

## GREATER MANCHESTER COMBINED AUTHORITY

**DATE:** Friday, 30th October, 2020

**TIME:** 10.00 am

**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. **Chairs Announcements and Urgent Business**
3. **Declarations of Interest** 1 - 4

To receive declarations of interest in any item for discussion at the meeting. A blank form for declaring interests has been circulated with the agenda; please ensure that this is returned to the Governance & Scrutiny Officer at the start of the meeting.
4. **Minutes of the GMCA meeting - 25 September 2020** 5 - 16

To consider the approval of the minutes of the GMCA meeting held on 25 September 2020.
5. **Minutes of the Overview & Scrutiny Committees held October 2020** 17 - 24

To note the minutes of the GMCA Overview and Scrutiny Committee meetings-

  - a) Housing, Planning & Environment – 8 October 2020 (attached)
  - b) Economy, Business Skills & Growth – 9 October 2020 (to follow)
  - c) Corporate Issues & Reform – 15 October 2020 (to follow)

<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>

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- |            |                                                                                                         |         |
|------------|---------------------------------------------------------------------------------------------------------|---------|
| <b>6.</b>  | <b>Minutes of the GM Transport Committee - 9 October 2020</b>                                           | 25 - 34 |
|            | To note the minutes of the GM Transport Committee held 9 October 2020.                                  |         |
| <b>7.</b>  | <b>Minutes of the GM Local Enterprise Partnership - 13 October 2020</b>                                 | 35 - 40 |
|            | To note the minutes of the GM Local Enterprise Partnership meeting held 13 October 2020.                |         |
| <b>8.</b>  | <b>Minutes of the GM Waste &amp; Recycling Committee - 14 October 2020</b>                              | 41 - 50 |
|            | To note the minutes of the GM Waste & Recycling Committee held 14 October 2020.                         |         |
| <b>9.</b>  | <b>Monthly Economic Recovery Update - To Follow</b>                                                     |         |
|            | Report of Cllr Elise Wilson, Portfolio Lead for the Economy.                                            |         |
| <b>10.</b> | <b>GM Brownfield Housing Fund ("BHF") Tranche 1 Spend Allocation</b>                                    | 51 - 60 |
|            | Report of Salford City Mayor Paul Dennett, Portfolio Lead for Housing, Homelessness and Infrastructure. |         |
| <b>11.</b> | <b>Mayors Challenge Fund - Walking and Cycling Financial Approvals</b>                                  | 61 - 70 |
|            | Report of the GM Mayor, Andy Burnham.                                                                   |         |

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)

This agenda was issued on 22 October 2020 on behalf of Julie Connor, Secretary to the Greater Manchester Combined Authority, Broadhurst House, Tootal Buildings, 56 Oxford Street, Manchester M1 6EU

**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)

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**GMCA Meeting on 30 October 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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# Agenda Item 4

## MINUTES OF THE VIRTUAL MEETING OF THE GREATER MANCHESTER COMBINED AUTHORITY HELD ON FRIDAY 25 SEPTEMBER 2020 VIA MICROSOFT TEAMS

### PRESENT:

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

### IN ATTENDANCE:

Rochdale	Councillor Janet Emsley
Wigan	Councillor Jenny Bullen

### OFFICERS IN ATTENDANCE:

GMCA - Chief Executive	Eamonn Boylan
GMCA - Deputy Chief Executive	Andrew Lightfoot
GMCA – Monitoring Officer	Liz Treacy
GMCA – GMCA Treasurer	Steve Wilson
Bolton	Tony Oakman
Bury	Geoff Little
Manchester	James Binks
Oldham	Helen Lockwood
Rochdale	Steve Rumbelow
Salford	Ben Dolan
Stockport	Pam Smith
Tameside	Steven Pleasant
Trafford	Sara Todd
Wigan	Alison McKenzie-Folan
Office of the GM Mayor	Kevin Lee
TfGM	Steve Warrener
GMCA	Simon Nokes
GMCA	Julie Connor
GMCA	Sylvia Welsh
GMCA	Nicola Ward

**GMCA 147/20            APOLOGIES**

**Resolved /-**

That apologies be received and noted from Jim Taylor and Joanne Roney.

**GMCA 148/20            CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS**

There were no Chair's announcements or urgent business.

**GMCA 149/20            DECLARATIONS OF INTEREST**

**RESOLVED /-**

There were no declarations of interests received.

**GMCA 150/20            MINUTES OF THE GMCA MEETING HELD 2 SEPTEMBER 2020**

**RESOLVED /-**

That the minutes of the meeting of the GMCA held 2 September 2020 be approved as a correct record.

**GMCA 151/20            MINUTES OF THE GMCA OVERVIEW AND SCRUTINY COMMITTEE MEETINGS HELD IN SEPTEMBER**

**RESOLVED /-**

1. That the minutes of the meeting of the Corporate Issues and Reform Overview and Scrutiny Committee held 8 September 2020 be noted.
2. That the minutes of the meeting of the Economy, Business, Skills and Growth Overview and Scrutiny Committee held 11 September 2020 be noted.
3. That the minutes of the meeting of the Housing, Planning and Environment Overview and Scrutiny Committee held 12 September 2020 be noted.

**GMCA 152/20            MINUTES OF THE GMCA AUDIT COMMITTEE – 8 SEPTEMBER 2020**

**RESOLVED/-**

1. That the minutes of the GMCA Audit Committee held 8 September 2020 be noted.
2. That the appointment of Cllr Cox (Bolton) to replace Cllr Allen (Bolton) to the GMCA Audit

Committee be approved.

**GMCA 153/20                    MINUTES OF THE GM LOCAL ENTERPRISE PARTNERSHIP – 8 SEPTEMBER 2020**

**RESOLVED/-**

That the minutes of the GM Local Enterprise Partnership held 8 September 2020 be noted.

**GMCA 154/20                    FINANCE UPDATE**

Councillor David Molyneux, Portfolio Lead for Resources and Investment introduced a report which provided an update on the financial implications of Covid 19 for GM Districts, the GMCA and TfGM.

Steve Wilson, GMCA Treasurer provided further detail on the review of the GMCA core budgets and savings identified. Conversations with the Department of Transport regarding longer term funding for Metrolink continued given the current arrangement expired on the 23 October 2020.

The GM Mayor added that the Government announcement had confirmed that the annual budget would not take place this year, which may have an impact on the Comprehensive Spending Review, which was a concern for Local Government across the board.

Members welcomed the return of funds, with Officers confirming that work was already underway with Treasurers from across the GM Local Authorities to ensure these transfers could happen as soon as possible.

**A) COVID FINANCES UPDATE**

**RESOLVED/-**

1. That the contents of the report be noted.
2. That the estimated financial impacts of COVID 19 on GM districts, GMCA and TFGM budgets be noted.
3. That the analysis of the position be noted for :
  - GM Waste Disposal Budgets
  - TFGM and Metrolink
  - Other GMCA budgets
  - Retained Business Rates pilot
4. That the return of a further £5m of GMCA reserves to the nine GM waste districts be approved.
5. That the return of £1m of GMCA funding from GMCA core budgets to or for the use of the ten districts be approved.

## **B) GMCA REVENUE UPDATE 2020/21**

### **RESOLVED /-**

1. That it be noted that the Mayoral General revenue outturn position for 2020/21 shows a breakeven position.
2. That it be noted that the Mayoral General – GM Fire & Rescue revenue outturn position for 2020/21 shows an underspend position of £2.946 million.
3. That the GMCA General Budget revenue outturn position for 2020/21 be noted, which shows a breakeven position.
4. That it be noted that the GMCA transport revenue outturn position for 2020/21 was in line with budget.
5. That the Waste outturn position for 2020/21 be noted and that the proposal to transfer estimated at £2.142m from reserves be noted.
6. That it be noted that the TfGM revenue position for 2020/21 was in line with budget after efficiency savings and transfers from reserves of £4.870 million.
7. That it be noted that appropriate adjustments to the 2020/21 budget will be included in the Quarter 2 revenue update.

## **C) GMCA CAPITAL UPDATE 2020/21**

### **RESOLVED /-**

1. That the current 2020/21 forecast underspend of £21.319m compared to the 2020/21 capital budget be noted.
2. That the addition to the 2020/21 Capital Programme of £1.9 million of costs, funded from the capital grant of £1.9 million that forms part of the £3.2 million of Emergency Active Travel (Tranche 1) funding, be approved.

## **D) GMCA TREASURY MANAGEMENT OUTTURN REPORT 2019/20**

### **RESOLVED /-**

That the report be noted.

## **GMCA 155/20**

## **CULTURAL RECOVERY IN GREATER MANCHESTER**

Councillor David Greenhalgh, Portfolio Lead for Culture, took Members through the report which outlined activity to date to support culture in GM, the national response to Cultural Recovery and presented a draft GM Cultural Recovery Plan for consideration. He praised the resilience that had been evident from the sector, however expressed significant concerns for the cultural industry in

the event that the guidelines and level of support was to remain the same for the remainder of this financial year.

The GM Mayor echoed these concerns and reported that the recent announcements from Government in relation to the future of the Job Retention Scheme sadly may not provide the support required for some businesses within the cultural sector.

Members of the GMCA recognised the importance of the cultural offer, and the value that it brings to Greater Manchester. Furthermore, that it's longevity would be vital for the recovery and growth of GM over the next few years. However, there were concerns that Government's current regulations were significantly harming the sector and potentially causing permanent damage to its future. Members added that many cultural venues were beginning to open within the current guidelines, and these needed to be actively promoted in order to build back audiences and retain these spaces that have a clear impact on positive wellbeing.

#### **RESOLVED/-**

1. That the activity to date in Greater Manchester and across the UK to support the cultural sector be noted.
2. That the draft GMCA Culture Recovery Plan, as set out at Appendix B of the report, be agreed.
3. That it be agreed that Bury would have a further opportunity to be GM's Town of Culture in 2021.

#### **GMCA 156/20 HOMELESSNESS COVID-19 UPDATE**

The GM Mayor introduced a report which provided an update on the ongoing homelessness response to Covid-19. He recognised the phenomenal response across Greater Manchester, with a rapid mobilisation of effort across Local Authorities, the voluntary and community sector which had seen over 2000 people supported over the last 6 months. Notwithstanding that, more people had presented as homeless throughout this time, with the latest counts had identified 111 people, a third of which were newly homeless. In response to this, GM was expanding its temporary accommodation estate, introducing new mobile support services and looking for further measures to support people as we head into the winter months. There had also been an increase in begging activity across GM, with a more proactive and supportive approach introduced.

Recent funding from Government to provide 575 temporary accommodation places was welcomed, however this did not provide the 700 places that were initially requested, and to achieve Greater Manchester's wider ambition of 500 homes for the homeless by March 2021. It was clear that further support was needed from Government. On a more positive note, there would be 130 people to benefit through the 'Housing First' scheme over the next six months. The GM Mayor expressed concern regarding the continued impact on homelessness as economic pressures were building and the risk of redundancy across some sectors was increasing.

Members of the GMCA praised the system as a whole for how it had supported the homeless and rough sleepers over the past few months, and echoed concerns regarding the challenge ahead and the need for more resources to expand the temporary accommodation offer. Specifically, it was felt

that the benefit cap was disproportionately affecting the most vulnerable, and that those with no recourse to public funds were being further marginalised.

**RESOLVED/-**

1. That the pressures on homelessness services and ongoing response activities be noted, and that the planned next steps be supported.
2. That a further detailed report on specific measures be submitted to the GMCA in November.
3. That it be noted that the GMCA would commit to collect, analyse and report on data to understand the impact of this work as an inequalities priority.

