

GREATER MANCHESTER COMBINED AUTHORITY

DATE: Friday, 26th November, 2021

TIME: 11.00 am

VENUE: Council Chamber, Oldham Civic Centre, OL1 1NL

AGENDA

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

To receive declarations of interest in any item for discussion at the meeting. A blank form for declaring interests has been circulated with the agenda; please ensure that this is returned to the Governance & Scrutiny Officer 48 hours in advance of the meeting.
4. **Minutes of the GMCA meeting - 29 October 2021** 5 - 14

To consider the approval of the minutes of the GMCA meeting held on 29 October 2021.
5. **Minutes of the Greater Manchester Local Enterprise Partnership Board - 16 November 2021 (to follow)**

To note the minutes of the Greater Manchester Local Enterprise Partnership Board held on 16 November 2021.
6. **Minutes of the Corporate Issues & Reform Overview & Scrutiny Committee - 16 November 2021 (to follow)**

To note the minutes of the Corporate Issues & Reform Overview & Scrutiny Committee held on 16 November 2021.

BOLTON	MANCHESTER	ROCHDALE	STOCKPORT	TRAFFORD
BURY	OLDHAM	SALFORD	TAMESIDE	WIGAN

7. Greater Manchester Appointments & Nominations

The GMCA is requested to –

1. Note the appointment of Councillor Daalat Ali to the Greater Manchester Combined Authority as substitute member for Rochdale Council.
2. Note the appointment of Councillor Shah Wazir to the Clean Air Charging Authorities and Air Quality Administration Committees as substitute member for Rochdale Council.

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|------------|---|-----------|
| 8. | TfGM Executive Board - Recruitment Outcomes | 15 - 20 |
| | Report of Andy Burnham, Mayor of Greater Manchester. | |
| 9. | Homeless Families Review - Progress Update | 21 - 48 |
| | Report of Salford City Mayor Paul Dennett, Portfolio Lead for Housing, Homelessness and Infrastructure. | |
| 10. | Greater Manchester Economic Dashboard and Economy Portfolio Update | 49 - 68 |
| | Report of Cllr Elise Wilson, Portfolio Lead for Economy. | |
| 11. | GMCA Capital Update 2021/2022 - Quarter 2 | 69 - 82 |
| | Report of Cllr David Molyneux, Portfolio Lead for Investment and Resources. | |
| 12. | GMCA Revenue Update Quarter 2 - 2021/22 | 83 - 94 |
| | Report of Cllr David Molyneux, Portfolio Lead for Investment and Resources. | |
| 13. | The Mayor's Cycling and Walking Challenge Fund and Side Road Zebra Study | 95 - 102 |
| | Report of Andy Burnham, Mayor of Greater Manchester. | |
| 14. | GMP Site, Chester Road, Trafford | 103 - 114 |
| | Report of Andy Burnham, Mayor of Greater Manchester. | |
| 15. | Greater Manchester Housing Investment Loans Fund - Investment Approval Recommendations | 115 - 120 |
| | Report of Salford City Mayor Paul Dennett, Portfolio Lead for Housing, Homelessness and Infrastructure. | |
| 16. | Exclusion of Press and Public | |

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

PART B

17. Greater Manchester Housing Investment Loans Fund - Investment Approval Recommendations 121 - 124

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

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

This agenda was issued on 18 November 2021 on behalf of Julie Connor, Secretary to the Greater Manchester Combined Authority, Broadhurst House, 56 Oxford Street, Manchester M1 6EU

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Declaration of Councillors' Interests in Items Appearing on the Agenda

Name and Date of Committee.....>

Agenda Item Number	Type of Interest - PERSONAL AND NON PREJUDICIAL Reason for declaration of interest	NON PREJUDICIAL Reason for declaration of interest Type of Interest – PREJUDICIAL Reason for declaration of interest	Type of Interest – DISCLOSABLE PECUNIARY INTEREST Reason for declaration of interest
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Please see overleaf for a quick guide to declaring interests at GMCA meetings.

Quick Guide to Declaring Interests at GMCA Meetings

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

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

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

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

You are also legally bound to disclose the following information called Disclosable Personal Interests which includes:

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

Failure to disclose this information is a criminal offence

Step One: Establish whether you have an interest in the business of the agenda

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

Step Two: Determining if your interest is prejudicial

A personal interest becomes a prejudicial interest:

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

For a non-prejudicial interest, you must:

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

To note:

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

2. If your interest relates to a body to which the GMCA has appointed you to, you only have to inform the meeting of that interest if you speak on the matter.

For prejudicial interests, you must:

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

You must not:

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

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**MINUTES OF THE MEETING OF THE
GREATER MANCHESTER COMBINED AUTHORITY
HELD ON 29 OCTOBER 2021 AT BURY TOWN HALL, KNOWSLEY STREET, BURY**

PRESENT:

Greater Manchester Mayor
Greater Manchester Deputy Mayor
Police Crime & Fire
Bolton
Bury
Manchester
Oldham
Rochdale
Salford
Stockport
Tameside
Wigan

Andy Burnham (In the Chair)
Baroness Bev Hughes

Councillor Martyn Cox
Councillor Eamonn O'Brien
Councillor Richard Leese
Councillor Arooj Shah
Councillor Neil Emmott
City Mayor Paul Dennett
Councillor Elise Wilson
Councillor Brenda Warrington
Councillor David Molyneux

OFFICERS IN ATTENDANCE:

GMCA – Deputy Chief Executive
GMCA Monitoring Officer
GMCA Treasurer
Bolton
Bury
Manchester
Oldham
Rochdale
Salford
Stockport
Tameside
Wigan
GMCA
GMCA
GMCA
TfGM

Andrew Lightfoot
Liz Treacy
Steve Wilson
Jon Dyson
Geoff Little
Joanne Roney
Harry Catherall
Neil Thornton
Peter Openshaw
Caroline Simpson
Steven Pleasant
Alison McKenzie-Folan
Julie Connor
Sylvia Welsh
Nicola Ward
Steve Warrener

GMCA 184/21 APOLOGIES

RESOLVED/-

That apologies be received and noted from Councillor Andrew Western, Eamonn Boylan, Pam Smith (Caroline Simpson attending), Steve Rumbelow, Tom Stannard and Tony Oakman.

GMCA 185/21 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS

The GM Mayor, Andy Burnham, led tributes following the recent death of former Bury Mayor and Council Leader, Councillor Mike Connolly. His role in securing the devolution deal for Greater Manchester was noted and his pride in Bury was fondly remembered.

