

## GREATER MANCHESTER COMBINED AUTHORITY

**DATE:** Friday, 26th June, 2020

**TIME:** 10.00 am

**VENUE:** This meeting will be held virtually via Microsoft Teams and will be live-streamed for public viewing. The link to watch the meeting is available on the meetings page of the GMCA website

### AGENDA

**1. Apologies**

**2. Appointment of Chair - 2020/21**

GMCA Members are required to note that Andy Burnham as the Greater Manchester Mayor, under Part 5A, section 4 of the Constitution, the GM Mayor is the Chair of the GMCA (ex-officio).

**3. Appointment of Vice Chairs - 2020/21**

Under Part 5A, section 4, of the Constitution, GMCA Members are required to appoint at least 2 but no more than 3 Vice Chairs for 2020/21.

- To note that Councillor Richard Leese Deputy Mayor, is automatically appointed as a Vice Chair, under Part 5A, section 4, of the Constitution.
- To note that Councillor David Greenhalgh is automatically appointed as a Vice Chair, under Part 5A, section 4, of the Constitution.
- To agree the appointment of Councillor Brenda Warrington as a Vice Chair, under Part 5A, section 4, of the Constitution.

**4. Greater Manchester Appointments and Nominations - 2020/21**

1 - 16

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

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

Report of Liz Treacy, GMCA Monitoring Officer.

**5. Schedule of Meetings - 2020/21**

Friday 31 July 2020  
August – to be confirmed  
Friday 25 September 2020  
Friday 30 October 2020  
Friday 27 November 2020  
Friday 11 December 2020  
Friday 29 January 2021  
\*Friday 12 February 2021 (budget meeting)  
Friday 26 March 2021  
April - Recess  
Friday 28 May 2021  
Friday 25 June 2021

**ORDINARY MEETING BUSINESS**

**6. Chairs Announcements and Urgent Business**

**7. Declarations of Interest** 17 - 20

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 least 48 hours before the meeting.

**8. Minutes of the meeting held on 24 June 2020 - To Follow**

To consider the approval of the minutes of the meeting held on 24 June 2020.

**9. GMCA Overview & Scrutiny Committees - June 2020** 21 - 38

To note the minutes of the GMCA Overview & Scrutiny Committees held in June 2020:

- Housing, Planning & Infrastructure – 11 June 2020
- Economy, Business Growth & Skills – 12 June 2020
- Corporate Issues & Reform – 16 June 2020

**10. Establishing Women & Girls', Faith, and Race Equality Panels** 39 - 48

Report of Councillor Brenda Warrington, Portfolio Lead for Equalities and Ageing.

<b>11.</b>	<b>Developing a one year Greater Manchester Living with Covid Plan</b>  Report of GM Mayor, Andy Burnham.	49 - 56
<b>12.</b>	<b>Monthly Economic Dashboard</b>  Report of Councillor Elise Wilson, Portfolio Lead for Economy.	57 - 66
<b>13.</b>	<b>Bus Reform Consultation Update</b>  Report of Eamonn Boylan, Chief Executive Officer, GMCA & TfGM.	67 - 1170
<b>14.</b>	<b>GMCA Climate Emergency Declaration Update &amp; 5 Year Environment Plan Annual Report 2019-20</b>  Report of Councillor Andrew Western, Portfolio Lead for Green City Region.	1171 - 1180
<b>15.</b>	<b>European Social Fund 2014-2020 Programme Update</b>  Report of Councillor Sean Fielding, Portfolio Lead for Education, Work & Skills and Digital.	1181 - 1194
<b>16.</b>	<b>Mayor's Cycling &amp; Walking Challenge Fund</b>  Report of GM Mayor, Andy Burnham.	1195 - 1204
<b>17.</b>	<b>GMCA Local Growth Deal and Mayor's Challenge Fund Scheme Approvals - A5063 Trafford Road (Salford)</b>  Report of GM Mayor, Andy Burnham.	1205 - 1210
<b>18.</b>	<b>Stockport Mayoral Development Corporation (MDC) Delivery Plan 2020-2025</b>  Report of GM Mayor, Andy Burnham.	1211 - 1240
<b>19.</b>	<b>Budget Outturn Reports 2019/20 - Reports deferred to July GMCA meeting</b>  Reports of Councillor David Molyneux, Portfolio Lead for Resources & Investment.  a. Capital b. Revenue	
<b>20.</b>	<b>GM Investment Framework and Conditional Project Approval</b>	1241 - 1244

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

**21. Exclusion of 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**

- |           |   |                    |
|-----------|---|--------------------|
| <b>1.</b> | <b>Stockport Mayoral Development Corporation (MDC) 3</b>                        | <b>1245 - 1260</b> |
|           | <b>Delivery Plan 2020-2025</b>  |                    |
|           | Report of GM Mayor, Andy Burnham.   |                    |
| <b>1.</b> | <b>GM Investment Framework and Conditional Project 3</b>                        | <b>1261 - 1264</b> |
|           | <b>Approval</b>   |                    |
|           | Report of Councillor David Molyneux, Portfolio Lead for Resources & Investment. |                    |

## Membership 2020/21

<b>District</b>	<b>Member</b>	<b>Substitute Member</b>
<b>Bolton</b>	David Greenhalgh (Con)	Martyn Cox Con)
<b>Bury</b>	Eamonn O'Brien (Lab)	Tariq Tamoor (Lab)
<b>Manchester</b>	Richard Leese (Lab)	Bev Craig (Lab)
<b>Oldham</b>	Sean Fielding (Lab)	Arooj Shah (Lab)
<b>Rochdale</b>	Allen Brett (Lab)	Sara Rowbotham (Lab)
<b>Salford</b>	Paul Dennett (Lab)	John Merry (Lab)
<b>Stockport</b>	Elise Wilson (Lab)	Tom McGee (Lab)
<b>Tameside</b>	Brenda Warrington (Lab)	Bill FairFoull (Lab)
<b>Trafford</b>	Andrew Western (Lab)	Catherine Hynes (Lab)
<b>Wigan</b>	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](http://www.greatermanchester-ca.gov.uk). Alternatively, contact the following  
Governance & Scrutiny Officer: Governance and Scrutiny  
✉ [sylvia.welsh@greatermanchester-ca.gov.uk](mailto:sylvia.welsh@greatermanchester-ca.gov.uk)

This agenda was issued on 18 June 2020 on behalf of Julie Connor, Secretary to the Greater Manchester Combined Authority, Churchgate House, 56 Oxford Street,

Manchester M1 6EU

**DATE:** 26 June 2020

**SUBJECT:** Greater Manchester Appointments and Nominations 2020/21

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

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## **PURPOSE OF REPORT**

This report requests members to agree A) note the appointment of Julie Connor, Assistant Director, Governance & Scrutiny as the Secretary to the GMCA; B) GMCA appointments and nominations received from the GM local authorities to Greater Manchester statutory bodies; C) requests for GMCA appointments to other outside bodies for 2020/21.

Stockport Council will be meeting on 23<sup>rd</sup> June, with outstanding nominations to be reported to the GMCA meeting.

## **RECOMMENDATIONS**

Members are requested to:

1. Note the appointment of Julie Connor, Assistant Director, Governance & Scrutiny as the Secretary of the GMCA.
2. Note the appointments by GM Local Authorities to the Greater Manchester Combined Authority for 2020/21 as shown in para 2.1.
3. Approve the appointment of 5 GMCA members (**4 Labour & 1 Conservative**) to the GMCA Standards Committee for 2020/21 as detailed para 3.1.
4. Note that the GMCA, in December 2015 appointed 1 Co-opted Independent Member, Geoff Linnell, to act as the Chair of the Standards Committee and 1 Independent Person, Nicole Jackson, to assist the Monitoring Officer and Hearing Panel in dealing with allegations that members of the GMCA have acted in breach of the GMCA's Code of Conduct. The term of office of these appointments was extended up to the Annual Meeting in June 2021 by the GMCA on 29 November 2019.

6. Request the GM Transport Committee to appoint 5 members from the Committee (4 Labour and 1 Conservative) to the GMATL Board for 2020/21.
7. Approve the appointment of 7 GMCA members (**6 Labour & 1 Conservative**) to the GMCA Resources Committee to the Resources Committee for 2020/21 as detailed in para 5.1.
8. Appoint 15 members to the Greater Manchester Waste & Recycling Committees (**11 Labour, 3 Conservative & 1 Liberal Democrat**) from the nominations received from the GM Local Authorities for 2020/21, up to June 2021 Annual Meeting as detailed in para 6.1.
9. Note the appointment of the Chair of the GM Waste & Recycling Committee will be made at the GMCA meeting in July, on the recommendation of the GM Waste & Recycling Committee.
10. Agree to extend the appointment of Gwyn Griffiths and Catherine Scivier as Independent members of the GMCA's Audit Committee for a further 3-year term of office, effective from the date of this meeting, and terminating on 30<sup>th</sup> June 2023.
11. Agree the final appointments to the GMCA Overview & Scrutiny Committees for 2020/21, up to June 2021 Annual Meeting as detailed in para 8.1.
12. Agree the appointments to the GM Culture & Social Impact Fund Committee for 2020/21, up to 30 June 2021 as detailed in para 9.1.
13. Note the appointments by the GM Local Authorities to the Health and Care Board for 2020/21 as detailed in para 10.1.
14. Note the appointments by the GM Local Authorities to the Joint Health Commissioning Board for 2020/21, those appointed to be requested to appoint their own substitute as detailed in para 11.1.
15. Note the appointments to the GM Transport Committee, as agreed by the 10 GM Local Authorities for 2020/21 as detailed in para 12.1.
16. Note the GM Mayor is a member of the GM Transport Committee.
17. Note the appointment of a GMCA member to act as a substitute member to attend meetings of the GM Transport Committee.
18. Appoint Sean Fielding as the GMCA member of the GM Transport Committee and to appoint a further GMCA member to act as a substitute to the GM Transport Committee.
19. Note the GM Mayor's appointments to the Transport Committee as detailed in para 12.5.



20. Note the GM Transport Committee shall select and recommend the appointment of a Chair for approval.
21. Appoint 4 GMCA members to the Greater Manchester Local Enterprise Partnership for 2020/21 as detailed in para 13.1.
22. Appoint 5 members to the Manchester Growth Company Board for 2020/21 as detailed in para 14.1.
23. Appoint the Portfolio Lead for Skills, Employment & Apprenticeships to the Skills and Employment Partnership for 2020/21.
24. Agree the appointment of the members to the Skill and Employment Executive as detailed in para 15.2.
25. Appoint the GMCA Green-City Region Portfolio Lead to the GM Green City Region Partnership Board for 2020/21.
26. Note the appointment of the GM Mayor to the Transport for the North Board for 2020/21.
27. Appoint 1 GMCA member as a substitute member of the TfN Board for 2020/21.
28. Note the appointment of Councillor Roger Jones and Councillor Elsie Wraighte as the member and substitute members respectively on the TfN Scrutiny Committee for 2020/21 as agreed by the GMCA on 31 May 2020.
29. Appoint 5 members to the Greater Manchester European Structural Fund (European Programmes) Local Management Committee for 2020/21 as detailed in para 18.1.
30. Note that the Planning & Housing Commission will appoint to the North West Flood and Coastal Committee for 2020/21 from its membership.

## **BACKGROUND DOCUMENTS**

Correspondence between the GMCA and Greater Manchester Local Authorities.

Reports to the GMCA - Localism Act 2011 – New GMCA Code of Conduct for 5 Members and Arrangements to deal with Complaints – 27 July and 14 December 2012

Appointment of Co-opted members and Independent to the GMCA Standards Committee – 18 December 2015.

Appointment of Independent members to the Audit Committee

GMCA Appointments to the Overview & Scrutiny Committees – 26 May 2020

Appointments to the GMCA Audit Committee – 26 May 2020

## **CONTACT OFFICERS**

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## GREATER MANCHESTER APPOINTMENTS AND NOMINATIONS FOR 2020/21

### A) GMCA Secretary

- 1 Note the appointment of Julie Connor, Assistant Director, Governance & Scrutiny as the Secretary of the GMCA.

### B) GMCA Appointments and Nominations received from the Greater Manchester Local Authorities to GM Statutory and other bodies

#### 2 Greater Manchester Combined Authority

- 2.1 The GMCA is requested to **note the appointments** to the Greater Manchester Combined Authority and substitutes appointed by the GM Local Authorities and set out below:

District	Member	Substitute Member
Bolton	David Greenhalgh (Con)	Martyn Cox Con)
Bury	Eamonn O'Brien (Lab)	Tamoor Tariq (Lab)
Manchester	Richard Leese (Lab)	Bev Craig (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)

#### 3 GM Standards Committee

- 3.1 The GMCA is requested to **appoint 5 GMCA members (4 Labour & 1 Conservative)**, to the GMCA Standards Committee for 2020/21 on the following basis:

David Greenhalgh (Bolton) (Con)  
Paul Dennett (Salford) (Lab)  
Elise Wilson (Stockport) (Lab)  
Andrew Western (Trafford) (Lab)  
Brenda Warrington (Tameside) (Lab)

- NOTE: i. Membership of the Standards Committee comprises 5 GMCA members and 1 Co-opted Independent member, who will act as the Chair of the Standards Committee.

- ii. Appointments to the above committee will reflect, where reasonably practicable, the balance of political parties for the time being prevailing amongst the Constituent Councils when taken together.
  - iii. The GMCA appointed David Greenhalgh (Bolton), Paul Dennett (Salford), Elise Wilson (Stockport), Andrew Western (Trafford) and Brenda Warrington (Tameside) as members of the Standards Committee for 2019/20.
  - iv. The Standards Committee has been established to deal with matters relating to member conduct and ethical standards, to oversee the whistle blowing policy and to consider the GMCA's Code of Corporate Governance.
  - v. It is anticipated there will be at least 2 meetings per year.
- 3.2. The GMCA is requested to **note** that the GMCA appointed 1 Co-opted Independent Member, Geoff Linnell, to act as the Chair of the Standards Committee and 1 Independent Person, Nicole Jackson, to assist the Monitoring Officer and Hearing Panel in dealing with allegations that members of the GMCA have acted in breach of the GMCA's Code of Conduct. The term of office of these appointments was extended up to the Annual Meeting in June 2021 by the GMCA on 29 November 2019.

#### **4 Greater Manchester Accessible Transport Limited**

- 4.1 The GM Transport Committee to appoint of 5 members from the Committee (4 Labour and 1 Conservative) to the GMATL Board for 2020/21.

#### **5 GMCA Resources Committee**

- 5.1 The GMCA is requested to **appoint 7 GMCA members (6 Labour & 1 Conservative)**, to the GMCA Resources Committee for 2020/21 on the following basis:

Mayor of Greater Manchester, Andy Burnham (Lab)  
 David Greenhalgh (Bolton) (Con)  
 Richard Leese (Manchester) (Lab)  
 Elise Wilson (Stockport) (Lab)  
 Paul Dennett (Salford) (Lab)  
 Brenda Warrington (Tameside) (Lab)  
 David Molyneux (Wigan) (Lab)

- NOTE:i. Appointments to the above committee will reflect, where reasonably practicable, the balance of political parties for the time being prevailing amongst the Constituent Councils when taken together

- ii. In 2019/2020, representatives were Mayor of Greater Manchester, Andy Burnham, David Greenhalgh (Bolton), Richard Leese (Manchester), Elise Wilson (Stockport) (Rochdale), Paul Dennett (Salford), Brenda Warrington (Tameside) and David Molyneux (Wigan).

## 6 Greater Manchester Waste & Recycling Committee

- 6.1 The GMCA is requested to **appoint 15 members to the Greater Manchester Waste & Recycling Committees (11 Labour, 3 Conservative & 1 Liberal Democrat)** from the nominations received from the GM Local Authorities for 2020/21, up to 30 June 2021 on the following basis:

District	Member
<b>Bolton</b>	Adele Warren (Con)
<b>Bury</b>	Allan Quinn (Lab)
<b>Manchester</b>	Rabnawaz Akbar (Lab) Shaukat Ali (Lab)
<b>Oldham</b>	Ateeque Ur-Rehman (Lab) Yasmin Toor (Lab)
<b>Rochdale</b>	Tom Besford (Lab) Susan Emmott (Lab)
<b>Salford</b>	David Lancaster (Lab) Robin Garrido(Con)
<b>Stockport</b>	Roy Driver (Lab) Helen Foster-Grime (Lib Dem)
<b>Tameside</b>	Alison Gwynne (Lab)
<b>Trafford</b>	Judith Lloyd (Lab) To be confirmed (Con)
<b>Wigan</b>	NA

NOTE: Appointments to the above committee will reflect, where reasonably practicable, the balance of political parties for the time being prevailing amongst the Constituent Councils when taken together.

- 6.2. To note that the GMCA is requested to appoint the Chair of the Waste & Recycling Committee, following a recommendation from the Waste & Recycling Committee.

## 7 GMCA Audit Committee

- 7.1. The GMCA is requested to agree to extend the appointment of Gwyn Griffiths and Catherine Scivier as Independent members of the GMCA's Audit Committee for a further 3-year term of office, effective from the date of this meeting, and terminating on 30<sup>th</sup> June 2023.

## 8 GMCA Overview & Scrutiny Committees

- 8.1. The GMCA appointed to the Scrutiny Committees on 29<sup>th</sup> May 2020 but there has been a number of requested changes therefore the GMCA is now requested to **approve the final appointments** to the three Overview & Scrutiny Committees and the Substitute Pool of members, for 2020/21, up to 3 June 2020, as outlined below:

### Overview and Scrutiny Committee Membership 2020-21

Three Committees of 15 (11 Labour, 3 Conservative, 1 Lib Dem).

CORPORATE ISSUES & REFORM OVERVIEW & SCRUTINY		
1	Bolton	Bev Fletcher (Con)
2	Bury	To be confirmed (Lab)
3		Tim Pickstone (Lib Dem)
4	Manchester	Paula Appleby (Lab)
5	Oldham	Colin McClaren (Lab)
6		Chris Goodwin (Lab)
7	Rochdale	Kallum Nolan (Lab)
8	Salford	Dave Jolley (Lab)
9		Tanya Burch (Lab)
10	Stockport	Dena Ryness (Lab)
11		John McGahan (Con)
12	Tameside	Teresa Smith (Lab)
13	Trafford	Anne Duffield (Lab)
14		Dave Morgan (Cons)
15	Wigan	Joanne Marshall (Lab)

<b>ECONOMY, BUSINESS GROWTH &amp; SKILLS OVERVIEW &amp; SCRUTINY</b>		
1	Bolton	Samantha Connor (Con)
2		Susan Howarth (Lab)
3	Bury	Mary Whitby (Lab)
4	Manchester	Basat Sheikh (Lab)
5		Greg Stanton (Lab)
6	Oldham	George Hulme (Lab)
7	Rochdale	Daniel Meredith (Lab)
8		Mike Holly (Con)
9	Salford	Jim King (Lab)
10	Stockport	Kerry Waters (Lab)
11		Becky Senior (Lib Dem)
12	Tameside	Stephen Homer (Lab)
13	Trafford	Barry Brotherton (Lab)
14	Wigan	Charles Rigby (Lab)
15		Michael Winstanley (Con)

<b>HOUSING, PLANNING &amp; ENVIRONMENT OVERVIEW &amp; SCRUTINY</b>		
1	Bolton	John Walsh (Con)
2	Bury	Martin Hayes (Lab)
3		Paul Cropper (Con)
4	Manchester	Mandie Shilton-Godwin (Lab)
5		Jill Lovecy (Lab)
6	Oldham	To be confirmed (Lab)

7	Rochdale	Linda Robinson (Lab)
8	Salford	Sharmina August (Lab)
9 10	Stockport	Janet Mobbs (Lab) Charles Gibson (Lib Dem)
11 12	Tameside	Mike Glover (Lab) Liam Billington (Con)
13 14	Trafford	Kevin Procter (Lab) Amy Whyte (Lab)
15	Wigan	Fred Walker (Lab)

8.3 The GMCA is requested to appoint up to 16 members to the GMCA scrutiny substitute's pool for the period up to 31 May 2021:

	LABOUR	CONSERVATIVE	LIBERAL DEMOCRAT
Bolton	Akhtar Zaman	Diane Parkinson	n/a
Bury	TBC	Roy Walker	n/a
Manchester	n/a	n/a	To be confirmed
Oldham	TBC	n/a	Hazel Gloster Sam Al-Hamdani
Rochdale	Ray Dutton	Pat Sullivan	n/a
Salford	n/a	Ali Leitner Karen Garrido	n/a
Stockport	n/a	n/a	n/a
Tameside	Adrian Pearce	Ruth Welsh	n/a
Trafford	n/a	Sean Anstee	n/a

## 9 GM Culture & Social Impact Fund Committee

9.1 The GMCA is requested to **approve the appointments** to the GM Culture & Social Impact Fund Committee from the nominations received from GM Local Authorities for 2020/21, up to 30 June 2021.

District	Member	Substitute Member
Bolton	Martyn Cox (Con)	To be confirmed



<b>Bury</b>	Jane Black (Lab)	David Jones (Lab)
<b>Manchester</b>	To be confirmed	To be confirmed
<b>Oldham</b>	Norman Briggs (Lab)	Mohammed Alyas (Lab)
<b>Rochdale</b>	Janet Emsley (Lab)	Susan Smith (Lab)
<b>Salford</b>	Stephen Coen (Lab)	David Lancaster (Lab)
<b>Stockport</b>	To be confirmed	To be confirmed
<b>Tameside</b>	Leanne Feeley (Lab)	Mike Smith (Lab)
<b>Trafford</b>	Liz Patel (Lab)	Mike Freeman(Lab)
<b>Wigan</b>	Paul Prescot (Lab)	Keith Cunliffe (Lab)

## 10 Greater Manchester Health and Care Board

10.1. The GMCA is requested to **note the appointments** to the Health and Care Board as appointed by GM Local Authorities as set out in the table below:

<b>District</b>	<b>Member</b>	<b>Substitute Member</b>
<b>Bolton</b>	Susan Baines (Con)	Andrew Morgan (Con)
<b>Bury</b>	Andrea Simpson (Lab)	Eamonn O'Brien (Lab)
<b>Manchester</b>	Richard Leese (Lab)	Bev Craig (Lab)
<b>Oldham</b>	Sean Fielding (Lab)	Zahid Chauhan (Lab)
<b>Rochdale</b>	Sara Rowbotham (Lab)	Wendy Cocks (Lab)
<b>Salford</b>	Paul Dennett (Lab)	Gina Reynolds (Lab)
<b>Stockport</b>	Jude Wells (Lab)	Elise Wilson (Lab)
<b>Tameside</b>	Brenda Warrington (Lab)	Bill Fairfoull (Lab)
<b>Trafford</b>	Andrew Western (Lab)	Jane Slater (Lab)
<b>Wigan</b>	Peter Smith (Lab)	Keith Cunliffe (Lab)

NOTE: The GM Mayor and Chief Executive Officer, GMCA & TfGM are ex officio members of the Board.

## 11 Greater Manchester Joint Health Commissioning Board

11.1 The GMCA is requested to **note the appointments** to the Joint Health Commissioning Board as appointed by GM Local Authorities as set out in the table below:

<b>District</b>	<b>Member</b>	<b>Substitute Member</b>
<b>Bolton</b>	Susan Baines (Con)	Andrew Morgan (Con)
<b>Bury</b>	Andrea Simpson (Lab)	To be confirmed
<b>Manchester</b>	Bev Craig (Lab)	To be confirmed
<b>Oldham</b>	Sean Fielding (Lab)	To be confirmed
<b>Rochdale</b>	Sara Rowbotham (Lab)	To be confirmed
<b>Salford</b>	Gina Reynolds (Lab)	John Merry (Lab)
<b>Stockport</b>	To be confirmed	To be confirmed
<b>Tameside</b>	Brenda Warrington (Lab)	To be confirmed
<b>Trafford</b>	Jane Slater(Lab)	Andrew Western (Lab)

<b>Wigan</b>	Keith Cunliffe (Lab)	David Molyneux (Lab)
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## 12 Greater Manchester Transport Committee

12.1. The GMCA is requested **to note the appointments** to the GM Transport Committee as agreed by the 10 GM Local Authorities for 2020/21:

<b>District</b>	<b>Member</b>	<b>Substitute Member</b>
<b>Bolton</b>	Stuart Haslam (Con)	To be confirmed
<b>Bury</b>	Richard Gold (Lab)	Lucy Smith (Lab)
<b>Manchester</b>	Angeliki Stogia (Lab) Naeem Hassan (Lab)	Eddy Newman (Lab) Basat Shiekh (Lab)
<b>Oldham</b>	Ateeque Ur-Rehman (Lab)	To be confirmed
<b>Rochdale</b>	Phil Burke (Lab)	To be confirmed
<b>Salford</b>	Roger Jones (Lab)	Mike McCusker (Lab)
<b>Stockport</b>	David Meller (Lab)	Matt Wynne (Lab)
<b>Tameside</b>	Warren Bray (Lab)	To be confirmed
<b>Trafford</b>	Steve Adshead (Lab)	James Wright (Lab)
<b>Wigan</b>	Joanne Marshall (Lab)	Cllr Paul Prescott (Lab)

12.2 The GMCA is requested to **note the GM Mayor** is a member of the GM Transport Committee.

12.3 The GMCA is requested to **appointment 1** of a GMCA member to act as a substitute member to attend meetings of the GM Transport Committee, in the Mayor's absence.

12.4 The GMCA is requested to **appoint Sean Fielding** as the GMCA member of the GM Transport Committee and **to appoint a further GMCA member** to act as a substitute to the GM Transport Committee.

12.5 The GMCA is requested **to note the GM Mayor's appointments** to the Transport Committee, ensuring political balance of the Committee as follows:

### **Labour Appointments (5):**

Dzidra Noor, Barry Warner, Mark Aldred, Peter Robinson, and Shah Wazir

### **Substitute Labour Appointments:**

To be confirmed

Nominations received from GM Groups for 2020/21

### **Conservative Appointments (3):**

Doreen Dickinson, Roy Walker, Nathan Evans

**Substitute Conservative Members (2):**

John Hudson, Linda Holt

**Liberal Democrat Members (2):**

Howard Sykes, John Leech

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

Angie Clark, David Wilkinson

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

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

**13 Greater Manchester Local Enterprise Partnership**

13.1. The GMCA is requested to **appoint 4 GMCA members**, to the Greater Manchester Local Enterprise Partnership on the following basis:

Mayor of Greater Manchester, Andy Burnham  
Richard Leese (Manchester) (Lab)  
Brenda Warrington (Tameside) (Lab)  
Elise Wilson (Stockport) (Lab)

- NOTE: i. Membership of the LEP also comprises 11 private sector representatives.
- ii. In 2019/20 representatives were Mayor of Greater Manchester, Andy Burnham, Richard Leese, Brenda Warrington and Elise Wilson.

**14 Manchester Growth Company Board**

14.1 The GMCA is requested to **appoint 5 Members** to the Manchester Growth Company Board on the following basis:

Elise Wilson (Stockport)  
Paul Dennett (Salford)  
Martyn Cox (Bolton)  
Arooj Shah (Oldham)  
Leanne Feeley (Tameside)

- NOTE: i. Membership of the Board also comprises 5 representatives from the Greater Manchester Local Enterprise Partnership, 2 of which are agreed with the Chamber of Commerce.

- ii. In 2019/20 representatives were Richard Leese, Paul Dennett and Martyn Cox, Arooj Shah and Leanne Feeley

**15 Work & Skills Advisory Panel and Executive**

- 15.1. The GMCA is requested to **appoint the Portfolio Lead for Skills, Employment & Apprenticeships** to the Skills and Employment Advisory Panel.
- 15.2 The GMCA is requested **agree the appointment** of the following members by nominated by districts to the Skills and Employment Executive:

District	Member
<b>Bolton</b>	Martyn Cox (Con)
<b>Bury</b>	Tamoor Tariq (lab)
<b>Manchester</b>	Bev Craig (Lab)
<b>Oldham</b>	Sean Fielding (Lab)
<b>Rochdale</b>	Sara Rowbotham (Lab)
<b>Salford</b>	John Merry (Lab)
<b>Stockport</b>	To be confirmed
<b>Tameside</b>	Gerald Cooney (Lab)
<b>Trafford</b>	James Wright (Lab)
<b>Wigan</b>	To be confirmed

Note: Local Authorities have been requested to appoint their Executive member for work & skills.

**16 Green City Region Partnership Board**

- 16.1 The GMCA is requested to **appoint the GMCA member** with portfolio responsibility for Green City-Region, Councillor Andrew Western, to the Green City Region Partnership Board.

**17 Transport for the North**

- 17.1. The GMCA is requested to **note the appointment** of the GM Mayor to the Transport for the North Board.
- 17.2. The GMCA is requested to **appoint 1 member of the GMCA** as a substitute member of the TfN Board.

Following nominations have been received:

District	Member
<b>Bolton</b>	No nominations received
<b>Bury</b>	No nominations received
<b>Manchester</b>	No nominations received

<b>Oldham</b>	No nominations received
<b>Rochdale</b>	Allen Brett
<b>Salford</b>	No nominations received
<b>Stockport</b>	No nominations received
<b>Tameside</b>	No nominations received
<b>Trafford</b>	Andrew Western
<b>Wigan</b>	Mark Aldred

NOTE: Mark Aldred was appointed in 2019/20.

**B) GMCA Appointments and nominations received from the Greater Manchester local authorities for appointment by the GMCA to Outside Bodies**

**18 Greater Manchester European Structural Investment Fund (formerly Greater Manchester (European Programmes) Local Management Committee)**

18.1. The GMCA is requested to **appoint 5 members** to the Greater Manchester Local Management Committee on the following basis:

Sean Fielding, (Skills & Employment),  
David Molyneux (Resource & Investment) Finance)  
Elise Wilson (Economy)  
Keith Cunliffe (Wigan)  
To be confirmed (Manchester)

NOTE: i. The membership of the Board also comprises 6 private sector representatives, including 1 member of the Greater Manchester Local Enterprise Partnership, and 7 other non local authority representatives drawn from across various sectors within Greater Manchester, making a total membership of 18 members.

ii. In 2019/20 representatives were Sean Fielding, (Skills & Employment), Sue Murphy (Manchester), David Molyneux (Resource & Investment) Finance), Keith Cunliffe (Wigan) and Elise Wilson (Digital).