**GMCA 157/20            GM ENVIRONMENT FUND UPDATE**

Councillor Andrew Western, Portfolio Lead for the Green City Region, took Members through a report which provided detail on the progress made against the GM 5 Year Environmental Plan, and sought approval for the next steps. He reported that the recent virtual Green Summit had been a successful event, which had demonstrated significant progress on all areas of this agenda, and showcased a wide range of interventions that had elevated GM's ambition to be a green city region and a prominent space.

Work would be progressed to ensure that speakers at future Green Summit events included a wider spectrum of representation of backgrounds in order to demonstrate GM's commitment to diversity and ensure that all communities were represented.

**RESOLVED/-**

1. That the progress made in developing the Greater Manchester Environment Fund since the publication of the Greater Manchester 5 Year Environment Plan be noted.
2. That the initiation of the Fund be approved and that authority delegated to the Chief Executive Officer, GMCA & TfGM, GMCA Monitoring Officer and GMCA Treasurer, in consultation with the Portfolio Lead for Green City region, to finalise the form and make-up of the Fund and GMCA's role within it.
3. That the Greater Manchester Environment Fund Briefing Note for publication (annex 1 to the report) be agreed.
4. That it be noted that the purpose of the fund was to stimulate investment to deliver positive environmental impact across Greater Manchester, the scale of impact will depend on the success of the fund managers in attracting suitable funds. Projects ultimately delivered by the fund will, inter alia, take into account equality and diversity considerations; the charitable nature of the fund will serve to underpin this aim.
5. That it be noted that the progress of the fund will be monitored by the Fund Board and be reported quarterly to GMCA and other partners.

6. That it be noted that the diversity of speakers will be progressed further for next year's event.

#### **GMCA 158/20                    FUNDING BID – GREEN HOMES GRANT: LOCAL AUTHORITY DELIVERY**

Councillor Andrew Western, Portfolio Lead for the Green City Region, introduced a report which outlined proposals for a combined Greater Manchester bid of £4.7m Government funding from the 'Green Homes Grant: Local Authority Delivery' Phase 1 Fund. This scheme would be specifically targeted at low income households and would actively contribute to lowering carbon emissions and improving energy efficiency in a significant number of homes across GM.

#### **RESOLVED/-**

1. That it be noted that a bid of £4.7m was submitted by GMCA to the Green Homes Grant: Local Authority Delivery fund early September 2020.
2. That it be agreed that GMCA should be the accountable body for the bid on behalf of GM Local Authorities.
3. That, in the event of a successful bid, authority be delegated to Chief Executive Officer, GMCA & TfGM and GMCA Treasurer, in consultation with the Lead Portfolio Lead for Green City Region, to:
  - sign an MOU/contract agreement with BEIS to receive grant funding of circa £4.7m for domestic energy efficiency retrofit programme; and
  - spend the awarded grant funds with EON and GM Registered Providers via an OJEU compliant framework and supply chains
4. That it be noted that, if delivered as envisioned, the programme will save in the order of 36,000 tonnes carbon emissions over 20 years. The focus of the programme will be for those citizens on low income, living in energy inefficient homes. The programme would therefore support the alleviation of fuel poverty in over 500 properties in Greater Manchester, with outcomes measured and monitored on a monthly basis.

#### **GMCA 159/20                    GREATER MANCHESTER VCSE ACCORD – INVESTMENT IN VCSE SECTOR LEADERSHIP AND INFRASTRUCTURE**

Councillor Allen Brett, Portfolio Lead for Community, Cooperatives and Inclusion, introduced a report which presented an investment proposal for adoption from April 2021.

#### **RESOLVED/-**

1. That the work undertaken to review GMCA investment with VCSE organisations in the light of the evolving GM policy context be noted.
2. That the investment proposal contained at section 3 of the report be approved, and approval be delegated to the GMCA Treasurer, in consultation with the Portfolio Lead and Portfolio Lead Chief Executive for Community, Co-operatives and Inclusion Portfolio Leader, to award grant agreements, subject to final agreement of GMCA budgets for 2021/22 onwards.

**GMCA 160/20****ESTABLISHING A GM RACE EQUALITY PANEL**

Councillor Brenda Warrington, Portfolio Lead for Age-Friendly Greater Manchester & Equalities, presented a report that provided an update on the recent listening exercise across Greater Manchester and asked the GMCA to consider a proposal to establish a GM Race Equality Panel. She reminded Members that the issue of inequalities had been evident prior to Covid, however the pandemic had further demonstrated how certain equality groups were being disadvantaged. Following a series of engagement sessions in 2019, it was agreed that there should be two further equality panels established, one to focus on race equality and the other to focus on faith based equality issues. Over July/August 2020 there had been a further set of listening exercises undertaken including over 300 representatives and had identified specific areas of focus for each of the panels.

The Mayor thanked all those involved in developing the proposals for the Panel and added that this was a key part of Greater Manchester's response to the Black Lives Matter movement.

**RESOLVED/-**

1. That the work to date, including responses received to the recent listening exercise, be noted.
2. That the establishment of the Race Equality Panel, including the allocation of a budget of £50,000 per annum for a VCSE Race Equality Partner to support the work of the Panel, commencing in the current financial year, be approved.

**GMCA 161/20****GREATER MANCHESTER INTERNATIONAL STRATEGY REFRESH**

Councillor Elise Wilson, Portfolio Lead for Economy & Business, took Members through a report which summarised the background and context of the one year refreshed Greater Manchester International Strategy. The strategy had been developed in collaboration with the Local Enterprise Partnership and key stakeholders including the Greater Manchester Local Authorities, and was recently reviewed by the Growth Board. Although an initial three year refreshed document was planned, it was felt that in the current climate that a 12 month strategy was more appropriate which could sit alongside the Living with Covid Plan, that focussed on innovation, economic prosperity and supporting GM to build back better.

The GM Mayor added that this was an important piece of work, and crucial to Greater Manchester's recovery from Coronavirus, and that the city region's international presence was recognised amongst ministers and would continue to be a major opportunity going forward.

Members encouraged officers of the GMCA to discover ways to build on the relationships with other areas of the world through the cultural links that were already evident. Furthermore, that the importance of developing GM's logistical infrastructure such as the waterways and rail network would be imperative to the success of future trade relationships and economic growth.



## **RESOLVED /-**

1. That the refreshed Greater Manchester International Strategy be approved.
2. That the development of relationships with countries with which GM has a strong cultural links, such as Bangladesh, be progressed.
3. That the importance of the development GM's unique infrastructure assets to support logistics and address congestion, be recognised as integral to GM ambition to build back better and aligned to the green economy.

## **GMCA 162/20            MONTHLY ECONOMIC RECOVERY UPDATE**

Councillor Elise Wilson, Portfolio Lead for Economy & Business, introduced the monthly economic update, which included the latest version of the Greater Manchester Economic Resilience Dashboard. In the current climate it would be even more important to regularly monitor this data to ensure that the GMCA was aware of forthcoming challenges, including the significant increase in people claiming benefits since March to 140,000 residents across GM and the potential for further claimants as a result of the conclusion the Job Retention Scheme. The recent announcements from the Chancellor were broadly welcomed, however concerns remained for those who were already unemployed, and those who were self-employed and specifically in the hospitality, cultural and aviation sectors.

It would be imperative for GM to remain ambitious and continue to lead the way in supporting residents whilst making a case to Government for the relevant resources and powers to support its residents, especially in the uncertainty of any Comprehensive Spending Review announcement.

Members of the GMCA added that public confidence would be key to re-building the economy, and that sharing information about new investments into the sub region would help to give a clear message that investors had confidence in the potential future economic growth of GM.

## **RESOLVED /-**

1. That the latest update of the Greater Manchester Economic Resilience Dashboard be noted.
2. That it be noted that GM remained confident and ambitious, with the continuation of lobbying for support and interventions for residents.

## **GMCA 163/20            THE MAYORS CYCLING AND WALKING CHALLENGE FUND**

The GM Mayor introduced a report detailing the funding requirements in order to ensure continued delivery of the Mayor's Challenge Fund programme for walking and cycling.

## **RESOLVED /-**

1. That the agreed MCF delivery priorities across GM and the prioritised first phase for the programme, as set out in Appendix 1 of the report, be noted.

2. That £6.9 million MCF funding for the Stockport Bramhall Park to A6 Major Scheme be approved, in order to secure Full Approval and enable the signing of a Delivery Agreement.
3. That the release of up to £2.6 million of development cost funding for the two MCF schemes, as set out in the report, be approved.

**GMCA 164/20                      LOCAL GROWTH DEAL (1,2 AND 3) – SIX MONTHLY PROGRESS UPDATE AND EXPENDITURE APPROVALS**

The GM Mayor took Members through a report which provided an overview of progress on the delivery of the Local Growth Deal Programme, tranches 1, 2 and 3.

**RESOLVED /-**

1. That the good progress made in relation to the Growth Deal Transport Major Schemes programme be noted.
2. That the good progress made in relation to the Growth Deal Transport Minor Works and Additional Priorities programmes be noted.
3. That the good progress made in relation to the Non Transport Skills Capital and Economic Development & Regeneration (ED &R) programmes be noted.
4. That the payment of grants of £1.819 million to Bolton in relation to the delivery of the SBNI Bolton Delivery Package 5 Phase 3 scheme be approved.
5. That the expenditure approvals for phased delivery of the remaining SBNI 2020/21 works not exceeding £6.036 million be approved, subject to agreed Growth Deal governance.
6. That the expenditure approval for delivery of the first phase of the Oldham Town Centre Regeneration 2020/21 works, not exceeding £1.355 million be approved, subject to agreed Growth Deal governance.

**GMCA 165/20                      TRIPARTITE AGREEMENT BETWEEN GMCA, GM HOUSING PROVIDERS AND GM HEALTH AND SOCIAL CARE PARTNERSHIP**

Salford City Mayor Paul Dennett, Portfolio Lead for Housing, Homelessness and Infrastructure, presented the draft tripartite agreement which provided further significance to the important relationship that the GMCA and GMHSCP (GM Health and Social Care Partnership) have with housing providers as key active partners in delivering GM priorities in the heart of a number of communities. From the 25 housing providers across GM, there had been 8000 new homes built over the last five years and the refreshed Greater Manchester Strategy and Housing Strategy further recognised the key role that housing plays in people’s health and wellbeing.

**RESOLVED /-**

1. That the draft Tripartite Agreement between GMCA, GM Housing Providers and the GM Health and Social Care Partnership be approved.
2. That it be noted that an official launch and signing event will be arranged over the forthcoming weeks.

**GMCA 166/20            GM HOUSING INVESTMENT LOANS FUND – INVESTMENT APPROVAL RECOMMENDATIONS**

Salford City Mayor Paul Dennett, Portfolio Lead for Housing, Homelessness and Infrastructure, took Members through a number of applications to the GM Housing Investment Loans Fund seeking the GMCA’s approval.

**RESOLVED /-**

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

BORROWER	SCHEME	DISTRICT	LOAN
Bricks & Soul Trading Ltd	Various	GM wide	£0.750m
Newco SPV (an MCR Property Group Company)	Wharf Road, Altrincham	Trafford	£6.397m
Jubilee Way Estates Ltd	Bury Magistrates Court	Bury	£3.948m

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

**GMCA 167/20            EXCLUSION OF THE PRESS AND PUBLIC**

**RESOLVED /-**

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

**GMCA 168/20            GM HOUSING INVESTMENT LOANS FUND – INVESTMENT APPROVAL RECOMMENDATIONS**

Note: This item was considered in support of the Part A – GM Housing Investment Loans Fund – Investment Approval Recommendations (minutes reference GMCA 166/20)

**RESOLVED /-**

That the report be noted.

1.