Following the recent announcements in Government's Budget and Spending Review, Members of the GMCA noted their appreciation for additional funding that had been allocated to transport infrastructure growth and core support for local government. Bolton, Bury, Manchester, Salford and Ashton had all been successful in securing funding for local projects from the Levelling Up Fund. It was noted that the spending power for local government remained unclear but Members urged against increases in regressive taxation due to the consequences it would have for the poorest in Greater Manchester.

RESOLVED /-

1. That the GMCA recognised the significant contribution to devolution made by Councillor Mike Connolly, formerly Leader of Bury Council who had sadly recently passed away, and that condolences be shared with his family, friends and colleagues.
2. That the GMCA welcomed the reference in this week's Government Budget to a 'London-style public transport system' for Greater Manchester and the allocation of funding to support specific projects across Greater Manchester through the Levelling-Up Fund. Recognising that this would only go a short way towards delivering the ambitions of Local Authorities, who had had their budgets significantly reduced over the last 11 years and that there should be further devolution to allow Local Authorities to determine their own local spend in line with local priorities in the future.
3. That it be noted, that the GMCA would be seeking to understand the budget announcement in greater detail.
4. That it be agreed that increased taxation was not acceptable as a means of funding for Local Authorities.

GMCA 186/21 DECLARATIONS OF INTEREST

RESOLVED /-

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

GMCA 187/21 MINUTES OF THE GMCA MEETING HELD ON 24 SEPTEMBER 2021

RESOLVED /-

That the minutes of the GMCA meeting held on the 24 September 2021 be approved as a correct record.

**GMCA 188/21 MINUTES OF THE GMCA RESOURCES COMMITTEE HELD ON 24
SEPTEMBER 2021**

RESOLVED /-

That the minutes of the GMCA Resources Committee meeting held on the 24 September 2021 be noted.

**GMCA 189/21 MINUTES OF THE GREATER MANCHESTER LOCAL ENTERPRISE
PARTNERSHIP BOARD HELD ON 22 SEPTEMBER 2021**

RESOLVED /-

That the minutes of the Greater Manchester Local Enterprise Partnership Board meeting held on the 22 September 2021 be noted.

**GMCA 190/21 MINUTES OF THE HOUSING, PLANNING & ENVIRONMENT
OVERVIEW & SCRUTINY COMMITTEE HELD ON 23 SEPTEMBER &
7 OCTOBER 2021**

RESOLVED /-

That the minutes of the Housing, Planning & Environment Overview & Scrutiny Committee meeting held on the 23 September 2021 & 7 October 2021 be noted.

**GMCA 191/21 MINUTES OF THE GMCA AUDIT COMMITTEE HELD ON 30
SEPTEMBER 2021**

RESOLVED /-

That the minutes of the GMCA Audit Committee meeting held on the 30 September 2021 be noted.

**GMCA 192/21 MINUTES OF THE GM WASTE & RECYCLING COMMITTEE HELD
ON 13 OCTOBER 2021**

RESOLVED /-

That the minutes of the GM Waste & Recycling Committee meeting held on the 13 October 2021 be noted.

**GMCA 193/21 MINUTES OF THE GREATER MANCHESTER TRANSPORT
COMMITTEE HELD ON 15 OCTOBER 2021**

RESOLVED /-

That the minutes of the Greater Manchester Transport Committee meeting held on the 15 October 2021 be noted.

GMCA 194/21 GREATER MANCHESTER APPOINTMENTS AND NOMINATIONS

The GMCA Monitoring Officer took members through a report which updated several appointment changes received from GM Local Authorities in relation to GMCA Committees.

RESOLVED /-

1. That the appointment of Andy Burnham and Andrew Western, as the GMCA member and substitute member on the TfN Board, and as the member and substitute member to the TfN General Purposes Committee be noted.
2. That the appointment of Cllr Nathan Boroda, Bury, to the Corporate Issues & Reform Overview and Scrutiny Committee be agreed.
3. That the appointment of Cllr Lee-Ann Igbon, Manchester, to the GMCA Corporate Issues & Reform Overview and Scrutiny Committee be agreed.
4. That the appointment of Cllr Samuel Rummer, Bolton to the GMCA Economy, Business Growth & Skills Overview and Scrutiny Committee be agreed.
5. That the appointment of Cllr Mrs Hillary Fairclough as the Bolton substitute member on the GMCA be noted.
6. That the further extension of the appointment of Geoff Linnell, Co-opted Independent Member, to act as the Chair of the Standards Committee, and Nicole Jackson, Independent Person, to assist the Monitoring Officer and Hearing Panel in dealing with allegations that members of the GMCA have acted in breach of the GMCA's Code of Conduct, to 30 November 2022 be approved, and that Rule 11.5 be suspended for this purpose.
7. That the appointment of Cllr Nadim Muslim, Bolton, to the GM Waste & Recycling Committee be agreed.
8. That the appointment of Cllr Rabnawaz Akbar, Manchester, and Cllr Mudasir Dean, Bolton, to the Police & Crime Steering Group be noted.
9. That the appointment of Cllr Rabnawaz Akbar, Manchester, and Cllr Mudasir Dean (Cllr Nadim Muslim as substitute), Bolton, to the Police & Crime Panel be noted.
10. That the appointment of Cllr Tracey Rawlins, Manchester, and Cllr Adele Warren (substitute) Bolton, to the Joint Development Plan – Places for Everyone, be noted.
11. That the appointment of Cllr Nadim Muslim, Bolton, to the Air Quality Administration Committee be noted.
12. That the appointment of Cllr Nadim Muslim, Bolton, to the Clean Air Charging Authorities Committee be noted.

13. That the appointment of Cllr Joanna Midgely, Manchester, to the Health & Social Care – Joint Commissioning Board be noted.
14. That the appointment of Cllr Gavin White, Manchester, and Cllr Adele Warren, Bolton, to the GM Work & Skills Executive be agreed.

GMCA 195/21 SOCIAL HOUSING DECARBONISATION FUND

Councillor Neil Emmott, Portfolio Leader for Green City Region, introduced a report which sought approval for the Combined Authority to bid for c.£15m Government funding from the 'Social Housing Decarbonisation Fund' from BEIS (Department for Business, Energy and Industrial Strategy), on behalf of Greater Manchester Local Authorities and registered providers.

If successful, the funds from this bid would help social housing providers to install decarbonisation measures, with over 1000 social homes being supported to achieve an EPC rating of C or above for their energy efficiency. Members were supportive of the bid, which reflected Greater Manchester's retrofit ambitions and was timely in light of the country-wide ambitions being currently highlighted COP 26 summit. However, concerns were raised regarding the extent of the retrofit challenge compared to the level of funding on offer. It was noted that homes currently being built would need to be retrofitted in around a decade's time, so acceleration in the rate of retrofitting and an increase in the funding on offer was required.