**19 North West Regional Flood and Coastal Committee**

19.1 To note that the Planning & Housing Commission will appoint to the North West Flood and Coastal Committee for 2020/21 from its membership.

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**GMCA Meeting on 26 June 2020**

Declaration of Councillors' interests in items appearing on the agenda

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

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

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

## QUICK GUIDE TO DECLARING INTERESTS AT GMCA MEETINGS

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

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

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

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

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

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

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

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

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

A personal interest becomes a prejudicial interest:

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



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

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

**TO NOTE:**

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

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

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

**YOU MUST NOT:**

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

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**GREATER MANCHESTER HOUSING PLANNING AND ENVIRONMENT OVERVIEW & SCRUTINY HELD  
ON 11<sup>TH</sup> JUNE 2020, AT 10:00 VIA MICROSOFT TEAMS**

**PRESENT:**

Councillor John Walsh (Chair)	Bolton
Councillor Barbara Brownridge	Oldham
Councillor Charles Gibson	Stockport
Councillor Mike Glover	Tameside
Councillor Sharmina August	Salford
Councillor Liam Billington	Tameside
Councillor Kevin Procter	Trafford
Councillor Amy Whyte	Trafford
Councillor Fred Walker	Wigan

**SUBSTITUTE MEMBERS**

Councillor Ray Dutton	Rochdale
Councillor Karen Garrido	Salford
Councillor Adam Marsh	Wigan

**OFFICERS IN ATTENDANCE:**

Kate Brown	TfGM
Emma Flinn	TfGM
Liz Treacy	GMCA
Julie Connor	GMCA
Matt Berry	GMCA
Joanne Heron	GMCA
Luke Smith	GMCA
Megan Rogers	GMCA
Carl Askew	GMCA
Ben Lancaster	GMCA

**HPE 190/20 APOLOGIES**

Apologies for absence were received from Councillor Dorothy Gunther (Bury), Councillor Linda Robinson (Rochdale).

Councillor Janet Mobbs (Stockport), Councillor Martin Hayes (Bury) and Councillor Mandie Shilton Godwin (Manchester) experienced IT difficulties and were unable to join the Live Microsoft Teams call.

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

## **HPE 191/20 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS**

Joanne Heron opened the meeting and welcomed Members to the first virtual meeting of the Greater Manchester Housing Planning and Environment Overview & Scrutiny Committee. Members were notified that the meeting would be livestreamed to members of the public in line with the latest legislation enabling meetings to take place virtually during the Coronavirus pandemic.

### **RESOLVED/-**

That the item be noted.

## **HPE 192/20 DECLARATIONS OF INTEREST**

Councillor Adam Marsh declared an Interest in ITEM HPE 200/20: GM Bus Consultation, as he had responsibility for lobbying the GMCA and TfGM on this issue on behalf of his employer.

### **RESOLVED/-**

That Member Declarations of Interest be noted

## **HPE 193/20 MINUTES OF THE LAST MEETING HELD 14 NOVEMBER 2019**

\*To add that Councillor Kevin Procter sent apologies for this meeting

### **RESOLVED/-**

That with the above amendment, the minutes of the meeting held 13 February 2020 be agreed as an accurate record.

## **HPE 194/20 APPOINTMENT OF CHAIR 2020/21**

### **RESOLVED/-**

Councillor John Walsh was appointed as Chair of this Committee.

## **HPE 195/20 APPOINTMENT OF VICE CHAIR 2020/21**

### **RESOLVED/-**

Councillor Charles Gibson was appointed as Vice Chair of this Committee.

### **HPE 196/20 MEMBERSHIP FOR 2020/21**

The appointments of Members to this Committee at the GMCA meeting in May were noted, and Members wished to pass on their sincere thanks to Councillor Steve Gribbon, Councillor Barbara Brownridge, Councillor Jon-Connor Lyons, and Councillor Dorothy Gunther, who had subsequently indicated that they wish to step down from this Committee. It was noted that replacements would be arrangements through the GMCA.

#### **RESOLVED/-**

That the Membership of this Committee be noted.

### **HPE 197/20 MEMBERS CODE OF CONDUCT**

Members were reminded of their obligations under the GMCA Members Code of Conduct.

#### **RESOLVED/-**

That Members of this Committee note the Code of Conduct .

### **M198/HPE ANNUAL DECLARATION OF INTEREST FORM**

It was stated that a Microsoft Word version of the Annual Declaration of Interest form would be issued to Members after this meeting. Members were reminded that the Annual Declaration of Interest form would be collectively published on the GMCA website.

#### **RESOLVED/-**

That the item be noted.

### **M199/HPE TERMS OF REFERENCE**

To note the Committee's Terms of Reference.

#### **RESOLVED/-**

That the Terms of Reference be noted.

### **HPE 200/20 GM BUS CONSULTATION**

Liz Treacy, Monitoring Officer GMCA, introduced the report, which detailed the feedback from the major public consultation launched on 14 October 2019 on a proposed bus franchising scheme for Greater Manchester. It was highlighted that the purpose of the consultation had been to allow stakeholders, including statutory consultees, and the public to provide their views on whether the

Proposed Franchising Scheme should be made, with or without modification, in accordance with section 123E of the Bus Services Act 2017.

Members heard that this report follows a previous paper taken to this Committee on the 23 September 2019, which outlined a recommended approach to consultation on a Proposed Franchising Scheme for GM. This report provided an update on the approach, methodology and outputs of the first consultation following its close on 8 January 2020.

Kate Brown, Head of Corporate Affairs TfGM, and Emma Flinn, Head of Consultations & Engagement TfGM, took Members through the methodology and delivery models of the consultation detailed in the report. This included the engagement strategy undertaken to consult statutory consultees, community groups and the wider public and stakeholders. Members heard that targeted engagement activity and a range of activity had been undertaken to encourage responses from hard to reach groups and those with protected characteristics.

It was highlighted that the GMCA had requested TfGM conduct the consultation on its behalf, with Ipsos MORI, an independent opinion research agency appointed to receive, manage, process and analyse the consultation responses and to produce a report for the GMCA on these findings.

It was stated that consultation questions had been developed with external legal advisors to meet statutory guidance and consultation requirements, and to assist responder understanding. It was noted that the consultation questions were embedded throughout the consultation document and in two questionnaires, a short version containing nine questions and a long version containing 48 questions.

Members heard that as well as engagement being undertaken via digital means, hard copies of all documents including the full and abbreviated questionnaires were made available across Greater Manchester. Large print versions of the consultation document and leaflet were also highlighted as being produced. It was also stated that a dedicated phonenumber had been established for the consultation period to answer queries which also offered a 'LanguageLine' service to support non-English speakers.

It was highlighted that a total of 8,516 responses were received during the consultation period with the report breaking down analysis of these responses by GM districts.

Members heard that the reports on the outcome of the consultation process would be considered by the Greater Manchester Combined Authority at its meeting on 26 June 2020, and comments or recommendations made by this Committee regarding the consultation process could be reported to that meeting.

Following Member questions in relation to what outreach engagement work had been conducted with residents in southern / high peak neighbouring areas such as with Cheshire East, it was clarified that information was provided and engagement work undertaken with elected representatives and authorities with all neighbouring areas to GM. It was also stated that drop-in sessions were advertised more widely than within GM borders.

Members commented that whilst the consultation had been conducted in an extensive comprehensive, inclusive manner which met objectives, that the outcome results would likely be different if conducted now, post impacts of managing the COVID-19 pandemic. Members

commented that transport utilisation including passenger numbers and transport modes were currently operating in a drastically altered fashion, which could potentially impact how residents responded to the consultation.

Members requested that TfGM colleagues convey this point made by the Scrutiny Committee to the Combined Authority later this month when the consultation report would be considered.

Following Member questions in relation to the availability of demographic figures on participation levels, it was clarified that this level of detail would be available in the subsequent Ipsos MORI report which would be taken to this Committee when available at a later date. Members also heard that information leaflets had been distributed at transport interchanges rather than on bus routes themselves.

Following comments by Members expressing concern by a lack of utilisation of the Language-line facility which may indicate missing engagement with a large portion of residents, it was reassured that some consultation with this group had been conducted through engagement with representative groups, and would also be highlighted in the upcoming Ipsos MORI report.

Members heard that in terms of reaching those that are un-sighted, that the surveys and website including all materials on there were accessible with screen readers and a guide had been produced alongside the consultation materials. It was also highlighted that the overview animation had an audio support to provide key information. It was also noted that engagement had been conducted through representative groups.

In terms of the cost of the consultation cost, Members heard that the projected budget for the consultation had been £660,000 and it had been delivered under this amount.

#### **RESOLVED/-**

That Members receive the report and request that their comments summarised above be submitted to the GMCA when it considers the report.

#### **HPE 201/20 WORK PROGRAMME**

Members agreed that a separate informal session to be arranged for Members and Substitute Members in the next 2 weeks to pull together areas of work that Members expressed an interest to focus on, including for the next meeting and for the coming year. It was noted that some items on the agreed schedule would need to take account of the availability of the GM Mayor as portfolio lead for Transport and Homelessness.

In terms of initial items of interest, Members indicated that they wished to see an update on the progress of the GMSF, an update of COVID-19 impacts in relation to homelessness and housing in GM, and the full Ipsos MORI report on GM Bus Consultation.

Following Member queries in relation to face masks being available for use on public transport as mandated by Government, an update on this would be provided to Members in the coming week.

## **RESOLVED/-**

That a separate informal session of the Committee be arranged as soon as possible to develop the work programme.

## **HPE 202/20 DATES OF FUTURE MEETINGS**

Members agreed that meetings would take place at 18:00 on the dates circulated:

- Thursday 9th July 2020
- Thursday 10th September 2020
- Thursday 8th October 2020
- Thursday 12th November 2020
- Thursday 10th December 2020
- Thursday 14th January 2021
- Thursday 4th February 2021
- Thursday 11th March 2021

Members requested that times and dates of future meetings be set and published in January before the reconstitution of this Committee in the following May. This would then inform which Members would be largely available and be appointed to this Committee.

## **DATE AND TIME OF NEXT MEETING**

Thursday 9th July 2020, 18:00 via Microsoft Teams

**1.**



**MEETING OF THE GREATER MANCHESTER COMBINED AUTHORITY (GMCA)  
ECONOMY, BUSINESS GROWTH AND  
SKILLS OVERVIEW AND SCRUTINY COMMITTEE  
FRIDAY 12 JUNE AT 10.15 AM VIA WEBCAST**

Present: Councillor Michael Holly (in the Chair)

Bolton: Councillor Samantha Connor  
Councillor Susan Haworth

Bury: Councillor Mary Whitby

Manchester: Councillor Greg Stanton

Oldham: Councillor George Hulme

Salford: Councillor Jim King

Stockport: Councillor Becky Senior

Trafford: Councillor Barry Brotherton

Wigan: Councillor Charles Rigby  
Councillor Michael Winstanley

**In attendance**

Oldham Cllr Sean Fielding, GMCA Portfolio Lead for Employment, Skills & Digital  
GMCA Joanne Heron, Statutory Scrutiny Officer  
GMCA Gemma Marsh, Director of Skills (Policy, Strategy & Delivery)  
GMCA Simon Nokes, Executive Director of Policy and Research  
GMCA Lee Teasdale, Governance & Scrutiny Officer

**E01/20 APOLOGIES FOR ABSENCE**

Apologies for absence were received from Cllr Stephen Homer (Tameside) and Cllr Daniel Meredith (Rochdale).

**E02/20 NOMINATIONS FOR CHAIR AND VICE-CHAIR**

Nominations were invited for the position of Chair of the GMCA Economy, Business Growth and Skills Overview and Scrutiny Committee for the 2020/21 municipal year. Councillor Susan Haworth proposed Councillor Michael Holly and Councillor Barry Brotherton seconded the proposal. The Committee agreed that Councillor Michael Holly be appointed.

The Chair invited nominations for the position of Vice Chair of the GMCA Economy, Business Growth and Skills Overview and Scrutiny Committee for the 2020/21 municipal year. Councillor Michael Holly proposed Councillor Michael Winstanley and Councillor Charles Rigby seconded the proposal. The Committee agreed that Councillor Michael Winstanley be appointed.

**RESOLVED:**

1. That Councillor Michael Holly be appointed as Chair of the GMCA Economy, Business Growth and Skills Overview and Scrutiny Committee for the 2020/21 municipal year.
2. That Councillor Michael Winstanley be appointed as Vice-Chair of the GMCA Economy, Business Growth and Skills Overview and Scrutiny Committee for the 2020/21 municipal year.

**E03/20 MEMBERSHIP FOR 2020/21**

The Committee was asked to note its Membership for the 2020/21 Municipal Year:

<b>Members</b>
Councillor Samantha Connor, Bolton, CON
Councillor Susan Haworth, Bolton, LAB
Councillor Mary Whitby, Bury, LAB
Councillor Basat Sheikh, Manchester, LAB*
Councillor Greg Stanton, Manchester, LAB*
Councillor George Hulme, Oldham, LAB
Councillor Daniel Meredith, Rochdale, LAB
Councillor Michael Holly, Rochdale, CON
Councillor Jim King, Salford, LAB
Councillor Kerry Waters, Stockport, LAB
Councillor Becky Senior, Stockport, LIB DEM
Councillor Stephen Homer, Tameside, LAB
Councillor Barry Brotherton, Trafford, LAB
Councillor Charles Rigby, Wigan, LAB
Councillor Michael Winstanley, Wigan, CON

The Councillors marked with an asterisk are to be formally appointed at the June meeting of the GMCA

**RESOLVED:**

1. That the membership of the GMCA Economy, Business Growth and Skills Overview and Scrutiny Committee for the 2020/21 municipal year be noted.

**E04/20 MEMBERS CODE OF CONDUCT AND ANNUAL DECLARATION OF INTEREST**

Consideration was given to a report that reminded Members that the GMCA's Member Code of Conduct (Appendix 1 of the report) set out high expectations with regard to Members' conduct. As Members of the GMCA's overview and scrutiny committees are co-opted onto a GMCA Committee the GMCA's code applied to them when they were acting in this capacity. Members were also reminded that they were required to complete an annual declaration of interest form, which would be published on the GMCA's website.

**RESOLVED:**

1. That Members noted the report and the GMCA's Code of Conduct and agreed to complete an annual register of interest form.

#### **E05/20 TERMS OF REFERENCE**

Members were provided with the Economy, Business Growth and Skills Overview and Scrutiny Committee's terms of reference.

#### **RESOLVED:**

1. That the Committee's Terms of Reference be noted.

#### **E06/20 DECLARATIONS OF INTEREST**

There were no declarations of interest received.

#### **E07/20 MINUTES OF THE MEETING HELD ON 8<sup>TH</sup> NOVEMBER 2019**

The minutes of the meeting held on 8<sup>th</sup> November 2019 were submitted for approval.

#### **RESOLVED:**

1. That the minutes of the last meeting held on 8<sup>th</sup> November 2019 be approved as a correct record.

*It was requested that agenda item 8 (Stockport MBC Business Plan) be moved to the end of the agenda to allow for consideration of confidential elements. The Committee agreed to move to Item 9 on the agenda.*

#### **E08/20 EUROPEAN SOCIAL FUND COMMISSIONING ACTIVITIES**

Gemma Marsh, Director of Skills (Policy, Strategy & Delivery), introduced a report providing members with an update on Greater Manchester's European Social Fund (ESF) allocation within the ESIF 2014–2020 programme and how delivery activity, where possible, was being shaped to respond to challenges presented by COVID-19.

Key areas highlighted included:

- GM was approaching full commitment of its £162.8m ESF allocation. The ESF Managing Authority (DWP) required all of its ESF contracts to be in place by December 2020. Contracted activity was able to continue until December 2023 under the HM Treasury Guarantee.
- As a result of COVID-19, The ESF Managing Authority was seeking agreement with the EC on structural flexibilities, in particular, match funding requirements, to support the

ESF programme. Some practical steps had already been applied to ensure ESF delivery could continue during lockdown, e.g. use of e-signatures.

- GMCA had received a Memorandum of Understanding for its £42m ESF GM Skills for Growth Programme. Market engagement and initial procurement activity was underway taking account of likely COVID-19 recovery requirements. The programme would look to support over 25,000 GM residents and 2,750 businesses and be complementary to the devolved Adult Education Budget and other ESF programmes.
- Prior to COVID-19 delivery and performance on live GM ESF contracts had been relatively strong, however with some underperformance on Education & Skills Funding Agency (ESFA) contracts which may be impacted further by the Department's response to COVID-19.

Councillor Sean Fielding, GMCA Portfolio Lead for Employment, Skills & Digital, expressed his support for the programme.

### **Comments and Questions**

Members noted that GM continued to have a higher proportion of NEETs compared to national and regional averages – asking for more detail on the reasoning behind this.

It was advised that a significant amount of work had been undertaken with NEETS across GM pre-Covid19 and that figures had begun to fall more in line with averages. The region had a number of demographics with a high proportion of NEETS and targeted regional work had been taking place to address this. The issue faced now was that the near future was unpredictable – Gemma Marsh would seek to procure a more up to date figure on NEETS to circulate to the Committee, together with comparison figures.

Members referenced the allocations of the finance that fell under the control of GM. It was asked whether the current level of split was considered appropriate within the current context.

It was advised that when the splits had been initially agreed they were fundamentally right – and there was an element of merging between each area. Within the new context – parts such as the Skills for Growth programme could be used to support those coming back into the jobs market, after they may have been furloughed for a period.

Members asked about the support being provided to those who were still feeling the impacts of previous recessions. Such as the over 50's population that had previously suffered from recessions in the early 1990s and late 2000s.

It was stated that a lot of the extant programmes within the system were centred on the over 50's – close work also took place with the Aging Hub. The Skills for Growth programme would pick up on elements such as technology skills for older employees. The system had been developed to ensure that it did not put too much focus on one cohort to the detriment of others. There was funding available within the current ESF programme and the figures on these would be provided.

Members enquired about how sub-regional variances were being approached. It was advised that the ESF programme allowed an absolute ability to work on a sub-regional basis, allowing for targeted and varying work where needed.

Members asked about 'Our Pass' being used to record cultural activities. Usually schools were asked to help authorities with tracking such information that could not be done in the same way at present – with that in mind, could Our Pass be used for such tracking of where young people were engaging in cultural activities.

Gemma Marsh and Cllr Sean Fielding were now members of the Our Pass Board – and it was recognised that the Pass provided a critical source of intelligence in regard to understanding the activities being accessed. This will in turn help in informing the development of the Young Persons Guarantee. It was clear that 'Our Pass' was now more important than ever before in helping young people to access the opportunities they will need to help recover as quickly as possible from the crisis.

#### **RESOLVED:**

1. That progress in committing Greater Manchester's ESF allocation and attempts to repurpose and apply flexibilities in response to challenges presented by COVID-19 be noted.
2. That the intention to proceed to procurement with the GM Skills for Growth ESF programme be noted.
3. That the status of the final CFO application for Youth Opportunity Programme – at appraisal stage with the ESF MA at present - and delegate authority to the GMCA Chief Executive and Treasurer of GMCA for design sign off following development in conjunction with areas/partners be noted.
4. That up-to-date figures on the number of NEETs in GM, together with relevant comparison data – be circulated to the Committee.

#### **E09/20            ECONOMIC RECOVERY**

Simon Nokes, Executive Director of Policy and Research, was invited to provide the Committee with an update on the initial steps being taken towards economic recovery from the Covid-19 crisis.

The situation was rapidly evolving, and further updates would be brought to the committee as it developed – this would likely include the development of a Greater Manchester Strategy (GMS) One Year Plan designed to complement the existing GMS. The full economic implications of the crisis would be extensive, however, a huge number of preparations were underway to seek to mitigate the worst outcomes on the labour market. Some businesses were growing within the current market still, and a lot of movement would be seen within the labour market.

The pandemic had created an unusual scenario whereby the crisis response phase still had to be led in conjunction with the recovery phase – rather than two clearly defined periods.

The recovery period had been broken down into three phases:

- Leaving lockdown phase (0-2 months)
- Living with Covid-19 phase (0-12 months)
- Building Back Better phase (2-3 years)

These phases were all underway already so that immediate response could sit alongside longer term thinking about how to take advantage of climate improvement possibilities and chances to reduce inequalities.

### **Comments and Questions**

Members referenced fiscal interventions from government – could there be mini-budgets taking place that would present GM with an opportunity to make formal submissions on the specific needs of the region?

It was only known at present that a form of ‘fiscal event’ was due to take place in July, however, government had indicated at present that this would not take the form of a mini-budget – it was felt that labour market interventions may well be the focus of the event. A formal letter had been received from the Secretary of State for Housing, Communities and Local Government that had asked for information on ‘shovel ready’ projects that could be started and completed within an 18-month window.

Members asked about such projects – was it being ensured that the projects being chosen would bring benefits to the whole of the GM economy. In addition, was long-term thinking taking place around the recovery of the aviation market – particularly in relation to the importance of Manchester Airport to the GM economy?

It was advised that the request had only just been received from the Secretary of State and it had included some specific criteria that needed to be assessed against the projects planned for the region. It was also key to note that this was a small initial fiscal event, and there would be far greater ones later in the year that would require significant input. Longer-term thinking had begun to take place, and the CA was working closely with the GM Local Enterprise Partnership on this. A regular dialogue was in place with colleagues at the airport to address the issues going forward.

Members enquired about the key sectors within GM that had particular concerns for recovery in the near term.

It was stated that different effects would likely have impacts on sectors over time. There was significant concerns about the hospitality, retail and tourism sectors in particular. It was difficult to see how some businesses were able to be profitable with social distancing measures in place. There would also be significant impacts in relation to office space, as demand for this was likely to fall given new ways of working being implemented on a potentially permanent basis.

A question was raised about how green growth could still be ensured in the wake of Covid-19. It was advised that substantial falls had been seen in carbon emissions during lockdown – and as

part of Building Back Better the opportunity had be taken towards looking at how to build back a more sustainable long-term environmental situation.

**RESOLVED:**

1. That the update on economic recovery be received.
2. That regular updates on economic recovery be brought to the Committee.

**E10/20 WORK PROGRAMME**

The Chair advised that Committee Members feedback to the Chair/Vice-Chair and supporting officers on any particular areas of concern that they would like to see form part of the year's work programme. The Chair, in conjunction with the Vice-Chair and supporting officers would then consider the submissions and draft a work programme for the Committee's consideration and approval.

The Chair noted a submission already received from Cllr Whitby, requesting that Women's Employability be re-added to the work programme.

**RESOLVED:**

1. That, following Committee submissions, permission be delegated to the Chair and Vice-Chair to prepare a draft Work Programme for 2020/21.

**E11/20 NEXT MEETING OF THE COMMITTEE**

The Chair suggested that 10:30am start times be adopted going forward – it was asked that any comments suggesting alternatives be emailed to the Chair, Vice-Chair and supporting officers.

**E12/20 STOCKPORT MDC BUSINESS PLAN**

Simon Nokes, Executive Director of Policy and Research, provided the Committee with an update and briefing on the Stockport MDC Business Plan. It was noted for transparency that Simon Nokes sits on the Stockport MDC Board.

In September 2018, the GMCA had agreed to support in principle, the creation of a Mayoral Development Corporation in Stockport to help in securing the regeneration of the Town Centre West area of Stockport. January 2019 had seen the agreement of a draft set of principles for the Corporation. The Stockport Corporation was then established in September 2019 as the first in GM area. An Interim Strategic Business Plan was agreed by the GMCA in September 2019 and Stockport Council in November 2019.

Since then, the MDC had established itself as an effective regeneration delivery vehicle and was now in a position to set out a more comprehensive long-term plan for bringing about the regeneration of Stockport Town Centre West over the period 2020 to 2025. The new draft

Strategic Business Plan was approved by the MDC Board at its meeting on May 7<sup>th</sup> 2020 and would be submitted to GMCA for approval at its meeting on 26th June 2020.

### **Comments and Questions**

Members asked about the economic risks to the CA and how this would be scrutinised. It was advised that the CA was not investing any money in the MDC body itself, which would be entirely funded by Stockport Council. If the CA was to be involved in specific MDC projects, these would come through the normal CA investment channels, including scrutiny by the Corporate Scrutiny Committee.

Members asked if the MDC would be looking at developments to support the economy in the widest sense – including the night-time economy.

It was advised that a Strategic Regeneration Framework had been developed for the MDC and this would guide all economic regeneration decisions. There had been a lot of discussion about how best to create a sustainable community within Stockport Town Centre West, within its role of the wider Stockport Town Centre, and attempts to bring a night-time economy back into this as a whole piece.

Members asked for further detail on the thinking around the local energy market. It was advised that this would form part of the green agenda pursued by the MDC. If over 3.5k houses were being developed – how could these be heated in an environmentally sustainable way going forward? This was part of the overall plan around environmentally sustainable developments.

*The public section of the meeting then concluded to allow for questions related to Appendix B of the item which was restricted by virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972. (Information relating to the financial or business affairs of any particular person (including the authority holding that information)).*

### **RESOLVED:**

1. That the contents of the Stockport Town Centre West Mayoral Development Corporation's Strategic Business Plan May 2020 – March 2025 be noted.
2. That the contents of the Stockport Town Centre West Mayoral Development Corporation's Action Plan May 2020 – March 2021 be noted.
3. That comments made by the Committee be noted ahead of the Report being submitted for approval at the CA.



**MINUTES OF THE MEETING OF THE GREATER MANCHESTER COMBINED AUTHORITY  
CORPORATE ISSUES AND REFORM OVERVIEW & SCRUTINY COMMITTEE  
ANNUAL GENERAL MEETING  
HELD TUESDAY 16 JUNE 2020 VIRTUAL MEETING VIA MICROSOFT TEAMS**

**PRESENT:**

Councillor Tom Pickstone	Bury (Chair)
Councillor Greg Stanton	Manchester (Substitute)
Councillor Hazel Gloster	Oldham (Substitute)
Councillor Sam Hamdani	Oldham (Substitute)
Councillor Colin McLaren	Oldham
Councillor Kallum Nolan	Rochdale
Councillor Ray Dutton	Rochdale (Substitute)
Councillor Tanya Burch	Salford
Councillor David Jolley	Salford
Councillor Sean Anstee	Trafford (Substitute)

**OFFICERS IN ATTENDANCE:**

Andrew Lightfoot	Deputy Chief Executive, GMCA
Joanne Heron	Statutory Scrutiny Officer, GMCA
Jenny Hollamby	Senior Governor & Scrutiny Officer, GMCA
Jim Wallace	Chief Fire Officer, GMFRS
Dawn Docx	Deputy Chief Fire Officer, GMFRS
Tony Hunter	Assistant Chief Fire Officer, GMFRS

The Statutory Scrutiny Officer opened the meeting and welcomed everyone to the first virtual meeting of the Greater Manchester Corporate Issues & Reform Overview & Scrutiny Committee. The meeting was being livestreamed to members of the public in line with the latest legislation enabling meetings to take place virtually during the Coronavirus pandemic.

**CI&R/1/20 APOLOGIES**

Apologies for absence were received from Councillors Anne Duffield (Bolton), Chris Goodwin (Oldham), John McGahan (Stockport), Dave Morgan (Trafford), Dena Ryness (Stockport), Teresa Smith (Tameside) and Pat Sullivan (Rochdale).

**CI&R/2/20 APPOINTMENT OF CHAIR 2020/21**

The Statutory Scrutiny Officer invited nominations for the role of Chair for the 2020/21 Municipal Year. This was subject to meeting the requirement that the Chair and Vice-Chair were not Members of the same political party of which, the Mayor was a Member.

The Committee agreed the appointment of Councillor Tim Pickstone (Bury) as Chair for the 2020/21 Municipal Year.

BOLTON  
BURY

MANCHESTER  
OLDHAM

ROCHDALE  
SALFORD

STOCKPORT  
TAMESIDE

TRAFFORD  
WIGAN

**RESOLVED/-**

That Councillor Tim Pickstone (Bury) be appointed as Chair for the 2020/21 Municipal Year.

**CI&R/3/20 APPOINTMENT OF VICE-CHAIR 2020/21**

The Chair asked for nominations for the role of Vice-Chair for the 2020/21 Municipal Year. This was subject to meeting the requirement that the Chair and Vice-Chair were not Members of the same political party of which, the Mayor was a Member.

The Committee agreed the appointment of Councillor John McGahan (Stockport) as Vice-Chair for the 2020/21 Municipal Year.

**RESOLVED/-**

That Councillor John McGahan (Stockport) be appointed as Vice-Chair for the 2020/21 Municipal Year.

**CI&R/4/20 MEMBERSHIP OF THE GREATER MANCHESTER CORPORATE ISSUES & REFORM OVERVIEW & SCRUTINY COMMITTEE**

The Committee noted its Membership for the 2020/21 Municipal Year.

The Chair advised that there were still two vacancies (Bury and Manchester) and it was hoped that Districts would make their appointments as soon as possible.

**RESOLVED/-**

That the Committee Membership be noted.

**CI&R/5/20 MEMBERS CODE OF CONDUCT AND ANNUAL DECLARATION FORM**

Consideration was given to a reported that reminded Members that the GMCA's Member Code of Conduct set out high expectations with regard to Members' conduct. As Members of the GMCA's Overview & Scrutiny Committees were co-opted on to a GMCA Committee, the GMCA Code applied to them when they were acting in this capacity. Members were also asked to complete the Annual Register of Interest Form, which would be sent electronically to them following the meeting.

**RESOLVED/-**

1. That Members note the GMCA's Member Code of Conduct (Appendix A of the report).
2. That Members complete the Annual Register of Interest Form and return it to the GMCA.

**CI&R/6/20 TERMS OF REFERENCE**

The Committee noted its Terms of Reference for the 2020/21 Municipal Year.

**RESOLVED/-**

That the Terms of Reference be noted.

**CI&R/7/20 DECLARATIONS OF INTEREST**

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

**CI&R/8/20 MINUTES OF THE MEETING HELD ON 11 FEBRUARY 2020**

**RESOLVED/-**

That the minutes of the meeting held on 11 February 2020 be approved as a correct record.