**GREATER MANCHESTER HOUSING PLANNING AND ENVIRONMENT OVERVIEW & SCRUTINY HELD  
ON 8 OCTOBER 2020, AT 18:00 VIA MICROSOFT TEAMS**

**PRESENT:**

Councillor John Walsh (Chair)	Bolton
Councillor Martin Hayes	Bury
Councillor Paul Copper	Bury
Councillor Mandie Shilton Godwin	Manchester
Councillor Linda Robinson	Rochdale
Councillor Liam Billington	Tameside
Councillor Mike Glover	Tameside
Councillor Sharmina August	Salford
Councillor Charles Gibson	Stockport
Councillor Kevin Procter	Trafford
Councillor Amy Whyte	Trafford
Councillor Fred Walker	Wigan
Councillor Karen Garrido (Substitute)	Salford

**OFFICERS IN ATTENDANCE:**

Mayor Paul Dennett	Salford City Council
Joanne Heron	GMCA
Julie Connor	GMCA
Andrew McIntosh	GMCA
Sarah Mellor	GMCA
Matt Berry	GMCA
Simon Warburton	TfGM
Nicola Kane	TfGM

**HPE 225/20 APOLOGIES**

Apologies for absence were received from Councillor Janet Mobbs (Stockport) and Councillor Jill Lovecy (Manchester)

**HPE 226/20 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS**

There were no announcements or urgent business

**RESOLVED/-**

- That the item be noted.

**HPE 227/20 DECLARATIONS OF INTEREST**

**RESOLVED/-**

- No declarations were received.

## **HPE 228/20 MINUTES OF THE LAST MEETING HELD 10 SEPTEMBER 2020**

### **RESOLVED/-**

- Correction: Councillor Sharmina August home district to be corrected to Salford.
- That with the above amendment, the minutes of the meeting held 29 July 2020 be agreed as an accurate record.

## **HPE 229/20 GM BROWNFIELD HOUSING FUND ("BHF") TRANCHE 1 SPEND**

Paul Dennett, Salford City Mayor outlined the report to Members which highlighted the background and approach to identifying sites to be allocated Grant Funding as part of early Tranche 1 spend under the Brownfield Housing Fund.

Members were given background to this fund such as the initial proposed housing deal which did not come to fruition, and the recent push from current Government in June 2020 to encourage the building of affordable homes. Members heard that Greater Manchester had received £81.1 million through the Brownfield Housing Fund.

Members heard that more funding of this nature would be required in Greater Manchester in the future to address challenges with viability in the GM City Region due to property and land values. It was highlighted that Greater Manchester would need to prove to Government it could deliver to secure more funding of this nature, and that it was key for districts to come forward with proposals which met criteria set by Government and collectively agreed by the Combined Authority.

Following Member questions, it was clarified that allocation would be distributed to districts based on the criteria agreed collectively, and that the detail of the breakdown of the 24 specific schemes in the districts would be reported to the CA on 31<sup>st</sup> October, and made available to Members once publically published for the Combined Authority on 22<sup>nd</sup> October. It was clarified that this item had been taken to this Scrutiny for Members to note the prioritisation process used to select schemes.

In terms of the links to the Stockport Mayoral Development Corporation, it was explained that the fund should be considered as one of several initiatives which could progress delivery. Members heard that in terms of the completion of an equality assessment, this would be checked, but it was thought that the proposal to allocate money to schemes and districts did not trigger this, as it would not have had an impact at this stage.

Members heard that in terms of planning permission, strong assurances had been sought for schemes that they would be deliverable, and that they would be monitored, and if there were concerns that schemes would not happen, funding could be recycled and redistributed / reallocated.

It was clarified that Bury had no current sites that could meet Government deadlines for deliverability, and it was likely that a site would be proposed in the next tranche of funding.

Members heard that regarding challenges in timescales of spend and deliverability, in addition to over-provision, work was ongoing to accelerate schemes and to also speed up the next tranche. It was highlighted that districts would need to work with the Combined Authority and appreciate their role in deliverability and accelerating the progress of schemes.

Following Member questions regarding the challenges of the limited nature of brownfield land, it was noted that this was an acknowledged challenge with remediation assembly costs and additional infrastructure affecting viability.

It was clarified that all 10 districts had been fully engaged with the Combined Authority on the Brownfield Land Fund.

#### **RESOLVED/-**

1. That the proposals in the report be noted and supported by this Scrutiny Committee.
2. That the detail of the proposed 24 specific schemes be provided to this Scrutiny Committee after they are published publically on 22<sup>nd</sup> October.

#### **HPE 230/20 GREEN SUMMIT 2020 - DIVERSITY REVIEW**

Sarah Mellor Head of Sustainable Consumption and Production, GMCA updated Members on the background to the delivery of the Green Summit 2020, reflecting on the lack of diversity in the live panels and key note speakers. It was highlighted that the environment sector in general had been acknowledged to lack in diversity, and that measures to rectify this had been undertaken, such as using targeted social media to promote environmental employment positions to encourage better take up from a stronger multi-ethnic representation.

Members highlighted that fellow district Councillors had noted the lack of diversity and over representation of white males as main speakers, and that that there was an urgent need to incorporate a better representation which could encourage more engagement on the environmental agenda from a stronger cross section of GM communities. It was explained that the sudden change in the Green Summit from a 1- day live event, to a 4 day virtual event had resulted in a rapidly changing line up of panellists which had been challenging to monitor and have oversight of.

Members highlighted that meeting diversity standards included representation from a greater breadth of other minority groups such as LGBT, those with disabilities and be age inclusive.

Members commented that they sought stronger recommendations in the conclusions of the report that would include specific targets with timescales to ensure improvements in diversity engagement, such as including restrictions on speakers to incorporate a broader spectrum. It was also enquired as to whether GMCA officers had undertaken unconscious bias training, and what the diversity of the GMCA was itself.

Following Members querying whether the GMSF had influenced participation from certain GM areas engaging with the Green Summit, it was clarified that analytics and analysis was still being studied and that GMSF wasn't mentioned within the Green Summit.

#### **RESOLVED/-**

1. That the proposals the report be noted.
2. That it be agreed that Members would receive a breakdown of staff diversity at the GMCA
3. That the full report from the 2020 Green Summit be brought to this Scrutiny Committee when available

#### **HPE 231/20 GREATER MANCHESTER TRANSPORT STRATEGY 2040**

Simon Warburton, Transport Strategy Director, TfGM, introduced a report, which outlined the 2040 Transport Strategy documents.

Members heard that the 2040 Transport Strategy was the GM city-region's statutory transport plan, and was first published in February 2017. The Five-Year Delivery Plan was highlighted as setting out the practical actions planned to deliver the Strategy and achieve the transport ambitions of the GMCA and the Mayor, in parallel with the development of the Greater Manchester Spatial Framework (GMSF). Members heard that each of the 10 GM districts would have Local Implementation Plan covering the period 2020 to 2025 and would support the Five-Year Delivery Plan.

Following Members questions, it was clarified that more detailed documents would be provided to the Committee at future meetings as they were signed off by local governance arrangements, and Members would be given the opportunity to review and scrutinise the local level documents such as their district Local Implementation Plan.

Members heard that sustainable transport targets had been broken down for various journeys, for example, the draft city centre transport strategy detailing targets of 90% by sustainable modes. It was also highlighted that there were separate targets for local neighbourhoods, with allocation for short trips under 2km being by foot and bike. Members heard that the breakdown had been published and could be shared.

Members were updated on the progress of GM Bus Reform. Following the outcome of the consultation report that this Committee had reviewed and considered by the Combined Authority at its meeting in June. It was noted that there had been change conditions due to the Coronavirus pandemic, and it was necessary to undertake further work to review the assessment prior to it being brought back to the Combined Authority with recommendations for review by the Mayor. It was hoped that this would take place before the end of the calendar year, but could not be confirmed at this stage.

Members commented that they felt that more detail would be required in associated reports on the Strategy in order to properly scrutinise the approach taken, and that it was difficult to provide helpful critique without being provided with more information. It was commented that if information could not be shared publically with Members before Council leaders overview, that



this should be considered privately as a Part B for this Scrutiny, or be brought after district leader sign off. This point was acknowledged, and that TfGM and GMCA would review how the involvement of Scrutiny could be improved.

**\*Councillor Walsh left the meeting, Councillor Gibson took over Chair of this meeting**

Members enquired around how planning was being undertaken for the new developing forms and trends of transport such as electric scooters, which could influence the infrastructure needs of the GM City Region. It was explained that an innovation team at TfGM were assessing new modes and innovations to understand incoming trends and their impacts. Members heard that an E scooter trial would be piloted in Salford in the near future, which would assist in understanding both the benefits and impacts of this mode, and assist in developing the right framework to manage this.

Members highlighted that mobility difficulties needed be taken into account when planning for the use of public transport. It was confirmed that a community based communications plan had been developed through the Coronavirus pandemic to learn more about specific needs and provide additional support to transport passengers where it was needed. Members were also reassured that the transport strategy was fully linked into the GM Clean Air Plan addressing emission and local pollution issues, and that the consultation for this plan had been very recently launched and would be running for 8 weeks.

Members enquired around the targets in relation to 50% of all journeys to be made via walking and cycling, noting that job commuter journeys were among the biggest need for transport, and that many journeys required vehicles for those travelling excessive distance and topography from the satellite boroughs to urban parts of GM. It was acknowledged that this was a challenge, and it was recognised that some journeys, such as long work commutes, would continue to rely on different modes of transport. Developing a relationship with spatial planning would be key to bring other aspects closer to individuals such as shops, schools and leisure facilities. It was noted that there was a need to understand the relationship between development, regeneration and transport to help to achieve targets which were accepted as challenging, but thought to be achievable.

Members concerns around any delays to the GMSF not influencing the delivery of the transport strategy were noted. It was clarified that achieving Net zero carbon was the target by 2038 for Greater Manchester.

Members enquired around road safety during Covid lockdown, with reduced traffic resulting in an increase in speeding across the GM City Region. It was highlighted that in order to make progress in increasing the take-up of cycling, reckless driving would need to be tackled, and more severe consequences for speeding introduced to improve the perception of road safety. It was acknowledged that these were concerns that TfGM also shared, and that the reducing trend of RTC incidents had recently begun to curtail. Members heard that there were partnership arrangements in place to manage, enforce and maintain a strong message around road safety behaviour, however some partners had limited resource.

In terms of Key Point Indicators for cycling, it was explained that TfGM had a limited number of cycle counting equipment which had resulted in a stretched interpretation of data. Members heard that through the Mayors Cycling and walking Board, there were resources being invested in to conduct monitoring and evaluation, and that data would start to improve. The Travel Diaries

survey were also highlighted as being vital to understand the variety of trips that were made, for what purpose and by what means.

In terms of providing means for residents to raise concerns and getting interventions to improve traffic safety in certain local hot spots, it was explained that a community led approach had been developed for the Beelines Network, with live online opportunities for community groups to add concerns and proposals for neighbourhood schemes. It was also noted that by working with officers feeding into the district, Local Implementation Plans would give opportunities to set out local ambitions and priorities, and that this could give better opportunities for funding measures.

Members heard that there had been a strong focus on safeguarding connectivity to health facilities and that this would be brought back to a future meeting of this Committee.

#### **RESOLVED/-**

1. That the proposals in the report be noted and supported by this Scrutiny Committee.
2. That reports submitted to future scrutiny meetings be shared in advance and contain sufficient detail to allow for full scrutiny, contributing to improvements within the scrutiny process.

#### **HPE 232/20 REGISTER OF KEY DECISIONS**

#### **RESOLVED/-**

- That the Register of Key Decisions be noted.

#### **HPE 233/20 WORK PROGRAMME**

Julie Connor, Assistant Director, Governance and Scrutiny GMCA reflected on comments that Members had made in relation to the work programme and on the wider scrutiny process, and proposed that an informal session be arranged to properly respond to what Members would like to focus on, with a more Member-led approach, incorporating key decisions as they arise. Members requested that potential items be provided in advance of this session for pre consideration.