RESOLVED /-

1. That it be agreed that the GM Local Authorities should collectively bid for c.£15m of Social Housing Decarbonisation funding.
2. That it be agreed the GMCA should be the accountable body for the bid on behalf of GM Local Authorities and Registered Providers.
3. That, subject to a successful award, authority be delegated to the GMCA Treasurer and Solicitor to contract with BEIS to receive and defray the funds to partners and procured delivery partner(s).
4. That it be noted that the equalities impact from this proposal will be managed via utilising delivery companies with robust equality policies, and the environmental outcome is to substantially reduce the carbon emissions from in excess of 1000 social housing homes across Greater Manchester.

GMCA 196/21 PUBLIC SECTOR DECARBONISATION SCHEME (PHASE 3) 2021

Councillor Neil Emmott, Portfolio Leader for Green City Region, took Members through a report which outlined the latest opportunity presented by the Public Sector Decarbonisation Scheme and detailed Greater Manchester's ambition to seek substantial funding from Phase 3 of the scheme. Approval was sought (subject to a successful bid) to receive and expend c.£20-40m funding from Salix Finance, a Non-Departmental Public Body, to undertake low carbon retrofit projects on public buildings across Greater Manchester. The awards would be announced in November 2021 with a delivery timeframe of 12-36 months (85% within 12 months).

Members were reminded that Greater Manchester had been successful in obtaining £1m in revenue and £78m of capital under Phase 1 of the same scheme. As a result of the previous Phase 1 funding, 150 public buildings had been decarbonised across Greater Manchester. There was clear recognition across the GMCA for the progress that had been made so far.

RESOLVED /-

1. That the opportunity to bid for circa £20-40m of Public Sector Decarbonisation Scheme funding from Salix (NDPB) be noted.
2. That, subject to a successful bid, the receipt and defrayment of these funds either directly or via GM Local Authorities be agreed and authority delegated to the GMCA Treasurer and Solicitor to sign all necessary legal agreements.
3. That it be agreed to top slice from the capital grant to underpin the GMCA's cost of coordinating and project managing the scheme. The scale of the top slice will be confirmed on receipt of the grant.
4. That it be noted that the equalities impact from this proposal will be managed utilising delivery companies with robust equality policies, and the environmental outcome is to substantially reduce the carbon emissions from our public buildings in Greater Manchester.

GMCA 197/21 GREATER MANCHESTER TOWN OF CULTURE 2022

Councillor Martyn Cox, Portfolio Leader for Culture, took Members through a report which provided an update on GM's first Town of Culture, Bury, where activity had been delivered in 2021 due to COVID-19 restrictions preventing widescale delivery in 2020. The report also set out a proposal for GM's second Town of Culture in 2022.

Greater Manchester's first Town of Culture, Bury had delivered a hybrid programme of events, including the Head for the Hills festival and the online United We Stream music event which was viewed across the globe. It was noted that £50,000 of investment had returned £150,000 in additional funds for the programme, showcasing the success of the scheme. Councillor Eamonn O'Brien, Leader of Bury Council, thanked Members for their support over the past two years and highlighted the positive impacts of Bury's Town of Culture status, which would have a lasting legacy in the borough.

Members praised Bury for its work and emphasised the importance of the cultural offer within Greater Manchester. It was noted that the Town of Culture for 2022 was hoped to be announced in early December 2021.

RESOLVED /-

1. That the proposal for a second GM Town of Culture to be delivered in 2022 be approved.
2. That a programming budget from the agreed GMCA Culture Fund of £50,000 be approved for awarding to the GM Town of Culture 2022 in 2022/23 to support programming and delivery.

3. That the timescale process set out in Section 4 of the report be approved.

GMCA 198/21 GREATER MANCHESTER'S BUS SERVICE IMPROVEMENT PLAN

GM Mayor Andy Burnham, Portfolio Lead for Transport, took Members through a report which sought approval to submit to Government and publish Greater Manchester's Bus Service Improvement Plan (BSIP). The Plan had been produced in response to the Government's National Bus Strategy, which required all English Local Transport Authorities to produce and publish a BSIP by the end of October 2021. The BSIP aimed to improve the overall offer to bus customers, was aligned with GM's plans to introduce a franchised bus network from 2023 and would start to deliver the Bee Network vision for a London-style, integrated, accessible and inclusive transport network.

It was highlighted that Greater Manchester was uniquely placed as it could guarantee improvement and a return on investment compared to other city regions because of its bus franchising plans. Funding to support the BSIP had the potential to be life-changing for residents who would be able to take advantage of opportunities across the conurbation thanks to low fares and better transport links. It was noted that having fewer cars on the roads and a net-zero bus fleet would further contribute to Greater Manchester's 2038 zero carbon target and that Greater Manchester could become a template for other city regions in time.

All Members commended the work and ambitions contained within the BSIP and many emphasised the importance of buses in the public transport system, especially in districts that did not yet have Metrolink connections. It was also noted that an improved bus network could help to reduce inequalities within the city region and officers were asked to work with a range of groups to make sure that the Customer Charter represented all Greater Manchester residents.

Members were told that children's school buses would remain an integral part of the network, with the BSIP including proposals for reduced fares for school children. TfGM's commitment to inclusivity was highlighted in response to concerns about the Customer Charter and it was further noted that the BSIP included proposals for additional Travelsafe officers on the network.

RESOLVED /-

1. That the level of ambition and proposals being put forward as part of Greater Manchester's Bus Service Improvement Plan be endorsed.
2. That the publication and submission to Government of the Bus Service Improvement Plan be approved.
3. That the development of the Customer Charter be undertaken with representatives from all user and non-user groups to ensure that all qualitative aspects of customer experience can be included.
4. That in developing the Customer Charter, a minimum level of service for all communities in Greater Manchester be considered as a fundamental element of the offer.

GMCA 199/21 GREATER MANCHESTER MINIMUM LICENSING STANDARDS FOR TAXI AND PRIVATE HIRE

GM Mayor Andy Burnham, Portfolio Lead for Transport, took Members through a report which provided an update on the progress in developing a set of minimum licensing standards for taxis and private hire vehicles in Greater Manchester. Specifically, the report outlined the recommendations that officers would be making for Stage 2 (vehicles) of the standard proposals.

Emphasis was placed upon the purpose of the vehicular standards which was to make it easier for passengers to identify safe taxis and private hire vehicles. The concerns of the industry were noted and consequently it was agreed that the deadlines within the report would be adjusted to permit greater flexibility.

