6 In light of the above, the Combined Authority is now requested to grant Full Approval for Bolton DP 5.
- 3.7 Bolton DP 5 will be delivered by Bolton Council using the Bolton Council Highways Framework. As with previous Delivery Packages, a Delivery Agreement between Bolton Council, GMCA and TfGM will be entered into to facilitate delivery of the works. In order to minimise disruption to the travelling public Bolton DP 5 will be delivered utilising a phased approach. The first scheme to be delivered as part of this phased approach will be the Bury Road/Crompton Way scheme. Furthermore, as tender prices received from the Bolton Council's Highway Framework are time limited it is not possible to tender all of the works at this stage. Therefore, future DP 5 delivery phase funding approvals will be sought from the GMCA once tender prices have been secured for remaining junctions.
- 3.8 Following the conclusion of the approvals process it is intended that a contractor is appointed for the Bury Road/Crompton Way scheme by Bolton Council in winter 2019, works at this junction are expected to complete in spring 2019. The remaining works to be delivered as part of Bolton DP 5 are anticipated to be complete in summer 2021, following the completion of detailed design and procurement activities currently being progressed.

Scheme Financial Position

- 3.9 A thorough review of the cost plan for the DP5 was undertaken as part of the Minor Works Governance review process. It was concluded that the cost plan is robust and that the

project, including an appropriate allowance for risk and contingency, is affordable within the overall scheme budget.

- 3.10 The Bury Road/Crompton Way junction improvement scheme will be the first scheme to be delivered as part of Bolton DP 5 and was progressed through a competitive tender process through the Bolton Council Highways Framework in September 2019 by Bolton Council. Taking into account the tender price, the total cost of the Crompton Way scheme is £0.717 million. A summary of the overall scheme costs, funding released to date and funding required to deliver the initial DP5 scheme are summarised in table below.

	Bolton DP 5 Scheme Budget (£000)	Funding Released for Crompton Way to Conditional Approval (£000)	Funding requested for delivery of Crompton Way Scheme (£000)
SBNI – Bolton Delivery Package 5 (Manchester Road Gateway)	6,509	79	638

- 3.11 As identified above Bolton DP 5 will be delivered utilising a phased approach. Once scheme development is finalised and tender prices have been secured, delivery phase funding approvals for the remaining schemes within Bolton DP 5 will be sought from the GMCA.

4. FUNDING RELEASE APPROVAL

- 4.1 As a result of the outcome of the Gateway Reviews for Salford DP 3 and Bolton DP 5 it is recommended that the Combined Authority grant Full Approval for the scheme and the associated release of £3.984 million from the Local Growth Deal (£3.708 million) and MCF (£0.276 million) in order to deliver Salford DP 3 and the Bolton DP 5 Bury Road/Crompton Way scheme.

5. RECOMMENDATIONS

- 5.1 A full set of recommendations are set out at the front of this report.

Eamonn Boylan

Chief Executive Officer, GMCA & TfGM

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Date: 29 November 2019

Subject: GM Housing Investment Loans Fund (GMHILF): Rochdale Riverside Phase 2 - Mixed Use Development

Report of: Salford City Mayor, Paul Dennett, Portfolio Lead for Housing, Homelessness and Infrastructure, Steve Rumbelow, Portfolio Lead Chief Executive for Housing, Homelessness and Infrastructure and Councillor Allen Brett, Leader, Rochdale Metropolitan Borough Council.

PURPOSE OF REPORT

To seek in principle approval to provide GMHILF investment into Rochdale Riverside Phase 2 alongside Rochdale Metropolitan Borough Council.

RECOMMENDATIONS:

The GMCA is requested to:

1. Note the current position in relation to Rochdale Riverside Phase 2, a Mixed Use Development in Rochdale Town Centre; and
2. Provide approval, in principle, to invest up to £4m for the Rochdale Riverside Phase 2 Mixed Use Development, subject to a further request for the full approval of the investment being brought to the Combined Authority in due course.