In terms of Members receiving more detail on items coming to this Scrutiny, it was noted that officers at this meeting agreed with the comments made and would ensure that detailed, timely reports would be provided where possible.

It was reiterated that the Mayor would be in attendance at the next meeting in November and members were asked to give thought to areas they would like to question.

#### **RESOLVED/-**

1. That the work programme be noted
2. That the proposal to hold an informal work programme session be agreed.

**DATE AND TIME OF NEXT MEETING**

Thursday 12th November 18:00, Microsoft Teams Live

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# Agenda Item 6

## MINUTES OF THE VIRTUAL MEETING OF THE GREATER MANCHESTER TRANSPORT COMMITTEE HELD ON FRIDAY 9 OCTOBER 2020 VIA MICROSOFT TEAMS

### PRESENT:

Councillor Mark Aldred (in the Chair)	Wigan Council
Councillor Stuart Haslam	Bolton Council
Councillor Richard Gold	Bury Council
Councillor Sean Fielding	GMCA
Councillor John Leech	Manchester City Council
Councillor Angeliki Stogia	Manchester City Council
Councillor Dzidra Noor	Manchester City Council
Councillor Atteque Ur-Rehman	Oldham Council
Councillor Howard Sykes	Oldham Council
Councillor Shah Wazir	Rochdale Council
Councillor Roger Jones	Salford Council
Councillor David Meller	Stockport MBC
Councillor Doreen Dickinson	Tameside MBC
Councillor Warren Bray	Tameside MBC
Councillor Peter Robinson	Tameside MBC
Councillor Nathan Evans	Trafford Council
Councillor Steve Adshead	Trafford Council
Councillor Joanne Marshall	Wigan Council

### OFFICERS IN ATTENDANCE:

Eamonn Boylan	Chief Executive, GMCA & TfGM
Bob Morris	Chief Operating Officer, TfGM
Steve Warrener	Finance and Corporate Services Director, TfGM
Gareth Turner	Interim Head of Travel Change, TfGM
Alison Chew	Interim Head of Bus Services, TfGM
Nick Roberts	Head of Services & Commercial Development, TfGM
Kate Brown	Director of Corporate Affairs, TfGM
James Baldwin	Senior Policy Officer, TfGM
Peter Boulton	Head of Highways, TfGM
Richard Nickson	Programme Director for Cycling & Walking, TfGM
Liam Scholes	Greater Manchester Youth Combined Authority
Rose Marley	Advisor to the Our Pass scheme
Simon Greenhalgh	Communications and Stakeholder Manager, Our Pass
Simon Warburton	Director of Strategy, TfGM
Gwynne Williams	Deputy Monitoring Officer, GMCA
Nicola Ward	Governance Officer, GMCA

**GMTC 64/20 APOLOGIES**

1. That apologies be noted and received from Councillor Barry Warner, Salford Council.
2. That it be noted that Councillor Phil Burke (Rochdale) and Councillor Roy Walker (Bury) were unable to join the meeting due to technical difficulties.

**GMTC 65/20 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS**

**Resolved /-**

1. That it be noted that officers have drawn up a procedure for handling petitions, that will be shared with members of the GMTC in due course.
2. That the appointment of Councillor David Meller to CLES (The National Organisation for Local Economies) Board be noted.
3. That all members are requested to complete their Annual Declaration of Interest form and return to Nicola Ward, Governance & Scrutiny as soon as possible.
4. That it be noted that there are two reports included within this agenda in relation to an item of urgent business – Forthcoming Changes to Bus Services.

**GMTC 66/20 DECLARATIONS OF INTEREST**

**Resolved /-**

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

**GMTC 67/20 MINUTES OF THE GM TRANSPORT COMMITTEE MEETING HELD 14 AUGUST 2020**

**Resolved /-**

That the minutes of the meeting held 14 August 2020 be approved.

**GMTC 68/20 GOVERNANCE REPORT**

**Resolved /-**

That the minutes of the following sub committees be noted –

- Bus Services – 11 September 2020
- Metrolink and Rail – 18 September 2020

## **GMTC 69/20 GMTC WORK PROGRAMME**

### **Resolved /-**

1. That the GM Transport Committee Work Programme be noted.
2. That it be noted that the GM Clean Air Plan was a decision of the Local Authorities which TfGM were advising upon and had been considered at regular intervals by the GMCA Housing, Planning and Environment Overview and Scrutiny Committee, and therefore was not in the remit of the GMTC.
3. That further reports would be submitted for the Committee's consideration about public transport recovery planning and confidence in public transport at a timely opportunity.

## **GMTC 70/20 TRANSPORT NETWORK PERFORMANCE UPDATE**

Bob Morris, Chief Operating Officer TfGM, took the Committee through the latest performance data in relation to all public transport modes across Greater Manchester. There had been a tail off in relation to the number of trips taken over the past couple of weeks to 30% of pre-covid levels as a result of the introduction of additional local restrictions.

Bus journeys were especially down on Saturdays, and there had been a clear reduction in patronage on rail services to Manchester Airport. As a result of fewer passengers, there had been an increase in Metrolink units where social distancing was possible.

Face covering compliance was generally good, however, school children were less compliant. This was being addressed through direct liaison with specific schools and through 'days of action' to targeted areas. In relation to this, Members commented that as it was not mandatory to wear face coverings on designated school transport it was understandable that compliance was low, and that further enforcement would be beneficial. Officers added that education through a range of approaches would also be helpful, as inspectors could not be present on every vehicle.

Members asked if GM was subject to further lockdown measures, what would be the impact to patronage levels across the public transport network and ultimately, the financial impact to operators and TfGM. Officers confirmed that short term funding was being received for Metrolink, Bus and Rail from the Department for Transport (DfT), and that indications were that this would continue into the short and medium future. In relation to this, Members asked whether lower patronage levels would result in less funding from DfT and therefore potential cuts to services. Officers confirmed that there would be a difficult period ahead, but that at present, the Government was committed to supporting all public transport services in GM.

### **Resolved /-**

1. That the report be noted.
2. That the updated presentation be shared with members of the GMTC.

## **GMTC 71/20 OUR PASS PILOT UPDATE**

Rose Marley, Advisor to the Our Pass scheme introduced a report which provided an overview of card uptake and bus travel prior to, during, and after the coronavirus lockdown; and also gave an overview of Our Pass exclusive (i.e. opportunity) provision as part of Greater Manchester's ongoing commitment to young people's development.

Currently there had been 63,000 cards issued, with 650,000 journeys taken since the scheme's launch in September 2019. Exclusive offers that could be measured had been experienced by 8000 young people and these offers had been supported by a wide range of local businesses.

The vision for the scheme was that young people were involved in the planning, design and delivery of the Our Pass scheme to ensure that it met the needs of young people in higher education or training across GM.

Liam Scholes, an Our Pass user also shared his first-hand experience with the Committee. At 17 years old he was attending Pendleton College and had never previously used bus services. As it was affordable, he reported that since joining the Our Pass schemes he was more self-sufficient and no longer had to rely on his parents to get to places. He shared comments from other Our Pass users which illustrated how young people had been able to access experiences such as the theatre and football matches, and other opportunities that it had opened up to improve their education, work experience and life aspirations. In response to questions from Members, he reported that young people could find out about the scheme via their school or college, through advertising at bus stops and through social media. Liam further reported that amongst his peers, there was a strong desire to join the scheme to not only access more affordable bus services but also benefit from the Our Pass exclusive provision.

Members asked how officers plan to evaluate the number of extra journeys taken and future estimated journeys as a result of the scheme. Officers responded that there was a base line survey taken prior to the launch of the project to inform the business case, a follow up survey was also undertaken during the summer period to understand the shifts in the way that young people travel and both of these data sets would inform the evaluation of the pilot. Other Members felt that many of the benefits of this scheme may not be able to be quantified, and that there were many anecdotal impacts for Our Pass users that were more qualitative but that would need to be taken into account as part of the evaluation.

Members of the committee questioned whether the scheme could be extended to young people who were in college for more than two years and over the age of 18 years as past this point, they no longer qualified. A full evaluation of the pilot would illustrate how the original parameters had been set, and how the required public subsidy had been specifically targeted to years 12 and 13. The care leavers extension would allow students aged between 18-21 years who had previously been in care to be eligible for the scheme.

Other Members shared their personal experience of the Our Pass scheme and welcomed the independence that it had offered their children, in addition to the environmental benefits from having less cars on the road.

The Chair reported on the positive reception that the scheme was given by the GM Youth Combined Authority, and urged that Members look past the last few months where opportunities



for young people to attend events and travel widely across Greater Manchester had become restricted due to Covid, and look towards a future where Our Pass had a greater potential to give further opportunities to this generation.

In relation to the timeline, and total amount of funding committed, Members sought clarification as to whether the cost to date was £25m and if there had been any savings as a result of Covid. Furthermore, whether the pilot will still planned to finish in August 2021. Officers confirmed that the pilot was a two-year scheme, due to be evaluated in Summer 2021 and running at a cost of £15.93m per year. Since the return of schools and colleges, there had been a significant lift in Our Pass requests and additional bus journeys, which had begun to indicate a prompt recovery, however the future uptake in the current climate remained uncertain.

Members sought further clarification as to how arrangements had been made with operators regarding the cost per journey etc. Officers confirmed that this was on a rate per journey that considered two factors, revenue forgone, and an assessment of additional capacity needed to accommodate these journeys. TfGM's budget had been agreed on a set of assumptions, and by the end of 2020 the budget was in line however, this would continue to be reviewed frequently. The GMCA would consider the evaluation and determine what would happen following the pilot scheme.

Members of the Committee recognised that this scheme was fundamentally about a mindset change, creating a new generation of bus users and that whilst it was important to ensure it was value for money, any evaluation of its impact should not merely be set against cost. The difficulties of 2020 and the impact of the Covid pandemic were also recognised as limiting, but despite this, Members were pleased to see such a large-scale demand for the scheme to date.

#### **Resolved /-**

1. That the report be noted.
2. That members would support further uptake of the Our Pass scheme in their own Local Authority through promoting the benefits and ensuring young people are aware as to how to apply.
3. That thanks be recorded to Liam Scholes, representing the Greater Manchester Youth Combined Authority for sharing his experience of being an Our Pass user with the Committee.

#### **GMTC 72/20 IMPACT OF ROAD SAFETY SCHEMES**

Peter Boulton, Head of Highways TfGM took Members through a report which provided a review of previously implemented road safety schemes, that were funded or part funded by the 'Safer Roads Partnership'. Between 2013-16 GM partners had been invited to submit applications for funding for road safety schemes to supplement their own local funding. Monitoring of the schemes was undertaken by the delivery body, usually the Local Authorities, and 16 months of pre and post implementation data was used to assess each scheme against benefit to cost ratio, and ultimately value for money.

Although not all schemes to date had 16 months data available, in each year TfGM were able to

demonstrate benefit to cost ratios in excess of 3:1 which demonstrated good value for money, as per the DfT recommended approach.

Post 2016, following a legal ruling, the scheme was no longer permitted to support capital funded schemes, but the surplus money collated through drive safe courses could still be used to fund revenue-based schemes.

Members expressed their continued concerns regarding the danger of roads in GM, and the impact on the feeling of 'safety' amongst residents. With regards to the recently published HMICFRS report regarding national road safety, Members questioned whether any of its findings had been beneficial to GM's approach. Officers informed the Committee that TfGM regularly considered such reports and would include feedback from their findings in their next report to GMTC.

The Committee urged that future reports on road safety offer a greater level of detail regarding the schemes, especially those where 16 months post implementation data was available. Members expressed concern regarding those schemes that were no longer eligible for funding, and whether revenue schemes still in scope were as effective or as beneficial as previously funded capital schemes. It was felt that in future reports, it would be helpful to compare outcomes from schemes to help Members understand which were most successful and should be prioritised going forward.