Members welcomed the report's ambitions and were supportive of the amended deadlines, noting that the industry had played a vital role during the pandemic and should be supported during the transition to the minimum licensing standards and the standards set by the Clean Air Plan. It was also recognised that creating a uniquely white fleet would help residents to identify safe taxis and private hire vehicles and distinguish between those from Greater Manchester and those from out-of-town operators who had not been required to adhere to the same level of standards in relation to both driver and passenger safety.

RESOLVED /-

That the progress of the Minimum Licensing Standards workstream be noted and the proposals at Stage 2 of the recommendations be endorsed with Local Authorities using best endeavours to meet them.

GMCA 200/21 GREATER MANCHESTER ECONOMIC DASHBOARD

Councillor Elise Wilson, Portfolio Lead for Economy & Business, took Members through the latest version of the Greater Manchester Economic Resilience Dashboard and provided an overview of activity related to the Economy portfolio, including the implementation of the Greater Manchester Industrial Strategy.

The Dashboard presented a positive forecast for the economy and an overall improvement for businesses, however it was noted that there would need to be continued close monitoring to ensure that businesses remained properly supported. The report also referenced the ongoing work on InnovationGM, which was a distinctive Levelling Up bid for research and development within Greater Manchester. A further update was provided relating to the Good Employment Charter, and it was hoped that new members would join the Charter after being assessed in November 2021. The formal launch of the Greater Manchester Living Wage City Region was announced for 15 November 2021 and Members of the GMCA were invited to the launch event.

RESOLVED /-

1. That the latest update of the Greater Manchester Economic Resilience Dashboard and response, including delivery of the Local Industrial Strategy and Greater Manchester Economic Vision be noted.
2. That it be noted that all members of the GMCA will be invited to the forthcoming launch of 'GM – A Living Wage City Region' on the 15 November 2021.

GMCA 201/21 GREATER MANCHESTER INVESTMENT FUNDS

Councillor David Molyneux, Portfolio Leader for Investment and Resources introduced a report which provided an overview of the GMCA's achievements in managing investment in commercial property, residential development and businesses within Greater Manchester.

Overall, £900 million had been invested and the figure continued to grow. £575 million had been invested into residential development, helping to build nearly 8000 homes in Greater Manchester. Major projects supported by the Fund had created 9000 jobs.

Members congratulated the success of the Fund and noted that such investment in GM was crucial. Additional figures were highlighted, including £15 million investment into Social Impact Funds, and £63 million investment which had specifically supported SME developers. It was noted that over £28 million had been generated by investment, which helped to deliver homes in Greater Manchester and support businesses in the region.

RESOLVED /-

That the report setting out the successful achievements of the funds be welcomed and further noted that the investment funds would continue to provide valuable investment for Greater Manchester residents into the future.

GMCA 202/21 GREATER MANCHESTER BROWNFIELD HOUSING FUND – REALLOCATION OF TRANCHE 2/ADDITIONAL 10% MONIES

Salford City Mayor Paul Dennett, Portfolio Leader for Housing, Homelessness and Infrastructure, took Members through a report which sought approval to reallocate funding from two sites that were unable to progress through the approved timescales. The report also sought approval to enter into individual grant agreements with the respective parties, if reallocation was to be approved.

It was noted that Greater Manchester had received a total investment of £96.9 million to deliver on its brownfield-first priorities. Project timescales were agreed at the outset of the process, but two projects were unable to meet those deadlines. The alternative projects in Bolton and Manchester had been identified by moving through a priority list and would deliver over 500 homes, with a proportion of those being affordable homes.

RESOLVED /-

1. That the allocation of grant funding to those sites set out within Section 2 of the report be approved.

2. That it be agreed that the GMCA enter into individual Grant Agreements for the Brownfield Housing Fund associated with the recommended sites.
3. That authority be delegated to the GMCA Treasurer acting in conjunction with the GMCA Monitoring Officer to agree the final terms of all necessary agreements.

**GMCA 203/21 GREATER MANCHESTER INVESTMENT FRAMEWORK,
CONDITIONAL PROJECT APPROVAL**

Councillor David Molyneux, Portfolio Leader for Investment and Resources introduced a report which sought approval for an investment from the GMCA into the Growth Investment Fund, which would be made from recycled funds.

RESOLVED /-

1. That an investment of £1 million into the Growth Investment Fund be approved.
2. That authority be delegated to the GMCA Treasurer and GMCA Monitoring Officer to review the due diligence information in respect of the above Fund, and, subject to their satisfactory review and agreement of the due diligence information and the overall detailed commercial terms of investment, to sign off any outstanding conditions, issue final approvals, and complete any necessary related documentation in respect of the investment noted above.

GMCA 204/21 EXCLUSION OF THE PRESS AND PUBLIC

RESOLVED /-

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

**GMCA 205/21 GM INVESTMENT FRAMEWORK, CONDITIONAL PROJECT
APPROVAL**

Clerk's Note: This item was considered in support of the report considered in Part A of agenda (Minute GMCA 203/21 above refers).

RESOLVED /-

That the report be noted.

Signed by the Chair:

Greater Manchester Combined Authority

Date: 26th November 2021

Subject: TfGM Executive Board – Recruitment Outcomes

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

Purpose of Report

At its meeting on the 31st May 2021, the Combined Authority delegated responsibility to Eamonn Boylan to undertake the proposed recruitment process for making a recommendation for the appointment of a new Non-Executive Director of Transport for Greater Manchester (TfGM). The purpose of this report is to confirm the outcome of the recruitment process, whereby a candidate is recommended for appointment.

Recommendations:

The GMCA is requested to:

1. Approve the appointment of Mike Blackburn as Non-Executive Director of TfGM; and
2. Delegate authority to the Chief Executive of TfGM to formalise the terms of the appointment.

Contact Officers

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BOLTON
BURY

MANCHESTER
OLDHAM

ROCHDALE
SALFORD

STOCKPORT
TAMESIDE

TRAFFORD
WIGAN

Equalities Impact, Carbon and Sustainability Assessment: N/A

Risk Management

N/A

Legal Considerations

N/A

Financial Consequences – Revenue

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

Financial Consequences – Capital

N/A

Number of attachments to the report: N/A

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

GMCA 20210528 TfGM Non-Executive Director

Tracking/ Process

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

No

Exemption from call in

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?