**CI&R/9/20 GREATER MANCHESTER VOLUNTARY, COMMUNITY AND SOCIAL ENTERPRISE (VCSE) ACCORD**

This item was deferred to the next meeting on 14 July 2020.

**RESOLVED/-**

That the item be deferred to the next meeting.

**CI&R/10/20 WORK PROGRAMME**

Members considered a report that set out the Committee's Work Programme for Members to develop, review and agree. As there were only five Members of the Committee present at the meeting, the Chair proposed and Members agreed that an informal workshop (including Substitute Members) would take place to develop items for Work Programme prior to the next meeting on 14 July 2020.

The agenda items agreed for the next meeting on 14 July 2020, were noted as:

1. Greater Manchester Voluntary, Community and Social Enterprise (VCSE) Accord
2. High Rise Resident's Survey
3. GMCA Budgets
4. COVID19 Recovery

**RESOLVED/-**

1. That a Work Programme informal session be organised.
2. That the above agenda items be considered at the next meeting on 14 July 2020.

**CI&R/11/20 MEMBERS ARE ASKED TO AGREE DATES AND TIMES OF FUTURE MEETINGS**

The dates of future meetings were agreed as:

- 14 July 2020
- 8 September 2020
- 6 October 2020
- 10 November 2020
- 15 December 2020
- 19 January 2021
- 9 February 2021
- 16 March 2021

Regarding times of meetings, it was agreed that an email proposing three different times would be sent to Members to find out what worked best for them. Members needed to find a time to enable the Committee to be quorate.

A Member suggested that more onus should be placed on Committee Members to help find substitutes should they not be able to attend meetings.

**RESOLVED/-**

1. That the dates of meetings be agreed.
2. That Members be consulted about the times of future meetings.

Date: 26<sup>th</sup> June 2020

Subject: Establishing Women & Girls', Faith, and Race Equality Panels

Report of: Councillor Brenda Warrington, Portfolio Lead for Equalities and Ageing, and Pam Smith, Chief Executive Portfolio Lead for Equalities and Ageing

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**PURPOSE OF REPORT:**

To provide the GMCA with an update on the work to date towards the establishment of three equalities panels, representing the views and interests of Women & Girls, Faith communities, and BAME communities. These panels are in addition to the established Youth Combined Authority, LGBT Panel, Disabled People Panel and the GM Ageing Hub which are providing specific advice and guidance currently to the GMCA and the Mayor.

**RECOMMENDATIONS:**

GMCA is requested to:

1. Note and comment on the work to date, informing the further development of the panel propositions
2. Agree the approaches and principles set out to enable the immediate establishment of the Women & Girls Equality Panel, and a Race Equality Panel

**CONTACT OFFICERS:**

**Amy Foots, Head of Implementation, GMCA**  
[amy.foots@greatermanchester-ca.gov.uk](mailto:amy.foots@greatermanchester-ca.gov.uk)

**Anne Lythgoe, VCSE Accord Lead, GMCA**  
[Anne.lythgoe@greatermanchester-ca.gov.uk](mailto:Anne.lythgoe@greatermanchester-ca.gov.uk)

**Equalities Implications:**

*This report, and the proposed establishment of specific equalities panels have been developed to address inequalities, and ensure the voices of people from across equalities groups are represented, and responded to in the design of GMCA policy and delivery*

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

*The establishment of the proposed equalities panels will enable the views and representations of members of GM society into the design and delivery of policy and activity, including improvements in access to green spaces, sustainable transport options and promotion and viability of alternative working models, supporting increased remote working and meeting virtually to support and help maintain environmental improvements.*

**Risk Management:**

N/A

**Legal Considerations:**

*The establishment of the proposed equalities panels will support the GMCA in fulfilling, and going beyond the requirements of the Public Sector Equalities Duty.*

**Financial Consequences – Revenue:**

*Revenue funding for the establishment and operation of the equalities panels has been identified via GMCA budgets.*

**Financial Consequences – Capital:**

N/A

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

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

**BACKGROUND PAPERS:**

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

## **1. BACKGROUND**

- 1.1 The coronavirus pandemic has brought equalities issues into sharp focus, highlighting inequalities which existed in our society, and exposing new inequalities. The existing equalities panels and advisory functions have been providing a regular flow of information and experience to inform community impacts arising from the coronavirus outbreak, and those effective mechanisms to ensure views are being gathered are informing and influencing the recovery and future responses.
- 1.2 Over the last year substantive work has been undertaken to understand the issues and to inform a suitable response and structure to respond to issues affecting women and girls, and faith and race communities. Given the urgent need to fully understand the inequalities experienced by these communities in light of Covid, and the development of appropriate responses, it is now timely that the work undertaken to date is brought together and the panels established as quickly as possible.
- 1.3 At the current time, it is imperative that GMCA should establish more extensive links with communities of identity and that effective mechanisms are in place enabling this to happen. The work undertaken to date to shape and inform the panel proposals has taken different approaches for each of the areas of interest and is summarized in the following sections of this report.
- 1.4 It should be noted the panels proposed to be established, and the existing equalities panels will input into the work to be undertaken by the Greater Manchester Independent Inequalities Commission.

## **2. WOMEN & GIRLS' EQUALITY PANEL**

- 2.1 The Greater Manchester Women's Voice Task & Finish Group was established to shape and develop work and understanding of gender inequality in Greater Manchester. The Group has brought together partners, with a commitment from senior leaders across GM to collaborate, developing a shared work programme in support of achieving equality for women and girls across the city-region.
- 2.2 The Task & Finish Group has developed a shared evidence base which can be used for case making, to influence, and inform decision making. An initial action plan has been developed which aims to establish the necessary processes and practices to drive the changes required. The Group, and the current action plan, identified the need for the establishment of a Women and Girls Equality Panel as a fixed piece of GMCA infrastructure to develop a detailed action plan, focusing on priority areas for intervention in addressing gender inequality within GM policy making and delivery.
- 2.3 The role and purpose of the Panel will be 'to enable women and girls to live their best life in Greater Manchester'. Adopting an all age approach, where women and girls, regardless of address, have equality of opportunity to start well, live well and age well in Greater Manchester. The Panel will establish a clear vision for women and girls in Greater Manchester, understanding



issues and inequalities impacting on their lives and shaping and informing responses to those issues in the current context of the coronavirus pandemic.

2.4 The work undertaken to date have identified four areas of urgent need, all of which will need greater consideration due to possible exacerbation of issues arising from the pandemic:

- **Safety** - Activity under this priority will look to make advancements in informing best practice around violence against women and girls (including trafficking and anti-slavery) and will look to identify other key areas of focus around women and girls safety in Greater Manchester.
- **Employment, Business and the Economy** - Activity under this priority will involve greater understanding of disadvantage experienced by women and girls as the economy restarts and rebuilds. Areas of focus may be around female progression into senior roles, disadvantage experienced related to part-time working, specific support for female entrepreneurs, and working with education and skills systems to ensure greater access and take up of STEM subjects and other growth areas of the economy.
- **Health** - Activity under this priority will look to recommend specific focus areas of best practice to work into the Panel. Understanding both physical and mental health issues arising or exacerbated by Covid, and working with health and care colleagues to ensure appropriate support and services are in place, such as Alcohol Support, Community Support Services, Healthy Lifestyles and the importance of integrated approaches to Women's health.
- **Representation in public life** – Building on the initial research undertaken regarding the representation of female politicians in Greater Manchester, the Panel should consider women's representation in all aspects of public life and begin to understand how issues such as childcare and parental leave influence the extent to which females are prominent in public life.

2.5 The Panel's work will be driven by ambitious targets, and a comprehensive evidence base, which will form the key lines of enquiry approach for the delivery of the work of the Panel. The Panel will lead and facilitate co-produced responses to identified instances of gender imbalance. Recommendations will be made to the GMCA, partners from across the public, private and voluntary sectors to drive and operationalise change.

2.6 The Panel will be accountable for the production of an annual work programme. Progress monitoring and ensuring the successful delivery of agreed actions will be the responsibility of the Panel.

### **3. WOMEN & GIRLS' PANEL MEMBERSHIP, RECRUITMENT AND RESOURCING**

3.1 The Panel's membership will need to ensure a representative mix of members, ensuring the viewpoints of women and girls from a cross-sector of society are represented. The Panel will need to ensure a suitable geographical representative from across GM, as well as ensuring it captures the views of women and girls from different socioeconomic groups, business, VCSE and public sector representation. It is envisaged that as a member of the Panel, individuals will

engage with their networks, ensuring that they represent the views of those organisations working in similar fields.

- 3.2 It is proposed that for the first year the Panel is Chaired jointly by Brenda Warrington, Portfolio Lead for Equalities and Ageing (and Chair of the Women & Girls Task and Finish group), and Pam Smith, Chief Executive Portfolio Lead for Equalities and Ageing (and also a member of the T&F group). This will provide a level of consistency at the current time and enable the swift establishment of the Panel. The position of Chair will be reviewed on an annual basis. Beverly Hughes, GM Deputy Mayor will also be a core member of the Panel, ensuring appropriate representation and leadership regarding policing, crime, personal safety and abuse in the Panel's work and operation.
- 3.3 A supporting officer group will also be established, building on the existing membership of the Women's Voice Task and Finish Group. It is proposed the current group be re-evaluated to act as a steering group with a remit to actively promote women and girls equality and provide support to the Panel.
- 3.4 There will be a six week open recruitment process in which organisations and individuals will be able to apply to become a panel member. A number of organisations will also be invited to apply given their expertise and work in this area (see annex A).
- 3.5 An online application form will be available on the GMCA website and organisations and individuals will be offered the opportunity to speak to those involved in the Panel's development to gain further information on its role. A shortlist of organisations will be developed (with recommendations) and the final panel will be agreed by the Mayor of Greater Manchester.
- 3.6 A funded secretariat / convening function will be established to support the Panel and steering group, with a suggested external agency to the GMCA to lead this; ideally an appropriate VCSE organisation, with GMCA seeking expressions of interest from organisations to deliver this. The secretariat's responsibilities will include: keeping the work programme up to date, assisting with preparing reports, arranging meetings, taking minutes and liaising with the Panel Chair / steering group chair, GMCA Strategy Team, the GM4Women group and task groups and other stakeholders as appropriate. In addition, funding may be required to support the production of in-depth research reports, to run events etc.
- 3.7 The GMCA Monitoring Officer, in discussion with the joint Chairs of the Panel, will put in place contract arrangements with a lead organisation to undertake this support work. A budget of £50,000 over the first two years delivery has been identified from the Mayoral Priorities Budget. This funding has been agreed under delegated authority. The budget allocation is in line with the level of resources provided to other established GMCA equalities panels.

#### **4. FAITH AND RACE PANELS**

- 4.1 Following the Cohesion Summit in July 2019, the Mayor of Greater Manchester

requested that a series of roundtables be convened to explore the establishment of a Greater Manchester 'faith and race equality panel', and if so, what it should do, and who should be involved.

- 4.2 Two engagement sessions were convened with representatives from faith and race communities in October 2019 and February 2020. The first session included community leaders operating strategically across Greater Manchester, and attendees at the second workshop included around 100 people representing diverse faiths and BAME communities at a borough and neighbourhood level, from all 10 local authority areas.

## 5. OUTLINE PROPOSAL

- 5.1 The engagement showed a huge diversity across communities of faith and race, and a split amongst the faith and race leaders about whether there should be one or two panels. However, voting at the second workshop showed overwhelming support for having two separate panels as the issues faced by communities of faith and race were seen as being too complex for a single panel to be able to address.
- 5.2 The panels should be fully aligned with work of other existing faith or race networks and Mayoral advisory panels. Furthermore, it will be important to ensure geographic representation from faith and race communities from across the whole of Greater Manchester.
- 5.3 **Taking into account the urgency of the situation, learning from the engagement work, and building from practice of the other GM advisory panels, it is now proposed that GMCA convenes a GM Race Equality Panel with immediate effect.**
- 5.4 A second, Faith Panel, will be set up at a later date.
- 5.5 GMCA will convene the Race Equality Panel and provide the initial secretariat for its operation.
- 5.6 It is proposed that the Panel has an independent Chair appointed by GMCA, and an open recruitment process for Panel members. Expressions of Interest in membership will be invited and considered against a set of selection criteria. The aim will be that the Panel will reflect the diversity of GM, and achieve as broad a representation as possible across different races, the 10 districts, across sectors and other protected characteristics such as gender and disability.
- 5.7 The remit of the Panel should be about challenging GM public sector bodies on fostering good relations and tackling discrimination. It will be extremely visible in communities but also in public life. Panel members will possess strong links to the communities that they represent and with grass roots organizations, as well as with the existing representative networks.
- 5.8 Given the complexity of the issues in scope for the Race Equality Panel, it is suggested that it might establish sub-groups to take forward specific pieces of work, and that these sub-groups may include members from the Faith Panel, once this is established, as dictated by the subject under discussion. The Race Equality Panel will meet on a monthly basis and the Chair will meet regularly with the Chairs of the other advisory panels, in order to co-ordinate and align activity.

- 5.9 Prior to the establishment of the Race Equality Panel, GMCA will work with local authorities and community representatives to undertake an initial listening exercise with members of the BAME community in the coming weeks to help understand needs, actions that need to be taken and support proposals the panel can eventually take forwards.

## 6. RACE EQUALITY PANEL KEY ISSUES AND OPPORTUNITIES

- 6.1 Feedback from the engagement showed that there was a strong desire for the Race Equality Panel to challenge the mainstream agenda, increasing the visibility of issues relating to race. The emerging list of topics in scope for the Panel might include:
- Hate crime and preventing discrimination
  - Employment and labour market inequalities
  - Health and wellbeing inequality, including housing and community safety
  - Educational inequalities and achievement, including STEM
  - Financial inclusion and poverty
- 6.2 It is clear that the unequal impacts of Covid-19 will need to be added to this in the light of recent events.
- 6.3 The Race Equality Panel will promote positive role models (particularly in leadership positions), engage with the business community, and act as a voice for communities. It might monitor the progress of public agencies, enforcing agreements that already exist and contextualize conversations. Finally, the Panel might raise awareness of existing support within communities and campaign on their behalf, with the help of high profile people.
- 6.4 The Panel will include in its scope, a requirement to support the proposed GM Independent Inequalities Commission with insight and where possible, statistical data for consideration by the Independent Panel.

## 7. RACE EQUALITY PANEL NEXT STEPS

- 7.1 It is clear that the proposed scope of work for the Race Equality Panel will be huge, and has in fact been broadened by the crisis surrounding Covid-19. Furthermore, the pandemic means that there is an extreme urgency in convening this Panel.

As mentioned above, it is proposed that GMCA officers provide the secretariat for the Race Equality Panel, and the following actions are now undertaken:

- **Terms of Reference** - the terms of reference should be drafted by GMCA on the basis of other existing panels, noting the need for consistency and principles of operation with the other advisory panels
- **Appointment of Independent Chair** – a role description will be developed for the independent chair, with appointment being made from a short list agreed with the Mayor and Lead Member for Equalities.
- **Recruitment** - An open and transparent process for appointment of members to the Race Equality Panel is put in place, and around 15 people should be appointed to the Panel. Recruitment should seek to ensure that there is at least one representative from each of the 10 GM districts, with the other members being appointed to ensure that there is as broad a representation across race groups and networks.

## **8. RECOMMENDATIONS**

8.1 GMCA is requested to:

1. Note and comment on the work to date, informing the further development of the panel propositions
2. Agree the approaches and principles set out to enable the establishment of the Women & Girls Equality Panel, and a Race Equality Panel

## **Annex A**

### **Organisations to be invited to apply to be on the GM Women and Girls Equality Panel:**

1. Representative from each of the 10 GM local authorities
2. Bolton NHS Trust
3. Oldham Women's Inspire
4. The Pankhurst Trust
5. Women's Aid
6. Action Together (Oldham, Rochdale, Tameside)
7. Salford CVS
8. 10GM
9. Macc (Manchester local voluntary and community sector support organisation )
10. Rape Crisis
11. University of Manchester
12. GM4Women
13. The Proud Trust (young LGBTQ+people)
14. MASH (Manchester Action on Street Health)
15. GM BAME network
16. Ageing hub or representative from the age friendly network
17. Breakthrough UK
18. Wraparound (SEN)
19. IOD
20. Women in Law
21. GM Chamber
22. GM LEP
23. IPPR
24. CLES
25. Wai Yin Society
26. Flourish CIC
27. Sharp Futures
28. Kashmir Youth Project
29. Saheli Asian Women's Project, Manchester
30. Bury Asian Women's Centre
31. Mama Health and Poverty
32. Support and Action Women's Network
33. Tree of Life, Wythenshawe
34. Ebony and Ivory Community Organisation
35. Wonderfully Made Woman
36. Rep from GM Schools - head / exec head
37. Housing, education, transport

Date: 26<sup>th</sup> June 2020

Subject: Developing a one year Greater Manchester Living with Covid Plan

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

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## **PURPOSE OF REPORT**

To set out the process for the development of an initial one year 'Living with Covid' recovery plan, focused on those things that are so fundamental to Greater Manchester's success and enabling GM to achieve more, reduce risks, increase resilience and ultimately build back better.

The report sets out the criteria / filter that has been applied to determine areas for inclusion in the plan, and how those filters will continue to be applied during the development of detailed delivery actions.

## **RECOMMENDATIONS:**

The GMCA is requested to:

1. Note and provide views on the work to date to develop a GM one year Living with Covid Plan
2. Review and endorse the stresses identified to be responded to in the development of detailed actions
3. Agree the Living with Covid plan be brought to a future GMCA meeting

## **CONTACT OFFICER:**

Simon Nokes, Executive Director GMCA, [Simon.nokes@greatermanchester-ca.gov.uk](mailto:Simon.nokes@greatermanchester-ca.gov.uk)  
Dr Carolyn Wilkins, Chief Executive Oldham Borough Council, [Carolyn.wilkins@oldham.gov.uk](mailto:Carolyn.wilkins@oldham.gov.uk)

**Equalities Implications:**

*Previously existing and newly evidenced inequalities in our society have been clearly evidenced by the coronavirus pandemic. In the design and delivery of the Living with Covid Plan, specific actions will be developed which seek to reduce evidenced inequalities and to develop a more equitable provision of policy and services for the future.*

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

*The development of the Living with Covid Plan will include specific actions which will support our climate change ambitions. The inclusion of actions which seek to retain and improve recent environmental improvements, along with supporting Greater Manchester to be better equipped to respond to climate change going forward.*

**Risk Management:**

N/A

**Legal Considerations:**

N/A

**Financial Consequences – Revenue:**

*The delivery of the plan will have financial implications. These will become clearer as the plan is developed and any resource consequences made clear in the final plan. However the development of the Living with Covid Plan should support Greater Manchester's case for additional resources and distribution of funds to support its implementation.*

**Financial Consequences – Capital:**

*The delivery of the plan will have financial implications. These will become clearer as the plan is developed and any resource consequences made clear in the final plan. However the development*



*of the Living with Covid Plan should support Greater Manchester's case for additional resources and distribution of funds to support its implementation.*

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

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

**BACKGROUND PAPERS:**

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

## 1. INTRODUCTION/BACKGROUND

1.1. In Greater Manchester three phases of recovery have been identified. It is recognised that these timeframes will not be discrete from one another, and there will be 'blurring' between timescales and phases, and that multiple phases are likely to be operational at once.

1. Release of lockdown (0-2months)
2. Living with Covid (0-12months)
3. Building back better (0- beyond 12 months)

To support the restart and Living with Covid phase in Greater Manchester work is now underway to develop a bold Living with Covid one year Recovery Plan for social/economic recovery. This will not only make the most of Greater Manchester's most important asset, its people, but support more sustainable and equitable growth as we build back better to continue to make GM a world-leading city region. In doing this Greater Manchester is not starting from scratch however. The ambitions laid out in the Greater Manchester Strategy and Local Industrial Strategy remain the same. However the actions we might need to take to achieve those ambitions need to be reviewed.

1.2. Greater Manchester has always had an understanding of our challenges and opportunities and the coronavirus pandemic has brought many of these into sharp focus. Recognising the pandemic provides a one-off opportunity to look forensically at those issues and opportunities, and capitalise on this restart and rebuilding phase is an opportunity to re-set and progress further GM ambitions. The stresses and risks which were faced by our city-region pre-covid still exist, and as Greater Manchester lives with Covid, and move past the pandemic our planning and delivery must build the foundations for strengthened and improved responses not only to the pandemic, but also those other stresses both current and future; most notably inequalities and climate change.

1.3. Our response to the pandemic and approaches to the recovery and rebuilding phases needs to reflect GM's collective ambition. The coronavirus pandemic has not changed Greater Manchester's ambition, and our desire to continue to be and further develop our position as a global city-region. Recovery planning and the development of the one year plan must therefore also provide for the continuation, development and delivery of that ambition.

1.4. The city-region is beginning to move out of the lockdown phase, with businesses, the economy and society re-starting, with appropriate adaptations to accommodate the 'new normal', and recovery planning is already underway across Greater Manchester. It should be re-stated that as the pandemic is ongoing, the response phase has not finished. Therefore, while recovery planning is underway there will continue to be a 'double running' of response and recovery activity, and learning from the initial response phase will continue to share future actions. In the co-design and delivery of Greater Manchester's Living with Covid Plan with all parts of GM society we will continue to listen to our citizens and businesses, responding to issues raised and continually learning as Greater Manchester lives with Covid 19.

## 2. DEVELOPING A GM ONE YEAR PLAN

2.1. Restart and recovery planning is happening across all policy and service areas, and at all geographic levels, to ensure the rapid and safe restart of Greater Manchester's economy and society. Considerable recovery work is going on in Districts, and the Greater Manchester one year plan will be developed to complement and support that locality led work. As GM policy areas recovery and restart plans and actions develop, fundamental issues which need to be considered and responded to in all aspects of recovery planning are:

- Inequalities / poverty
- Safe GM / standards
- Co-design, civil society and social infrastructure
- Building a confident city-region
- Resilient city-region
- Recovery in the context of the Greater Manchester Strategy (opportunities to achieve our aims faster; risks to achieving our aims)
- Behaviour change

2.2 As Greater Manchester moves from the emergency and lockdown phases, into a period where the city-region is living with Covid (defined as approximately the next year, prior to a mass vaccine being available), Greater Manchester needs a clear sense of direction, and a comprehensive plan to enable the successful restart of our economy and society. This plan must help us to build on opportunities, capitalise on positive changes made as part of the emergency response, and ensure Greater Manchester is focused on the right things, which can be delivered in the timely and agile ways in response to the changeable requirements presented by Covid-19.

2.3 Responding to our experiences from the emergency response, with ongoing learning as the pandemic is ongoing, and utilizing community insight, the GM Living with Covid one year plan will be developed in line with our Greater Manchester Strategy (GMS) objectives, and will be focused on only the key actions which will enable a successful restart and rebuilding of our economy and society. The plan will include clear deliverables to set Greater Manchester's recovery on a sustainable footing and provide the platform for growth and opportunities for all. The intention is that the plan will only contain those areas of activity which can provide 'solutions at scale', with the underlying objective of making Greater Manchester more resilient in the future.

2.4 The Recovery Coordination Group has developed a set of criteria to filter the areas that will be included in the one year plan. The continuous reference to, and use of, these criteria will ensure that the plan, which will evolve over the 12 months rather than being a static document, is focused on a small number of actions which truly deliver solutions at scale and build resilience for the future. The criteria developed are:

### **Do the actions:**

- a. tackle pre-existing or newly identified stresses / risks in the system which must be respond to as part of our future response to outbreaks or other emergencies;**

- b. **build GM's economic, social and environmental resilience to prevent / minimise loss from a future shock event (e.g. second wave of infection, no deal Brexit, wildfires);**
- c. **enable us to live better with Covid;**
- d. **provide multiple benefits which help address multiple stresses – rather than just tackling one issue (e.g. addressing climate change while achieving economic outcomes);**
- e. **set GM on a stronger footing in order to achieve GMS ambitions;**
- f. **support GM's ambition to continue to be and develop as a global city-region.**

### 3. AREAS FOR INCLUSION IN THE ONE YEAR PLAN

3.1. As noted above the pandemic is ongoing, and therefore the learning is still ongoing. However based on the experience to date, and by carefully listening to our citizens and businesses to date, a number of stresses/issues which Covid 19 has laid bare seem to be coming to the fore. Work is now being undertaken, and will be brought back to a future GMCA meeting, to develop specific, tangible deliverables in response to those stresses, identified below. Deliverables identified will be those that, in 12 months' time, will help to build the resilience of Greater Manchester and support the ongoing progress towards achievement of GMS ambitions. The areas identified are:

#### Community support and infrastructure

- Continuing and developing further **personalised support to our most vulnerable citizens** (e.g. young people at risk; people abused in their homes) via **community hubs** (making permanent some of the temporary infrastructure introduced during Covid response phase)
- Enabling children to return to nursery/school/college safely with a key focus on ensuring **'catch up' and progress provision** for all those that were already at a disadvantage, seeking to ensure they do not lose more years in terms of their educational progress
- Ongoing support and further development of the GM **ageing in place programme**
- Ensuring the positive gains made in reducing **homelessness** and rough sleeping are maintained
- Build on the temporary infrastructure and support mechanisms put in place to improve and safeguard future **food resilience** (including food banks provision and supply & delivery)
- Building on positive community spirit and community cohesion gains during lockdown, invest in **resilient health protection systems, social infrastructure, staffing and VCSE sector** support to develop system wide infrastructure creating sustainable, responsive services for further outbreaks or wider community support, rebuilding confidence and ensuring GM is a safe place
- Maintaining and developing our recent innovations in the **access to, and use of data** to support and protect citizens and real time management of our towns and cities

- Ensuring access to **mental health** care and support, given the scale and significance of issues arising during the Covid outbreak and ongoing impacts
- Delivering a **unified model of health and care** incorporating a valued, resilient and high quality social care sector

#### Labour market and Jobs

- Supporting **young people** who are going to enter the labour market, or newly entered labour market (possible young person's guarantee)
- Supporting the **transition of the recently unemployed** into new growth areas of economic activity
- Recognising the value of **key workers and the significance of the foundational economy** to future success and growth of GM
- Support **business to rapidly develop and innovate** to maintain and create economic activity and jobs

#### Redressing inequalities

- Acknowledging and positively responding to **inequalities** in all aspects of Greater Manchester life
- Ensuring opportunities for the inclusion and embedding of **social value** as part of GM's recovery design and delivery (including high level framework of priorities for action)
- Ensuring no resident or business is excluded from being successful in GM due to **digital exclusion and isolation**

#### Climate change

- Restarting economy / society without reversing the **climate gains** made
- Access to **green space** for all; providing physical and mental health benefits, but also forming key part of wider climate change, future resilience plans
- A **new model of mass transit** including active travel, maintaining improvements in **air quality**, and continuing to build a sustainable network for movement

#### Secure funding and investment

- **Adequate funding for local authorities** and appropriate **devolved flexible funding** to drive economic and social progress, including negotiation with Government to create a firm financial and regulatory platform
- Rebuilding confidence of people to live, work, invest and visit in our **towns and cities** including recognising the value of cultural investment
- Finalise strategic framework for investment delivery and secure **infrastructure investment** needed to support economic stimulus and long term sustainable growth
- **Investment to capitalise on recognised GM economic opportunities** particularly in low carbon, e.g. housing retrofit; digital, e.g. smart data; health innovation, e.g. medicines manufacture; and, advanced materials & manufacturing, e.g. PPE manufacture and re-shoring supply chains

3.2 The work to be undertaken to develop the actions for inclusion in the Living with Covid Plan, will build on the community insight to date, and wider system learning from responding to the

coronavirus pandemic. This learning process is ongoing, and through an ongoing dialogue with our citizens we will ensure Greater Manchester's responses continue to be adaptive and responsive to the changing requirements of our economy and society driven by the ongoing virus outbreak.

#### **4. RECOMMENDATIONS**

4.1. The GMCA is requested to:

1. Note and provide views on the work to date to develop a GM one year Living with Covid Plan
2. Review and endorse the stresses identified to be responded to in the development of detailed actions
3. Agree the Living with Covid plan be brought to a future GMCA meeting

Date: 26<sup>th</sup> June 2020

Subject: Greater Manchester Economic Dashboard

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

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## **PURPOSE OF REPORT**

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

## **RECOMMENDATION:**

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

## **CONTACT OFFICERS:**

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

## **Equalities Implications:**

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

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

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

**Risk Management:**

None

**Legal Considerations:**

None

**Financial Consequences – Revenue:**

None

**Financial Consequences – Capital:**

None

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

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

None

**BACKGROUND PAPERS:**

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

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

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



## 1. BACKGROUND

- 1.1 The Economic Resilience Dashboard was created to monitor a suite of economic measures related to the impact on the Greater Manchester economy of the UK's exit from the European Union. Following the outbreak of Covid-19, the dashboard will be used to aid in the monitoring of the impact of the pandemic on the GM economy as well as continuing to provide an assessment of the impact of Brexit and other economic developments. The dashboard will be periodically reviewed to ensure the indicators provide timely and accurate information on the economic climate in Greater Manchester.
- 1.2 The indicators are grouped under three themes – Economic Resilience, Business and Sectors and Residents. The latest version of the dashboard can be viewed live at this link (and is attached at Annex A):

[https://www.gmtableau.nhs.uk/t/GMCA/views/GMEconomicResilienceDashboard-June2020/FrontSheet?iframeSizedToWindow=true&:embed=y&:showAppBanner=false&:display\\_count=no&:showVizHome=no&:origin=viz\\_share\\_link](https://www.gmtableau.nhs.uk/t/GMCA/views/GMEconomicResilienceDashboard-June2020/FrontSheet?iframeSizedToWindow=true&:embed=y&:showAppBanner=false&:display_count=no&:showVizHome=no&:origin=viz_share_link)

## 2. HEADLINE MESSAGES:

- 2.1 The economic situation remains incredibly fragile. This month the Organisation for Economic Cooperation and Development (OECD) forecast that the UK economy could slump by 11.5% in 2020 even if a second wave of the pandemic is avoided. They anticipate that this will be just above other European countries France (-11.4% in Gross Domestic Product (GDP)), Italy (-11.3%), Spain (-11.1%); countries that have also been hardest hit by the pandemic. It is substantially higher than the predictions for other countries Germany (-6.6%) and the US (-7.3%). A range of factors have culminated in this prediction, including the outward looking nature of the UK, its response to the health crisis and considerations around trade deals and Brexit. This forecast is a set of two scenarios. A second more negative scenario sees a second wave of infections hit before year-end and triggers a return to lock-downs which could see the UK economy potentially contract by 14%.
- 2.2 The June dashboard update shows:
- Consumer and business confidence remains very low and there has been a dramatic rise in those claiming benefits and unemployed.
  - Consumer confidence fell even further than April amid low expectations of the gradual reopening process of shops and business. It declined a further 2 points to -36 in May.
  - With the easing of lockdown restrictions, all regions have seen some minor improvements in business sentiment but it is far from positive. The NW Regional Purchasing Managers Index (PMI) recovered in May to 33.0 from 19.7 in April (a figure under 50 signals a perception that economic activity is falling).
  - Manufacturing was the most resilient sector; its PMI rose to 40.7 from 32.6 in April. Services reached 29.0 from 13.4 in April and Construction recovered to 28.9 from 8.2 in April

- A further sign of continued challenges was in the low level of exports again this month. The volume of export documents processed by the Greater Manchester Chamber of Commerce decreased by 16% month on month in May to 1,821 and declined 45% year on year.
- Data released on 16th June 2020 covers claimant count information and Universal Credit (UC) statistics (available by district) and reflects the initial impact of the coronavirus pandemic on the benefits system in Greater Manchester.
  - GM saw dramatic increases in its claimant count (referring to Job Seekers Allowance (JSA) plus the unemployment elements of Universal Credit). GM experienced a 90% rise in the volume of claims between March and May as the lockdown took effect; there were 141,740 unemployment benefit claimants in May 2020. However, this is lower than the increase in the claimant count seen in the UK as a whole, where the numbers have more than doubled (110% increase).
  - The total number of people on UC in GM in May 2020 was 285,211. Since the start of the lockdown in March 2020 there has been a 63% increase in total UC claimants (44,751 were added between April and May and 65,820 between March and April). GM's sharp rise in UC claims is nevertheless lower than that seen in the UK as a whole (75% comparing March and May 2020).