Members asked what impact the decision to not provide Drive Safe Courses had on the income stream to TfGM. Officers reported that this was a decision taken by other police forces to move their provision in-house or to other providers. However, TfGM would continue to look for further opportunities going forward.

In relation to speed camera provision, members expressed their concern regarding the lack of elected member accountability in determining the criteria for the placement of new cameras. Officers reported that cameras were funded and maintained through the relevant Local Authority, and that the decision to locate new cameras was made by GMP against a set of agreed guidelines.

#### **Resolved /-**

1. That the report be noted.
2. That a fuller evaluation of previously agreed and implemented schemes would be included in future reports.
3. That information on Drive Safe schemes be reported to a future meeting of the GMTC, and specifically information in relation to the financial impact to TfGM of no longer providing these courses be provided directly to Cllr Sykes.
4. That further information as to the criteria for the placement of speed cameras, and particularly the elected member representation within this governance arrangement be reported directly to Cllr Sykes.

Richard Nickson, Programme Director for Cycling & Walking TfGM, introduced a report which provided an update on GM cycling and walking activities over the last 12 months and set out key actions up to December 2021. Over 55 miles of world class walking and cycling routes were targeted to be implemented by the end of 2021, estimated at a value of £85m.

Within the overarching Made to Move Active Travel Plan, there had been a number of programmes introduced including Active Neighbourhoods, Bee Network, safe crossings and a GM bike hire scheme. Since January the plan had been divided into five critical areas to assist with its delivery, Strategy, Infrastructure, Access to active travel, Safety and technical policy and Activation.

There had been significant growth in walking and cycling across GM over the past few months indicating an increased desire for active travel during the Covid pandemic and in response to this, the Government had created the Emergency Active Travel Fund for schemes across GM to encourage people to walk and cycle rather than revert back to their cars. Officers were now awaiting a funding settlement for schemes included in tranche 2 which contained significant ambitions of Local Authorities to support this agenda.

Members welcomed the Government consultation on pavement parking and thanked the team for all their work to stimulate progress in the area of Active Travel. Officers added that the programme needed to remain insight led, and that further efforts were being made in developing a network of monitoring to provide the evidence base for current and future schemes.

In relation to bike storage, Members asked whether more bike hangers could be provided across GM to remove the issue of a lack of bike storage for potential future users. Officers confirmed that they were aware that there were considerable levels of interest in such schemes and investigations as to potential solutions were underway.

Members questioned how much of the £160m budget had been spent to date, and whether the pace would be sufficient to ensure delivery. Officers reported that the overall spend to date was £15m (£12.6m on schemes) and that there was £48m of approved schemes ready to take forward.

Members asked how many miles had been delivered in the last three years and how the pace would be increased to ensure the target could be achieved. Officers reported that by April 2021, 4 miles of network would be delivered and that the programme then dramatically accelerated over 2021 based on what Local Authorities were proposing to deliver. It was recognised that this was a challenging programme with a long pre-cursor to get the 100 schemes started that also required comprehensive elements of public consultation. However, officers were confident that Local Authorities were committed to the level of programme delivery required to meet the aspired targets, and that they all recognised that there would be some adaptation required in the current Covid environment.

In relation to the Bee Network, Members commented that there had been identified points that needed upgrading, but as travel habits had now changed as a result of Covid, questioned as to whether there had been a second review of the Bee Network map and a re-prioritisation of those most useful schemes. The Committee further added that these priorities should be set locally, not centrally by Government.

With regards to the announced further £2b Government funding in relation to active travel, Members asked how GM planned to bid, and whether it was felt that a bid would be successful. Officers felt that GM was in strong national position and that some further confirmation regarding this funding was anticipated in the Comprehensive Spending Review towards the end of 2020. The Propensity to Cycle tool had been used by Government to identify strong potential corridors, however, this could and had been backed up with local data when submitting to the Emergency Active Travel fund. Greater Manchester were successful in attaining 100% of the applications made to tranche, and therefore were eagerly anticipating the outcomes of tranche 2.

Members reported some public objection to tranche 1 schemes, yet also significant evidence of them being used. Officers reported that the outcomes of a national survey on Emergency Active Travel measures had shown that despite the move towards such forms of travel and the majority of people indicating their support for such schemes, the detail was imperative to determine their success. The challenge will be as more schemes are introduced, to project a message that the road space is available to all modes, and that it can be shared successfully. TfGM collating some up to date data to support the implementation of successful tranche 2 schemes.

In relation to general bureaucracy around the Active Travel programme, Members expressed concern regarding the changing scope of the required bids from Local Authorities and urged that future funding had clear priorities and guidance from the beginning to support officers in delivering the required level of consultation. Officers agreed that the delay in DfT guidance was frustrating and proved a significant challenge to LA officers, especially with regards to the late addition of the Propensity to Cycle tool. Despite this, the bids that were submitted gave a good balance between national data and local information and as a result were successful.

A member reported that bike lockers had been removed from Metrolink platforms in Ashton, which seemed contrary to GM's active travel ambitions. Officers confirmed that a number of lockers had been removed as part of a trial to provide a cycle hub in Ashton Town Centre, prior to which a survey of usage was undertaken which also assessed other available provision.

#### **Resolved /-**

1. That the report be noted.
2. That it be noted that TfGM are reviewing the location of bike hangers across the network, and that the specific complaint with regards to lockers at Metrolink Ashton be picked up with Cllr Bray directly.
3. That it be noted that GM were still awaiting confirmation as to whether their bid for Tranche 2 Emergency Active Travel Funding had been successful.
5. That it be recognised that the delay in DfT guidance in relation to the Active Travel Funding created significant pressure on Local Authorities, and that a consistent approach to consultation going forward would be beneficial.

Simon Warburton, Director of Strategy TfGM, took Members through a short report which set out the process underway to refresh the 2040 Transport Plan. He reported that the initial 2040 Plan was agreed in 2017, and that the approach taken had been successful in supporting work with Government around future funding, specifically the securing of the Transforming Cities Fund and influencing Government around a New Cities Transport Fund commitment for GM to be a pilot. The Delivery Plan had also allowed TfGM to coordinate a pipeline of investment proposals with each GM Local Authority, further giving clarity as to GM's transport priorities. The review begun in 2020, built on the draft delivery plan initially agreed in 2019 and further developed by the Mayor's Our Network vision, it will be shared with the GMCA at the end of November, and be brought back to the GMTC in December for further comments.

**Resolved /-**

1. That the report be noted, and the timetable & key milestones endorsed.
2. That there would be an additional briefing session for GMTC members in November in advance of the Delivery Plan being considered by the GMCA.

**GMTC 75/20 FORTHCOMING CHANGES TO BUS SERVICES**

Nick Roberts, Head of Services & Commercial Development TfGM, introduced an item of urgent business in relation to several planned service changes, partly as a result of North Western Buses terminating their contracts in relation to services in Tameside. In addition, the report detailed some contractual changes within the Bolton and Wigan areas, which had been shared with local Members in advance. Negotiations in relation to these services had experienced delays, resulting in exceptional circumstances and late notification to Members.

Members were concerned that information in relation to bus service changes was not being disseminated to all local Councillors, and that in some Local Authorities this process was not taking place. Officers agreed to review this process again.

In relation to service 396 and the consequence of merging with the 419, the leg that serves Park Cakes and Newton Heath was planned to be withdrawn. Members expressed their concern, as this was a key part of the route that was particularly popular with elderly residents. Officers agreed to look at alternative options for this element of the route.

**Resolved /-**

1. That the changes to the commercial network and the proposals not to replace the de-registered commercial services as set out in Annex A be noted.
2. That it be agreed that no action is taken in respect of changes or de-registered commercial services as set out in Annex A.
3. That the proposed action taken in respect of changes or de-registered commercial services as set out in Annex B be approved.
4. That the proposed changes to general subsidised services set out in Annex C be approved.

5. That member's concerns in relation to service 396 be noted, and alternative options be discussed directly with Cllr Fielding.

**GMTC 76/20 DATE AND TIME OF FUTURE MEETINGS**

**Resolved /-**

That the date of future meetings be noted.

**GMTC 77/20 EXCLUSION OF THE PRESS AND PUBLIC**

**Resolved /-**

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

**GMTC 78/20 FORTHCOMING CHANGES TO BUS SERVICES**

**Resolved /-**

That the report be noted.

**DRAFT MINUTES FROM THE GREATER MANCHESTER LOCAL ENTERPRISE PARTNERSHIP BOARD HELD AT 16:45 ON TUESDAY 8 SEPTEMBER 2020 VIA MICROSOFT TEAMS LIVE EVENTS**

**Board Members:**

Lou Cordwell (In the Chair)

David Birch, Mike Blackburn, Mayor Andy Burnham, Lorna Fitzsimons, Amanda Halford, Mo Isap, Juergen Maier, Chris Oglesby, Dame Nancy Rothwell, Richard Topliss, Cllr Brenda Warrington & Cllr Elise Wilson

**Advisors:**

Lisa Dale-Clough (GMCA), Jack Loughlin (GMCA), Oscar Lynch (GMCA), Gemma Marsh (GMCA), Nicola McLeod (GMCA), Simon Nokes (GMCA), David Rogerson (GMCA), Lee Teasdale (GMCA), John Wrathmell (GMCA), Simon Donahue (Marketing Manchester), Mark Hughes (The Growth Company). Leila Mottahedeh (BEIS) & Sheona Southern (Marketing Manchester).

**Apologies:**

Sir Richard Leese & Vanda Murray.

**GM LEP/20/21 WELCOME, APOLOGIES & INTRODUCTIONS**

The Chair welcomed all present to the meeting.

Apologies were received from GM LEP Members Sir Richard Leese and Vanda Murray.

**GM LEP/20/22 DECLARATIONS OF INTEREST**

Amanda Halford noted an interest in regard to discussion of South Manchester Manufacturing Innovation Park – specifically any discussions involving antibody manufacturing and/or translational research facilities.

Juergen Maier noted that he had joined the Board of the Halle Orchestra.

**GM LEP/20/23 MINUTES OF THE MEETING OF 8 SEPTEMBER 2020**

The Board received the minutes of the last public meeting, held on 8 September 2020.

**RESOLVED:/**

1. That the minutes of the meeting held on 8 September 2020 be approved as a true and correct record of the meeting.

## **STRATEGY**

### **GM LEP/20/24          GM YOUNG PERSON'S GUARANTEE**

A presentation was given on the development of the GM Young Person's Guarantee (YPG).

The Guarantee had been developed by working closely with GM's young people – with consultation work, including a Facebook event generating 5000 responses, taking place that sought to understand what was most important to young people and the type of support they felt was most needed at the current time.

Four key themes had arisen from these consultations:

- Keeping Connected – including digital and transport offers.
- Staying Well – ensuring safe environments and access to mental health support.
- Making Effective Transitions – including training, apprenticeship and re-skilling opportunities.
- Reducing Economic Inequalities – ensuring equality and inclusiveness in jobs and apprenticeship opportunities.

Specific task groups had been inaugurated to tackle each of these four themes directly and would commence from mid-October. Each task group would meet on a monthly basis to review progress, ensure that activities were delivering against what young people had said, and to identify further areas of challenge and opportunities.

#### **Comments and Questions**

It was asked how GM LEP could best provide support at this stage.

It was suggested that the LEP could use their business experience to advise on boosting opportunities for young people. Work was taking place with Mo Isap as LEP skills lead on considering the assets in GM that could encourage and incentivise more businesses to offer help and support to young people.

Mo Isap advised that he was working closely with the YPG Team on how best to support them in terms of taking recommendations forward. The needs of a demand led system were being closely mapped to help in future-proofing the talent system of young people in GM.

#### **RESOLVED:/**

1. That the presentation on the Young Person's Guarantee be received by the Board.
2. That emerging recommendations be fed back to the Partnership.