N/A

GM Transport Committee

N/A

Overview and Scrutiny Committee

N/A

1. Introduction/Background

- 1.1 The GMCA, in consultation with TfGM's Chief Executive, is responsible for the appointment of members to TfGM's Executive Board under Section 9(2) of the Transport Act 1968.
- 1.2 TfGM's current Executive Board comprises seven members, who are:
- the joint GMCA/TfGM Chief Executive (as Director General);
 - the Finance and Corporate Services Director;
 - the Chief Operating Officer;
 - the GMCA Treasurer;
 - three Independent Non-Executive Directors (Tracey Matthews, Jo Kaye and Les Mosco. Les Mosco's contract is due to expire in December 2021).
- 1.3 In December 2021, one Non-Executive Director will retire from the board. At its meeting on 31st May 2021, the GMCA approved proposals to recruit a new Non-Executive Director to replace the retired advisor. Following the conclusion of the recruitment process, this report seeks approval to appoint a successful candidate.

2. Role of Non-Executive Director

- 2.1 The TfGM Executive Board as a whole is collectively responsible for the success of TfGM. The Board's role is to:
- contribute to strategic planning and structured decision-making;
 - set challenging goals and objectives for the organisation;
 - monitor the performance of the Executive in meeting its strategic objectives;
 - offer constructive criticism and challenge to the Executive Directors.
- 2.2 All members of the Executive must act in the way they consider, in good faith, would be most likely to promote the success of TfGM. In doing so, the Non-Executive Directors must, when performing their role, have regard (among other matters) to: the likely consequences of any decision in the long term; the impact of TfGM's operations on the community and the environment; and the desirability of TfGM maintaining a reputation for high standards of business conduct. The Non-Executive Directors must also satisfy themselves that TfGM has appropriate financial reporting and risk management procedures in place.
- 2.3 The Non-Executive Directors are expected to spend up to 30 days a year in the performance of their duties which shall include being a member of and attending relevant Board committees, including the Audit Committee, in addition to attending the monthly Executive Board meetings.

3. Corporate Governance

- 3.1 The role of a Non-Executive Director of TfGM is a public office and, as such, subject to the “Seven Principles of Public Life” published by the Nolan Committee in 1995.
- 3.2 The governance arrangements for TfGM’s Executive Board reflects best practice guidance for corporate governance, adapted for TfGM’s specific circumstances, including the UK Code of Governance published by the Financial Report Council (which is intended for limited companies) and the second report of the Nolan Committee published in 1996. For example, the use of fixed term appointments for Non-Executive Directors, the need for rigorous scrutiny for any proposals to extend any appointment beyond two terms and the composition of the Board (with 50% of its members being Non-Executive Directors) all reflect the recommendations in the guidance.

4. Selection Process

- 4.1 The process to recruit the Non-Executive Director was conducted on merit, against objective criteria based on an open recruitment process with the support of an executive search agency. The post was advertised on a number of websites and this, together with targeted search activity, was used to identify an initial long list of individuals. The longlisted candidates were invited for a preliminary interview by the independent search agency to test their skills and experience against the role profile, following which a shortlist of candidates was recommended.
- 4.2 In accordance with our Inclusion and Diversity Strategy, the executive search agency were tasked with attracting a diverse pool of candidates for this campaign.
- 4.3 A summary of the profile of the candidate pool is detailed in the table below.

Recruitment Stage	Male candidates	Female candidates	Black and Minority Ethnic candidates
Candidates Identified	92	66	6
Longlisted candidates	12	3	2
Interviewed by TfGM	6	1	-
Proposed appointments	1	0	0

- 4.4 The shortlisted candidates were interviewed by a panel made up of the Chief Executive GMCA and TfGM, TfGM's Finance and corporate Services Director, the GMCA Monitoring Officer and one of TfGM's Independent Non-Executive Directors. Following the interview process, Mike Blackburn was identified as the best candidate for the role.
- 4.5 Mike Blackburn has significant, Executive and non-Executive level experience within the private and public sector. He spent his executive career with BT, before retiring in 2018 when he was Chair of BT's NW Regional Board. He has significant government and stakeholder experience evidenced through his non-Executive career. He is Chair at Marketing Manchester; Chair of the GM International Advisory Board; Ex-Officio Board Member at (and previous Chair of) the Greater Manchester LEP; a Director at the Growth Company and an Advisor to Digital Futures at the University of Manchester. He has exceptional knowledge of Greater Manchester the Northwest region and was awarded an OBE in June 2015 for services to the Economy in the Northwest.

5. Term of Appointment

- 5.1 Subject to the approval of the GMCA it is proposed that Mike Blackburn will be appointed for an initial term of 3 years commencing on 1 January 2022 and ending on 31 December 2025. On expiry of the initial term, the appointment may, subject to approval of GMCA, be renewed for a further period of three years to expire on 31 December 2028.

6. Recommendations

- 6.1 The recommendations are set out at the beginning of the report

Eamonn Boylan

Chief Executive Officer, GMCA & TfGM

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Greater Manchester Combined Authority

Date: 26th November 2021

Subject: Homeless Families Review – Progress Update

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

Purpose of Report

To update against the progress of the Homeless Families Review.

Recommendations:

The GMCA is requested to:

1. Note progress being made and continue to support it.
2. Support further exploration of actions relating specifically to joint commissioning opportunities, data sharing, and early help standards.

Contact Officers

Warren Heppolette, Executive Lead Strategy and System Development, GM Health and Social Care Partnership

Jane Forrest, Director of Public Service Reform, Greater Manchester Combined Authority

BOLTON
BURY

MANCHESTER
OLDHAM





ROCHDALE
SALFORD

STOCKPORT
TAMESIDE

TRAFFORD
WIGAN

Equalities Impact, Carbon and Sustainability Assessment:

Results of the [Sustainability Decision Support Tool](#):

Impacts Questionnaire			
Impact Indicator	Result	Justification/Mitigation	
Equality and Inclusion	G	The policy development is concerned with families experiencing homelessness, which impacts disproportionately on those with social and economic disadvantages The policy development seeks to enhance access to suitable and timely public services for the cohort	
Health	G	The policy seeks to ensure that the mental health and wellbeing of families, adults and children, is protected. The policy seeks to ensure that families do not experience social isolation during an experience of homelessness. The policy re-establishes the requirement for suitable cooking facilities for families experiencing homelessness, enabling meals to be prepared that are suitable for children.	
Resilience and Adaptation			
Housing	G	The policy relates to families experiencing homelessness.	
Economy			
Mobility and Connectivity			
Carbon, Nature and Environment			
Consumption and Production			
Contribution to achieving the GM Carbon Neutral 2038 target			
Further Assessment(s):		N/A	
 Positive impacts overall, whether long or short term.	 Mix of positive and negative impacts. Trade-offs to consider.	 Mostly negative, with at least one positive aspect. Trade-offs to consider.	 Negative impacts overall.

Risk Management

Risks regarding the safeguarding of families (adults and children) remain the responsibility of Local Authorities. Activity taking place to improve conditions for homeless families seeks to lower these risks.