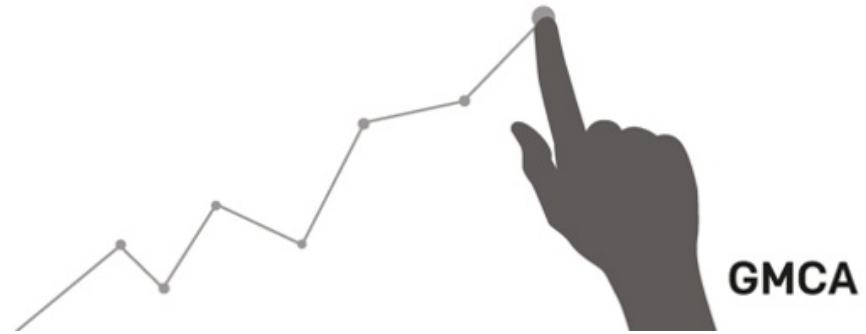
2.3 For a number of the indicators included in the dashboard, the data is not yet available to allow analysis of the impact of the Covid-19 pandemic. These measures are being continually reviewed to determine whether more timely indicators can be added to the dashboard to strengthen the insight into the current situation.

### **3. RECOMMENDATION**

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

# Economic Resilience Dashboard

Tracking the GM Economy



Page 61

The Economic Resilience Dashboard was created to monitor a suite of economic measures related to the impact on the Greater Manchester economy of the UK's exit from the European Union.

Following the outbreak of Covid-19, the dashboard will be used to monitor the impact of the pandemic on the GM economy as well as continuing to provide an assessment of the impact of Brexit and other economic developments.

We intend to periodically review the indicators in this dashboard to ensure they provide timely and accurate information on the economic climate in Greater Manchester and would welcome feedback on the most appropriate measures. If you have any feedback please email [jack.james@greatermanchester-ca.gov.uk](mailto:jack.james@greatermanchester-ca.gov.uk).

The indicators are grouped under three themes – Economic Resilience, Business and Sectors and Residents.

## PEOPLE

### Consumer Confidence

The UK Consumer Confidence Index fell 2 points to -36 in May 2020, this is the lowest figure since the 2008 financial crisis. Consumer confidence fell in May as restrictions to curb covid-19 and low expectations of the gradual reopening process dented confidence further.

### Claimant Count and Universal Credit

The total number of people on Universal Credit in May 2020 was 285,211. Since the start of the lockdown in March there has been a 63% increase in people on Universal Credit, though GM's sharp rise is nevertheless lower than that seen in the UK as a whole (75% between March and May). GM also saw a 90% rise in the volume of claimants between March and May as the lockdown took effect. There were 141,740 unemployment benefit claimants in May 2020. In addition, there are 327,600 people have been furloughed across Greater Manchester.

### Job Vacancies

Job vacancies fell by 11% between q4 2019 and Q1 2020 from 64,712 to 57,345. In addition, Job vacancy intelligence is available weekly at a GM level from Labour Insight providing an indication of how the labour market is functioning during the Covid-19 pandemic. The weekly data indicates a drop in overall volume of vacancies since the beginning of March 2020. The most recent data shows the situation as of 9 May 2020. There has been a fall in the overall volumes of recruitment postings (just over 2000 adverts – about 890 fewer than in the previous week. Total postings are 2225 fewer than in the equivalent week in 2019. Comparing the recruitment picture in the first week of May with that of the first week in February, there has been a drop in total postings per week of 5470 job adverts. All three of the main recruiting industries registered a fall.

## BUSINESS & SECTORS

### Purchasing Managers Index

All three measures of PMI recovered slightly in May. Manufacturing, the most resilient of the three indicators during the pandemic, was at 40.7 from 32.6 in April. Services reached 29.0 from 13.4 in April. Construction recovered to 28.9 from 8.2 in April. Both Services and Construction PMI measures had previously fallen to their lowest levels since 1992.

### Retail Sales

The volume (not value) of retail sales remained the same at 108.2 on the retail sales index in March. There was no change in the underlying trend in the retail industry, as the three-month on three-month measure remained the same.

### Export Documents

Export documents decreased by 16% month on month in May, to 1,821 from 2,157 in April, and declined by 45% y-o-y.

### Credit Risk

Credit risk data as of 9th June states that 5.4% of firms in GM (10+ staff) have 'high' credit risk, compared to 5.3% in the UK, 3.9% of GM firms with 250+ employees have 'high' credit risk compared to 3.1% of large firms in the UK. Accommodation and food (within Hospitality, Leisure and Tourism) continues to indicate the largest percentage of businesses with 'high' credit risk, both in GM (19.6%) and the UK (19.3%).

### Inward Investment

Inward investment in GM created GVA of £47.6 million and safeguarded £4.1 million in quarter 4 of 2019/2020; this is compared to £39.5 million created and £40.5 million safeguarded in quarter 3. In 2019 Inward investment in Greater Manchester created £182.0 million (down 41% compared to 2018) and safeguarded £74.1 million (up 70% compared to 2018). These figures reflect the 3 months prior to the covid-19 lockdown.

## ECONOMIC RESILIENCE

### Yield Spread

UK government bond yield spread fell slightly from 0.2 at the end of April to 0.17 in May 2020. A number close to or less than zero indicates that bond markets have little confidence in the future.

### Regional Purchasing Managers Index

The NW regional PMI recovered slightly over the last month, from 19.7 in April to 33.0 in May. Across the same period the UK average rose from 12.1 to 29.1. All regions of the UK saw an improvement in their Purchasing Managers Index following the easing of lockdown restrictions and people returning to work.

### Greater Manchester Index

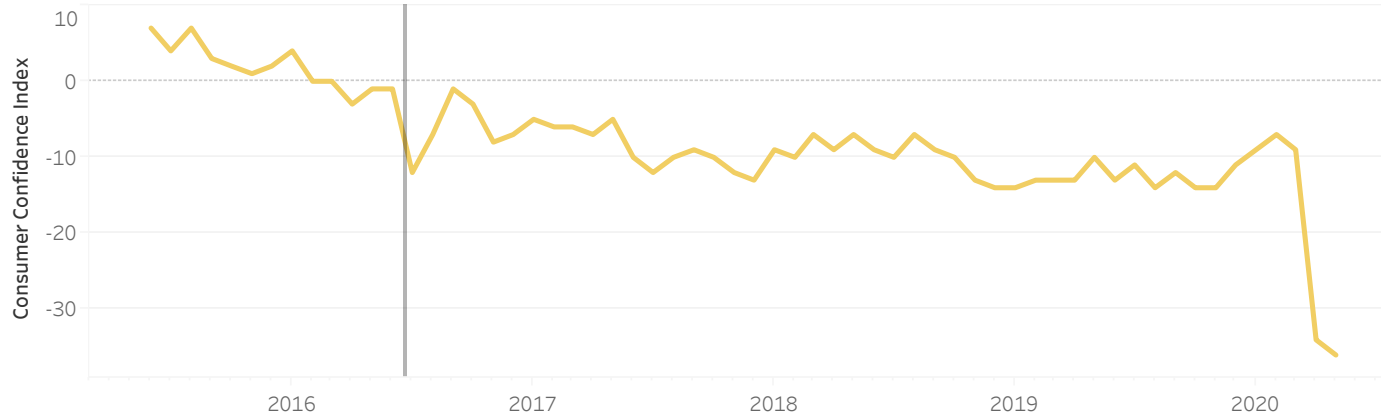
GM Chamber's GM Index™, increased from 13.1 in Q4 2019 to 32.9 in Q1 2020. It should be noted that the Q1 2020 only includes a short period at the end of March during lockdown. The GM Chamber of Commerce's Weekly Tracker Report which examines the impact of Covid-19 has shown a severe downward trend in both current sales and advance orders since the start of lockdown, with scores for the period 25 April to 1 May showing an indexed score of -58 and -60 respectively.

### House Sales

The volume of house sales in GM decreased by 18% from 2,923 in December to January 2020 to 2,407, This reflects the underlying trend, with the 3 month rolling average of sales down 6%. The analysis relates to the most recent available data and due to the lag in reporting does not yet take account of the Covid-19 pandemic.

## National Indicators

### Consumer Confidence



## PEOPLE

The people variables track the wellbeing of people in GM in order to understand the material impacts of an..

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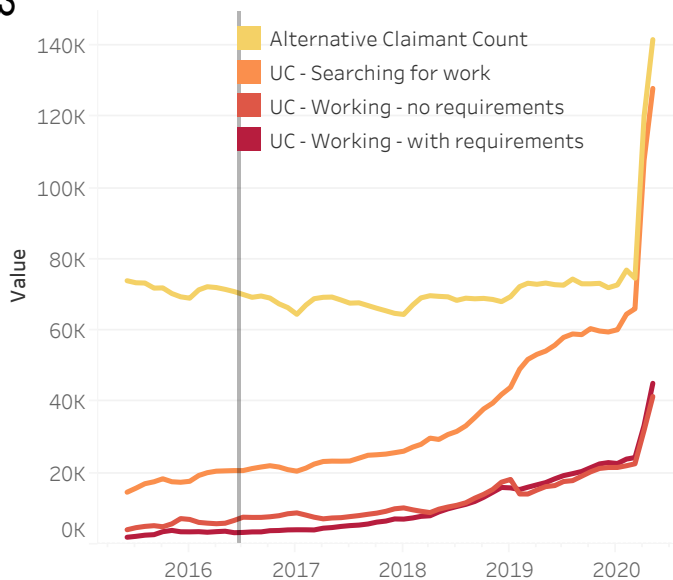
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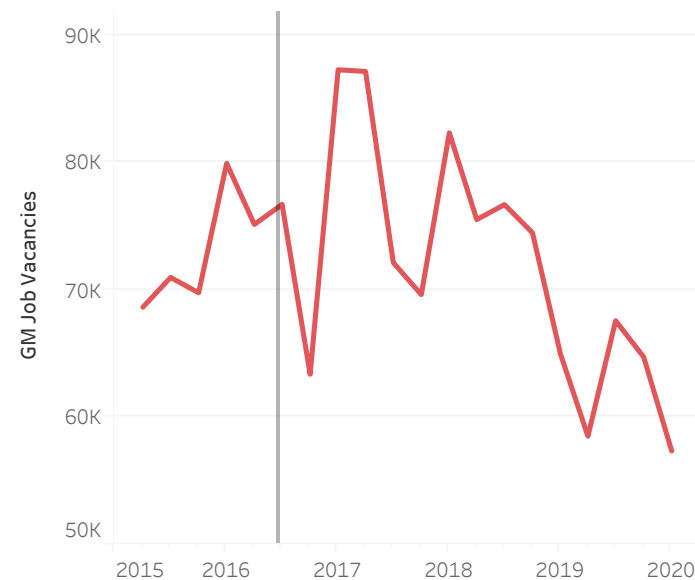
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## Greater Manchester Indicators

### Claimant Count and Universal Credit

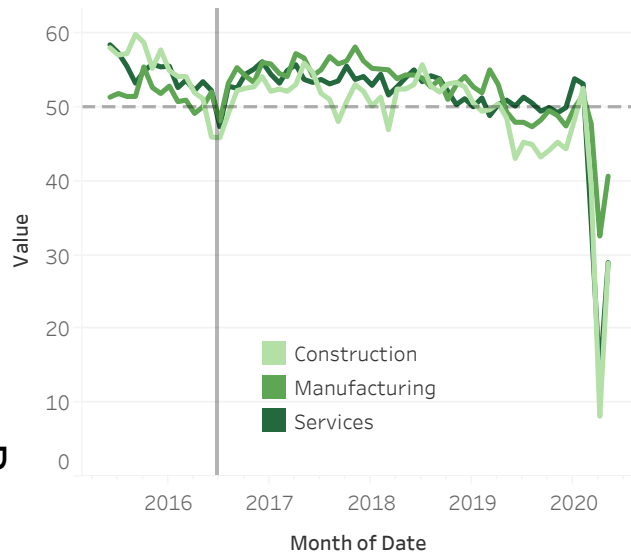


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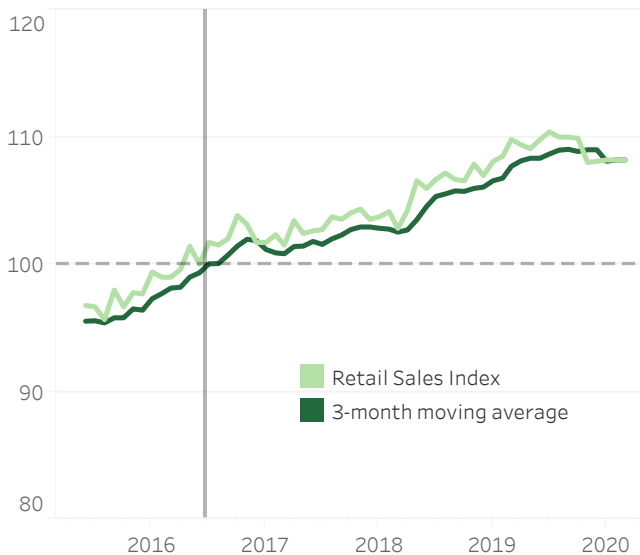


## National Indicators

Purchasing Managers Index



Retail Sales



## BUSINESS & SECTORS

The business & sectors variables track how businesses and sectors are performing to give a more in depth picture of the current economic landscape

### Purchasing Managers Index

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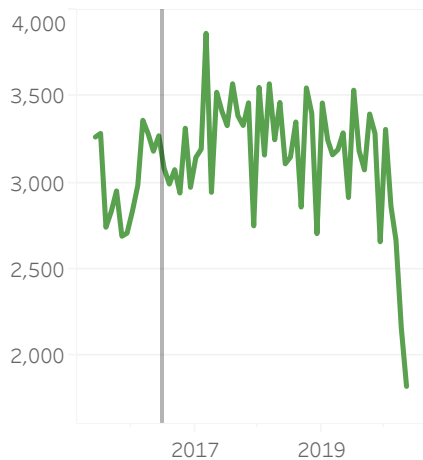
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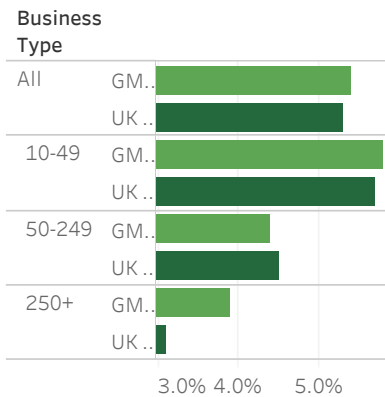
## Greater Manchester Indicators

Export Documents

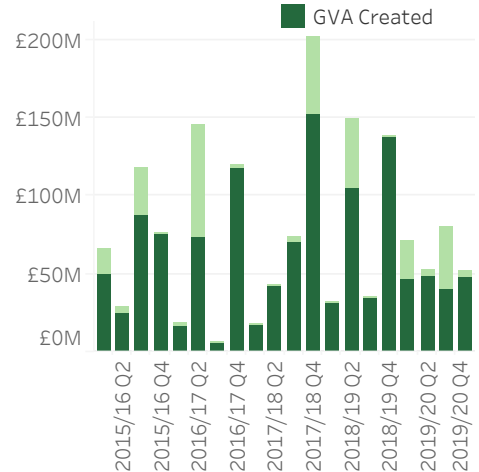


Credit Risk

% of SMEs reported as having 'high' credit risk

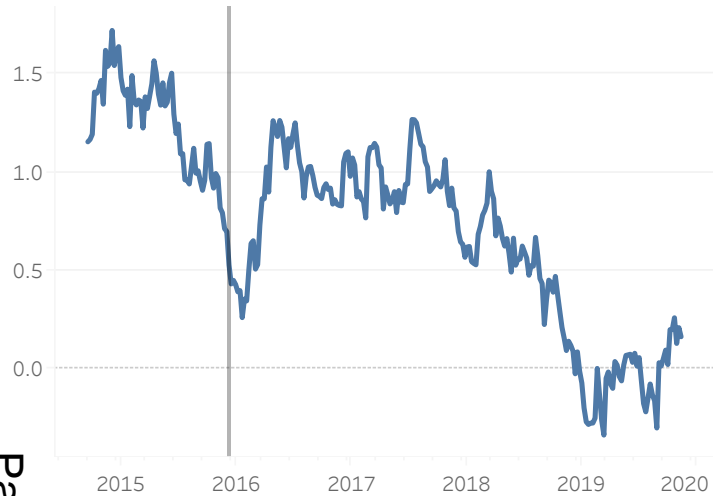


Inward Investment



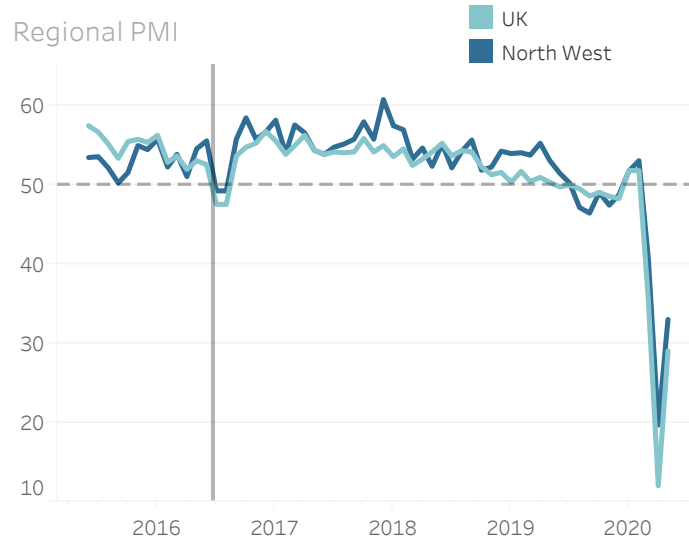
## National Indicators

Yield Spread



## Regional Indicators

Regional PMI



## ECONOMIC RESILIENCE

The economic resilience variables track how the national, regional, and GM economy is performing at a macro level to identify any potential economic sho..

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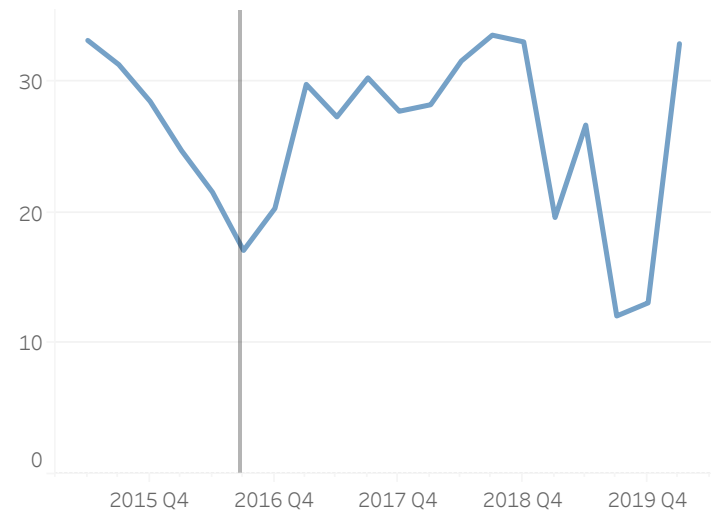
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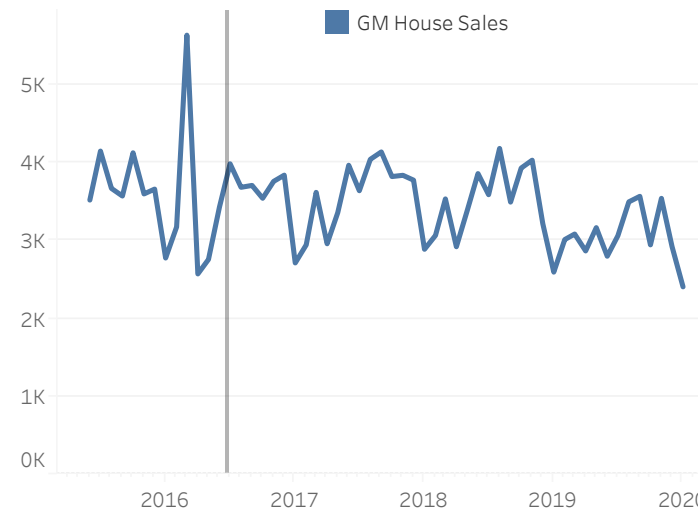
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## Greater Manchester Indicators

GM Index



GM House Sales



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**Date:** 26 June 2020

**Subject:** Bus Reform: Consultation Update

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

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## **PURPOSE OF REPORT**

The purpose of this report is to provide an update to members on the steps taken by TfGM and the GMCA to date in considering a proposed bus franchising scheme for Greater Manchester and the impact the COVID-19 outbreak has had on that process.

## **RECOMMENDATIONS:**

Members are requested to:

- i. Note the contents of this report and the report attached at Appendix 2 ('Bus Franchising in Greater Manchester June 2020 – Consultation Report');
- ii. Note that a further report will be submitted to members in due course which will consider the potential impact and effects of COVID-19 on the bus market and make recommendations about appropriate next steps.

## **CONTACT OFFICERS:**

Eamonn Boylan, Chief Executive, TfGM and GMCA

Liz Treacy, GMCA Solicitor and Monitoring Officer

Steve Wilson, GMCA Treasurer

## **APPENDICES:**

1. Greater Manchester Consultation on a Proposed Bus Franchising Scheme: Consultation Document
2. TfGM report titled Bus Franchising in Greater Manchester June 2020 – Consultation Report
3. Ipsos MORI report titled Doing Buses Differently: Consultation on a Proposed Franchising Scheme for Greater Manchester

4. Ipsos MORI report titled Qualitative Research Summary Report
5. The Greater Manchester Franchising Scheme for Buses (Draft)

**BACKGROUND PAPERS:**

Report of the GMCA titled Bus Services Act 2017, dated 30 June 2017

Report of the GMCA titled Bus Reform Objectives Update, dated 25 May 2018

Report of the GMCA titled Bus Reform, dated 27 July 2018

Report of the GMCA titled Transport Revenue Budget 2019/20, dated 15 February 2019

Part A Report of the GMCA titled Bus Reform Update, dated 28 June 2019

Report of GMCA titled Audit and Consultation, dated 7 October 2019

Report of GMCA titled Financial Impact of COVID-19 dated 29 May 2020

## **1. INTRODUCTION**

- 1.1 In June 2017, the GMCA decided to use the powers set out in the Transport Act 2000 (as amended by the Bus Services Act 2017) ('the Act') to prepare an assessment of a proposed bus franchising scheme.
- 1.2 In June 2019 TfGM completed its assessment of a proposed bus franchising scheme on behalf of the GMCA. That assessment was subsequently audited by an independent audit organisation and then consulted upon. The consultation ended on 8 January 2020 (the Consultation Document is attached at Appendix 1).
- 1.3 There were 8,516 responses to the consultation. This included 7,120 responses from members of the public, 41 responses from statutory consultees, 115 responses from non-statutory consultees and 1,240 campaign responses. Both Ipsos MORI (the independent organisation appointed to process the responses) and TfGM have reviewed the consultation responses and TfGM has now finalised its report on the consultation. Because the consultation was conducted before the outbreak of COVID-19 the responses have been considered on the basis on which they were submitted, namely without reference to the potential consequences of COVID-19 for the economy and the bus market and assuming that both developed as was then anticipated.
- 1.4 In terms of process, the next steps as set out in the Act are that the GMCA should publish a report setting out both:
  - i. the GMCA's response to the consultation;
  - ii. the decision on whether or not to make a bus franchising scheme.
- 1.5 The decision whether or not to make a franchising scheme (with or without modifications) is one exercisable only by the Mayor on behalf of the GMCA.
- 1.6 Before the outbreak of COVID-19 it was intended that the report would be published by the GMCA and considered in Spring 2020. However, this intended action was initially delayed as social distancing measures and guidance introduced by the Government meant that it was not possible for the GMCA to hold a compliant meeting.
- 1.7 Secondary legislation introduced under the Coronavirus Act 2020 now allows the GMCA to meet virtually by means of remote access. Notwithstanding this development, it is still not considered appropriate for the GMCA to publish a formal response to the consultation as required by the Act, or for the Mayor to make a decision in respect of the proposed bus franchising scheme at this current time, for the reasons set out below.

## **2. POTENTIAL IMPACT OF COVID-19 ON THE BUS MARKET**

- 2.1 Significant work is currently being undertaken to understand the potential implications of COVID-19 for public transport provision in GM, including the bus market.

### **Services**

- 2.2 Since the lockdown started there has been a major reduction of bus passenger travel in Greater Manchester. Patronage across commercial services initially reduced by around

90% with corresponding reductions in revenue. It is expected that while patronage may start to increase in the short term, for example because of the opening of non-essential retail shops as of 15 June, patronage will continue to be impacted by the decrease in travel and the continuation of social distancing measures.

- 2.3 Bus continues to play a vital role in providing journeys to designated key workers and others who need to make essential journeys. To support operators to provide necessary services, a 12-week package of financial support was announced by Government on 3 April which has subsequently been extended. Government guidance has also been issued which requires local authorities to continue to pay operators running contracted services as normal. This has also been extended and interim arrangements for payments to operators have been put in place by TfGM which reflects the guidance.

### **Financial**

- 2.4 The pandemic has resulted in the need for additional public subsidy to support the bus industry.
- 2.5 As well as the Coronavirus Job Retention Scheme, specific bus measures including the COVID- 19 Bus Services Support Grant and the approach to reimbursement for concessionary travel provision, were introduced to effectively continue these two sources of revenue for operators at previous levels (pre COVID-19) while agreeing a reduced service designed to support key workers access to employment sites. It is currently not clear what will happen when this period of support comes to an end.
- 2.6 The budget update received by members on 29<sup>th</sup> May 2020 set out the position on Bus and stated that:

*“5.2.12 [...]TfGM has continued to pay bus operators in GM at c. 85% of pre Covid levels, with all reimbursement based on pre COVID 19 activity levels with the exception of the Our Pass 16-18 concession, which is in a pilot phase, where reimbursement is being made based on actual usage. It is estimated that of the c£6 million per month paid to operators in both April and May, c£1 million relates to tendered services not provided; and £3.2 million relates to concessionary journeys not made i.e. an ‘overpayment’ of c£4.2 million per month.*

*5.2.13 DfT has made a further grant available to bus operators through the ‘Coronavirus Bus Services Support Grant’ (CBSSG) from mid March to 8 June. GM is receiving c. £3.5 million a month through this source to pay onto bus operators based on them operating up to 50% of pre Covid mileage”.*

### **Recovery**

- 2.7 TfGM recovery planning is dealing with the uncertainty of the impact of COVID-19 on travel patterns, not only during the current period of lock-down, but also as Government releases some restrictions on travel. The impact to the economy and behavioural change in the short and long term will change travel patterns and timings, as well as expectations on service delivery. Planning for this recovery is based around a

range of potential scenarios for future travel in GM, it is dependent on the speed of the recovery and the nature of continuing restrictions and shifts in public attitudes to public transport and related issues such as Clean Air.

- 2.8 It is likely that the bus network in Greater Manchester will require ongoing public funding for a significant period following the end of lockdown.
- 2.9 It is likely that government guidelines on social distancing means fewer passengers can travel on a bus, and that this has operational consequences that will increase costs as well as reducing revenue.
- 2.10 In the short to medium term the key issue may be one of having enough supply of bus capacity to meet the peaks of travel demand – the level of social distancing required significantly impacts capacity of buses. There may be measures that might be put in place to reduce this impact such as enabling greater density through the use of face coverings and measures to spread the peak load by employers introducing more flexible work times etc.
- 2.11 Additionally, attitudes to travel in general and public transport in particular mean that even if some of the supply issues noted above can be managed, there is likely to be a significant reduction in public transport demand for a period of time.