CONTACT OFFICERS:Bill Enevoldson: bill.enevoldson@greatermanchester-ca.gov.ukAndrew McIntosh: andrew.mcintosh@greatermanchester-ca.gov.uk**Equalities Implications:** Not applicable.**Climate Change Impact Assessment and Mitigation Measures:** Not applicable.**Risk Management:** The structure proposed for the investment in order to mitigate investment risks is set out below. The investment will be conditional upon a satisfactory outcome of detailed due diligence and ongoing confirmation from Monitoring Surveyors acting on the Fund’s behalf that the scheme is being delivered satisfactorily.**Legal Considerations:** A detailed investment facility and other associated legal documentation will be completed for the scheme ahead of the first investment payment. The investment will be made in line with the investment approach set out in the agreement with MHCLG.**Financial Consequences – Revenue:** The investee will be required to meet the Fund’s legal, due diligence and monitoring costs and there is no requirement for additional revenue expenditure by GMCA in addition to the approved Core Investment Team budget.**Financial Consequences – Capital:** The proposed investment will be sourced from the £300m GM Housing Investment Loans Fund, including the recycling of loans repaid to the Fund.**Number of attachments to the report:** None.**Comments/recommendations from Overview & Scrutiny Committee:** Not applicable.**BACKGROUND PAPERS:**

Housing Investment Fund (report to GMCA, 27 February 2015)

GM Housing Fund – Revised Investment Strategy (report to GMCA, 25 October 2019)

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. Public domain release date: 29 November 2034.
GM Transport Committee	Overview & Scrutiny Committee	

1. INTRODUCTION/BACKGROUND

- 1.1 Rochdale Metropolitan Borough Council (“RMBC”) is nearing completion of a retail and leisure complex known as Rochdale Riverside Phase 1, in conjunction with a private developer. Rochdale Riverside Phase 2 is planned to commence upon completion of Phase 1 in June 2020, utilising the same developer partner and construction contractor. This will achieve efficiencies in overall build cost.
- 1.2 The scheme will support the delivery of the Greater Manchester housing objectives by providing much needed housing within town centres. Rochdale town centre was also identified as RMBC’s town centre challenge area.
- 1.3 This report sets out details in relation to the project and seeks an in principle approval to an investment from the GM Housing Investment Loans Fund (GMHILF) alongside RMBC to enable the delivery of the scheme.

2. SCHEME OUTLINE

- 2.1 Rochdale Riverside Phase 2 is a mixed use scheme, consisting of residential, hotel and office elements, located close to the Metrolink stop in Rochdale town centre. The first of these elements to be delivered is the residential blocks consisting of 228 apartments over three buildings. The scheme will provide high quality apartments at an affordable market rent. The scheme will include private and communal green space. The high quality build will include cycling provision, green space, and will utilise low carbon building materials. The site will be well connected by Metrolink, bus, road and to a lesser extent rail (15 minute walk). The funding structure for the office and hotel is currently being explored by RMBC.
- 2.2 The site was previously used for parking but forms part of the significant regeneration plans for the town centre. The site is currently being used to temporarily store materials for the construction of Phase 1. The costs of the scheme are to be firmed up following a detailed design and costing exercise. This scheme forms part of RMBC’s ambitious £250 million town centre regeneration masterplan, a programme that has already brought improvements such as a new transport interchange, the Number One Riverside building and the award-winning Revealing the Roch project, whilst ensuring the exceptional heritage in the town is enhanced.
- 2.3 The scheme will complement and enhance the local area with new public realm encouraging walkers and cyclists to access the wider town, Metrolink and the Riverside Phase 1 retail and leisure centre.
- 2.4 Building more town centre homes and capitalising on Rochdale's strong transport links with Manchester, Leeds and further afield are all part of the plan to transform the town into one of Greater Manchester’s major players.

3. RESIDENTIAL VALUATION

- 3.1 A traditional residential valuation approach is based on a backward looking assessment of sale and rental values. Through the regeneration of an area, future values are likely to

increase. The traditional valuation approach does not therefore take into account any future value increases that may result from regeneration.

- 3.2 The value of the completed Rochdale Riverside Phase 2 residential block under a traditional valuation approach is less than the cost to develop the residential scheme and the scheme is currently unviable without intervention by RMBC and GMCA in some form. If the GMCA and RMBC hold an investment in the scheme over a longer term, then both GMCA and RMBC can capture the value increases generated by the regeneration of the town centre.
- 3.3 The risk in relation to a longer term investment in a scheme on this basis is that the return is reliant on inflationary increases in values and such increases may not materialise. Regardless of the realisation of the market value increases the public sector still receives the regenerational benefits delivered by such a scheme.