Legal Considerations

Among others, the Homelessness Reduction Act (2017), Care Act (2015) and Children and Social Work Act (2017) are all relevant to the context of this work. There are no specific activities that have required legal considerations at present.

Financial Consequences – Revenue

Financial (revenue) consequences have been considered in the work of the Task and Finish Group to assess the impact of different courses of action.

Financial Consequences – Capital

Financial (revenue) consequences have been considered in the work of the Task and Finish Group to assess the impact of different courses of action.

Number of attachments to the report: 2

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

Appendix 1- Membership of the Homeless Families Task and Finish Group

Appendix 2 – Minimum standards for use of Bed and Breakfast as Temporary Family Accommodation

Tracking/ Process

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

No

Exemption from call in

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?

No

GM Transport Committee

N/A

Overview and Scrutiny Committee

N/A

1. Background

1.1. The GM Homeless Families Task and Finish Group was established as a sub-group of the GM Homelessness Programme Board to progress a conversation and improve our understanding of the issues facing Homeless Families, informed by the work of Shared Health Foundation reports 'Homeless Families – A Gold Standard' and 'A Call to Action'. The group was made up of a range of sectors and organisations with a role and interest in supporting families experiencing homelessness. The full membership is outlined in Appendix 1.

1.2. The Task and Finish Group initially responded to the issues raised in the Gold Standard report by exploring them individually in detail and mapping the roles of the organisations and sectors involved in responding to these. Where gaps were identified, connections to wider work programmes were sought such as early years, models of neighbourhood working, and Troubled Families. There were a number of areas identified where it was felt progress could be made by reviewing existing working practices and working more collaboratively across the existing system. These were:

- GM Bed & Breakfast Framework
- Homeless Families and Inclusion Health
- VCSE and Faith Sector support
- Early Help and Children's Services

1.3. Having set in train activity to support delivery aligned to these themes, the Task and Finish Group stood down at the end of July 2021, with a final report into GM Homelessness Programme Board. This set out the work to date and made recommendations on future activity and oversight. This paper draws together the work undertaken by the group against each of the themes, including updates post July 2021 where relevant.

2. Greater Manchester Bed and Breakfast Framework

2.1. As an immediate action, the group reviewed the existing GM Bed & Breakfast (B&B) Framework in the context of the issues highlighted by the Shared Health Foundation 'Gold Standard' report. The Framework sets out the minimum standard that the ten GM Local Authorities and GMCA require for provision of accommodation for households who are homeless and temporarily placed into hotels as emergency accommodation

2.2. GM Homelessness Leads led an extensive consultation exercise resulting in an updated draft framework, incorporating the recommendations from the report and confirming the minimum standards for use as B&B homeless accommodation (Appendix 2):

- inclusion of safeguarding training
- reinforced minimum standards in relation to bedrooms, facilities, food and expectations on the required procedures that should be in place
- re-drafted Code of Conduct commitments of the local housing authority making placements in the accommodation in relation to placement suitability and follow up from other relevant support services.

2.3. Two other fundamental issues were identified through review process:

- The existing framework does not cover all emergency accommodation provision. Commercial hotels and single providers were not procured through the original framework therefore would fall outside of these standards under the current arrangements.
- The need for a response that prevents other agencies making unsuitable placements and advocates for exclusivity of referrals from the local housing authority. This would prevent inappropriate placements and allow for better management practices within the accommodation.

- 2.4. Seeking response to these issues through the Code of Conduct to make them enforceable standards would require substantial change to the existing B&B Framework to the extent it would require a full re-procurement exercise. There is strong appetite to do this and joint resource is being identified to enable this.
- 2.5. Further work to ensure the correct data is available and future demand is modelled is being carried out, as the overall demand will impact the overall ability to respond.
- 2.6. All LAs have expressed their ambitions to remove the use of BnBs as temporary accommodation for families, and are seeking to share their strategies for doing so collaboratively and seek joint approaches to increasing quality temporary accommodation supply.

3. Inclusion Health

- 3.1. The reports from Shared Health Foundation highlighted the importance of connectivity between families placed in emergency accommodation and wider support services, including health and care. This was particularly emphasised in the 'A Call to Action' report published during the Covid-19 pandemic.
- 3.2. A mapping exercise of current health provision for homeless families was undertaken with GM Homelessness Leads and relevant health services to inform the position of the Task and Finish Group in relation to this priority. This identified some variation in the health care provision across GM that is able to respond to the needs of homeless families. The most comprehensive responses were in the areas of greatest need, where specialist commissioned responses are available for homeless families and children. This is primarily focused on health visiting services aligned to temporary accommodation settings and provision of Focused Care workers or similar.

3.3. Where there isn't dedicated provision, relationships have developed between housing options teams, social care teams and health services, providing examples of integrated, multi-disciplinary working to best respond to need. Many housing options teams also ensure connectivity and relevant signposting to health services e.g. encouraging registration with local GP Practices, to ensure as far as possible health needs are met. The mapping also emphasised the relevance of approaches to Community Hubs and neighbourhood working and what these more preventative approaches could mean for confirming appropriate support to homeless families.

3.4. In Greater Manchester we have ambitions to drive forward an inclusive approach to the provision of healthcare for people experiencing homelessness and to put inclusion and responding to inequality at the heart of everything we do.

3.5. The 'Homeless Healthcare in GM - Commissioning for Inclusion' paper clearly sets out the GM Homelessness and Health Group will work to operationalise these ambitions:

- A programme of work to identify and empower homeless champions in Primary Care Networks, with the Inclusion Health commissioning standards as a guiding framework to describe what good looks like in experiences with General Practice.
- Work alongside the Trauma Responsive GM programme and their comprehensive training package to develop the understanding and skills of front-line health and care colleagues in delivering services and supporting clients with complex needs in a trauma responsive way.
- DHSC funded 'accommodation-led' hospital discharge pilots to understand the effectiveness of interventions at the interface with secondary care that support hospital discharge for people experiencing homelessness. Evaluation to inform development of guidance and standards to support future commissioning.
- Informed by the Inclusion Health standards, supporting better collaboration between mental health and substance misuse services to remove barriers to access, working

proactively with the two GM Mental Health Providers on an appropriate response to this.

3.6. Activity on homeless healthcare now has oversight from the GM Homelessness and Health Group, which has re-established its network of locality Homeless Health Leads to ensure that connectivity to delivery in localities and influence how it is commissioned and provided, as recommended by the Task and Finish Group.

4. Voluntary, Community, Faith and Social Enterprise Support

4.1. The Shared Health reports and wider research recognised the vital support provided by local community organisations in reducing isolation and improving wellbeing and quality of life for families placed in temporary accommodation.