### **3. IMPACT OF COVID-19 OUTBREAK ON DECISION MAKING PROCESS**

- 3.1 As noted above, the potential implications of COVID-19 on the local bus market were not taken into account in formulating the proposed bus franchising scheme, its assessment, the consultation or TfGM's report on the consultation responses.
- 3.2 Those potential implications are relevant to any decision on bus franchising because of the relevance of the changes to the bus market, in terms of changes to, and uncertainty about, patronage levels, attitude to travel, potential changes in the operation of bus services and the need for, and capacity to meet, any social distancing requirements.
- 3.3 Before any final decision on franchising may reasonably be taken, consideration needs to be given to the impacts COVID-19 may have on the bus market in GM and the options considered in the assessment, how that impacts on the assessment, audit and consultation already undertaken and the potential need to reconsider some of that work before any final decision on a franchising scheme is made. The outcome of that work will determine if there is a need to repeat some or all of the process set out in the Act.
- 3.4 That being said, TfGM has finished reviewing the responses received to the consultation that has been conducted on the basis of the pre-COVID-19 position and has finalised its report on the same. The report is attached at Appendix 2 along with the proposed scheme (Appendix 5) and the reports prepared by Ipsos MORI (Appendices 3 and 4). In relation to the proposed scheme, members will note that the TfGM report proposed a

series of modifications to the same, following the outcome of the consultation. These recommended modifications concerned removing dates in the proposed franchising scheme, (including the date upon which any proposed franchising scheme would be introduced) and the timing of any subsequent consultation about how well the scheme was working. In addition to this it was proposed that the services listed in Annex 1 of the proposed scheme would be updated to reflect service changes made by operators (which were made pre COVID-19) and that a new article 4.3 would also be included in the proposed scheme to specify the dates on which services may first start to operate. It is important to note that the proposed scheme and these modifications reflect the recommendations and outcome of the consultation and also the market in a pre-COVID 19 context. The proposed scheme may therefore be subject to further amendment as a result of the further report on the potential impact and effects of COVID-19 on the bus market by TfGM.

- 3.5 In the circumstances, members are requested to simply note the contents of the report, scheme and supporting documents at the current time. Final proofreading is taking place on the TfGM report and the final version will be circulated to Members in advance of this meeting along with a summary of any changes. The purpose of their publication at this stage is to draw the original consultation exercise to a conclusion as well as enabling members, stakeholders and the public to consider the results of the consultation in which they may have participated, albeit within a context that pre-dated the COVID-19 outbreak.
- 3.6 A further report will be submitted to members in due course which will consider the potential impact and effects of events of COVID-19 on the bus market and make recommendations about appropriate next steps in the circumstances.

#### **4. RECOMMENDATIONS**

##### **4.1 Members are requested to:**

- i) Note the contents of the TfGM report attached at Appendix 2 ('Bus Franchising in Greater Manchester June 2020 – Consultation Report');
- ii) Note that a further report will be submitted to members in due course which will consider the potential impact and effects of COVID-19 on the bus market and will make recommendations about appropriate next steps.

Date: 26 June 2020

Subject: GMCA Climate Emergency Declaration Update & 5 Year Environment Plan Annual Report 2019-20

Report of: Cllr Andrew Western, Green City Region Portfolio Lead & Alison McKenzie Folan, Green City Region Chief Executive

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## **PURPOSE OF REPORT**

GMCA declared a climate emergency at its meeting on 26<sup>th</sup> July and required that progress reports be reviewed every six months. This paper outlines the actions subsequently agreed to deliver on the declaration and the opportunities to further reduce CO<sub>2</sub> emissions from the GMCA's operations. The paper also provides an Annual Report of activities undertaken to deliver the GM 5 Year Environment Plan, launched in March 2019, for information.

## **RECOMMENDATIONS:**

GMCA is requested to:

1. Note the paper and comment upon the progress against the GMCA Climate Emergency Plan (Annex A);
2. Note the Annual Report for the GM 5 Year Environment Plan for the first 12 months, April 2019-April 2020 (Annex B).

## **CONTACT OFFICERS:**

Mark Atherton, Director of Environment, GMCA, [mark.atherton@greatermanchester-ca.gov.uk](mailto:mark.atherton@greatermanchester-ca.gov.uk)

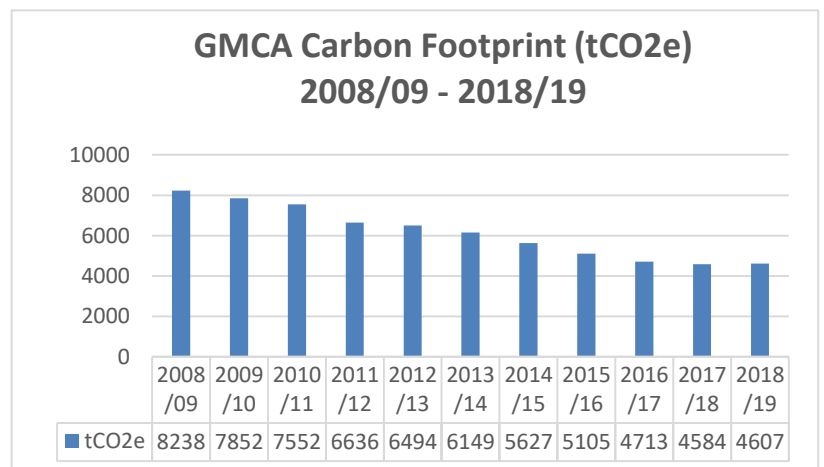
## 1.0 BACKGROUND

- 1.1 GMCA declared a climate emergency at its meeting on 26<sup>th</sup> July. Following this decision, the actions arising from the Climate Emergency Declaration were developed into an Action Plan (Annex A). The Action Plan is divided into immediate (6 month) and short term (12 month) Administrative, Governance and Operational actions.
- 1.2 GMCA’s existing sustainability strategy has overseen strong carbon reduction activity and provided a focal point for sustainability activity. A number of developments have occurred since the existing strategy was developed, including the development and growth of GMCA, publication GM 5 Year Environment Plan (5-YEP) and Climate Emergency Declaration, with their associated targets for carbon neutrality by 2038 and 15% year-on-year carbon reduction. In order to reflect these changes, a refreshed GMCA Sustainability Strategy is to be composed in 2020. In the interim, the Climate Emergency Action Plan was intended to accelerate progress towards these goals and be superseded by a refreshed sustainability strategy in 2020.
- 1.3 GMCA’s overall carbon footprint is composed of emissions from the consumption of electricity, gas, diesel and water as well as waste disposal (Fig.1). As of January 2020, GMCA has achieved a 44% carbon reduction from the 2008/09 baseline (Fig.2). The current GMCA carbon footprint does not include all scope 3 emissions. Scope 3 emissions are all indirect emissions (not included in scope 2) that occur in the value chain of the reporting company, including both upstream and downstream emissions. Examples of scope 3 emissions include staff business travel and emissions from supply chain. From 2020/21 onwards, the GMCA carbon footprint will extend in scope to enable the measurement of emissions from business travel.

**Fig. 1: COMPOSITION OF GMCA CARBON FOOTPRINT**



**Fig.2: GMCA CARBON EMISSIONS**





1.4 As part of the Climate Emergency Declaration, GMCA also affirmed its belief that:

- That the impacts of global temperature rise above 1.5°C, are so severe that governments at all levels must work together and make this their top priority.
- As well as large-scale improvements in health and wellbeing around the world, bold climate action can deliver economic benefits in terms of new jobs, economic savings and market opportunities.
- As urban populations increase, greater consideration of how urban systems can develop sustainability will be required
- Tackling climate change is everybody's responsibility.

It is consideration of these beliefs that are likely to have the largest implications for GMCA as it will require a review our whole approach to socio-economic development through a 'carbon neutral' lens. This review will now be undertaken in light of the Covid emergency and recovery actions as part of the work underway to refresh the Greater Manchester Strategy.

1.5 The current pandemic has seen carbon and NOx emissions fall significantly as a result of reduced private car and public transport use, plus decreases in electricity and gas use in commercial and some domestic buildings. Citizen's awareness of improved air quality and value of green open spaces has also increased. If the current level of emissions were to be maintained for the remainder of the year, Greater Manchester would (for the first time) be on track to meet our Climate Change commitments of carbon neutral by 2038. As we seek to quickly rebuild our economy, there is an unprecedented opportunity to do so in a way which does not forfeit the observed environmental improvements by 'building back better'. Ultimately, it is recognized that failure to tackle global warming now is likely to lead to environmental conditions which may increase the likelihood of future pandemics and vector borne diseases.

## **2.0 CLIMATE EMERGENCY ACTION PLAN - PROGRESS TO DATE**

2.1 The Administrative and Governance actions have already been progressed and are largely complete. Governance arrangements for delivery of the GM 5 Year Environment Plan, utilising a Mission Based Approach, have been developed. As part of this, 5 'Challenge' Groups have been established (representing the 5-YER Priority Themes) and have each met four times. Each of these has identified priority actions and Task and Finish Groups to address the challenges posed. The progress of each of the Challenge Group is provided in the Annual Report (Annex B).

2.2 In particular, each One Public Estate (OPE) organisation, including the 10 Local Authority Districts, has nominated one senior officer to work with GMCA on decarbonisation of the public estate. This group has been meeting monthly since November and each has now been supported to assess their building stock (circ 2700 buildings) at a high level and begin to develop 'quick win' energy generation and efficiency proposals on the public estate.

2.3 A report has been produced on the potential opportunities to decarbonize GMCA's own estate and operations. Prioritised business cases for projects to address our direct emissions are being developed for consideration. Progress includes:

- building condition surveys are planned to be conducted over the coming months to incorporate identification of carbon reduction opportunities that can be factored in to planned estate upgrade programmes (e.g. window replacements, insulation upgrades, improved heating controls)
- entered a partnership for LED lighting system retrofit in 2019, with lighting system replacements to be completed at 6 fire stations by March 2020

2.4 Utilizing a systematic approach, GMCA will need to assess not just the direct carbon emissions from our estate and activities, but also the wider impacts from our procurement, investment and policy development roles. Actions to address these have commenced:

- All GMCA decision papers now include of brief climate change impact assessments
- A staff engagement plan has been developed to ensure all staff understand the implications of the climate emergency declaration for their work
- Initial changes to GMCA procurement documentation are due to be completed in the next few months and processes to consider more detailed procurement assessments (suggested for larger procurements and investments) are also being developed.
- Planned delivery of carbon literacy training to all appropriate GMCA staff (Senior Managers initially with a view to extending this to staff involved with buildings, energy, procurement and transport). 32 staff have been trained to date and a further 6 carbon literacy courses are planned in the coming months, ensuring over 100 staff will have access. Carbon Literacy is a training framework that provides people with the awareness of the carbon costs and impacts of everyday activities as well as the ability and motivation to reduce emissions at individual and organisational levels.
- GMCA has electric vehicle charging points at 7 sites which are currently used by 11 'fleet' electric vehicles as well as by staff who are charged for the electricity consumed through vehicle charging. We are also investigating the potential to offer salary sacrifice schemes for lease vehicles for GMCA staff.
- An external audit of GMCA Environmental Management System (EMS) to ensure compliance with ISO 14001 standard has been completed.

### **3 RECOMMENDATIONS**

3.1 GMCA is requested to:

3. Note the paper and comment upon the progress against the GMCA Climate Emergency Plan (Annex A);
4. Note the Annual Report for the GM 5 Year Environment Plan for the first 12 months, July 2019- July 2020 (Annex B).



<b>ANNEX A - Climate Emergency Commitments - Action Plan</b>		<b>Immediate (6 Months – July to January)</b>	<b>Short Term (12 Months – Feb to July)</b>
Administration	To declare a 'climate emergency' to support the delivery of the Greater Manchester 5 Year Environment Plan.	Completed 26 <sup>th</sup> July	
	That the Mayor will write to the Prime Minister to inform them that GMCA has declared a climate emergency and ask them to provide the resources and powers necessary to deal with it.	Letter sent to Prime Minister in September 2019	
	Report to GMCA every six months on progress and actions that GMCA needs to take to address this emergency and how it will work with GM Districts to develop a Mission Based Approach to implementation.	Timetable in Agenda items to SMT, WLT and GMCA at appropriate intervals (every 6 months)	
Governance	To establish a Green City Region Board and Partnership Group, building on the existing Low Carbon Hub Board, with a remit to:	Governance designed and agreed. Green City Region Partnership met 4 times. First Board meeting to be arranged.	
	To take a mission based approach to achieving this target date as part of our Local Industrial Strategy agreed with Government, and to ensure we maximise the economic opportunities presented by the move to carbon neutrality	Mission based approach developed with input from UCL. Challenge and T&F groups established, the former have met at least 4 times.	Challenge and T&F Groups operational and active
	Monitor progress against the carbon budgets set out in the 5 Year Environment Plan and to achieve a challenging target date of 2038 for carbon neutrality or earlier if possible	Working with Tyndall Centre to assess how to improve current monitoring arrangements	Enhance monitoring if possible. Review impacts of work undertaken
Operations	To task a director level officer with responsibility for reducing as rapidly as possible, the carbon emissions resulting from the GMCA's activities.	Assigned responsibility to Mark Atherton (Director of Environment)	
	Consider systematically the climate change impact of each area of the GMCA's activities	A systematic approach will need to include GMCAs policy and strategy development functions – to be commissioned in March	Build climate change appraisal into refresh of GMS and other GM strategies. Consider 'reversioning'.
	Make recommendations and set an ambitious timescale for reducing these impacts in line with the tasks set out in the 5 Year Environment Plan;	Produced report on GMCA's operational carbon footprint and actions required to reduce this – extend monitoring to include staff business travel	Develop refreshed GMCA Sustainability Strategy in line with 5YEP goals using existing Environmental Management System and produce business cases for priority projects e.g. PV, Fleet
Operations	To assess the feasibility of requiring all report risk and procurement assessments to include Carbon Emission Appraisals, including presenting alternative approaches which reduce emissions wherever possible.	Include a brief climate change impact assessment and mitigation measures on all SMT/WLT and GMCA reports and amend existing social value & procurement template documentation.	Undertake deeper climate change impact assessment on all procurement over OJEU limits (£180k). Investigate opportunities for forward commitment procurement.
	To equip staff, particularly those involved with buildings, energy and transport management and procurement of goods and service, with an awareness of the CO <sub>2</sub> costs and impacts of everyday activities, and the ability and motivation to reduce emissions	Complete training of SMT and offer training to ELT	Extend training to staff with buildings, energy, transport and procurement responsibilities

**Completed**

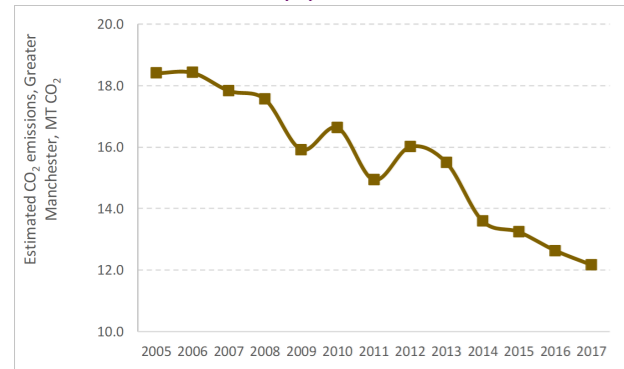
**Commenced/On track**

**Delayed/Behind schedule**

**Not Applicable**

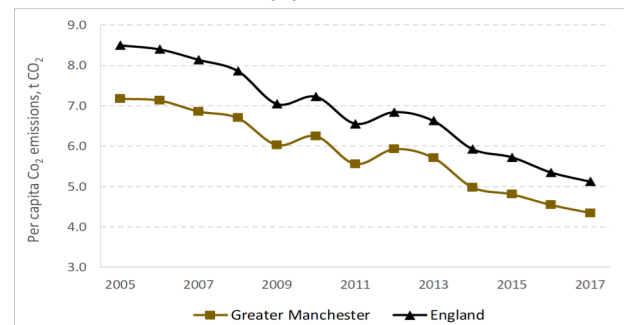
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## Carbon emissions (1) – total emissions



Local Authority CO<sub>2</sub> emissions estimates 2005-2017 (million tonnes CO<sub>2</sub>) – full dataset, June 2019  
 Source: UK local authority and regional carbon dioxide emissions national statistics: 2005-2017  
<https://www.gov.uk/government/collections/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics>

## Carbon emissions (2) – per capita emissions



Local Authority CO<sub>2</sub> emissions estimates 2005-2017 (tonnes CO<sub>2</sub>) – full dataset, June 2019  
 Source: UK local authority and regional carbon dioxide emissions national statistics: 2005-2017  
<https://www.gov.uk/government/collections/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics>

## The next 12 months...

### BUILDING

Developing **zero carbon standards and pathways** for new buildings. Carrying out a total housing stock condition survey across GM looking for energy efficiency opportunities.

Designing and seeking to deliver **GM Retrofit Accelerator** capable of supporting 60K+ low carbon home upgrades (retrofit) per annum.

**Decarbonising the GM public estate**, identifying high energy use buildings and prioritising a lists of projects. Work will continue in firming up these projects, with delivery plans to be rolled out over the next 1- 2 years.

### ENERGY

Producing **local area energy plans** to inform future energy supply and demand across all 10 GM Local Authorities, from network to post code building levels. Promoting the use of derelict, underused land for solar PV and supporting large PV projects via ERDF and Go Neutral.

Convening and collaborating with multiple organisation via the Mission based approach Challenge groups to develop an **Energy Transition Region** to support and drive low carbon innovation and a **Hydrogen Strategy** to help meet the regions aspiration of carbon neutrality by 2038.

Reviewing potential to repeat the Solar Together Greater Manchester, domestic solar PV and battery offer.

### SUSTAINABLE CONSUMPTION AND PRODUCTION

Develop a sectoral approach, to explore **circular economy opportunities** within the city-region

Create a **circular economy investment calculator** to inform decision making in procurement and launch a pilot project that embeds carbon reduction into the supply chain through procurement and contract management.

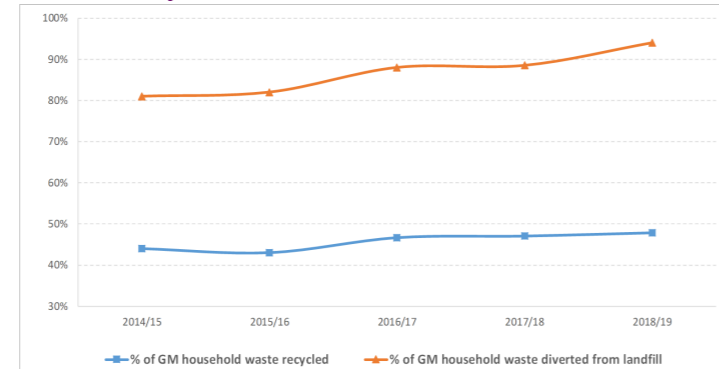
**Suez** to introduce reuse shops at Household Waste Recycling Centres.

Develop a common approach for the reduction of single-use plastic and plastic packaging across the GM public sector. Continue to expand the **'PlasticFreeGM'** network with support and advice

Develop and adopt a **sustainable food strategy** for GM and launch a campaign to reduce food waste within GM households.

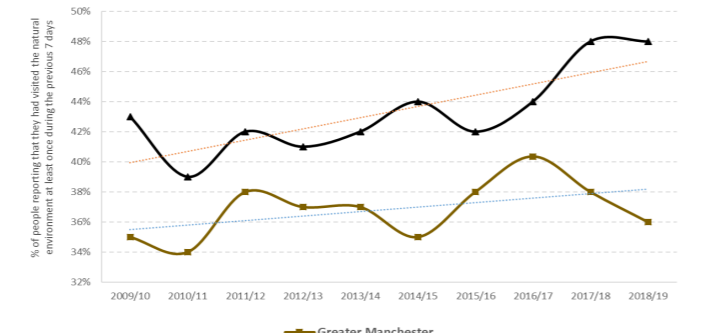
Support for Manchester Metropolitan University's **Transforms-3D** project to provide a circular economy approach to non-recycled, low value municipal plastic waste by transforming it into 3D printable feedstock.

## Waste recycled and diverted



Note: data excludes Wigan  
 Source: Greater Manchester Waste Disposal Authority

## Visits to the natural environment



Source: Monitor of Engagement with the Natural Environment, Natural England

### NATURAL ENVIRONMENT

**Natural environment engagement campaign** to be launched in the Summer to inspire and motivate those across Greater Manchester, showing that everyone can make a small difference. Extending Lancashire Wildlife Trust **'My Wild Garden campaign'** across GM.

**Biodiversity Net Gain Action Plan** being used to inform a funding bid to support delivery of Biodiversity Net Gain across 10 planning authorities over the next two years.

**Northern Roots** is creating the UK's largest urban farm and eco-park on Snipe Clough, 160 acres of stunning green space in the heart of Oldham. The Royal Horticultural Society to open its fifth garden and first new garden for nearly two decades, **RHS Garden Bridgewater**, from Thursday 30 July 2020.

**Financial Advisors Environmental Finance** commissioned to design and implement a GM Environment Fund. First of its kind for the sector and will act as a pioneer for scaling up the Natural Capital investment market both within and outside of Greater Manchester.

**Greater Manchester to Invest Over £1.5million in New Tree Planting** as part of Defra's Urban Tree Challenge Fund with match funding from the local authorities. Over 2,500 trees to be planted across the city region.

**Natural England** leading a **Peatland Restoration Pilot in Greater Manchester**. One of 5 Defra funded Peat Pilots which will help us to understand how peatland restoration can contribute to GM's carbon reduction

GM to commission a study looking at **the sources of micro plastic contamination** of GM's rivers in partnership with United Utilities and the Environment Agency.

### TRANSPORT

TfGM to develop and deliver 82 schemes as part of the **'Bee Network' safe cycling network**.

Expansion of the **rapid transit network** with Metrolink Trafford Park line; 27 new trams to be delivered.

Expansion of the **electric vehicle charging point network** with 25 new rapid chargers and proposals for 300 more Government funded sites across GM

### AND FINALLY...

November was to see the UK co-host with Italy, this year's **COP26** in Glasgow, the conference has now been postponed until 2021, the date is yet to be confirmed.

# Environment Report 2019-2020

**GREATER MANCHESTER**  
 DOING THINGS DIFFERENTLY FOR THE ENVIRONMENT

## The year of the Climate Emergency...

From being appointed Green City portfolio lead after the May 2019 elections, it has felt like a monumental year when the environment has become central to our core business. Every day, we feel an increasing sense of urgency and responsibility to take action to address the climate and biodiversity emergency we are now facing. We have seen a dramatic rise of young people and citizens taking to the streets with impassioned protests, demanding that they are heard and that we all take action now.

GMCA is playing its part to reduce the region's carbon emissions. At last year's Green Summit, we launched our Five Year Environment Plan for Greater Manchester, a progressive science-based plan of challenging actions, being delivered across all themes and engaging all sectors of influence across the region. Our radical Plan highlights

not only the environmental necessity, but the economic opportunities for everyone in acting now. This plan has since gained global recognition, being rated 'A' by the Carbon Disclosure Project for leadership on sustainability, one of only 105 cities globally.

Climate change is the biggest environmental threat to our city region. In July, GMCA declared a climate emergency alongside our ten local authorities, we believe that the impacts of a global temperature rise above 1.5°C are so severe that governments at all levels must work together and make this their top priority.

We all need to take urgent and radical action now to put us on the path to 2038, please join us on our journey.

**Councillor Andrew Western, Leader of Trafford Council, Green City Region Lead**



## Green Summit 2019

Over 1,700 people, including over 300 young people, were welcomed into The Lowry, Salford Quays on Monday 25 March, 2019 for the second Green Summit and the launch of the city-region's pathway to becoming carbon neutral.

The day got underway in the main auditorium with an emotive and rousing speech by Member of Bury Youth Parliament and Climate Strike 4 Youth spokesperson, Emma Greenwood, and her fellow climate change strikers. The young people involved with the summit set the agenda for the day, and their passionate statements set the impetus for action and proved to be the highlight of the event for many attendees.

Speakers at the summit included video addresses by His Royal Highness, the Prince of Wales and BBC nature presenter Chris Packham and Manchester author and broadcaster, Lemn Sissay captivated the audience with a powerful address that captured global as well as local issues, and described how we could all try to eliminate the 'carbon gap'.

The main theatre saw a full programme of discussion and keynote speakers, including Chair of the Environment Agency Emma Howard Boyd, Greater Manchester Cycling and Walking Commissioner, Chris Boardman and Mark 'Bez' Berry and actor Peter Gunn. Twenty-seven speakers in total delivered inspiring presentations supporting the region's challenging ambition.

The event also played host to three very separate events which ran concurrently with live action on the main auditorium stage. These included:

- Innovation Zone, with discussion aimed at businesses, policy makers and academia within the region to nurture innovation within the sector.

- The Public Sector Zone tackled the Five-Year Environment Plan's distinct themes through a discussion and workshop session, focusing particularly on how the public sector can disseminate, engage and action their plans within their sectors.

- The Hexagon Zone engaged with a younger audience and citizens eager to learn about how to become a 'greener citizen'.

This year's marketplace hosted 53 exhibitors around the venue including outside space, all offering interactive displays showcasing dynamic projects and products, which support a sustainable future.

**Greater Manchester Goes Green - Green Summit 2020**, this event is being co-created with GM Youth Combined Authority. The date and format of the event will be confirmed soon.



## Sustainability successes in Greater Manchester, the highlights from 2019...

### Our energy supply

- Policy - launched a **Smart Energy Plan** which sets out the regions challenges and activity for the next 5 years

- Delivery - launched a **solar PV offer** to GM residents and installing **low carbon measures** at +500 homes, 5000 panels installed (by April / May) as part of the Solar Together campaign, 1.6 MW, **Homes as Energy Systems** and **Energy House 2 (EH2)**, both funded by the European Regional Development Fund (ERDF)

- Development - secured £6.2m to develop a **Local Energy Market**, developed a business case for an **Energy Transition Region** and developing a **pipeline of renewable energy projects**

### Our buildings

- Policy - launched a **Greater Manchester Retrofit Strategy** and proposed net **zero carbon development** by 2028

- Delivery - installed **500 first time central heating systems** and supported over **1500** fuel poor homes with advice and insulation measures through ERDF. 1340 Energy advice visits and <11K easy measures installed via **LEAP**. Shortlisted for Council of the Year for the NW Energy Efficiency Awards

- Development—developing proposals for a retrofit accelerator, future skills and training and future business models; LGA-funded project started to assess retrofit potential of housing stock; assessing public service buildings to create more energy efficiency project pipeline

### Our travel and transport

- Policy - launched a **Clean Air Plan for GM** and consultation of bus franchising

- Delivery - nearing completion of the £350m **Metrolink extension** and approved 81 cycling and walking schemes as part of the **Bee Network**, with a total value of £500 million

- Development – the final version of **2020-2025 Transport Delivery Plan** to be published later this year and more detailed proposals for statutory consultation as part of our Clean Air Plan

### What we produce and consume

- Delivery - appointed **Suez** as new waste contractor

- Delivery - on **single use plastic**, supported **#PlasticfreeGM** campaign, implementing Public Sector Plastic Pact, rolling out a network of water refill stations and piloted **"Grab a Cup"**

- Delivery - launched **GM green compostable carrier bag** scheme to retailers in the city-region

- Development - developing a Sustainable Consumption and Production Plan, commissioned research on domestic waste and working with Manchester Metropolitan University on a **£9m plastics project**

### Our natural environment

- Policy - **Tree and Woodland Strategy** agreed; preparing for mandatory **biodiversity net gain** across GM Local Authorities;

- Delivery - produced natural environment vision and toolkit; completed Urban Pioneer; secured £4m funding for **IGNITION** project across 12 partners

- Development - commissioned work to design an Investment Readiness Fund within wider **GM Environment Fund**

**Be part of our journey to delivery carbon neutrality for 2038...#GMGreencity**

Subscribe to Green City News [www.greatermanchester-ca.gov.uk/Environment](http://www.greatermanchester-ca.gov.uk/Environment)

**GREATER MANCHESTER**  
 DOING THINGS DIFFERENTLY FOR THE ENVIRONMENT

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MAY 2020

## FIVE YEAR PLAN FOR GREATER MANCHESTER LAUNCHED MARCH 2019

The city region's bold ambition is to be carbon-neutral by 2038 – 12 years' ahead of the government's own target (on 1990 levels) by 2050

The Paris-aligned, science-based plan sets out how Greater Manchester will become one of the world's healthiest, cleanest and greenest city regions. Its publication followed extensive engagement with residents, businesses and other organisations across Greater Manchester, which started before the 2018 Green Summit. This approach continues now in implementing a mission-based approach to delivering the plan.

The plan sets out commitments from Greater Manchester's local authorities and health sector to reduce its own environmental impact (of its buildings, vehicle fleets and procurement, in particular) alongside a set of policy and delivery initiatives to support the city region speeding up the transition and making sure opportunities are available to everyone.

This year Greater Manchester city-region was named on the CDP's (formerly the Carbon Disclosure Project) 'A List' of 105 global cities, states and regions that are increasing transparency and accelerating steps to combat climate change.

The city-region is also one of three UK cities to be short-listed by the World Wildlife Fund's 'One Planet City Challenge' a worldwide competition helping to shape the future of sustainable cities.

The plan can be downloaded via -

[www.greatermanchester-ca.gov.uk/environment](http://www.greatermanchester-ca.gov.uk/environment)



### WHAT CAN YOU DO?

We all have a part to play in delivering the challenging actions set out in the Five Year Environment Plan. The approach underpins 5 key principles. It is a plan that is:

1. For all of us
2. Focussed on urgent action
3. Visionary
4. Ambitious
5. To be reported on

Businesses are being asked to lead the way, maximising the potential economic benefits from the transition to a low carbon economy. Action includes:

- Increasing the efficiency of how they heat and power their buildings and produce goods/services,
- Reducing the environmental impact of how their goods and staff travel
- Installing renewable energy and heating technologies at their premises.

Staff can play a key role too – several organisations have supported this by:

- Running carbon literacy training for their staff or promoting environmental volunteering.

Residents can also take what seem like small steps but which will add up to making a big difference across GM:

- Cycle and walk for short journeys and use public

transport for longer ones.

- Where we do need to drive, we can car share or replace or petrol/diesel car with an electric one when we come to replace it.
- Consider installing renewable energy generation at home or upgrade to a low carbon heating system
- Insulating homes properly to reduce the impact of the energy we use.
- Our consumption of products that are made outside the city region, such as food, clothing and single-use plastics, can also have a significant impact on the environment – so we need to think about the products we buy and consume and dispose of.