4. PATIENT GMHILF INVESTMENT

- 4.1 The total patient investment requirement has been calculated as the difference between the current day market valuation and the build cost. It is proposed that GMHILF will provide 50% of the patient investment with the other 50% being provided by RMBC. Based on the value increases which have been witnessed in other council areas as a result of regeneration activities, it is anticipated that the value of the scheme could increase by more than £4m by 2028, enabling the full repayment of the GMHILF investment at that time. RMBC will retain their investment for a longer period to benefit from further value increases. However, this value increase is not guaranteed and consequently there is a risk that the GMHILF investment is lost in full.
- 4.2 The investment must adhere to State Aid rules. Whilst the initial view is that the investment will be State Aid compliant, this is subject to formal advice as part of the further due diligence in relation to the scheme.
- 4.3 A further report will be presented to the GMCA for final approval once all the options have been assessed, further clarity over the quantum of funding required is available, and appropriate due diligence has been undertaken.
- 4.4 This proposal is an innovative approach to regeneration with the GMCA and a GM Council sharing risk. A similar approach is being finalised for Stockport Interchange, and could be further replicated elsewhere within GM, provided leaders accept that there is no requirement to retain GMHILF surpluses to mitigate any future risk arising from GMCA having underwritten repayment of 80% of the Fund. This approach will assist town centres in establishing markets, attracting investment and delivering the Mayor of Greater Manchester's Town Centre Challenge.



Date: 29 November 2019

Subject: GM Investment Framework Project Updates / GM Housing Investment Loans Fund

Report of: Councillor David Molyneux, Portfolio Lead for Investment and Resources, Paul Dennett, Paul Dennett, Portfolio Lead for Housing, Homelessness and Infrastructure, Eamonn Boylan, Portfolio Lead Chief Executive for Investment and Steve Rumbelow

PURPOSE OF REPORT

This report seeks Greater Manchester Combined Authority (“Combined Authority”) approval for a loan to Swim Sports Company Limited (“Swim”), a loan to Salford Evolution (“Vengrove”), a convertible loan to Intechnica Limited (“Intechnica”) and a loan to Erlson Precision Holdings Limited (“Erlson”). The investments will be made from recycled funds.

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

This report also seeks to obtain approval to, in the absence of a GMCA meeting in December, temporarily delegate authority to GMCA officers acting in consultation with the relevant Portfolio Leads to approve projects for funding from the GM Investment Framework or GM Housing Investment Loans Fund.

RECOMMENDATIONS:

The GMCA is requested to:

1. Approve the funding applications for Swim Sports Company Limited (loan facility of £500,000), Salford Evolution (loan facility of £5,800,000), Intechnica Limited (convertible loan of £150,000) and Erlson Precision Holdings Limited (loan facility of £700,000) and progress to due diligence.

2. Delegate authority to the GMCA Treasurer and Monitoring Officer to review the due diligence information in respect of the companies, and, subject to their satisfactory review and agreement of the due diligence information and the overall detailed commercial terms of the transactions, to sign off any outstanding conditions, issue final approvals and complete any necessary related documentation in respect of the investments at 1. Above.
3. Delegate authority for the period 30 November 2019 to 30 January 2020 to the Chief Executive Officer, GMCA & TfGM and GMCA Treasurer, in consultation with the relevant Portfolio Leads to approve funding from the GM Investment Framework and GM Housing Investment Loans Fund. Recommendations approved under the delegation will be subject to the usual due diligence processes and will be reported to the GMCA at the next available meeting.

CONTACT OFFICERS:

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Richard Paver: richard.paver@greatermanchester-ca.gov.uk

Bill Enevoldson: bill.enevoldson@greatermanchester-ca.gov.uk

BACKGROUND PAPERS:

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 PUBLIC DOMAIN RELEASE DATE: 29 NOVEMBER 2034
GM Transport Committee	Overview & Scrutiny Committee	

Equalities Implications – n/a

Climate Change Impact Assessment and Mitigation Measures – n/a

Risk Management – see paragraph 3

Legal Considerations – see paragraph 4

Financial Consequences – Revenue – see paragraph 5

Financial Consequences – Capital – see paragraph 6

1. INTRODUCTION AND OVERVIEW

1.1 The GMCA maintains and develops a pipeline of projects submitted by applicants seeking funding from the Combined Authority's Core Investment Funds allocation. These projects are assessed against criteria based on the GM Investment Strategy, developed to underpin the economic growth of GM.

1.2 This assessment incorporates:

- a) an appraisal by the GM Core Investment Team; and
- b) a review by a sub group of GM Chief Executives.