4.2. There was recognition through the Task and Finish group that in many localities there is already an extensive offer of informal networks, services and links to ground level organisations in place, many facilitated by our VCSE and Faith sector partners and that ensuring the proper connection into these offers should be a priority.

4.3. Many of the VCSE and Faith Sector organisations working in this space are connected into Homelessness Programme Board through the GM Homelessness Action Network (GMHAN). To give a comprehensive view of the offer, improve our understanding and identify where we may need to supplement capacity, GM HAN Advisory Board led on mapping of the VCSE and Faith Sector support to complete this picture.

4.4. This understanding of the service offer has been used to enhance the Street Support website and app, a well-developed digital platform that brings together information on places of welcome, to capture the offer in a more formalised way. A specific section has been created, focused on the organisations and services available to support homeless families. Led by Street Support and Shared Health, testing and consultation is underway on the first version of the site, with a final version and public launch to be planned.

5. Early Help and Children's Services

5.1. The integral role of Children's Services and Early Help teams in supporting families in temporary accommodation was highlighted in early meetings of the Task and Finish Group. Engagement was sought from these colleagues, now represented on the group, which has enabled us to understand the full picture of available support and how we can best connect this to the homeless families agenda.

5.2. Early Help leads from across GM have shared their experiences of working with homeless families and children, issues encountered and examples of best practice in their localities. However, it was acknowledged there is further work to do with Early Help Leads across GM in raising awareness of the experience of homeless families and the Shared Health research. Planning for a workshop is underway to share this learning and look at GM and national best practice to shape a improve standards via a GM wide protocol that captures how Early Help services can best support families in temporary accommodation. This will also feature as a key priority in continued Supporting Families programme.

6. Notification System

6.1. Informed by their research and connected to the work of the Task and Finish Group, Shared Health Foundation are exploring viability of a notification system, taking a similar approach to Operation Encompass for domestic violence, which would act across the public services involved in providing support for families and children experiencing homelessness.

6.2. An approach to making better use of data to support our most vulnerable residents is already being driven through the GM Data Accelerator programme, led by GMCA. Its focus is the creation of a system capable of linking data, particularly around national Supporting Families agenda (Crime, school attendance, early years, safeguarding, finance, domestic abuse, mental & physical health, substance misuse and homelessness). Exploratory conversations have taken place to ensure this programme sighted on and recognises the findings of the homeless families work and the Shared Health research, and sees the connection of housing status as a priority within this work.

6.3. As this project will take approximately 18 months to complete, there is opportunity prior to this to test in a locality with a mature model of neighbourhood integration, where a simple notification process could be adopted as an enhanced feature of their existing approach.

7. Future Activity and Assurance

7.1. The Homeless Families Task and Finish Group has driven forward and provided oversight to the work streams outlined above to ensure a coherent and collaborative programme of work in support of the issues identified. There is a series of ongoing activity that has been identified through the work of this group, which has been subsumed into existing governance groups and meetings to ensure there is continued momentum against the work streams.

- GM Bed and Breakfast Framework to GM Housing Needs Group.
- VCSE and Faith sector directory and launch to GM Homelessness Action Network (GM HAN), Street Support and HAN Advisory Board if required.
- Inclusion Health activity into GM Homelessness and Health Group.
- Early Help engagement and mapping led by GM Early Help Leads and GMCA.

7.2. The group also intends to reconvene six months from its last meeting (January 2022) to provide further assurance on delivery and to compile an update on progress for GM Homelessness Programme Board.

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APPENDIX 1.

Homeless Families Task and Finish Group Membership

Name	Role and Organisation
Warren Heppolette (Chair)	Executive Lead – Strategy and System Development, GMHSCP
Jane Forrest	Director Public Service Reform, GMCA
Mohammed Hussain	Director of Homelessness, Manchester City Council
Ruth Bromley	Chair, Manchester Health and Care Commissioning
Charlotte Cockman	Manager, Shared Health Foundation
Sam Pratt	Communications and Engagement Officer, Shared Health Foundation
Lily Axworthy	CEO, Greater Together Manchester
Tracey Harrison	Assistant Director of Adult Social Care, Rochdale Council
Sandy Bering	Strategic Lead Clinical Commissioner – Mental Health & Disabilities, GMHSCP
Beth Knowles	Strategic Lead - Homeless Families, Shared Health Foundation
Sarah Cook	CEO, GM Home Start
Hannah Peake	Children’s Services Manager, Barnardos
Denise McDowell	CEO, GM Immigration Age Unit
Fiona Carr	Strategic Homelessness Lead, Oldham Council
Ian Rutherford	Chair of GM Homelessness Action Network Advisory Board
Jacob Botham	Children and Young People’s Lead, Greater Manchester Combined Authority
Joanne Dalton	Strategic Lead for Early Help and Interventions, Manchester City Council
Lorraine Hopkins	Head of Service, Tameside Council
Kimberley Whittle	Team Leader – Early Help, Bury Council

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Greater Manchester Combined Authorities Code of Conduct & Minimum Quality Standards for Hotel Accommodation used as Homelessness Provision

1. Overview

This document sets out the minimum standard that the Greater Manchester Combined Authorities (GMCA) requires in hotel accommodation used to provide emergency accommodation to people who are homeless.

Part B of this protocol outlines commitments made by the local housing authority in each area of Greater Manchester. Separate commitments may be made by Social Services authorities, who may also place households into bed and breakfast accommodation. For example, people with no recourse to public funds.

In producing this document consideration has been given to Chapter 17 of the Homelessness Code of Guidance; Suitability of accommodation, which sets out the minimum recommended standards for Bed and Breakfast accommodation.

PART A: HOTEL PROVIDERS

Hotel providers who agree to adopt this protocol commit to the following:

- 1.1 To ensure high standards of courtesy, cleanliness and a service level appropriate to the type of establishment (e.g. hotels catering to families may offer slightly different amenities).
- 1.2 To ensure staff and volunteers are recruited, training and supported to a high standard.
- 1.3 To commit to not placing mixed household groups in proximity; preferably accommodating only one client group (families and/or single people) per premises or, where this is not possible, facilitating accommodation for each group in separate floors / wings of the building. Where this is not possible, the provider must make this clear to the local authority at the time of booking so the guest can be advised accordingly.
- 1.4 To ensure all building regulations are adhered to including, but not limited to, keeping the premises free from hazards and pests and ensuring mandatory certification is up to date.
- 1.5 Provide and maintain a clean and appropriate environment in managed premises that facilitates the prevention and control of infections.
- 1.6 To describe fairly to all guests and prospective guests the amenities, facilities and services provided by the establishment, which should be also be on display. To allow prospective guests to see accommodation, if requested, before booking – although it should be made clear from the outset of any outcomes following a refusal of accommodation offered.