Even with all this action, the plan shows that this will only get us so far towards our aims and there is still a gap between the sum of these ambitious actions and our aims. To close this gap, we all need to work together in new and innovative ways – in how we develop new technologies, how we fund and finance investment in deploying what already exists, how different sectors work together, how we increase the capacity and capability of our workforce and how we educate and change people's behaviours.

The plan is just the start of our mission to do this and the start of a conversation with everyone in Greater Manchester about how we work together to do that – and we all need to be a part of that conversation.

# A mission based approach

One of Greater Manchester's unique assets, that differentiates us from other City Region's, is the strength, depth and longevity of our partnerships. Greater Manchester will accelerate delivery on its 'carbon neutral by 2038' target, by using a mission based approach to deliver clean growth. No single organisation can implement the actions set out in the Five Year Environment Plan alone, a cross sectoral approach is needed. The Mission Based Approach requires setting an ambitious mission of "Carbon Neutral Living by 2038" and breaking this down into manageable challenges. Rather than focusing on particular sectors, this approach focuses on problem specific challenges with 'Task and Finish Groups' working on the challenges. The principles of a mission-based approach are: Joining up, focusing our efforts and regularly reporting on progress.

### ENERGY CHALLENGE GROUP ~ CHAIRED BY PAUL BIRCHAM, ELECTRICITY NORTH WEST

#### PRIORITIES:

1. Increase local energy generation
2. Decarbonise how we heat our buildings
3. Increase diversity & flexibility of supply

#### TASK & FINISH GROUPS:

1. Energy master planning
2. Innovation
3. Generation and storage
4. Low carbon heat

### BUILDINGS CHALLENGE GROUP ~ CHAIRED BY ROBIN LAWLER, NORTHWARDS HOUSING

#### PRIORITIES:

1. Reduce heat Demand from homes
2. Reduce heat demand from commercial & public buildings
3. Reducing the heat demand in new buildings

#### TASK & FINISH GROUPS:

1. Delivery and business models
2. Domestic
3. Commercial
4. Public

### CONSUMPTION & PRODUCTION CHALLENGE GROUP ~ CHAIRED BY RICHARD JENKINS, SUEZ

#### PRIORITIES:

1. Produce goods & services more sustainably
2. Become more responsible consumers
3. Managing our waste sustainably
4. Reducing unnecessary food waste

#### TASK & FINISH GROUPS:

1. Becoming a circular city-region
2. Sustainable procurement including carbon financial appraisal tool
3. Tackling single-use plastic and plastic packaging

### NATURAL CAPITAL CHALLENGE GROUP ~ CHAIRED BY ANNE SELBY, LANCASHIRE WILDLIFE TRUST

#### PRIORITIES:

1. Managing our land sustainably
2. Managing our water & its environment sustainably
3. Achieving a net gain in biodiversity for new builds
4. Increasing investment in natural environment
5. Increasing engagement in our natural environment

#### TASK & FINISH GROUPS:

1. Agreeing Tree & Woodland Strategy & completing Peatland pilot 2020
2. Delivery of Natural Course project 2024
3. Overseeing dev of Biodiversity Net Gain Guidance and implementation of GMSF
4. Delivery of IGNITION project Nov 2021 & Overseeing design and dev of IGM Environment Fund
5. Develop and launch engagement toolkit Autumn 2020.

### COMMUNICATIONS CHALLENGE GROUP ~ CHAIRED BY LOUISE BLYTHE, BBC ACADEMY

#### PRIORITIES:

1. Develop overarching communications strategy and framework
2. Support ongoing communications and behaviour change campaigns
3. Support other challenge groups

#### TASK & FINISH GROUPS:

1. Tone and key messages
2. Talent & Ambassadors
3. Behaviour change
4. COP26 and GM Green City presence
5. Case study development



Date: 26<sup>th</sup> June 2020

Subject: European Social Fund (ESF) 2014-2020 Programme Update (June 2020)

Report of: Councillor Sean Fielding, Portfolio Lead for Employment, Skills and Digital and Joanne Roney, Portfolio Lead Chief Executive for Employment, Skills

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## **PURPOSE OF REPORT**

The purpose of this report is to provide members with an update on Greater Manchester's European Social Fund (ESF) allocation within the ESIF 2014–2020 programme and how delivery activity, where possible, is being shaped to respond to challenges presented by COVID-19.

### Key points to note:

- GM is approaching full commitment of its £162.8m ESF allocation. The ESF Managing Authority (DWP) requires all of its ESF contracts to be in place by December 2020. Contracted activity is able to continue until December 2023 under the HM Treasury Guarantee.
- As a result of COVID-19, The ESF Managing Authority is seeking agreement with the EC on structural flexibilities, in particular, match funding requirements, to support the ESF programme. Some practical steps have already been applied to ensure ESF delivery could continue during lockdown, e.g. use of e-signatures
- GMCA has received a MoU for its £42m ESF GM Skills for Growth Programme. Market engagement and initial procurement activity is underway taking account of likely COVID-19 recovery requirements. The programme will look to support over 25,000 GM residents and 2,750 businesses and be complementary to the devolved Adult Education Budget and other ESF programmes.
- Prior to COVID-19 delivery and performance on live GM ESF contracts has been relatively strong, however with some underperformance on Education & Skills Funding Agency (ESFA) contracts which may be impacted further by the Department's response to COVID-19.

## **RECOMMENDATIONS:**

The GMCA is requested to:

1. Note progress in committing Greater Manchester’s European Social Fund (ESF) allocation and attempts to repurpose and apply flexibilities in response to challenges presented by COVID-19.
2. To approve that GMCA can proceed with its GM Skills for Growth ESF programme and delegate authority to the Chief Executive Officer, GMCA & TfGM and GMCA Treasurer to enter into contract with the ESF Managing Authority (DWP).
3. To delegate authority to the Chief Executive Officer, GMCA & TfGM and GMCA Treasurer to proceed with the procurement and contracting of providers and activity relating to the GM Skills for Growth programme in conjunction with the Lead Portfolio Holder.
4. Note the status of the final Co-Financing Programmes application for Youth Opportunity Programme - at appraisal stage with the ESF Managing Authority at present - and delegate authority to the Chief Executive Officer, GMCA & TfGM and GMCA Treasurer for design sign off following development in conjunction with areas/partners.

**CONTACT OFFICERS:**

Gemma Marsh, Director GMCA  
[Gemma.Marsh@greatermanchester-ca.gov.uk](mailto:Gemma.Marsh@greatermanchester-ca.gov.uk)

**Equalities Implications: N/A**

**Climate Change Impact Assessment and Mitigation Measures: N/A**

**Risk Management: Considered**

**Legal Considerations: Considered**

**Financial Consequences – Revenue: Funded programme**

**Financial Consequences – Capital: N/A**

**Comments/recommendations from Overview & Scrutiny Committee**  
*Supportive of approach and welcome the focus on the ESF programmes*

**BACKGROUND PAPERS:**

- ESF Co-Financing Organisation Update, 29<sup>th</sup> January 2016 GMCA Report
- ESF Co-Financing Organisation – Approval of Working Well and Work & Health programme bid, 27<sup>th</sup> January 2017 GMCA Report

<b>TRACKING/PROCESS</b>	
Does this report relate to a major strategic decision, as set out in the GMCA Constitution	No
<b>EXEMPTION FROM CALL IN</b>	

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?	Please state the reason the report is exempt from call-in: N/A		
GM Transport Committee	Overview & Scrutiny Committee		
N/A	12 <sup>th</sup> June 2020		

## 1 INTRODUCTION/BACKGROUND

- 1.1 The European Social Fund (ESF) 2014-2020 programme supports activities which increases labour market participation, improves youth employment for hard to reach groups, promotes social inclusion and develops the skills of the potential and existing workforce.
- 1.2 The GM LEP received an ESF allocation of £162.8m to support a minimum of 137,000 GM residents. GM has worked with the ESF Managing Authority (DWP) and national 'opt-in' organisations to secure ESF funding which supports GMS priorities whilst meeting objectives set out in the GM ESIF Investment Plan.
- 1.3 Arrangements put in place included GM securing its own ESF Co-financing status in 2016, which initially supported the Working Well programme. This has provided GM with the ability to move away from nationally commissioned programmes instead procuring and contract managing targeted provision based on local evidence of need and demand.
- 1.4 All ESF funded projects and programmes must be committed by December 2020 with contracts running potentially up to December 2023. The original HM Treasury Guarantee to honour ESIF funded contracts once the UK leaves the EU has been strengthened to cover both a deal / no deal scenario.<sup>1</sup> This commitment to 2023 helps to ensure continued service provision whilst details behind proposed successor funding such as the UK Shared Prosperity Fund begin to emerge.
- 1.5 The ESF Managing Authority (DWP) informed all LEPs that any uncommitted allocations identified by December 2019 would be placed into an ESF Reserve Fund. This Fund will prioritise LEP areas who have not fully committed their ESF allocation and require confirmed match funding. As of November 2019, national ESF commitment was £2.14bn (71% of its allocation).

## 2 GM ESF COMMITMENTS

- 2.1 GM will have committed its full ESF allocation once its pipeline programmes are approved during 2020. These commitments (see Table 1.1) have been made through a combination of two national ESF 'opt-ins' – the Education & Skills Funding Agency (ESFA) and the National Lottery Community Fund (NLCF) - and our own GMCA ESF co-financing arrangements.
- 2.2 Table 1.1 – Current GM ESF Commitment Position by Priority Axis and Investment Priority (IP) as at May 2020.

Priority Axis 1 - Inclusive Labour Markets	GM Allocation (£m)	Contracted to Date (£m)	Pipeline (£m)	%vs allocation
IP1.1 Access to Employment	£30.02	£36.32	-	121%

<sup>1</sup> <https://www.gov.uk/government/publications/the-governments-guarantee-for-eu-funded-programmes-if-theres-no-brexit-deal/the-governments-guarantee-for-eu-funded-programmes-if-theres-no-brexit-deal>

IP1.2 Sustainable Integration of Young People	£26.96	£15.55	£11.85	102%
IP1.4 Active Inclusion	£34.31	£35.26	£2.10	109%
PA1 Total	£91.29	£87.13	£13.95	111%

Priority Axis 2 – Skills for Growth	GM Allocation (£m)	Contracted to Date (£m)	Pipeline (£m)	%vs allocation
IP2.1 Enhancing Equal Access to Lifelong Learning	£52.08	£19.82	£32.00	99%
IP2.2 Improving the Labour Market Relevance of Education & Training Systems	£19.44	£0.00	£10.00	51%
PA2 Total	£71.52	£19.82	£42.00	86%

Greater Manchester ESF TOTAL	GM Allocation (£m)	Contracted to Date (£m)	Pipeline (£m)	%vs allocation
PA1 + PA2 TOTAL	£162.81	£106.95	£55.95	100%

2.3 NB: The ESF Managing Authority (DWP) enabled LEP's who opted in to ESFA's second round of ESF contracts to commit up to 115% against the relevant Priority Axis.

2.4 The current pipeline relates to three GMCA co-financing proposals.

- £42m ESF Skills for Growth Programme (IP2.1/2.2) approved by the ESF MA who have issued a MoU to GMCA.
- £11.85m ESF Youth Opportunity proposal (IP1.2) which will respond to the reduction and prevention priorities within the GM NEET agenda. Submitted in December 2019 this is with the ESF MA for appraisal.
- C£2.1m extension to the current Working Well CFO (IP1.1/1.4) to continue provision to 2023 and include additional Working Well programmes.

2.5 Outputs / Outcomes: The committed/pipeline contracts are currently profiled to support 181,127 individuals (132% of ESF allocation) and if delivered will exceed ESF outcome targets around progression into employment, education, training and achievement of skills qualifications.

### 3 ESF MA RESPONSE TO COVID-19

3.1 As elsewhere, the delivery of ESF programmes will be impacted by COVID-19 for an unknown period of time. The ESF MA have been seeking agreement with the EC to enable flexibilities to

be applied which aids both delivery and continues to support the most disadvantaged residents.

- 3.2 The ESF MA has agreed some practical steps in response to COVID-19<sup>2</sup>, e.g. allowing e-signatures, amending/repurposing contractual models where possible. As yet there is no formal confirmation of more structural changes such as relaxing contractual targets, match funding requirements or how the ESF MA will use its uncommitted allocation (c£200-250m), through its Reserve Fund mechanism, to support eligible COVID-19 recovery activity.

#### **4 GM ESF DELIVERY PERFORMANCE AND POTENTIAL IMPACT OF COVID-19**

- 4.1 To the end of March 2020, cumulative performance across all ESF contracts illustrates actual spend of £54.9m (82% of cumulative target). 68,200 individuals have engaged on programmes (90.6%) with recorded progression outcomes - into employment, education and training and skills qualifications - at 67% of their cumulative target.
- 4.2 Key delivery and performance issues, risks and actions broken down by contracts within 'opt-in' / co-financing organisations is set out below. This also highlights the different approaches being taken by co-financing organisations in responding to COVID-19 challenges in supporting residents and delivery providers.

#### **4.3 ESFA Round 1 contracts (2016-2019)**

- 4.3.1 In 2016, ESFA contracted six ESF contracts<sup>3</sup> on behalf of GM. The original contracted values (plus administration costs) was nearly £36m. Due to underperformance this reduced to £30m, with the actual expenditure expected to be c£26.2m. These programmes have now closed with identified underspend recommitted under ESFA Round 2 contracts and within GMCA co-financing proposals.

#### **4.4 ESFA Round 2 contracts (2019-2021)**

- 4.4.1 ESFA procured four ESF contracts on GM's behalf which started delivery in April 2019 and would initially run until July 2021.
- IP1.1 – Skills Support for the Unemployed (total contract value - £9.9m)
  - IP1.2 – Not in Education, Employment or Training (NEET) (£7.8m)
  - IP1.4 – Community Grants (£4.9m)
  - IP2.1 – Skills Support for the Workforce (£9.9m)

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<sup>2</sup> <https://www.gov.uk/government/publications/european-structural-and-investment-funds-coronavirus-covid-19-response/european-social-fund-2014-to-2020-programme-questions-and-answers-on-covid-19-response>

<sup>3</sup> ESF contracts procured / contracted on behalf of Greater Manchester in 2016: Skills Support for the Workforce (IP2.1), Higher Skills for Disadvantaged Individuals (IP2.1), CEIAG (Adults) (IP1.1), CEIAG (Young People) (IP1.2), Start and Grow a Business (IP1.1) and Skills for Employment (IP1.4) programmes.

- 4.4.2 Prior to COVID-19, ESFA and the ESF MA agreed to extend provision until 2023 for strongly performing contracts. These revisions are still to be finalised. To the end of March 2020, contract performance was satisfactory for three of the four contracts. GMCA has been working with the NEET contract provider and ESFA to explore options to improve delivery and performance.
- 4.4.3 These contracts will play a key role in GM's COVID-19 recovery activity with enhanced interest in skills support services over recent months and the Community Grants programme launching a digitally focused bidding round in early May.
- 4.4.4 A potential risk to sustained delivery is that ESFA is currently offering few flexibilities to contracted providers beyond an advanced payment provider relief scheme - <https://www.gov.uk/government/publications/esfa-esf-provider-relief-scheme> - which may result in concerns over the financial viability over some of their payment by results contracts. GMCA will continue to work with ESFA and providers to understand and mitigate the risk of any contracts terminating early.

#### **4.5 National Lottery Community Fund (NLCF) – Building Better Opportunities (ESF)**

- 4.5.1 The Motiv8 programme (IP1.4) is the sole NLCF ESF contract operating in GM and continues to meet its cumulative profile targets. NLCF have extended the contract in both funding and duration which now see over 3,500 participants supported with more than 25% progressing into EET.
- 4.5.2 NLCF has extended its national co-financing MoU until March 2023. However, if the Motiv8 programme continues to perform then its likely contractual expenditure / outputs will be met significantly sooner. GM continues to liaise with NLCF to understand its future plans with existing contracts and its response to COVID-19.

#### **4.6 GMCA Co-Financing Programmes (CFO)**

##### 4.6.1 GM Working Well ESF CFO (existing):

- 4.6.1.1 **The GM Working Well ESF CFO** (IP1.1/1.4 - £32.7m) has been operational since 2016 and covers a number of GM Working Well programmes. Against its original cumulative profile to March 2020, the ESF contract has supported nearly 23,500 GM residents (85% of target) and more than 4,400 job starts (81%). ESF expenditure of £16.2m is 82% of cumulative target.
- 4.6.1.2 The Working Well Expansion has supported more than 3,000 residents into employment (24% of starts) exceeding its original targets. The current underspend (and associated output performance) relates to lower than contracted expenditure / outcome performance on the Working Well Work & Health Programme (WHP).

- 4.6.1.3 GM is outperforming DWP and London contracts with the first cohort of completers achieving a 45% job start rate. Prior to COVID-19, stakeholders were undertaking a review of the assumptions that underpinned the original business case, delivery to date and options to maximise performance and expenditure for the remainder of the programme.
- 4.6.1.4 As a result of COVID-19, DWP and GM have agreed to vary contracts with providers to move from a payment by results to cost model for 2020/21. This provides stability to both the provider and residents accessing the service. The ESF MA have agreed this approach.
- 4.6.1.5 To mitigate some of the potential underspend and meet contractual targets, GMCA is extending its ESF CFO until late 2023 to maximise WHP support and also including new Working Well programmes (Early Help and Specialised Employment Service). Discussions are underway to develop potential services in response to the expected high levels of unemployment as a result of COVID-19. This may include a further call on ESF funding within the existing Working Well ESF contract.

#### **4.6.2 GM Skills for Growth ESF CFO (newly approved):**

- 4.6.2.1 The £42m GM Skills for Growth ESF CFO Application (IP2.1/2.2) has now been approved and a MoU has been issued by the ESF MA. Match funding will be provided by is awaiting the formal MoU from the ESF MA.
- 4.6.2.2 **Annex 1** below sets out GM's programme approach which has been through CEX Investment Group, Skills & Work Executive and ESAP. Market engagement took place prior to COVID-19 lockdown and initial procurement activity is underway although there is no obligation to proceed at this stage. GMCA will continue to assess and monitor how any emerging ESF flexibilities are likely to impact on the delivery of this programme.
- 4.6.2.3 Greater Manchester's Skills for Growth Programme will deliver an innovative and employer led approach to understanding the skills needs of employers and their current and future workforce. It aims to create a shift in the skills system, improving dialogue and understanding between business and skills providers. Working with continuous feedback it will ensure that GM has the talent pipeline required to meet employer needs across our frontier and foundational sectors, providing residents with the skills they need to achieve high quality, well paid technical roles.



4.6.2.4 By gathering intelligence around skills gaps in both large and small employers, and matching this against existing GM skills provision the programme will be able to highlight gaps in our current skills landscape then work to resolve these through evidence based commissioning of required skills delivery. Throughout all employer interaction, engaging them in the wider skills and employment landscape through initiatives like the Good Employment Charter and Bridge GM will ensure a more effective and joined up skills and employment system with clear progression pathways from education into high quality employment opportunities.

**4.6.2.5 An approach to Covid 19 recovery will be embedded in the approaches to intelligence gathering and commissioning delivery.**

4.6.2.6 In its totality, the programme will support projects that make skills, education and training provision more responsive to the needs of the economy so that employers' skills needs are more effectively met. It will build capacity and broker opportunities for work placement & internships, which support the GM Mayors ambition. The programme will enhance relationships between employers and providers of education in order to encourage employers to play a more active role in shaping the skills and employment system.

4.6.2.7 Contract activity is anticipated to start in late 2020 and last until autumn 2023 with tailored provision complementing both immediate work to support COVID-19 recovery activity, devolved Adult Education Budget provision and existing programmes such as the ESF Skills Support for the Workforce.

4.6.2.8 GMCA will manage this programme following the same ESF compliant procedures and processes in operation for the existing GM Working Well CFO.

**4.6.3 Youth Opportunity ESF CFO (at appraisal stage):**

4.6.3.1 GMCA submitted an £11.85m ESF co-financing application (IP1.2) in December 2019 which will look to respond to GM's strategic ambitions to reduce and prevent NEET and support up to 6,000 of GM's most disadvantaged young people. Match funding will also be provided by the devolved Adult Education Budget.

4.6.3.2 A summary of the Programmes intention is set out in **Annex 3** and will be developed with Local Authorities & partners and look to complement existing skills, Princes Trust and LA support for NEET contracts. In particular it will consider the impact of COVID-19 on this cohort and also take into account young people's experiences and support where possible the Young Person Guarantee.

- 4.6.3.3 The appraisal of this application by the ESF MA has been delayed and is likely to impact on the anticipated start date of early 2021. Depending on the delivery and performance of other NEET contracts in response to COVID-19 and wider ESF flexibilities, GM could look to modify and/or extend this contract providing any formal agreements are made with the ESF MA by December 2020.
- 4.6.3.4 GMCA will continue to closely monitor, support and challenge ESF contracts to ensure GM young people receive the maximum support possible until the programme ends in 2023.

## **5 RECOMMENDATIONS / NEXT STEPS:**

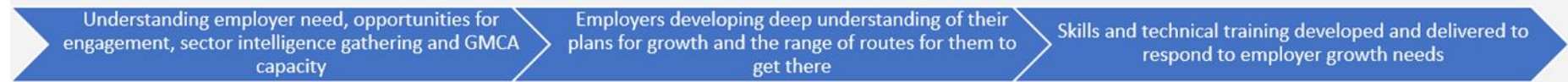
- 5.1 See front of report.

**Annex 1: GM Skills for Growth Programme – Proposed Approach**

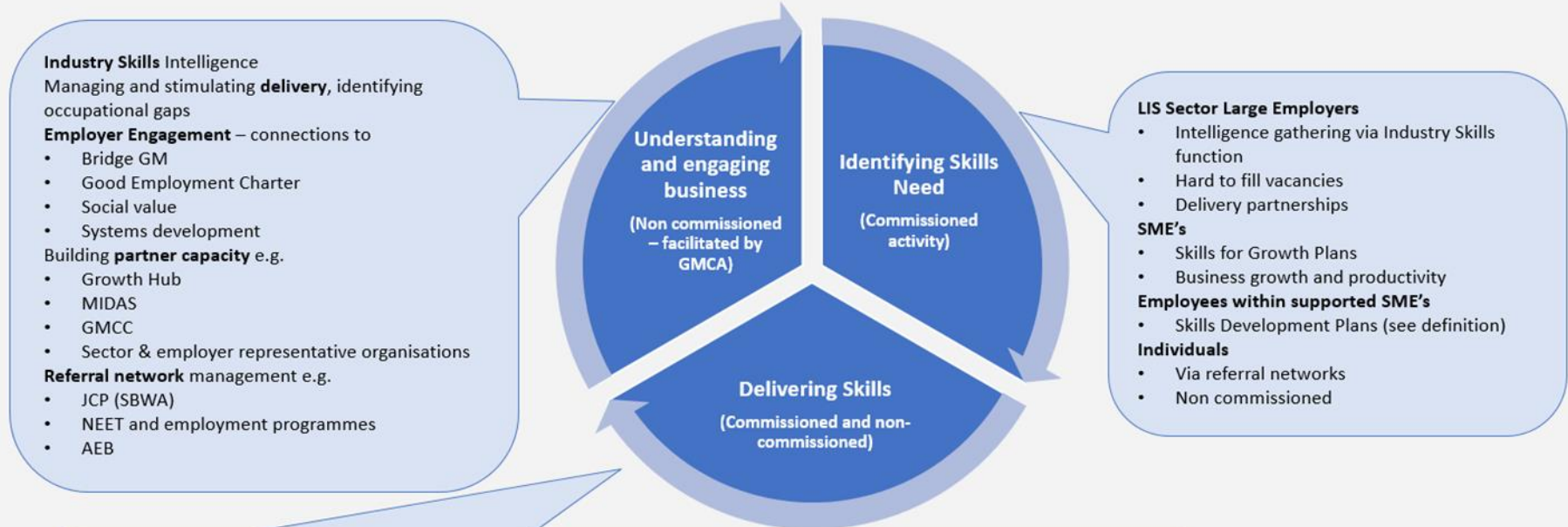
## GM Skills for Growth Programme

Employer driven approach - constant feedback loop to inform highly relevant delivery

2,750 SMEs - 25.6k participants in learning



Page 93



**Industry Skills Intelligence**  
Managing and stimulating **delivery**, identifying occupational gaps

**Employer Engagement** – connections to

- Bridge GM
- Good Employment Charter
- Social value
- Systems development

Building **partner capacity** e.g.

- Growth Hub
- MIDAS
- GMCC
- Sector & employer representative organisations

**Referral network** management e.g.

- JCP (SBWA)
- NEET and employment programmes
- AEB

**LIS Sector Large Employers**

- Intelligence gathering via Industry Skills function
- Hard to fill vacancies
- Delivery partnerships

**SME's**

- Skills for Growth Plans
- Business growth and productivity

**Employees within supported SME's**

- Skills Development Plans (see definition)

**Individuals**

- Via referral networks
- Non commissioned

1. **Existing and vacancy led** 'off the shelf' provision to create delivery partnerships e.g. extensions to Fast Track Digital projects
2. **Quality assured provision** that needs connecting to employers and vacancies
3. Identified **employer need** where provision needs developed (doesn't exist at the moment)
4. **Existing programmes** and accredited training

## **Annex 2: Summary of Youth Opportunity Programme**

Supporting our young people to be socially and economically prosperous is a key priority for the city-region, but whilst good progress is being made to reduce disadvantage and inequality within our education and skills system, we know there are too many young people experiencing structural and systematic barriers, which limit their ambitions, achievements and aspirations.

Young people are our future workforce and they are critical to achieving our ambitions set out in the Local Industrial Strategy. Therefore, we must ensure they are equipped with the skills and opportunities needed to contribute to the growth and future prosperity of Greater Manchester. We expect this programme to do this by helping to:

- Supporting a 'youth guarantee' post Covid-19
- Reduce NEET – Greater Manchester continues to have a higher proportion of young people not in education, employment or training (NEET) when compared to national and regional averages
- Close the disadvantage gap – deprivation and disadvantage continue to be strongest determinants for low attainment and NEET in GM
- Address sub-regional variances – significant discrepancies exist between the best and worst performing areas of GM, including access to suitable and effective support and provision
- Address skills gaps – local employers continue to highlight significant gaps in young people's skills and preparedness for work
- Raise hope and aspirations – hope and optimism for the future continues to be a concern for a significant number of our young people

### **DELIVERY:**

GMCA will procure and contract the services of delivery organisations who can deliver a responsive package of interventions and innovative approaches, tailored to the needs of the identified participants and beneficiaries. The programme will be delivered across the entire GMCA area.

The programme will be delivered by organisation(s) who can demonstrate that they can deliver across all ten local authority areas; have a proven track record of delivering programmes of similar size and scale; and have the capacity to deliver provision immediately upon contract commencement.

### **BENEFICIARIES:**

The programme will work with a minimum of 6,000 young people aged 15 to 25 who are either:

- Those a higher risk post Covid 19
- not in education, employment or training (NEET);
- considered to be at risk of becoming NEET, based on pre-determined risk factors and/or characteristics;
- disengaging from mainstream education;
- disengaged from mainstream and/or statutory support services

Risk factors include, but are not limited to:

- being in care / a care leaver
- having a learning difficulty or disability
- having been permanently excluded from mainstream education
- attending (or previously attended) alternative provision because of issues with behavior, attendance or educational attainment
- known to youth offending or probation
- substance misuse
- gang membership
- Those at risk of choosing a life of crime
- Those young people who are at risk of exploitation

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Date: 26 June 2020

Subject: The Mayor's Cycling and Walking Challenge Fund (MCF)

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

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## PURPOSE OF REPORT

To note and approve the funding requirements set out in the following report, in order to ensure the continued delivery of the Mayor's Challenge Fund programme for Walking and Cycling.

## RECOMMENDATIONS:

The GMCA is requested to:

1. To note the progress made in developing a set of MCF delivery priorities across GM and the agreement of a prioritised first phase for the programme;
2. Approve the release of up to £6.8 million of development cost funding for the nine MCF schemes set out in this report; and
3. Approve £3.25 million for the MCC Princess Road/Mancunian Way scheme in order to secure full approval and enable the signing of a delivery agreement.

## CONTACT OFFICERS:

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

**Equalities Implications:**

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

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

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

**Risk Management:**

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

**Legal Considerations:**

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

**Financial Consequences – Revenue:**

Revenue consequences are set out in paragraph 4.3

**Financial Consequences – Capital:**

Financial consequences are set out in paragraphs 3.6 - 3.9 and 4.1 – 4.3.

**Number of attachments to the report:**

No attachments.

**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
- 29 November 2019 - Mayor’s Cycling & Walking Challenge Fund

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

## **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, 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 On 27 July, 28 September, 14 December 2018 and 29 March, 28 June, 29 November 2019, GMCA sequentially approved Tranches 1 to 6 of the Mayor's Cycling and Walking Challenge Fund, granting schemes Programme Entry. In total this comprised 82 cycling and walking schemes with a forecast MCF funding requirement of £358.5 million, and a forecast overall value of £492.7 million, including local contributions. This figure excludes Programme Management costs and the GM Bike Hire scheme.
- 1.4 Following the over-programming of the MCF and the creation of an infrastructure pipeline, on the 5 May 2020 GMCA approved the first phase of Bee Network delivery, based on identified District priorities. This phase has a forecast value of £216.5 million. Details of the schemes contained within this phase can be found at Appendix 1.
- 1.5 This paper recommends funding approvals associated with the ongoing implementation of the Bee Network through the Mayor's Cycling and Walking Challenge Fund, and includes funding approvals for both scheme development costs and full scheme delivery. This is intended to be a monthly funding approval paper in support of MCF programme delivery.

## **2 MCF DEVELOPMENT COST APPROVAL**

- 2.1 Over the last 2 years, TfGM has been working closely with scheme promoters to set up and progress the projects in line with the agreed governance arrangements, and continues to utilise TfGM's established Cycling & Walking Infrastructure Support Team to provide collaborative support to Local Authority partners.
- 2.2 Following Programme Entry, Local Authority partners can proceed with the development of their schemes, including progressing the necessary powers and consents, prior to obtaining either Conditional Approval and/or Full Approval of their scheme Business Cases.