2. INVESTMENTS RECOMMENDED FOR APPROVAL IN PRINCIPLE

2.1 Swim Sports Company Limited ("Swim"), Bury/Oldham Sector: Leisure

The business case in respect of Swim (a loan facility of £500,000) has been submitted to, and appraised by, the Core Investment Team and, subject to the outcome of further due diligence, is recommended to the Combined Authority for conditional approval.

Headquartered in Bury, Swim is part of the Total Swimming Group, a business that provides swimming lessons to 0-11 year olds through public and private channels. Swim plan to open a new bespoke learn to swim facility in Oldham in early 2020, delivering 12 jobs and additional capacity for learn to swim requirements in the area.

The management team has good experience in delivering both the fit-out and operation of the facilities, and also in providing a high quality of service in the learn to swim provision, providing a sound business model to support the expansion into Oldham. This provision will support the high-level of demand for these services in the area, and lead to improved health outcomes for children.

The capital expenditure and working capital requirements of opening the new facility will total £671k and in order to deliver it, the business has requested a term loan of £500k from the GMCA, to be matched by £171k from the business.

2.2 Salford Evolution ("Vengrove"), Salford. Sector: Commercial Development

The business case in respect of Vengrove (an additional loan facility of £6,600,000 including interest) has been submitted to, and appraised by, the Core Investment Team and, subject to the outcome of the due diligence, is recommended to the Combined Authority for conditional approval.

In September 2017, GMCA provided £2m as part of a syndicated senior facility to SGVG (Salford) Limited ("SGVG") for the development of 2 logistics warehouses on the Agecroft Commerce Park in Salford. The development comprises two units, providing 130,000 sq ft

and 70,700 sq ft of new industrial space. The units are built to an industry Grade A standard and are provided alongside 154 car parking spaces and 4 acres of yard space, supporting a wide variety of potential occupiers.

The two units have achieved practical completion and options are now being explored for an exit and the redemption of the loan facility.

The Evergreen Fund has a strong pipeline of GM property schemes which require funding and as such, it is proposed that the Evergreen Fund's proportion of the Salford Evolution loan (£6.6m including interest) is novated to the GMCA and that the current repayment date is extended by four months.

2.3 Intechnica Limited ("Intechnica"), Manchester Sector: Digital and Creative

The business case in respect of Intechnica (a loan facility of £150,000) has been submitted to, and appraised by, the Core Investment Team and subject to the outcome of the due diligence is recommended to the Combined Authority for conditional approval.

Intechnica Group is a technology group composed of Intechnica, which is specialised in IT and technology consulting services, and Netacea Limited, which is specialised in scalable software solutions for the management of high and variable website traffic demand.

The services side of the business, Intechnica, has three main business lines: (a) technology consulting, providing independent advisory services for corporate finance and private equity; (b) data science as a service; and (c) digital transformation solutions which runs large scale IT transformation projects

The company has previously received investment of £950,000 from the GMCA in three tranches over the last six years.

2.4 Erlson Precision Holdings Limited ("Erlson"), Trafford Sector: Advanced Manufacturing

The business case in respect of Erlson (a loan facility of up to £700,000) has been submitted to, and appraised by, the Core Investment Team and subject to the outcome of the due diligence is recommended to the Combined Authority for conditional approval.

Erlson has significant operations based in Trafford (120 employees) and is a specialist manufacturer of highly engineered components and assemblies for a range of automotive, aerospace and general industrial applications.

The investment alongside £700,000 of match funding will allow the company to invest in growth capex and carry out some repairs at the Altrincham site.

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

3. RISK MANAGEMENT

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

4. LEGAL CONSIDERATIONS

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

5. FINANCIAL CONSEQUENCES – REVENUE

There are no revenue implications.

6. FINANCIAL CONSEQUENCES – CAPITAL

The proposed investments will be made from recycled funds.

7. DELEGATION

7.1 Delegation is sought to allow urgent recommendations for funding to be conditionally approved in the absence of a Combined Authority meeting in December. It is proposed that authority be delegated to the Chief Executive Officer, GMCA & TfGM and GMCA Treasurer, in consultation with the relevant Portfolio Leads as appropriate.

7.2 The delegation is only to be used where time constraints mean that the recommendation cannot be delayed until the January GMCA meeting without prejudicing the parties requesting funding.

7.3 All funding will be subject to the usual due diligence processes and any recommendations that are approved under the delegation will be reported to the next available meeting of the GMCA.

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

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