## **GOVERNANCE**

### **GM LEP/20/25          LEP GOVERNANCE UPDATE**

A mid-year review of the GM LEP had taken place with the Cities and Local Growth Unit which had resulted in positive discussions with Government with no major actions required. An Annual Performance Review would take place later in the year.

CLGU have confirmed that GM LEP is required to appoint a Deputy Chair. This will form part of the current Board membership refresh.

In terms of the Board refresh, Penna recruitment consultants are supporting the process and will produce a report on potential candidates shortly with a particular emphasis on recruiting candidates with the skills and experience that reflect the LEP's priorities.

It was noted that the Board's Register of Interest is currently being refreshed and that members should contact the Governance Team with any updates along with any declarations for the gifts, hospitality and expenses register.

#### **RESOLVED:/**

That the update on GM LEP governance be received by the Board.

## **PERFORMANCE**

### **GM LEP/20/26          ECONOMIC DASHBOARD UPDATE**

An update was provided highlighting headlines from the economic dashboard.

The dashboard provided up to date intelligence on the GM economy following the outbreak of Covid including current economic conditions; business and consumer confidence; and GM business indicators

This included intelligence on furloughed employees, benefit claimant counts, job postings and numbers of companies looking to make redundancies along with estimated footfall counts for GM's district centres.

#### **RESOLVED:/**

That the Economic Dashboard update be received by the Board.

### **GM LEP/20/27          BUSINESS SUPPORT UPDATE**

An update was provide on the work of the Growth Company in supporting local business.

The Growth Company had noted a slight uplift in job vacancies during August and early September with a number of redundancies anticipated for later in 2020/21.

There had been limited feedback from businesses on the Government's Winter Economy Plan although the 10-year loan repayment scheme had been welcomed.

The Growth Company's mainstream business support programmes continue to attract considerable interest and uptake with Marketing Manchester offering additional advice and support to the tourism and hospitality sector.

GMCA funding had allowed the launch of a GM Bounce Back Loan scheme which will target businesses that have difficulty accessing other sources of finance. Business grants were also available to support companies to become Covid secure.

A Kickstart gateway offer was underway with around 500 placements committed by companies.

### **Comments and Questions**

It was noted that a number of businesses centred on technology and innovation were continuing to thrive including health innovation, cyber and digital technologies including those with global as well as local reach.

A deep dive research into these areas would provide valuable intelligence including the opportunities to support start ups in growing economic sectors.

The Board discussed gender related economic data and the trends suggesting women were disproportionately being impacted by job losses.

### **RESOLVED:/**

1. That the business support update be received by the Board.
2. That consideration be given to further work examining the current success areas of the economy and how encouragement could be given to start-up businesses in these areas.

### **GM LEP 20/28                      MARKETING AND COMMS UPDATE**

A paper was provided to the Board outlining marketing and comms activity.

Led by a Strategic Economic Communications Steering Group and key sector communications leads (digital and creative, green growth, health innovation, advanced manufacturing and materials), Marketing Manchester was working in partnership with GMCA communications colleagues to identify, create and share content promoting Greater Manchester's key strengths and characteristics. Content that had been published, and was due to be published, was highlighted.

Work was currently taking place on the LEP Economic Proposition. Work was taking place on a sharing pack for the Board to aid in promotion through their own communication channels and contacts.

Three key themes were highlighted that will be developed over the forthcoming 6-8 weeks include Green; Digital and Female Entrepreneurship. It was asked that members feedback any stories they had to contribute to these pieces.

**RESOLVED:/**

1. That the marketing and comms update be noted.
2. That GM LEP Board members be asked to share and promote LEP Economic Proposition strategic communications content and materials via their own networks.
3. That GM LEP Board members be asked to share any information they had on Green, Digital and Female Entrepreneurship with Marketing Manchester.

**GM LEP 20/29                      DIVERSITY AND INCLUSION UPDATE**

An update paper was provided which updated the Board on the development of a GM LEP Diversity and Inclusion Action Plan.

Following Board discussions and in consultation with the Diversity Champion, it was proposed that the LEP develop a more detailed Action Plan based on the following three themes:

- Highlighting Equality Issues in LEP Decision Making
- Development of the LEP Economic Proposition
- Champion of Best Practice in the GM Private Sector

**Comments and Questions**

The Board welcomed the report and noted the importance of the business case for diversity, setting out the evidence that demonstrates that a diverse workforce is more creative, innovative and productive.

**RESOLVED:/**

That the Diversity and Inclusion Update be noted.

Meeting ended: 17:30

The next meeting of the Board would take place on Tuesday 17<sup>th</sup> November.

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## MINUTES OF THE MEETING OF THE GMCA WASTE AND RECYCLING COMMITTEE HELD ON WEDNESDAY 14 OCTOBER 2020 VIA MICROSOFT TEAMS

### PRESENT:

Councillor Adele Warren	Bolton
Councillor Alan Quinn (Chair)	Bury
Councillor Rabnawaz Akbar	Manchester
Councillor Ateeque Ur-Rehman	Oldham
Councillor YasminToor	Oldham
Councillor Susan Emmott	Rochdale
Councillor Tom Besford	Rochdale
Councillor David Lancaster	Salford
Councillor Robin Garrido	Salford
Councillor Roy Driver	Stockport
Councillor Helen Foster Grimes	Stockport
Councillor Judith Lloyd	Trafford

### OFFICERS IN ATTENDANCE:

David Taylor	GMCA – Executive Director, Waste & Resources
Paul Morgan	GMCA – Waste & Resources
Justin Lomax	GMCA – Waste & Resources
Lindsay Keech	GMCA – Waste & Resources
Michelle Whitfield	GMCA – Waste & Resources
Michael Kelly	GMCA – Waste & Resources
Gwynne Williams	GMCA – Deputy Monitoring Officer
Sarah Mellor	GMCA – Environment Team
Kerry Bond	GMCA – Governance & Scrutiny

### WRC 20/46

### APOLOGIES

Apologies for absence were received and noted from Councillors Alison Gwynne (Tameside) and Shaukat Ali (Manchester).

**WRC 20/47**

**CHAIR'S ANNOUNCEMENTS AND URGENT BUSINESS**

There were no announcements or items of urgent business reported.

**WRC 20/48**

**DECLARATIONS OF INTEREST**

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

**WRC 20/49**

**MEMBERS' CODE OF CONDUCT AND ANNUAL DECLARATION OF INTEREST FORM**

**RESOLVED/-**

1. That Members noted their obligations under the GMCA Members' Code of Conduct.
2. That members of the Committee complete the annual declaration of interest forms and return to the Governance and Scrutiny Officer as soon as possible for publication on the GMCA website be noted.

**WRC 20/50**

**MINUTES OF THE MEETING HELD ON 22 JULY 2020**

**RESOLVED/-**

That the minutes of the previous meeting, held on 22 July 2020, be approved as a correct record subject to the addition of Councillor Judith Lloyd to the list of those in attendance.

**WRC 20/51**

**CONTRACTS UPDATE**

Consideration was given to a report which provided the Committee with an update on performance of the Waste and Resource Management Services and Household Waste Recycling Centre (HWRC) Management Services Contracts that commenced on 1 June 2019.

It was reported that performance reporting provided used verified data to the end of June 2020, which is the Quarter 1 position for financial year 2020/21 of the Suez Contracts.

A progress update on the works at Chichester Street in Rochdale and Reliance Street in Manchester was provided alongside an update on the implementation of the Household Waste Recycling Centre Van Permit Proposal.

Data for Quarter 1 position for financial year 2020/21 was provided, below, to show the overall position for comparison to the previous year:

<b>Annual Performance Comparison (Year end – April to June 2020)</b>	<b>2020 / 2021</b>	<b>2019 / 2020</b>
<b>OVERALL performance</b>		
<b>Total arisings (t)</b>	267,834	271,795
<b>Recycling Rate (%)</b>	47.8%	52.9%
<b>Diversion Rate (%)</b>	97.7%	90.7%
<b>HWRC performance</b>		
Recycling Rate (Household Waste) %	34.3%	34.4%
Diversion (Total Arising, inc. rubble) %	98.6%	84.5%
<b>Longley Lane MRF</b>		
Rejection of Kerbside Recycling Collections (t)	2594	126
MRF Contamination Rate (Commingled) %	21.2%	19%

In summary, the overall performance for both contracts for Quarter 1 of financial year 2020/21 (April to June 20) gives a diversion rate approaching 98% and recycling rate of almost 48%.

At the July 2020 meeting Members resolved to approve the development of a project plan for a potential van permit scheme. Since that meeting the GMCA has discussed with Suez the brief for the development of a van permit system including a timeline for introduction and indicative cost.

As reported previously, vans comprise a relatively small proportion of total visits to the HWRCs but represent over 150,000 visits annually. It is evident that vans make up a significant proportion of the vehicles that are abusing the sites with trade waste. The restriction on the number of visits vans can make has reduced numbers but the van permit system will provide a greater degree of control over trade waste abuse at the HWRCs.

Under the scheme, a householder who owns a van will need to register the vehicle with the GMCA via a dedicated web portal. The figure below summarises the high-level application and operational process:

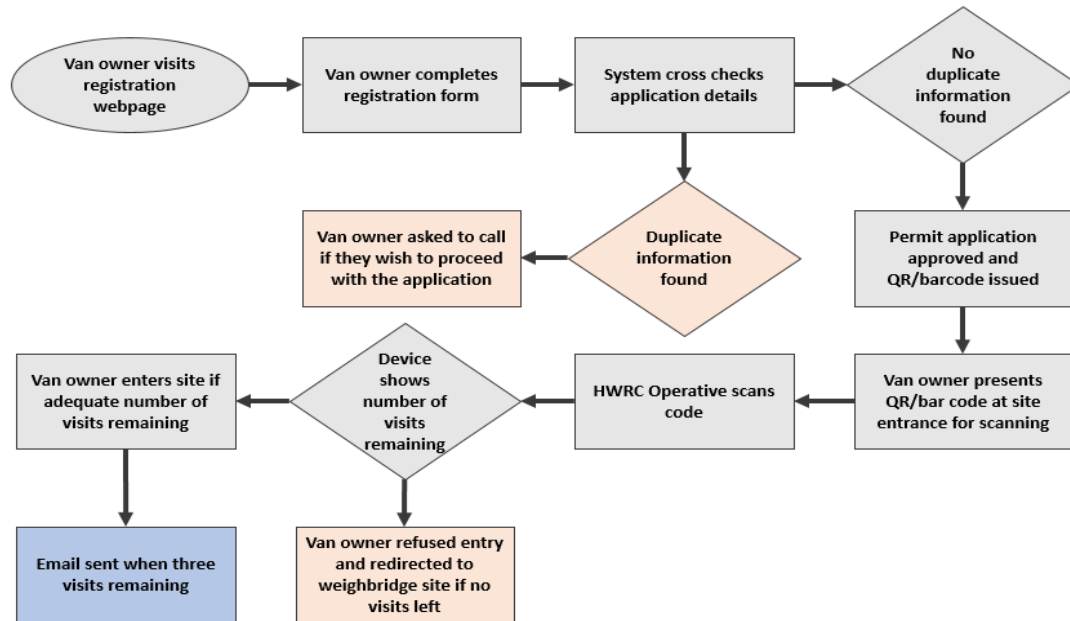


Figure 1: Van Permit Scheme Application and Operational Process

Suez has provided two options for the development and continued support of the system, which are detailed below:

1. To build and develop the service, one-off costs are estimated to be nearly £45k with £7k annual costs; and
2. A subscription service estimated at £3k for the initial build and £15k per annum to cover 20 HWRCs.

Following discussion, the development and subscription service was recommended. The initial estimate to go live is the beginning of February 2021 once development, testing and rollout to sites has been completed.