- 2.3 Under MCF governance, once a scheme has secured Programme Entry, scheme promoters can submit a development cost budget request signed off the relevant Section 151 officer. Once agreed, this provides the confidence that all reasonable development costs through to the next approval stage (either outline or full) will be funded.
- 2.4 Details of the schemes for which Development Cost funding approval is sought, is set out below. These forecast development costs have been submitted to TfGM and reviewed and signed off by the MCF programme team.
- **Bolton Town Centre Phase 1** scheme will provide high quality routes within and extending out of Bolton Town Centre, and improve links across lines of severance between residential areas and the regional centre. It received Programme Entry to MCF through tranche 5 on 29th June 2019 and has a development cost ask from the MCF of £375,500.
  - **GM Bike Hire** will deliver a public bike hire scheme for GM through the appointment of a service provider to design, install, operate and maintain for a period of 5 years through a managed services contract. The scheme was granted Programme Entry to the MCF on 29 March 2019 and has a total development cost ask from the MCF of £937,053.
  - **GM Bee Network Crossings** will deliver a significant number of crossing points on identified lines of severance to unlock the Bee Network. Crossings are to be delivered in all ten Greater Manchester districts. The first phase for which we are seeking development costs will implement 21 crossings in the districts of Manchester and Bury. The scheme was granted Programme Entry to the MCF by the GMCA on 29 November 2019 and has a development cost ask from the MCF of £460,991.
  - **Salford Chapel Street/Trinity Way junction improvement** scheme will deliver a 'Cyclops' type design providing light-controlled facilities across the junction, in addition to an important link on Chapel Street which will enhance access for pedestrians and cyclists travelling into the city centre, and linking with other local MCF scheme. The scheme was granted Programme Entry to the MCF by the GMCA on 28 June 2019 as part of the overall Salford City Centre Package, which comprises 8 sections. This particular element has a development cost ask from the MCF of £283,483.
  - **Salford Gore Street** connection will provide a vital link for pedestrians and cyclists from Chapel Street towards Salford Central station and the development area to the south of Gore Street. The scheme was granted Programme Entry to the MCF by the GMCA on 28 June 2019 as part of the overall Salford City Centre Package, which comprises 8 sections. This particular element has a development cost ask from the MCF of £168,560.
  - **Salford Chapel Street East Phase 2** improvement scheme will extend Phase 1 towards the junction with Blackfriars and will similarly include major improvements for pedestrians and cyclists, greatly improving connectivity into the city centre. The scheme was granted Programme Entry to the MCF by the GMCA on 28 June 2019 and comprises

8 sections. This particular element has a development cost ask from the MCF of £684,937.

- **Tameside A57 Denton to Hyde** will deliver the second stage of the A57 Beeway Corridor, adjacent to the tranche 4 Crown Point scheme. Fully segregated cycle facilities will be provided along 1400m of the A57 corridor linking the town centres of Denton and Hyde. The scheme received Programme Entry to the MCF through tranche 6 on 29th November 2019 and has a total development cost ask of £167,000.
- **Wigan Leigh Atherton Tyldsley** will use a mixture of greenways, filtered neighbourhoods and kerb segregated cycleways to create a network of routes connecting the town and village centres of Atherton, Tyldesley and Leigh. The scheme was granted Programme Entry by the GMCA on 29 November 2019 and has a development cost ask from the MCF of £1,775,037.
- **Wigan Standish to Ashton** will use a mixture of kerb segregated cycleways on the A49 Streets for All Corridor; greenways on a canal towpath and disused railway line and filtered neighbourhoods, to create a network of walking and cycling routes connecting Wigan town centre with suburban communities and the satellite communities of Standish (to the North) and Ashton in Makerfield (to the South). Programme Entry to the MCF was secured on 29 November 2019 with a development cost ask from the MCF of £1,943,990.

2.5 These nine schemes represent a combined development cost budget ask from the MCF of £6,796,551. Their approval would result in a total of 45 MCF schemes having received development cost budget approval, with a combined ceiling budget of £23.9 million.

### **3 MCF FULL SCHEME APPROVAL**

- 3.1 Having previously achieved Programme Entry, Full Approval is sought for the MCC Princess Road/Mancunian Way MCF scheme to enable the entering into of a legal delivery agreement.
- 3.2 The scheme requires an MCF contribution of £3.25 million to an overall total cost of £9.129 million.
- 3.3 The MCC Princess Road/Mancunian Way MCF scheme will greatly enhance the cycling and walking facilities at the busy Princess Road junction with the Mancunian Way, which is part of the Manchester Salford Inner Ring Road (MSIRR). The MSIRR is a significant cause of severance within the Bee Network for pedestrians and cyclists. This will be addressed through the introduction of fully segregated high-quality signal control crossing-points for pedestrians and cyclists on all arms of the junction.

- 3.4 Manchester City Council submitted a full business case for the scheme which, having been assessed by the MCF Programme team, fulfils the assessment criteria of the five cases (Strategic, Economic, Management, Financial and Commercial).
- 3.5 In accordance with the agreed assurance for schemes of this value, endorsement from the the Mayor's Cycling and Walking Board on 15 May 2020. Final funding approval is now required from the Combined Authority, following which delivery will be managed through a legal agreement between TfGM and Manchester City Council.
- 3.6 Full approval of this scheme would result in a total of six MCF schemes having secured full funding approval (inclusive of the joint Growth Deal-funded SCC Trafford Road scheme), with a total committed value of £9.2 million of MCF funding.

#### **4 RECOMMENDATIONS**

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

**Eamonn Boylan**

**Chief Executive Officer, GMCA & TfGM**

## **Appendix 1: MCF Prioritised Schemes**

### **Schemes to be Delivered – in full or in part**

<b>Tranche 1</b>
Bolton: B6226 Chorley New Road
Bury: Metrolink Bury Line – Cycle Parking
Bury: New and Upgraded Crossing Points and Junctions
Manchester: Manchester to Chorlton
Oldham: King Street foot/cycle bridge
Oldham: Union Street West foot/cycle Bridge
Rochdale: Castleton Local Centre Corridor
Salford: SBNI – A6 Broad Street / B6186 Frederick Road
Salford: Chapel Street East Phase 1: Demonstrator Project
Stockport: Gillbent Road – Crossing Upgrade
Tameside: Tameside Active Neighbourhoods
Trafford: A5014 Talbot Road
Wigan: Victoria Street/Warrington Road Junction Improvements
<b>Tranche 2</b>
Salford: Swinton Greenway
Stockport: Hazel Grove Access Upgrades
Trafford: Talbot Road A56 Chester Road
Wigan: Standish Mineral Line
<b>Tranche 3</b>
Salford: Trafford Road
Wigan: Toucan Crossings – Wigan Central
<b>Tranche 4</b>
GM: GM Bike Hire
Manchester: Levenshulme Mini Holland
Manchester: Mancunian Way/Princess Parkway Junction
Manchester: Rochdale Canal Bridge 88-80a
Manchester: Route 86 (Northern Quarter)
Rochdale: Castleton Town Centre Phase 2
Salford: Barton Aqueduct
Stockport: A6 MARRR Links
Stockport: Bramhall Park to A6
Stockport: Crossings package
Stockport: Heatons Cycle Link
Stockport: Interchange
Stockport: Ladybrook Valley

## **Appendix 1: MCF Prioritised Schemes – continued**

Tameside: Crown Point
Trafford: Wharfside Way
Wigan: Leigh Atherton Tyldesley
<b>Tranche 5</b>
Bolton: Town Centre Phase 1 (East)
Bury: Fishpool
GM: Active Neighbourhoods Support
GM: Safety Camera Digitisation and Upgrade
Manchester: Northern and Eastern Gateway
Salford: City Centre Package
Salford: RHS Links
Stockport: Heaton Norris Park Bridge
Stockport: Hempshaw Lane
Tameside: Ashton South
Tameside: Ashton Streetscape Scheme
Trafford: Sale - Sale Moor - Sale Water Park
Trafford: Urmston Area Active Neighbourhood
Wigan: Standish to Ashton
<b>Tranche 6</b>
Bolton: Astley Bridge-Crompton
Bolton: Westhoughton Bee Network
Bury: Elton
Bury: Pimhole
Bury: Radcliffe Central
GM: Bee Network Crossings
Manchester: Beswick Filtered Neighbourhood
Manchester: Manchester Cycleway
Oldham: Chadderton Improvements
Oldham: Oldham Town Centre Improvements
Oldham: Park Road (NCN 626) Town Centre Connection
Oldham: Royton Town Centre Connection
Stockport: Romiley Neighbourhood and Links
Stockport: Thompson Street Bridge
Tameside: A57 Denton to Hyde
Trafford: North Altrincham Bee Network
Trafford: Seymour Grove

**Appendix 1: MCF Prioritised Schemes - continued**

**Schemes for Development Only**

Stockport: Welkin Road - Town Centre Severance Package
Tameside: Ashton West Retail Centre Link Bridge
Oldham: Park Bridge (NCN 626) – Ashton under Lyne
Manchester: Oldham Road (Inner Radial)
Stockport: Heatons WRH
Salford: Trinity Way/Springfield Lane Crossing
Salford: Monton Town Centre
Salford: Ordsall Filtered Neighbourhood
Salford: Liverpool Street Corridor



Date: 26 June 2020

Subject: GMCA Local Growth Deal and Mayor’s Challenge Fund Scheme Approvals – A5063 Trafford Road (Salford)

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

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## **PURPOSE OF REPORT**

To request the granting of Full Approval for the A5063 Trafford Road (Salford) Scheme and approve the associated release to Salford City Council of £9.518 million Local Growth Deal funding and £4.832 million Mayor’s Cycling and Walking Challenge Fund resources to enable the delivery of the scheme.

## **RECOMMENDATIONS:**

The GMCA is requested to Grant Full Approval for the A5063 Trafford Road (Salford) Scheme and approve the associated funding release to Salford City Council of the remaining £9.518 million of the total £10.5 million Local Growth Deal funding and £4.832 million of Mayor’s Cycling and Walking Challenge Fund resources to enable the delivery of the scheme.

## **CONTACT OFFICERS:**

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**Equalities Implications:**

Salford City Council is committed to ensuring that the needs of those disadvantaged or vulnerable in society are carefully considered and included for within the Trafford Road Improvement scheme. The specific needs of people with impaired mobility have been developed in consultation with TfGM's Disability Design Reference Group and has included design measures and amendments resulting from feedback from these meetings.

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

The Growth Deal Transport programme objectives are to introduce measures to enable economic growth within Greater Manchester. The Trafford Road scheme includes measures to encourage increases in active travel, thereby positively influencing climate change.

**Risk Management:**

Risk management considerations are referred in paragraph 2.5 of the report.

**Legal Considerations:**

Legal Considerations are referenced in paragraph 2.2 of the report.

**Financial Consequences – Revenue:**

Financial Consequences – Revenue, are referenced in paragraphs 2.2 to 2.9 of the report.

**Financial Consequences – Capital:**

Financial Consequences – Capital, are referenced in paragraphs 2.2 to 2.9 of the report.

**Number of attachments to the report:** None

Comments/recommendations from Overview & Scrutiny Committee

N/A

**BACKGROUND PAPERS:**

None.

<b>TRACKING/PROCESS</b>		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		Yes
<b>EXEMPTION FROM CALL IN</b>		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		N/A
GM Transport Committee	Overview & Scrutiny Committee	
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. (Growth Deal 1, 2 and 3).
- 1.2 This report provides a brief update on the A5063 Trafford Road major scheme, which is being promoted by Salford City Council; advises on the outcome of the recently completed Gateway Review; and recommends that Full Approval is granted, along with the release of the required funding from Local Growth Deal and Mayor's Challenge Fund budgets to enable delivery of the scheme.

## **2 FULL APPROVAL**

- 2.1 The A5063 Trafford Road Improvement scheme is a package of measures to support access to Salford Quays, which introduces improved optimisation at signalised junctions, provides additional traffic lanes to assist turning traffic and improves facilities for both pedestrians and cyclists. The scheme has been developed in conjunction with TfGM's Cycling and Walking Team and in line with the design principles of the Mayors Challenge Fund for Walking and Cycling. The scheme will:

- Improve journey times to the Quays for all road-based transport including buses and delivery vehicles;
- Increase connectivity to neighbouring areas through improved pedestrian/cyclist crossing points e.g. to/from Ordsall;
- Improve provision for active travel through the incorporation of enhanced public realm and fully segregated cycle facilities funded through MCF;
- Remove barriers to movement; and
- Provide a key strategic link as part of the Bee Network.

- 2.2 In line with the agreed governance arrangements for the GM Local Growth Deal, the Full Approval Business Case was submitted for Gateway funding approval in February 2020. The Gateway Review included consideration of legal, risk, financial (both capital and revenue) and strategic fit consequences. Overall the required criteria for the construction works to proceed were considered to have been met. This review also included a thorough examination of the value for money assessment with the scheme demonstrating 'very high' value for money.

- 2.3 Following the conclusion of the Gateway Review, the proposals have gone through the necessary endorsement/approval process, as provided for by the aforementioned Local Growth Deal governance arrangements.
- 2.4 A construction contract has been tendered by Salford City Council through the Manchester City Council Framework and the award of the contract will take place in due course, subject to receipt of Full Approval and the associated release of funding. A Delivery Agreement between Salford Council, GMCA and TfGM will be entered into to facilitate delivery of the works. Subject to the necessary approvals being secured, contract award is scheduled for Summer 2020. Salford City Council are in discussion with the preferred contractor to ensure all Covid-19 guidelines are met.
- 2.5 A thorough review of the cost plan for the scheme was undertaken as part of the Gateway 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. Salford City Council have made additional allowances within the scheme risk budget as a result of required changes to methods of working to ensure all Covid-19 guidelines are met.
- 2.6 The funding request illustrated in the table below represents the specific budget and funding allocated to this element of the overall Growth Deal programme.

<b>A5063 Trafford Road Growth Deal Funding</b>	<b>Outline Business Case</b>	<b>Full Business Case</b>	<b>Total</b>
	<b>(£ million)</b>		
<b>Growth Deal</b>	-	10.5	10.5
<b>Total Growth Deal budget</b>		10.5	10.5
<b>GMCA approval to date</b>	0.982	-	0.982
<b>Approval request this paper</b>	-	9.518	9.518
<b>Total Growth Deal Funding</b>	0.982	9.518	10.500

- 2.7 The Growth Deal funding is a fixed contribution to the scheme, which has a forecast total cost of £19.832 million with risk and contingency held by Salford City Council as part of the Local Authority funding for the scheme.
- 2.8 The Trafford Road improvement scheme is also part funded by Salford City Council and the Mayor's Challenge Fund. The total funding for the scheme is shown in the table below:

<b>Funding</b>	<b>£'000</b>
Growth Deal Funding	10,500
Salford City Council Funding	4,500
Mayor's Challenge Fund (MCF)	4,832
<b>Total Funding</b>	<b>19,832</b>

2.9 The MCF funding contribution has been subject to the necessary design checks and approvals as set out in the agreed MCF governance process. To that end a funding paper was submitted to and agreed at the 15 May meeting of the Mayor's Cycling and Walking Board. This funding approval is consistent with the position set out in the MCF Prioritisation paper approved by GMCA on 5 May 2020.

### **3 FUNDING RELEASE APPROVAL**

3.1 As a result of the outcome of the Gateway Review, it is recommended that the Combined Authority grant Full Approval for the scheme and the associated release of the remaining £9.518 million Growth Deal funding and £4.832 million from the Mayor's Cycling and Walking Challenge Fund required to deliver these works.

### **4 RECOMMENDATIONS**

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

**Eamonn Boylan**

**Chief Executive Officer, GMCA & TfGM**

Date: 26 June 2020

Subject: Stockport Mayoral Development Corporation (MDC) Delivery Plan 2020-2025

Report of: Andy Burnham – Greater Manchester Mayor and Simon Nokes  
Portfolio Lead Chief Executive for the Combined Authority on the  
Stockport Mayoral Development Corporation

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## **PURPOSE OF REPORT**

To seek approval from the GMCA of the Stockport Town Centre West Mayoral Development Corporation's Strategic Business Plan 2020-2025 and the Annual Action Plan which sets out more detail on the commercially sensitive activities the MDC will undertake over the course of 2020 / 2021 to deliver the objectives in the full plan. The Annual Action Plan is included in confidential Appendix B of this report.

## **RECOMMENDATIONS:**

The GMCA is requested to:

1. To approve the Stockport Town Centre West Mayoral Development Corporation's Strategic Business Plan May 2020 – March 2025 (Appendix A).
2. To approve the Stockport Town Centre West Mayoral Development Corporation's Action Plan May 2020 – March 2021 (Appendix B)

## **CONTACT OFFICERS:**

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- Equalities Implications – [see paragraphs 3.1 to 3.4]
- Climate Change Impact Assessment and Mitigation Measures – [see paragraphs 3.1 to 3.4]
- Risk Management – [see paragraphs 1.2 to 1.5]
- Legal Considerations – [see paragraph 1.3]
- Financial Consequences – [Revenue – see paragraphs 1.2 to 1.7]
- Financial Consequences – [Capital – see paragraph 1.2 to 1.7]
- Number of attachments included in the report – 2

Comments/recommendations from Overview & Scrutiny Committee

The Business Plan and the Annual Action plan was considered by the GMCA Economy Business Growth and Skills Overview and Scrutiny Committee on the 12 June 2020. Generally members were very supportive and welcomed it as a very positive plan and it was recommended that the Business Plan should be kept under review as we understand more about the implications of Covid. Any amended business plan would be submitted to the CA for approval in line with the oversight and accountability arrangements for the Mayoral Development Corporation.

#### **BACKGROUND PAPERS:**

The Stockport Town Centre West Mayoral Development Corporation's Strategic Business Plan May 2020 – March 2025 (Appendix A)

The Stockport Town Centre West Mayoral Development Corporation's Action Plan May 2020 – March 2021 (Appendix B)

Town Centre Challenge Report to GMCA on 26 January 2018

Town Centre Challenge Report to GMCA on 28 September 2018

Stockport Council Cabinet Report on the Creation of a Mayoral Development Corporation in Stockport's Town Centre West – December 18 2018

Stockport Mayoral Development Corporation Report to the Joint AGMA/GMCA Board on 11 January 2019



Town Centre Challenge: Stockport Mayoral Development Corporation to the GMCA on 29 March 2019

Stockport Council Report to the Corporate, Resource Management & Governance Scrutiny Committee on the 6 August 2019

The Stockport Town Centre West Mayoral Development Corporation (Establishment) Order 2019 (S.I. 2019/1040)

Stockport Mayoral Development Corporation Delivery Plan 2019 - 2020

Greater Manchester Economy, Business Growth and Skills Overview and Scrutiny Committee 12 June 2020

<b>TRACKING/PROCESS</b>		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		Yes
<b>EXEMPTION FROM CALL IN</b>		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		N/A
TfGM	Overview & Scrutiny Committee	
N/A	12/06/20	

## **1. BACKGROUND**

- 1.1 On 28 September 2018 the GMCA agreed to support, in principle, the creation of a Mayoral Development Corporation (Corporation) in Stockport to help secure the regeneration of the Town Centre West area of Stockport. This agreement in principle was subject to further work being undertaken by Stockport Council in relation to the proposals.
- 1.2 On 11 January 2019 the GMCA agreed a draft set of principles to be used for any proposed Corporation to be set up in the Greater Manchester area (GM Corporation Principles).
- 1.3 In accordance with legislation and new devolved powers the Greater Manchester Mayor (Mayor) was able to designate the Stockport town centre west area of land as a Mayoral development area. The Stockport Corporation was established under legislation on 2 September 2019 and is the first Corporation in the Greater Manchester area.
- 1.4 The Stockport Town Centre West Mayoral Development Corporation has been created to deliver the Council's ambitious agenda to deliver new homes, increase the long-term viability of the whole town centre, and regenerate Stockport's Town Centre West. It will deliver the long-term vision for the area as set out in the Strategic Regeneration Framework for Town Centre West, which Stockport Council approved in November 2019.
- 1.5 To ensure that there is appropriate democratically accountable oversight and influence over the MDC, the Council and Greater Manchester Combined Authority (GMCA) have both formally agreed that the MDC will produce a Strategic Business Plan that specifies what activity the MDC will undertake and that that business plan will be submitted to the Council and GMCA for approval.
- 1.6 An interim Strategic Business Plan covering the period from the MDC's creation to the end of the 2019/20 financial year was approved by GMCA in September 2019 and by the Council in November 2019.
- 1.7 In the period since the interim Strategic Business Plan was approved, the MDC has established itself as an effective regeneration delivery vehicle and is now in a position to set out a more comprehensive long-term plan for bringing about the regeneration of Town Centre West over the period 2020 to 2025. This new draft Strategic Business Plan was approved by the MDC Board at its meeting on May 7th 2020. The Strategic Business Plan is included in Appendix A of this report.

## **2. GOVERNANCE AND ACCOUNTABILITY OF THE MDC**

- 2.1 For the first phase of its life, the Greater Manchester Mayor, Andy Burnham, acted as Chair of the MDC's Board until such time as an appropriate external appointment could be made. Stockport Council is represented on the Board by the leaders of its three largest political groups. In January 2020, the GM Mayor,

appointed the former Head of the UK Civil Service, Lord Kerslake, as Chair of the MDC Board. The recruitment of a further two private sector Board members to bring additional skills and expertise is currently underway.

- 2.2 The Strategic Business Plan is supplemented by a confidential Annual Action Plan (Attached as Appendix B) which sets out more detail on the commercially sensitive activities the MDC will undertake over the course of 2020 / 2021 to deliver the objectives in the full plan.

### 3. OBJECTIVES OF THE MDC

- 3.1 The objectives of the Corporation are to lead the regeneration of the town centre west area of Stockport by:

- Delivering approximately 3,500 new homes set within a mixed use green urban village in accordance with the Strategic Business Plan;
- Contributing to the delivery of the social infrastructure and amenity required to support an increase in the residential population of the area and to benefit existing residents of the area;
- Attracting public and private sector investment to support the delivery of residential and employment growth; and
- Delivering a blueprint for brownfield development in a town centre context that fits with the GMCA's and the Council's overall strategic growth ambitions.

- 3.2 The Stockport MDC will work closely with Stockport Council, the GMCA and Homes England to achieve its objectives.

- 3.3 The MDC's objectives are derived from the analysis and masterplanning that underpin the Strategic Regeneration Framework for Town Centre West. They collectively respond to the guiding principles of:

- **Community** – An increased population and enhanced quality of life for all
- **Sustainability** – A more attractive place and sustainable environment
- **Innovation** – A place of progress and an environment shaped for the future

- 3.4 The MDC's objectives within those guiding principles are:

- Supporting Health & Sustainability
- Supporting Economic Growth

- Innovation & Future-Proofing
- Enhancing Connectivity
- Housing a Growing Community
- Integrating Neighbourhoods
- Raising Design Quality
- Responding to Character

#### **4. STRATEGIC BUSINESS PLAN**

4.1 The Stockport MDC will exercise all its powers and duties in accordance with the law, its Constitution and the Strategic Business Plan. The MDC's Strategic Business Plan must be approved by the GMCA and Stockport Council prior to it being adopted formally by the MDC.

4.2 Over the period 2020 – 2025, the MDC will deliver against the following commitments:

- The MDC will, as a minimum, maintain its current pace of delivery and successfully achieve its initial target of 1,000 new homes by March 2023. It will aim to continue this level of delivery by completing 250 new homes per year until March 2025.
- The MDC will support wider planning for future health and education facilities and will produce a credible and deliverable plan for the social infrastructure investment requirement in Town Centre West. This work will commence during 2020/21.
- Through its communications partners, the MDC will raise its profile as an exemplar regeneration delivery vehicle.
- During the period of this Strategic Business Plan the MDC, with Stockport Council and Greater Manchester Combined Authority, will agree a final infrastructure plan; the MDC will then work with all partners to facilitate the development of a pipeline of infrastructure schemes and investment propositions, in line with housing growth and carbon neutrality and sustainability across Town Centre West. This infrastructure will include a

- specific focus on Town Centre West’s Station Quarter to maximise the strategic significance of Stockport Rail Station and its role as a southern hub to the wider City Region.
  - The MDC will work closely with Stockport Council, Transport for Greater Manchester, Greater Manchester Combined Authority and all other partners to progress the business case for the Metrolink extension and twin track work to secure the funding with work to ensure the appropriate legal powers using the MDC status are in place to fast-track delivery of Metrolink in advance of the standard timescales.
  - The MDC will work closely with a broad range of partners and funders to develop new funding models and could support delivery of the MDC’s objectives. In particular, it will engage with partners across the private sector, and all levels of the public sector, to establish a transitional gap funding mechanism to address viability issues and enable the adoption of carbon neutral development.
  - The MDC will engage with housing developers, the technology and academic sectors, with innovation funders and the Connected Cities Catapult to establish Town Centre West as an exemplar for innovation in town centre regeneration across issues such as infrastructure management, connected and low carbon homes and vehicles, assisted living, modern construction techniques and building management.
  - The MDC will support Stockport Council in producing a final Residential Design Guide for consultation and approval in support of the shared ambition to drive up design quality. It will also work with the Council to incorporate the SRF into wider planning policy.
- 4.3 The draft Strategic Business Plan has been discussed with a number of external stakeholders to assess its effectiveness for galvanising interest in the MDC project. Subject to approval it will be used to support engagement with a broad range of decision-makers and stakeholders at local, regional, and national levels.
- 4.4 The Business Plan and the Annual Action plan was considered by the GMCA Economy Business Growth and Skills Overview and Scrutiny Committee on the 12 June 2020. Generally members were very supportive and welcomed it as a very positive plan and it was recommended that the Business Plan should be kept under review as we understand more about the implications of Covid. Any amended business plan would be submitted to the CA for approval in line with the oversight and accountability arrangements for the Mayoral Development Corporation.

## **5. RECOMMENDATIONS**

- 5.1 Recommendations are found at the beginning of this report.

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# Stockport Town Centre West Mayoral Development Corporation



Strategic Business Plan 2020 – 2025

## Chair's Foreword

The Stockport Town Centre West Mayoral Development Corporation is a radical new approach to tackling future housing need and the changing role of town centres.

It provides a blueprint for how powers and funding devolved to the Greater Manchester Mayor, Andy Burnham, combined with strong local leadership from Stockport Council and a compelling long-term vision, can set a new benchmark for town centre regeneration.



The regeneration of Stockport town centre over recent years is a great success story at a time when towns are all too often struggling to adapt in a rapidly changing world. But the ambition Andy Burnham, Stockport Council, and Homes England have shown to use this momentum to scale up the delivery of new homes in the 'newest, coolest, and greenest' urban neighbourhood in Greater Manchester is enormously exciting.

The residents of Stockport, the development and investment sectors, and policy-makers can take great confidence from the town's track record of finding solutions to the challenges town centres face. The vision for Town Centre West is credible and compelling - and the MDC is ideally placed to bring together all stakeholders to make it a reality.

These are exciting times for Stockport and this five year business plan is hugely ambitious. It was prepared prior to the COVID-19 crisis – and should be regularly reviewed in the changing climate - but the fundamental opportunity in Stockport and the need for action remain.

I look forward to seeing the town move forward and better serve its residents over the coming years.

**Lord Bob Kerlake**

April 2020



## **Stockport Town Centre West – A Unique Regeneration Opportunity**

### **Stockport Town Centre is Changing**

Over recent years Stockport has led the way on town centre regeneration through a £1bn investment programme that has brought forward new housing and commercial development, led to major transport infrastructure enhancements, and redefined the town as a leisure, food and beverage, and visitor destination.

But the scale of our ambition for Stockport does not stop there. The achievements of the last ten years have generated significant momentum and give us a once-in-a-generation opportunity to reshape the town for the coming decades.

The Stockport Mayoral Development Corporation has been created in response to the specific challenges and opportunities in Stockport, the town's potential as a centre of housing and economic growth in Greater Manchester, and as a nationally significant exemplar

for how large-scale regeneration can be delivered in a town centre context.

### **Town Centre West in Context**

Stockport is already an exceptional place to live, work and visit. The borough is one of the most successful local economies in Greater Manchester and accommodates the third largest workforce in the city region alongside great schools, cultural attractions, and amenities.

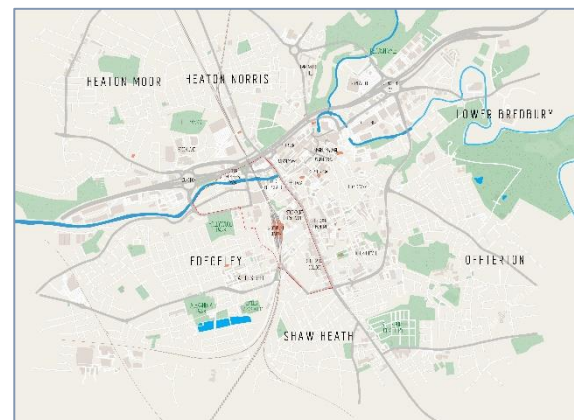
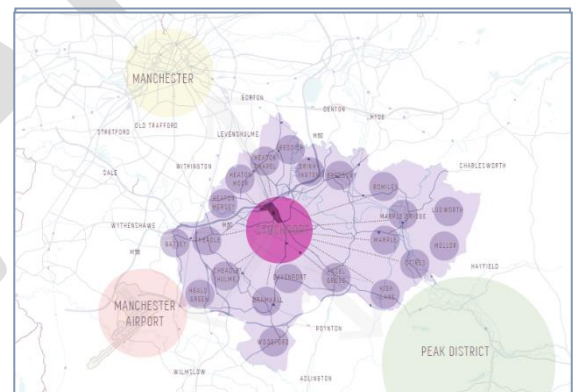
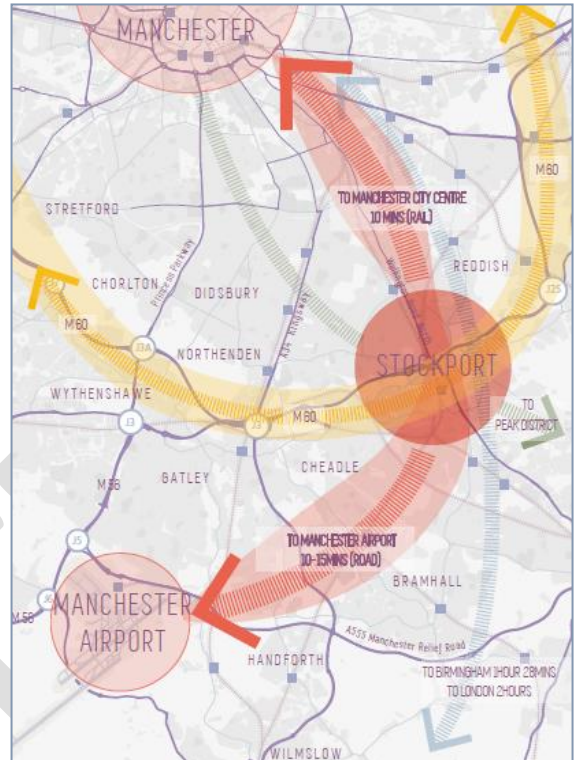
Stockport's success is in part due to its location and exceptional transport connectivity to Manchester city centre, Manchester Airport, Sheffield, Liverpool, Birmingham, and London. But its easy access to the Peak District, the Trans-Pennine Trail, and its rivers, canals, and walking routes all contribute to its attractive offer.

These advantages mean that Stockport is ideally positioned to benefit from changing patterns of investment and urban re-population and to capitalise on the impact of major economic growth in Manchester city centre and the wider City Region, creating a demand for high quality homes which has been mainly fulfilled by new City Centre schemes.

These factors combine to create a compelling case for Stockport as the location for a significant new residential community to address the borough’s planning, housing, and economic challenges and to offer an alternative to the City.

This opportunity underpins the vision and masterplan set out in the Strategic Regeneration Framework (SRF) for Town Centre West produced by Stockport Council in 2019. The SRF responds to the unique spatial characteristics of Town Centre West – as well as its proximity to the amenities and opportunities in the wider Town Centre – and provides a compelling, credible, and deliverable plan for how the area can be transformed.

Town Centre West is shaped by its industrial land uses and major infrastructure while the River Mersey and Hollywood Park provide exceptional natural assets. In common with other town centres, however, the area is strongly characterised by fragmentation of land ownership which make large-scale change difficult to achieve without a major long-term strategic initiative that brings together the public and the private sectors.



## **The Mayoral Development Corporation**

The Stockport Mayoral Development Corporation (MDC) is one of the key initiatives in Greater Manchester's approach to reviving its town centres as part of the city region's overall housing and employment ambitions. It is the first Mayoral Development Corporation in Greater Manchester – and the first in the country to focus on a town centre location - and will address some of the biggest challenges facing towns and urban centres in the UK today.

The MDC has a clear mission to build Greater Manchester's newest, coolest, and greenest urban neighbourhood building upon our guiding principles of Community, Sustainability and Innovation.

Over an anticipated lifetime of up to fifteen years, the MDC will re-purpose the 130 acres of Town Centre West, providing up to 3,500 much-needed new homes in a sustainable brownfield location alongside new employment floorspace and the social infrastructure and amenity needed to support a growing community. The success of the MDC will make a vital contribution to wider plans to reshape the whole of

Stockport Town Centre for current and future residents alike.

By creating the MDC as a dedicated regeneration vehicle, Stockport has the delivery focus and single institutional platform to tackle the full range of issues faced by town centres from increasing housing supply and tackling viability constraints to raising design quality, pioneering low carbon development, and providing the employment space and infrastructure improvements needed to future-proof Stockport Town Centre as a place of choice to live, work, and visit.

The MDC is ideally placed to lead this activity but delivering this scale of ambition, in a brownfield location with the complexity of Town Centre West, will need the support and engagement of multiple Government departments and agencies, the development and investment sectors, infrastructure providers, the health and education sectors, innovators and research institutions, and the local community to make it a reality.

## **The Strategic Business Plan 2020 - 2025**

This Strategic Business Plan covers a five year period and sets out the MDC's guiding purpose and objectives, the workstreams it is undertaking in the plan period to deliver those objectives, and how the organisation functions. It is supplemented by an annual action plan which contains an additional level of detail about what the MDC will achieve over the coming financial year.

The Strategic Business Plan builds on the momentum created in Stockport over recent years and sets the framework for accelerating the pace and scale of delivery across Town Centre West through the MDC in a way that gives confidence to residents, the market, and the MDC's partner organisations. It was prepared prior to the COVID-19 crisis whose impact on the market and on the MDC's regeneration ambitions are difficult to assess at this stage. It is clear, however, that the fundamental opportunities and challenges that led to the creation of the MDC will remain as

the economy moves into a post-crisis recovery phase and more is known about changes to underlying market conditions as well as new funding regimes and investment conditions.

Imperatives to accelerate housing delivery on brownfield sites, to reduce pressure for the release of greenbelt land for housing development, to enhance the whole of Stockport town centre as a residential and employment location, and to find new ways to address the difficulty of leading regeneration in a town centre context remain and the economic impact created by this Plan has potential to help drive forward the recovery phase in Stockport

The Strategic Business Plan should be read in the context of the Town Centre West Strategic Regeneration Framework as the blueprint for how Stockport will realise its potential and take advantage of the once-in-a-generation opportunity it faces.

## The Stockport MDC's Objectives

The Stockport MDC's mission is to create Greater Manchester's newest, coolest, and greenest urban neighbourhood.

The scale and nature of this ambition is rooted in the analysis masterplanning that informed the Strategic Regeneration Framework for Town Centre West undertaken by Stockport Council in 2019 and which set clear guiding principles at the heart of the regeneration plans for the area.

- **Community** - An increased population and enhanced quality of life for all
- **Sustainability** - A more attractive place and sustainable environment
- **Innovation** - A place of progress and an environment shaped for the future

The MDC Board and its partner organisations are committed to the regeneration of Town Centre West in a way which sets new standards for place-shaping, urban design, and the built environment while ensuring that the way people live, work, interact, access public

services, and come together as communities, both now and in the future, is central to how Town Centre West will be different from other regeneration initiatives.

The MDC is delivering against those guiding principles by addressing the following themes.

### Supporting Health & Sustainability

The growing urgency to reduce carbon emissions and tackle climate change - not least through the Greater Manchester Mayor's commitment to achieving carbon neutrality across the city region - means that sustainability is critically important for Town Centre West.

Ensuring that urban design and transport planning create improved walking and cycling opportunities and design out car dependency is key to delivering our sustainability ambitions. Equally, maximising renewable energy sources, facilitating the wider use of electric vehicles, and prioritising low carbon construction and high energy efficiency

in building design will help achieve a new model of cleaner and greener living in Town Centre West.

Embedding sustainability and carbon reduction in all aspects of design and delivery will be vital to enabling people to live in healthy communities. But the MDC is committed to ensuring that the principles of social connectedness help guide regeneration to guarantee that the built environment facilitates a sense of community, encourages social interaction that increases health and wellbeing, and contributes to the long-term redesign of health and social care systems.

### **Supporting Economic Growth**

The MDC is firmly committed to ensuring there is no net loss of employment in Town Centre West as a result of its regeneration plans. The provision of new employment floorspace – as is already being created at Stockport Exchange by Stockport Council and Muse - is crucial to delivering on that commitment.

But the MDC will play a key role in ensuring that place-shaping, infrastructure, and new residential development redefines Stockport's

potential as a place of innovation, employment, and enterprise.

### **Innovation & Future Proofing**

We know that the way people live and interact with each other and with places is changing rapidly. That is why the MDC is determined to be at the forefront of innovation across technology, construction, design, infrastructure, and place management to ensure that Town Centre West is an early adopter for new and challenging approaches to town centre living.

This commitment will see us testing out and embracing new solutions from innovative construction processes and waste management to carbon capture technologies, smart transport networks, advanced communications technologies, and new local logistics solutions.

### **Enhancing Connectivity**

Key to the opportunity in Town Centre West is its connectivity. But the existing network and patterns of movement require new investment to promote modal shift, increase walking and cycling opportunities, improve links with surrounding communities, improving

integration between all modes of transport (including the recent announcement of the submission of the business case for Metrolink), and improving key transport infrastructure assets such as Stockport Rail Station to create a southern hub for the City Region.

### **Housing a Growing Community**

The MDC is tasked with delivering residential development on a scale which makes a significant contribution to Stockport's overall housing requirements, provides a new approach to development on brownfield land, and reduces pressure for the release of greenbelt land.

It is imperative that the development in Town Centre West provides a broader choice of homes across all types and tenures, including affordable, in response to the needs of the local population.

The MDC will ensure that the new housing offer provides for older people and families - as well as younger people - in an urban setting well served by educational and health facilities and attractive public open space across its distinct neighbourhoods.

Importantly, this community will take its place and weave itself into the fabric of the existing residential and business community which is already firmly established within the Town Centre and wider Borough.

### **Integrating Neighbourhoods**

Creating a flagship 'connected neighbourhood' for Greater Manchester requires a legible urban fabric with direct linkages to the station, town centre, and Interchange as well as to Edgeley and the Heatons. It requires the provision of greater amenities in locations that are accessible to all residents inside and outside the Town Centre West boundary; and it requires new approaches to traffic and car parking, improved public realm and a high quality environment which promotes sustainable movement and biodiversity and puts people at its heart.

### **Raising Design Quality**

To realise its ambition for Town Centre West the MDC must ensure there is proper consideration of quality and good design standards in all development in the area.

The importance of development designed at a human scale, responsive to the town's topography and historic assets, is central to the MDC's vision of creating safe and attractive streets and spaces.

### **Responding to Character**

Town Centre West is a diverse area with a host of characteristics which give it an authenticity that should be celebrated through its regeneration. The MDC is firmly committed to maximising the potential of the area's character to shape its future.

The character of the area provides great opportunity to showcase heritage assets such as its mills and the viaduct; increase the prominence of the River Mersey as a vital but under-used natural feature with enormous potential as a recreational and ecological asset; and reimagine Hollywood Park as an exceptional green setting which unites existing and new communities, together with the exciting, once-in-a-generation opportunity to plan and build a new two acre green park on the Interchange scheme.



## **Delivering our Ambition: The MDC's First Six Months**

### **Establishing the MDC**

The MDC was created by the Greater Manchester Mayor, Andy Burnham, in September 2019. In its first six months it has become firmly established as an effective delivery vehicle led by a Board which has provided multi-agency public sector commitment, cross-party political support from Stockport Council, while benefiting from the prominence and interest generated by the involvement of the Greater Manchester Mayor as Chair. The informal support provided by a number of prominent North West business, development, infrastructure, and place-shaping leaders as Strategic Advisors ensures that the MDC board is supported by considerable industry experience and expertise as it undertakes its responsibilities.

As the MDC moves through its inception phase and matures as an organisation firmly established in the North West market, its Board is changing to ensure that it has the leadership it needs in the next phase of its life. The Greater Manchester Mayor's appointment of nationally recognised regeneration

expert, Lord Kerslake, as Chair from January 2020 gives the MDC unique prominence and credibility with which to broaden and deepen its relationships with the development and investment sector and with Government.

The MDC now has in place an expert operational team with the rights skills and experience to turn ambition into delivery. This core team is complemented by aligned staff resource from Homes England, Greater Manchester Combined Authority, and Stockport Council to ensure that it benefits from the broadest possible expertise and capacity.

Stockport Council has restated its long-term commitment to providing the MDC with a revenue budget of £0.5m per annum to fund its running costs and give its operations a secure footing.

Local communications agency Marketing Stockport has been appointed to establish the MDC brand, manage its website, and handle communications with local stakeholders and moving forward the MDC will look to raise its profile at a national level.

### **Capital Investment**

Since its creation, the MDC has been successful in attracting significant capital investment to unlock delivery of the first wave of schemes in Town Centre West. Home England has awarded grant funding through the Marginal Viability element of Housing Infrastructure Fund for the Weir Mill and Interchange schemes with further investment proposals under the Local Authority Accelerated Construction programme being jointly progressed by Homes England and the MDC team.

To accelerate the pace of delivery in this phase of the MDC's life, Stockport Council has created a £100m investment facility with the scale and flexibility to support a broad range of potential interventions including land acquisition to facilitate site assembly, gap funding to overcome viability issues, and funding in the form of loan, grant, or equity investment. This investment facility has given the MDC significant influence in its discussions with developers and landowners to unlock sites and bring forward the types of schemes that fit with the MDC's vision and ambition for Town Centre West.

### **Scheme Delivery**

The MDC's ambition for Town Centre West is grounded in the momentum built up over recent years through a strong track record of delivery in the town. Market sentiment towards Stockport has been transformed entering the new decade and the town is starting to see the conditions for accelerated growth improve as a result of the delivery currently underway.

Stockport Council's partnership with Muse to deliver a new commercial quarter at **Stockport Exchange** – attracting major employers Stagecoach, Music Magpie, and BASF into the town centre - has already brought forward two new Grade A office buildings, a successful hotel, and new car parking to capitalise on the exceptional transport connectivity provided by Stockport Railway Station and transform perceptions of the town as a business location.

Major transport infrastructure investment in Stockport through Local Growth Fund has allowed Transport for Greater Manchester, Stockport Council, Greater Manchester Combined Authority, and Homes England to progress the transformative **Interchange** development that showcases how infrastructure investment can leverage residential development through partnership with

Cityheart and Rise Homes and public open space improvements in a single iconic scheme which will start on site in early 2021.

Stockport’s attractiveness as a location for residential development has moved to a new level with the completion and opening in February 2020 of the **Mailbox**. Rise Homes’ conversion of the former Royal Mail Sorting Office – long derelict and occupying a prominent location in the town centre – as a striking modern apartment block of 117 new homes with ground floor employment use marks a major step forward in reshaping Stockport’s residential market.

Similarly, the recent acquisition by Capital and Centric of the historic **Weir Mill** site for residential redevelopment reflects the growing potential for Stockport’s heritage assets to play an ever greater role in defining Stockport’s future while respecting and preserving its past.

The long-term future of Stockport College has been secured through a merger with Trafford College and the Stockport campus is undergoing major redevelopment as part of a wider approach to reshaping the further education offer in the town centre. Investment in the FE estate, and in

strengthening both the sector and the educational offer, has brought about private investment by Investar who have acquired the surplus 2.9 acres of the campus in order to bring forward 400 new homes in a prime location in the southern part of Town Centre West.

In total, the schemes underway in the MDC’s early pipeline of delivery are contributing approximately 120,000ft<sup>2</sup> of new employment floorspace along with 1,000 new homes. This scale of delivery at this early stage gives the MDC a very solid foundation to move forward.

Current public and private sector delivery in Town Centre West provides a basis for forecasting a delivery trajectory and related investment requirement over the period of this Business Plan:

	20/21	21/22	22/23	23/24	24/25
<b>New Home Starts</b>	266	702	250	500	250
<b>New Home Completions</b>	0	0	266	351	601
<b>Capital Investment in Schemes in MDC area (£m)</b>	71	126.5	38	75	40
<b>Revenue Funding (£m)</b>	0.5	0.5	0.5	0.5	0.5

### Land Acquisition & Site Assembly

Side by side with scheme delivery over the first six months of the MDC’s life is a

clear focus on acquisition of key land assets in Town Centre West to ensure that the MDC has a robust delivery pipeline for the coming years. Negotiations with multiple landowners in the area are underway in the context of the £100m investment facility approved by Stockport Council and a proactive approach from Homes England to maximising uptake of existing programmes. The MDC and its partners are in the process of securing control over a growing number of sites particularly around the King Street West / Chestergate intersection and in the Royal George quarter. The MDC will be in a position to make announcements on specific transactions in first six half of the 2020/21 financial year.

### **Town Centre West Strategic Regeneration Framework**

The Town Centre West Strategic Regeneration Framework (SRF) was produced by Stockport Council in its capacity as Local Planning Authority for the area and approved in its final form in November 2019 following a public consultation. The SRF sets out the vision and ambition for the regeneration of Town Centre West that the MDC has been created to deliver. The document purposely does not attempt to be

prescriptive about the development that could come forward in the area but instead provides an indicative masterplan for how the area could be transformed to accommodate development at-scale while enhancing the way Town Centre West functions and serves its residents. The next stage of this is to work with the Local Planning Authority to develop the SRF into more formal planning guidance in the course of the next 12 months.

## Scaling Up Delivery: Key Workstreams for 2020 to 2025

### Community

To achieve improved outcomes for the existing and future communities in Town Centre West, the MDC is focused on: progressing the delivery of housing schemes; planning for and providing the place that people want to live, work and visit with all the social infrastructure and amenity needed to support a growing town centre population; and ensuring that the MDC's purpose and objectives are clearly communicated to enable real community engagement in the long-term regeneration of Town Centre West.

- **Delivering the Initial Pipeline of Development & Site Acquisition**

The MDC is firmly on track to deliver its initial target of 1,000 new homes by March 2023 through an initial pipeline of residential schemes all of which are progressing well.

Delivery of the schemes that make up the initial pipeline is summarised below.

### The **Stockport Interchange**

development is a partnership between Stockport Council, Transport for Greater Manchester, and GMCA. It will provide a much-needed upgrade to the town's transport infrastructure through a new bus station with an improved link to the railway station to enhance multi-modal connectivity via a new pedestrian and cycle bridge. The scheme also delivers a new two-acre park accessible from the A6, designed in line with Sustainable Urban Drainage principles, along with 196 new homes. It received planning consent in March 2019 and the main contractor and development partner were appointed in early 2020. Start on site is anticipated in early 2021.

The **Mailbox** development on the site of the former Royal Mail Sorting Office has now opened and provides 119 new homes in a scheme supported by the GMCA Housing Investment Fund. The mailbox is the first new scheme to complete in Town Centre West since the creation of the MDC and sets a new standard for the area in terms of ambition and quality.

Since its merger with Trafford College and development of its campus refurbishment plans, **Stockport College** disposed in August 2019 of 2.9 acres of surplus land to a developer (Investar) to

build up to 400 new homes. The developer and the Council are working together with a view to a start on site in 2021.

The Council and the MDC have worked closely with Homes England to secure Housing Infrastructure Fund that will support redevelopment of the iconic and strategically important heritage site **Weir Mill**. The site has now been acquired by a developer (Capital & Centric) who have a track record of successfully redeveloping and repurposing historic buildings into iconic and desirable residential schemes. Detailed design work is underway and the site is expected to deliver up to 275 new homes.

Since the MDC was created, Stockport Council has acquired from Homes England the former **St. Thomas' Hospital** site and detailed design work is underway to create an all-age residential scheme. This will include an exemplar intermediate care scheme – the Academy of Living Well built with sustainability at its heart - to support the Borough's approach to health and social care integration. The site will also deliver approximately 75 new affordable homes through a combination of the restoration of the historic buildings on the site and new homes which will

incorporate HAPPI principles and Passivhaus standards. The scheme is expected to be submitted for planning by summer 2020.

- **Social Infrastructure**

To support the needs of a growing community in Town Centre West the MDC and the Council will jointly progress planning for new health, social care, and educational facilities in the context of the healthcare estates planning currently underway and the review of schools capacity led by Stockport Council.

- **Communications, Community Engagement, and External Relations**

After an initial partnership with a single communications and marketing agency to handle all the MDC's media, website, and branding requirements, a more tailored approach to communications at local and national levels is being developed. For the local market, the MDC is putting out a steady stream of news items to maintain a consistent level of interest in Town Centre West which will both improve community engagement and increase the coverage

that can be achieved for major announcements.

The MDC is also actively building relationships with government – elected politicians and officials alike – to position the MDC as a delivery vehicle that addresses numerous government agendas with a view to establishing greater collaboration.

For the national market, the MDC is developing a highly targeted approach based on maximising impact and tying in with policy announcements and media campaigns to improve the MDC’s prominence for specifically for the property and investment industries, and for policy-makers, beyond Greater Manchester and the north west.

**Commitment No. 1**

**The MDC will, as a minimum, maintain its current pace of delivery and successfully achieve its initial target of 1,000 new homes by March 2023. It will aim to continue this level of delivery by completing 250 new homes per year until March 2025.**

**Commitment No. 2**

**The MDC will support wider planning for future health and education facilities and will produce a credible and deliverable plan for the social**

**infrastructure investment requirement in Town Centre West. This work will commence during 2020/21**

**Commitment No. 3**

**Through its communications partners, the MDC will raise its profile as an exemplar regeneration delivery vehicle.**

**Sustainability**

The low carbon and sustainability agendas are critically important for the future success of town centre living and for Stockport’s ability to drive economic growth over the coming decades. The MDC’s commitments to delivering its sustainability ambitions run through the work it will undertake through the period of this Business Plan on delivering the infrastructure needed to reduce carbon emissions and identifying new models for low carbon development.

• **Sustainability & Carbon Reduction**

Through its infrastructure planning for the town centre and Town Centre West, Stockport Council and the MDC are identifying the energy, waste, transport, water, and green infrastructure

interventions needed to support the scale of our ambition.

In relation to the energy capacity required for Town Centre West, this work is focussed on low carbon energy generation, energy storage solutions, feasibility testing of emerging energy sources to reduce fossil fuel dependency, creation of a local energy market, and use of smart energy management systems.

In parallel with the MDC's approach to making Town Centre West an exemplar carbon neutral and sustainable location through infrastructure provision, the MDC is currently assessing the viability implications of transition to carbon neutral development.

- **Infrastructure Planning**

Town Centre West benefits from extensive infrastructure especially with regard to transport infrastructure. But the new infrastructure needed to support the scale of growth the MDC will deliver require a comprehensive approach to planning, investment, sequencing, and delivering the right improvements at the right time.

Stockport Council has put forward the town centre as its case study for the Greater Manchester Infrastructure Plan (GMIP) and associated funding ask of Government. Infrastructure planning for the town centre is at an advanced stage and sets out what future-focussed provision is needed in light of existing capacity, anticipated additional demand, and changing patterns of town centre living over the coming decades.

Scaling-up infrastructure investment in Town Centre West will be critical to the long-term success of the MDC.

- **Metrolink**

The commitments made in January by the Greater Manchester Mayor and Stockport Council to progressing the business case for the extension of Metrolink to Stockport Town Centre represent a major boost for the regeneration of Town Centre West. The significance of new orbital light rail connectivity linking Stockport into the GM Metrolink network - and complementing the town's radial connectivity – cannot be overstated and delivering the Metrolink extension in the earliest possible timeframe is of paramount importance for the MDC and all its partner organisations.



**Commitment No. 4**

**During the period of this Strategic Business Plan the MDC, with Stockport Council and Greater Manchester Combined Authority, will agree a final infrastructure plan; the MDC will then work with all partners to facilitate the development of a pipeline of infrastructure schemes and investment propositions, in line with housing growth, that help drive delivery of both housing growth and carbon neutrality and sustainability across Town Centre West. This Infrastructure Plan will include a specific focus on Town Centre West’s Station Quarter to maximise the strategic significance of Stockport Rail Station and its role as a southern hub to the wider City Region.**

**Commitment No.5**

**The MDC will work closely with Stockport Council, Transport for Greater Manchester, Greater Manchester Combined Authority and all other partners to progress the business case for the Metrolink extension and twin track work to secure the funding with work to ensure appropriate legal powers using the MDC status are in place to fast-track delivery of Metrolink in advance of the standard timescales.**

**Innovation**

The MDC’s ambition is to be at the forefront of the place-shaping agenda in every aspect of its delivery lifecycle. To ensure it is effectively tackling the systemic barriers to brownfield regeneration it will progress innovative approaches to public and private sector capital investment and funding as well as to design quality and innovation across all aspects of place development and place management,

- **Investment Strategy**

To deliver the overall ambition the MDC has for Town Centre West, capital investment of up to £1bn is likely to be required over a ten to fifteen year timeframe. A capital investment requirement of this scale poses a significant challenge to the MDC model even though significant capital investment to kick start regeneration in the early phase of the MDC’s lifetime has already been secured through a £100m investment facility from Stockport Council and through £12m investment from Homes England. Those investment commitments are complemented by further Council investment in a number of development schemes in the area

(including Stockport Exchange) and GMCA investment (in Interchange and, through the Housing Investment Fund, in the Mailbox).

The next phase of the MDC’s approach to unlocking capital funding is to assess options for creating a strategic multi-partner framework for investment that can support development and infrastructure provision in line with the MDC’s ambition and which cannot be achieved through existing models. Without significant upscaling of investment in Town Centre West the MDC will not be able to deliver at the required pace.

- **Design & Innovation**

As part of its new Local Plan, Stockport Council is currently producing a Residential Design Guide – written by 5plus architects and Planit IE urban designers - for Stockport Town Centre which will become a material planning consideration. This document will provide greater clarity to the market and ensure that design quality is more strongly embedded in the local planning decision-making process.

The MDC is committed to putting innovation at the heart of its regeneration of Town Centre West. The infrastructure planning currently underway for Stockport Town Centre as part of the Greater Manchester Infrastructure Plan includes an assessment of future trends in town centre living and will help shape our approach to embracing cutting edge practices and new forms of urban place-shaping.

The potential for technological innovation to fundamentally change our approaches to the management of the built environment and its responsiveness to people’s needs and lifestyles is immense. The MDC needs to be fully engaged with emerging trends and opportunities to benefit from innovation in housing delivery in the context of viability.

**Commitment No. 6**

**The MDC will work closely with a broad range of partners and funders to develop new funding models that could support delivery of the MDC’s objectives. In particular, it will engage with partners across the private sector, and all levels of the public sector, to establish a transitional gap funding mechanism to address viability issues**

and enable the adoption of carbon neutral development.

**Commitment No. 7**

**The MDC will engage with housing developers, the technology and academic sectors, with innovation funders and the Connected Cities Catapult to establish Town Centre West as an exemplar for innovation in town centre regeneration across issues such as infrastructure management, connected and low carbon homes and vehicles, assisted living, modern construction techniques and building management.**

**Commitment No. 8**

**The MDC will support Stockport Council in producing a final Residential Design Guide for consultation and approval in support of the shard ambition to drive up design quality. It will also work with the Council to incorporate the SRF into wider planning policy**

running costs and set aside a cash limit revenue budget of £0.5m per annum. This funding allows the MDC to cover the following costs:

- One-off costs such as Initial set-up costs and fit-out of the MDC office
- Salary costs for two Development Surveyors, together with legal, finance and admin support
- Communications, marketing, and branding support
- Costs for retaining CBRE as the MDC’s property agent for Town Centre West
- Commissioning of specialist consultancy support across workstreams set out in the Strategic Business Plan (e.g. infrastructure planning)

Since its creation Stockport Council has approved significant capital funding to kick start the regeneration of Town Centre West and a £100m investment facility is now in place to provide a range of investment options to unlock and accelerate development. This investment facility is complemented by

**Finance & Resources**

Stockport Council has made a long-term commitment to funding the MDC’s

Homes England investment through Housing Infrastructure Fund and commitment to close collaboration to maximise up-take of funding from existing programmes.

The investment capacity the MDC has now unlocked combined with the long-term stability of its operational funding coincides with an increase in private sector investment through developers committed to bringing forward schemes in the area.

### **Leadership, Governance, and Capacity**

The Greater Manchester MDC model – of which the Stockport Town Centre West MDC is the first - has purposely been created in light of local political circumstances and with a commitment that it would operate with as streamlined

a bureaucracy as possible. All MDC partners have committed to ensuring the MDC board is politically balanced, has the right level of seniority, and has private sector representation to maximise its delivery capacity and credibility. A recruitment exercise is currently underway to identify two additional private sector board members and recommendations to the board and GM Mayor are expected to come forward in the first half of 2020.

The membership of the MDC board will be reviewed annually to ensure that it maintains the right public and private sector representation and the right expertise to lead delivery with operational resourcing and capacity reviewed periodically to ensure that it is sufficient to deliver the MDC's core purpose.

Date: 26 June 2020

Subject: GM Investment Framework and Conditional Project Approval

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

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#### **PURPOSE OF REPORT**

This report seeks Greater Manchester Combined Authority (“Combined Authority”) approval for a loan to Private White VC Limited “Private White”. The loan will be made from recycled funds.

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

#### **RECOMMENDATIONS:**

The GMCA is requested to:

1. Approve the funding application for Private White (loan of up to £1,400,000), and progress to due diligence; and
2. Delegate authority to the Combined Authority Treasurer and Combined Authority Monitoring Officer to review the due diligence information in respect of the company, and, subject to their satisfactory review and agreement of the due diligence information and the overall detailed commercial terms of the transaction, to sign off any outstanding conditions, issue final approvals and complete any necessary related documentation in respect of the investment at 1 above.

#### **CONTACT OFFICERS:**

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**BACKGROUND PAPERS:**

<b>TRACKING/PROCESS</b>		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		YES
<b>EXEMPTION FROM CALL IN</b>		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		NO PUBLIC DOMAIN RELEASE DATE: 26 JUNE 2035
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 Combined Authority maintains and develops a pipeline of projects submitted by applicants seeking funding from the Combined Authority's Core Investment Funds allocation. These projects are assessed against criteria based on the GM Investment Strategy, developed to underpin the economic growth of Greater Manchester. A condition of investments is that the companies sign up as a supporter of the Greater Manchester Good Employment Charter.
- 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. INVESTMENT RECOMMENDED FOR APPROVAL IN PRINCIPLE**

### **2.1 Private White, Salford Sector: Manufacturing**

The business case in respect of Private White (a loan of up to £1,400,000) has been submitted to, and appraised by, the Core Investment Team and is recommended to the Combined Authority for conditional approval.

Private White, established in 2012, is a luxury clothing brand with all products manufactured in a factory in Salford. The company primarily retails online and through wholesalers into luxury retailers. The company sources 90% of all raw materials from the UK, using local suppliers.

The company has recently applied for and won two government contracts to produce PPE for the NHS. As a result, the company is seeking a further loan of up to £1,400,000 to support its working capital requirement to deliver the contracts.

- 2.2 Further details regarding the investment 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 investment 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 agreement 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**

The proposed investment will be made from recycled interest that has been earned from the recycled funds.

**6. FINANCIAL CONSEQUENCES – CAPITAL**

There are no capital implications.



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of the Local Government Act 1972.

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