Members asked the following questions:

- a. If there is any Government funding available due to sites being closed during the Covid-19 national lockdown?
- b. What action is being undertaken to reduce contamination of kerbside waste?

Officers confirmed that an additional picking process has been introduced to ensure the waste is of an acceptable level.



- c. How are van permits being managed to ensure business owners don't use different vehicles to dispose of their trade waste?

Officers confirmed that this would be flagged up at the access point of the centre, via the database, and would be managed by Suez officers.

**RESOLVED/-**

1. That the contract performance, health and safety, Household Waste Recycling Centre (HWRC) performance, construction works, and other matters set out in the report be noted.
2. That the subscription service for the development, implementation, and maintenance of a Van Permit Scheme for the Household Waste Recycling Centre's be approved.
3. That officers be requested to investigate the availability of Government funding due to the closure of sites during the Covid-19 national lockdown.

**WRC 20/52 ASSET MANAGEMENT PLAN UPDATE**

The Head of Engineering and Asset Management, GMCA Waste and Resources Team provided members with an update on the implementation of the asset management plan and current capital engineering projects, highlighting progress between April and September 2020. Waste and Resource assets are managed by the Engineering team and fall into the following categories.

<b>(A) - Operational Waste Facilities</b>
<ul style="list-style-type: none"> <li>• <b>WRMS Contract Facilities - Lot1</b> 28 waste processing and reception facilities across 11 locations.</li> <li>• <b>WRMS Contract – Lot 2</b> 11 Household Waste Recycling Centres</li> </ul>
<b>(B) - Buildings and Land</b>
<ul style="list-style-type: none"> <li>• Includes vacant land and building premises at 8 locations</li> </ul>
<b>(C) - Closed Landfill Sites</b>
<ul style="list-style-type: none"> <li>• 4 Closed landfill sites managed by GMCA</li> <li>• 18 Closed landfill sites managed by POS Landcare</li> </ul>

Members asked what measures are being taken to ensure lithium batteries aren't mixed with the waste for shredding. Officers advised that there hadn't been any recent incidents, and that GMCA officers are engaging with Manchester University on a new trial system to detect whether lithium batteries are mixed with waste.

**RESOLVED/-**

That the report be noted.

**WRC 20/53 COMMUNICATIONS AND BEHAVIOURAL CHANGE PLAN 2021/22**

The Head of Communications and Behavioural Change, GMCA Waste and Resources Team provided members with an update on the draft Recycle for Greater Manchester Communications

& Behavioural Change Delivery Plan 2021/22 proposals, in advance of the final plan being costed and included in the budget setting process for 2021/22. Details of the planned activities from April 2021 to March 2022 are set out in Appendix A of the report. The communications plan is split over 5 aims and these will continue to be central to the 2021/22 Plan:

- Reduce contamination and improve the quality and quantity of recycling;
- Encourage waste prevention;
- Raise awareness of recycling across Greater Manchester;
- Develop and promote the education service; and
- Increase recycling at the HWRCs.

Members requested that a breakdown of access to digital and social media advertisement statistics be made available.

**RESOLVED/-**

1. That the report and appended Action Plan from April 2021 - March 2022 be noted.
2. That the Communications & Behavioural Change Delivery Plan 2021/22 be noted.
3. That a breakdown of digital and social media advertisement statistics be circulated to Members.

**WRC 20/54 BUDGET UPDATE 2020/21 AND MEDIUM-TERM FINANCIAL PLAN TO 2023/24**

The Head of Finance, Waste and Resources Team provided an update on the forecast revenue outturn for 2020/21 and set out an updated strategy outlining major assumptions/risks which have been considered in producing the proposals.

**RESOLVED/-**

That the forecast revenue outturn for 2020/21 and the updated strategy be noted.

Consideration was given to a report, presented by the Head of Sustainable Consumption and Production, GMCA Environment Team, updating Members on recent Government publications and the work being carried out in preparation for the second round of public consultations on England's Resources and Waste Strategy.

Following the Government publication, on 18th December 2018, of the Our Waste, Our Resources: A Strategy for England, four consultations were released, on 18<sup>th</sup> February 2019. The second round of the consultation is expected between January – March next year, work is being commissioned to quantify the financial, resource and environmental impacts of the collection systems proposed, should they be placed in secondary legislation. Further modelling of possible scenarios continues to be undertaken so that an in-depth evidence based response to the second round of consultations can be developed.

- Consistent Collections;
- Extended Producer Responsibility (EPR);
- Deposit Return Scheme (DRS); and
- Plastic Packaging Tax

Defra have released two further documents; the Strategy's Evaluation Plan and the Waste Management Plan, which includes a Strategic Environmental Assessment (SEA) relating to the Plan.

The Evaluation Plan sets out how Defra intend to evaluate the impact England's Resources and Waste Strategy and focuses on the following principles as set out below:

- High quality, rigorous and robust;
- Independent of influence;
- Inclusive of stakeholders, not only as participants in the delivery phase but also in the development of the scoping and design phases;
- Transparent and open to scrutiny;
- Proportionate, both in terms of time and money;
- Flexible and appropriate for complex situations; and
- Inclusive of an economic evaluation, if appropriate.

The Waste and Resources Action Programme (WRAP) have also released 'A Framework to Greater Consistency in Household Recycling in England' which provides an understanding into the direction of the next round of public consultation in relation to consistent collections.

Upon setting secondary legislation there is now a duty to include a statutory review position when the legislation influences business. This means that a lot of the Strategy's commitments will be subject to a 'Post Implementation Review (PIR)' to establish whether:

- A measure has achieved its original objectives;
- These objectives remain appropriate;
- The measure is still required;
- It remains the best opinion for achieving those objectives; and
- Objectives could be achieved in a way which involves less onerous regularly provision to reduce burden on business and/or increase overall societal welfare

**RESOLVED/-**

1. That the principles set out in DEFRA's Resources and Waste Management Strategy: Evaluation Plan be noted.
2. That the proposed response to the Waste Management Plan for England consultation be approved.
3. That the on-going work in preparation for the second round of consultations on England's Resources and Waste Strategy be noted.

**WRC 20/56 EXCLUSION OF THE PRESS AND PUBLIC**

**RESOLVED/-**

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

**WRC 20/57 CONTRACTS UPDATE**

Consideration was given to a report that updated the Committee on performance and commercial issues relating to the Waste and Resources and Household Waste Recycling Centre Management Services Contracts that commenced on 1<sup>st</sup> June 2019.

**RESOLVED/-**

1. That the contract updates and key risks set out in the report be noted.
2. That the establishment of the Suez Community Fund as a ring-fenced section of the Greater Manchester Environment Fund, as set out in section 6 of the report, be approved.

**WRC 20/58 DATE AND TIMES OF FUTURE MEETINGS**

**RESOLVED/-**

That the following programme of meetings for the Committee for 2020/21 be agreed, following confirmation that these don't conflict with Local Authority Council meetings:

- 13 January 2021, 9.30am, Via Microsoft Teams
- 14 April 2021, 9.30am, Venue TBC

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Date: 30<sup>th</sup> October 2020

Subject: GM Brownfield Housing Fund (“BHF”) Tranche 1 Spend Allocation

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

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## **PURPOSE OF REPORT**

This report seeks the Greater Manchester Combined Authority’s approval to allocate grant funding to those sites recommended within this report and subsequently enter into individual Grant Agreements with the respective parties.

## **RECOMMENDATIONS:**

The GMCA is requested to:

1. Approve GMCA to allocate grant funding to those sites set out within Appendix A;
2. Approve GMCA entering into individual Grant Agreements for the BHF associated with the recommended sites; and
3. Delegate authority to the GMCA Treasurer acting in conjunction with the GMCA Monitoring Officer to agree the final terms of all the necessary agreements.

## **CONTACT OFFICERS:**

Andrew McIntosh: [andrew.mcintosh@greatermanchester-ca.gov.uk](mailto:andrew.mcintosh@greatermanchester-ca.gov.uk)

Neil Waddington: [neil.waddington@greatermanchester-ca.gov.uk](mailto:neil.waddington@greatermanchester-ca.gov.uk)

**Equalities Implications:**

The Brownfield Housing Fund is aimed at unlocking stalled, brownfield sites across GM. Sites which have been recommended to receive grant funding within this paper represent sites across each of the GM Districts. Housing which will be delivered as a result of the grant funding will align with those specific housing needs and priorities for that District and as a result will not have any adverse implications from an equality perspective.

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

As part of the emerging prioritisation approach for “Tranche 2” of the BHF, the aspirations of the carbon neutral agenda will be addressed.

**Risk Management:**

The grants will be conditional upon a satisfactory outcome of due diligence and ongoing monitoring confirmation that the schemes are being delivered satisfactorily.

In view of the nature of the MHCLG grant funding agreements for BHF and the likely approach that any conditions will be mirrored in agreements between the GMCA and scheme promoters, there will be limited risk retained by the GMCA.

**Legal Considerations:**

A detailed grant agreement and other associated legal documentation will be completed for each scheme ahead of the first grant payment.

State Aid will be considered further for each individual scheme allocation with any allocation being state aid compliant.

**Financial Consequences – Revenue:**

Any revenue costs are anticipated to be absorbed into the existing Delivery Team budget or subsequent revenue allocation (circa £1.94m) to be confirmed from MHCLG.

**Financial Consequences – Capital:**

Capital expenditure is provided by the £81.1m Brownfield Housing Fund. Once received from MHCLG the funds will be distributed to sites based on a prioritisation process and there are therefore no capital consequences for the GMCA.

The first annual block grant payment is anticipated to be made at the end October/early November 2020.

Monitoring and reporting assurance will form part of the existing Single Pot Assurance Framework. The GMCA Accounting Officer will be required to confirm that investment is being used for the purposes agreed under the respective fund to deliver to fund’s objectives.

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



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

None.

**BACKGROUND PAPERS:**

None.

<b>TRACKING/PROCESS</b>		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		Yes
<b>EXEMPTION FROM CALL IN</b>		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		No
GM Transport Committee	Overview & Scrutiny Committee	
N/A	8 <sup>th</sup> October 2020	

## 1. INTRODUCTION/BACKGROUND

1.1 A report to the Combined Authority was discussed back in August 2020 which set out the recent Government announcement with regard to the £400m Brownfield Housing Fund. For the GMCA, this means an initial allocation of £81.1m over a 5 year period, this is to be allocated/spent against the following profile:

<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>
£16.2m	£30m	£18m	£8.5m	£8.4m

1.2 In addition to this, a further £1.94m revenue spend is also to be allocated to the GMCA.

## 2. PRIORITISATION OF SITES – BROWNFIELD HOUSING FUND

2.1 The GMCA Delivery Team have been working with Districts to identify a Pipeline of eligible Brownfield schemes. Given the importance of spending the current years grant allocation, there is a need to prioritise an initial tranche of funding with the objective of ensuring the full £16.2m allocation for this FY can be spent.

2.2 Sites have subsequently been identified to fulfil the £16.2m allocation but allowing for a 30% overspend, taking the total to £21.06m for sites to be allocated for at this stage. This will ensure that any slippage of schemes would not jeopardise hitting the £16.2m allocation. Failure to do so would result in the GMCA having to return money to MHCLG.

2.3 Schemes for the first tranche of funding were prioritised on the basis of an assessment process with the following weighting:

	<b>20/21 and 21/22</b>
<b>Deliverability</b>	50%
<b>Value for Money</b>	30%
<b>Strategic Fit</b>	20%

2.4 As an initial stage, the Delivery Team utilised a RAG rating to establish 20/21 delivery. This is based upon Ownership/Planning and Developer/Contractor being in place and is as a result of continuous dialogue with each of the Districts to ensure that this is robust.

2.5 Whilst the deliverability metric is central to prioritising sites within this initial tranche sites were also required to have a spend profile whereby 50% of the overall grant ask is made in this FY (2020/21). This approach limited the total grant that as allocated as part of the initial tranche of funding.

2.6 One final stage, was an interrogation of the proposed spend (and associated cashflow) and an assessment made on programme delivery. Some sites were further discounted through being unable to justify the delivery strategy, and subsequent early spend.

2.7 Within Tranche 1 the emphasis has been on sites that are clearly deliverable and have an ability to spend this FY. All those recommended sites were identified as both challenging in viability terms and priority sites by each of the Districts. For the remainder of the allocation from MHCLG and future years spend (“Tranche 2”) a prioritisation criteria is being finalised which is centred on place based objectives with a broader alignment with GMCA ambitions and the ‘Build Back Better’ agenda.

2.8 As a result of the above stages the proposed list of initial schemes for approval are appended within Appendix A. The headlines for which are as follows:

- Recommended Allocated Year 1 Spend: **£21.707m**
- Total Allocation from Tranche 1 Sites: **£38.422m**
- Number of Units to be unlocked: **4,353 units**
- Average Grant Cost per unit: **£10,296**

2.9 Of this recommended spend allocation there are two sites, Carrington Village (Banky Road/Flixton Junction) and North Leigh Park who both had submissions for the Getting Building Fund. It has been previously agreed that these two schemes would alternatively be considered under the Brownfield Housing Fund, under which they would qualify in their own right and have been allocated within this first tranche of sites.

2.10 There is a significant proportion of units, some 4,353 units, (to which a minimum of 5,500 units must be delivered across the entire programme) that will be delivered through this initial allocation of grant funding. The average grant cost per unit stands at £10,296 which is well below the £15,000 average set by MHCLG. This enables districts to bring forward schemes with a higher cost per unit through the second tranche of funding, the prioritisation process for which is currently being developed.

2.11 Appendix A also identifies that there is representation in the sites across all the GM Districts.

### **3. RISKS TO PIPELINE**

3.1 We have since had guidance from MHCLG as to our ability to count units where there is Homes England funding (through the Affordable Homes Programme (“AHP”)) already committed. It has been confirmed that sites can still be included within Tranche 1 (and indeed future years of the programme) if they are to benefit from both AHP and BHF and that the GMCA will also be able to claim these as outputs. This is critical to enabling us to ensure we exceed the 5,500 new units delivered as expected under this Funding Programme.

3.2 Potential risks to the pipeline relate to sites within this initial tranche that currently do not have planning permission in place. These can be categorised as sites with no planning permission (and

no current submission) and sites with a submitted planning application but awaiting determination.

3.3 Assurances have been provided that planning consent will not be an issue. For those sites where planning approvals are not in place, grant recipients have confirmed that they will underwrite the grant ask to ensure that a start on site is made within two years and outputs achieved within the programme period (by 31<sup>st</sup> March 2025). If this is not achieved there is an ability to claim back the grant and recycle into alternative schemes.

#### **4. PRIORITISATION PROCESS – REMAINING YEARS IN PROGRAMME**

4.1 For the second tranche (“Tranche 2”) of sites an alternative Place Based Assessment is to be agreed where all eligible schemes will again be considered for 2021 spend and beyond to allocate the remaining Brownfield Housing Fund allocation across the remaining years of the programme.

4.2 This would also be aligned to wider GM policy objectives and the ‘Build Back Better’ areas of focus.

## Appendix A: Sites Recommended for Tranche 1 Spend

Authority	Scheme Name	Address	Grant required (£m)	No of housing units	CDEL Spend 20/21	CDEL Spend 21/22	CDEL Spend 22/23	CDEL Spend 23/24	CDEL Spend 2024/25	Grant Per Unit
Bolton	Bark Street	Bark Street, Bolton	0.885	59	0.885					£15,000
Bolton	Church Wharf	BL1 1TZ	1.840	123	0.920	0.920				£14,959
Bolton	Trinity Gateway	Town Centre- Intervention Area 1	2.160	144	1.310	0.850				£15,000
Bury	Bury Priority / Radcliffe SRF sites	School Street, Millwood Street, Bury	1.030	116	0.515	0.515				£8,879
Manchester	Mulbury City - New Cross Zone A Package	1) Oldham Road	1.200	144	1.200					£8,333
		2) Goulden Street	1.068	73	0.534	0.534				£14,630
		3) Bendix Street	0.000	163	-	-	-	-	-	No Grant Ask / cross subsidised
Manchester	Viadux Street, Albion Street, Manchester		2.800	375	1.400	1.400				£7,467
Oldham	Bullcote	Bullcote Lane Royton	0.592	50	0.592					£11,840
Rochdale	Riverside Phase 2	Riverside, Rochdale	3.420	228	2.200	1.220				£15,000
Rochdale	Dunlop Works Castleton (Royle Road)	Royle Road	1.685	120	1.685					£14,042
Salford	Harrop Fold	Longshaw Drive, Little Hulton	0.400	177	0.400					£2,260
Salford	Pendleton Phase 3	Liverpool St, Pendleton	1.901	127	1.405	0.496				£14,969
Stockport (MDC)	Royal George Village Stockport College site	Wellington Rd South, Stockport SK1 3UQ	1.960	442	0.980	0.980				£4,434

Authority	Scheme Name	Address	Grant required (£m)	No of housing units	CDEL Spend 20/21	CDEL Spend 21/22	CDEL Spend 22/23	CDEL Spend 23/24	CDEL Spend 2024/25	Grant Per Unit
Tameside	Droylsden Library	Manchester Road, Droylsden M43 6EP	0.800	80	0.500	0.300				£10,000
Tameside	Denton Baths	Victoria Street, Denton M34 3GU	0.300	20	0.300					£15,000
Tameside	Cavendish Wharf	Cavendish Street OL67DN - Builders yard behind Cavendish Mill on Bentinck Street, Ashton-under-Lyne (former Keyline Builders Merchants Limited) OL6 7 DN	0.500	50	0.400	0.100				£10,000
Tameside	Houghton Green	Heanor & Denbeigh Avenue	0.284	23	0.284					£12,348
Tameside	Two Trees	Two Trees Lane, Denton M34 7AJ	0.800	80	0.400	0.400				£10,000
Tameside	Manchester Road Audenshaw M34 5QA	Manchester Road Audenshaw M34 5QA	0.340	34	0.340					£10,000
Trafford	Carrington Village (Wainhomes phases) (Flixton / Banky Road Junction)	M3 4BD	0.780	277	0.780					£2,816
Trafford	Botanical Gardens	64 Talbot Road, Old Trafford, Manchester, M16 0PN	1.690	149	1.690					£11,342
Trafford	Paragon House	48 Seymour Grove, Old Trafford, Manchester, M16 0LN	1.050	115	1.050					£9,130

Authority	Scheme Name	Address	Grant required (£m)	No of housing units	CDEL Spend 20/21	CDEL Spend 21/22	CDEL Spend 22/23	CDEL Spend 23/24	CDEL Spend 2024/25	Grant Per Unit
Trafford	Royal Canal Works	Edge Lane, Stretford	0.540	47	0.540					£11,489
Wigan	Gloucester Street - Jigsaw Scheme	Rosedale Avenue/ Water Street Atherton	0.397	37	0.397					£10,730
Wigan	North Leigh Park		10.000	1100	1.000	4.500	4.500			£9,091
				<b>4,353</b>	<b>21.707</b>					<b>£10,296</b>

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Date: 30 October 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. Note the agreed MCF delivery priorities across GM and the prioritised first phase for the programme, as set out in Appendix 1; and
2. Approve £11.9 million MCF funding for the five schemes listed in Section 2 of this report, in order for them 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 paragraphs 2.1 to 2.9.

**Financial Consequences – Capital:**

Financial consequences are set out in paragraphs 2.1 to 2.9.

**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
- 05 May 2020 – Mayor’s Challenge Fund Update and Prioritisation
- 26 June 2020 – Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 31 July 2020 – Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 02 September 2020 – Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 25 September 2020 – Mayor’s Challenge Fund Cycling and Walking Financial Approvals

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

## 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 prioritised 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 one in a series of ongoing monthly funding approval papers in support of MCF programme delivery.

## 2 MCF FULL SCHEME APPROVAL

- 2.1 Having previously received MCF Programme Entry, delivery of the following five schemes is now recommended for Full Approval, requiring a total MCF funding contribution of £11,838,386. Full Approval will enable the release of delivery funding through the signing of a legal Delivery Agreement.
- 2.2 **Manchester to Chorlton (Phase 2)** will provide the next phase of this high quality cycle route which is subject to a phased delivery. The section delivered in Phase 2 will provide approximately 1.3km of the overall 5km scheme length and is principally a segregated route with pedestrian and lighting improvements. Having been reviewed by the MCF Programme Team, the full scheme Business Case was endorsed by the MCF Programme Board on the 15

September and subsequently reported to the GM Cycling and Walking Board. Phase 2 of the Manchester to Chorlton scheme has an MCF funding requirement of £2,209,070.

- 2.3 **Stockport A6 MARR Links** will improve walking and cycling connections in neighbouring communities adjacent to the access points which have been provided onto the A6MARR multi-user path, with the result of making the multi-user path easier to access and use. Five individual 'Links' are included in the scheme, which are Heald Green, Cheadle Hulme, Woodford, Bramhall and Hazel Grove. Each Link will improve connections and will contribute to a more accessible active travel network, improving how the A6MARR multi-user path integrates into Stockport.
- 2.4 Having been reviewed by the MCF Programme Team, the full scheme Business Case was endorsed by the MCF Programme Board on the 13 October and subsequently reported to the GM Cycling and Walking Board. The Stockport A6 MARR Links scheme has an MCF funding requirement of £1,518,546.
- 2.5 **Stockport Crossings Package** has been developed to reduce the severance impacts created by busy roads within a neighbourhood of the Cheadle Hulme area. The scheme is focused on providing enhanced crossing facilities on two routes - Councillor Lane and Bird Hall Road, as well as complementary measures and reduced speed limits in adjacent residential areas. Having been reviewed by the MCF Programme Team, the full scheme Business Case was endorsed by the MCF Programme Board on the 13 October and subsequently reported to the GM Cycling and Walking Board. The Crossings Package has an MCF funding requirement of £1,255,089.
- 2.6 **Stockport to Offerton scheme** (previously reported as Hempshaw Lane). This scheme will provide a series of walking and cycling improvements, including to 4 crossings and an upgrade to an existing off-road path in the neighbourhoods which lie between Offerton and Stockport town centre. The scheme will reduce severance which currently restricts accessibility, and as a package forms an attractive alternative to the busy road corridor which runs to the south-east of Stockport town centre. Having been reviewed by the MCF Programme Team, the full scheme Business Case was endorsed by the MCF Programme Board on the 13 October and subsequently reported to the GM Cycling and Walking Board. Stockport to Offerton has an MCF funding requirement of £2,162,571.
- 2.7 **Salford Swinton Greenway**, for which the spine of the route follows a former railway line. The route runs between Monton Road in Monton (to the south) and the A6 Manchester Road in Swinton (to the north), with several additional connecting links to local schools, colleges and the wider communities that live and work along the route. Swinton Greenway is 7.2km in length of which 5.7km is off road and 1.5km on road. Improvements along the route include significant lengths of widening, surfacing and access improvements, enhanced lighting as well as planting and landscaping improvements.
- 2.8 Having been reviewed by the MCF Programme Team, the full scheme Business Case was endorsed by the MCF Programme Board on the 13 October and subsequently endorsed

through written procedures by the GM Cycling and Walking Board. Swinton Greenway has an MCF funding requirement of £4,693,110.

2.9 Full Approval of these schemes would result in a total of 15 MCF work packages having secured full funding approval, with a total committed value of £31.7 million of MCF funding.

### **3 RECOMMENDATIONS**

3.1 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

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