- 1.7 To explain details of charges for additional services or facilities available.
- 1.8 To make clear to guests exactly what is included in all prices quoted for accommodation, meals and refreshments or additional services or facilities, including service charges, taxes and other surcharges.
- 1.9 To make clear to all prospective guests in all brochures, conditions and details, which should also be displayed where appropriate, any restrictions on the access to the accommodation by the guest, in such a way that each prospective guest is aware of any such restrictions before making any booking.
- 1.10 Not to exceed the price current at the time of reservation for accommodation or other services. As per the agreement with the Local Authority (LA).
- 1.11 To give each guest, on request, details of payments due and a receipt for payment made. To provide rent statements where requested.
- 1.12 To treat all guests with dignity and respect, and deal promptly and courteously with all enquiries, requests, reservations, correspondence and complaints from guests.
- 1.13 Proprietor or staff to be on duty during guests' arrival and departure period and during meal times, where applicable. To provide an effective means for guests to call for the attention of the proprietor or staff, who should be available at all reasonable times.
- 1.14 To advise guests at the time of booking, and subsequently of any change, if the accommodation offered is in an unconnected annexe, or similar, or by boarding out, and to indicate the location of such accommodation and any difference in comfort and amenities from the accommodation in the main establishment.
- 1.15 To advise guests at the time of booking of check-in / check-out times, and where possible to provide a daytime waiting area for guests who may experience a delay in moving on to their next accommodation.
- 1.16 Not to conduct themselves in any business or operate any unregistered accommodation or otherwise in such a way as to cause damage or disrepute.
- 1.17 Where security guards are used, they should have a supportive approach, and should be carefully selected and inducted to ensure that they are working within an ethos of respect.
- 1.18 To provide information to guests on what action may be taken such as discharging of homelessness duties should they be asked to leave any accommodation due to their own actions.
- 1.19 To allow LA inspectors reasonable access to the establishment, on request, to confirm that the Code of Conduct and minimum standards are being observed.

2. Minimum Standards

All buildings and their fixtures, fittings, furnishings and decor must be fit for the purpose intended and maintained in good clean condition. They should have sufficient space to allow freedom of movement for guests.

2.1 Bedrooms

- 2.1.1 Providers should make clear their space standards in terms of room occupancy at the point of booking (e.g. how many household members can be accommodated per room) so local authorities can book and advise guests accordingly.
- 2.1.2 Internal lock, bolt or equivalent must be fitted on bedroom doors.
- 2.1.3 Adequate measures to provide for the security of guests' property.
- 2.1.4 Reasonable free space for movement and easy access to beds, doors and drawers.
- 2.1.5 Minimum bed sizes: Single 6'3" x 3' Double 6'3" x 4'6".
- 2.1.6 All beds to be of sound condition with secure headboards or similar.
- 2.1.7 Mattresses to be sprung interior or foam of good quality, with mattress protectors and/or under-blankets.
- 2.1.8 Bedding must be clean and in sufficient quantity, according to season and guests' needs.
- 2.1.9 Bed linen, including duvet covers, to be changed at least weekly and for each new guest.
- 2.1.10 Spare bed linen to be available on request and at no extra charge.
- 2.1.11 Bedrooms to be cleaned daily, where practical or when requested by guest.
- 2.1.12 Clean hand towels and bath towels to be provided for every new guest and changed as required or on request.
- 2.1.13 Towel rail or equivalent in bedroom or private bathroom
- 2.1.14 At least one external window to provide natural light and adequate ventilation.
- 2.1.15 Opaque curtains or blinds on all windows which require privacy and exclusion of light.
- 2.1.16 Bedrooms should be well lit with minimum total lighting levels of: Single rooms 160 watts. Double rooms 220 watts. All bulbs, unless decorative, to have shades or covers.
- 2.1.17 Floor to be fully carpeted or, where alternative flooring is provided, slip-resistant bedside rugs or mats.
- 2.1.18 Adequate wardrobe or clothes-hanging space.
- 2.1.19 Adequate drawer or shelf space to be available.
- 2.1.20 Non-flammable wastepaper container.
- 2.1.21 Adequate in-room heating according to season, which can be controlled by the resident. Extra heating to be provided on request and at no extra charge.
- 2.1.22 A minimum of 2 power points in every room, conveniently placed for use.
- 2.1.23 Provision for the making of tea and coffee including a kettle as a minimum requirement, with an adequate supply of well-presented

materials, replenished daily (minimum two per person per day of each item). Drinking water should always be available.

- 2.1.24 Printed advice for means of summoning assistance at night should be in all bedrooms. This is in addition to the fire-instruction notice that includes information on procedures in the event of an emergency. Emergency information should also be displayed in each room.
- 2.1.25 Access to the establishment and bedrooms at all times for registered guests, unless restrictions previously notified, at the time of booking.

2.2 En-suite bathrooms and Private Facilities (Where applicable)

- 2.2.1 An en-suite bath or shower and WC must be contained behind the main door of the bedroom.
- 2.2.2 Adequate ventilation by extractor fan or window that opens.
- 2.2.3 Bedrooms with a washbasin, shower cabinet and en-suite WC are acceptable.
- 2.2.4 Showers must have a shower screen or curtain.
- 2.2.5 Toilet tissue and toilet-roll holder.
- 2.2.6 Covered sanitary disposal bin.
- 2.2.7 Non-flammable waste-paper container.
- 2.2.8 A lidded WC.
- 2.2.9 A covered light.
- 2.2.10 A hook for clothes.
- 2.2.11 Opaque curtain or blind on any windows.
- 2.2.12 A towel rail or equivalent.
- 2.2.13 Hot water to be available at all times
- 2.2.14 Clean hand towel and bath towel per person.
- 2.2.15 Electric razor point or adapter within easy reach of the mirror, located in the bedroom or bathroom.
- 2.2.16 Adequate heating.

2.3 Bathrooms and WCs

- 2.3.1 At least one bath or shower room for every six guests, adequately ventilated and equipped with: Bath or shower, wash basin and mirror, electric razor point, soap and hand towel available.
Properties with four or less bed spaces: it is acceptable for a bath or shower room to be combined with a washbasin and WC. Where the maximum number of persons resident, including the proprietors, is no more than six, facilities may be shared between guests and proprietors. Where this arrangement exists, proprietors and their families should avoid prolonged use of the facilities during the early to mid-morning period and personal belongings should be removed.
- 2.3.2 Where accommodation is not family only, families should never share communal facilities with singles.
- 2.3.3 A lidded WC.

- 2.3.4 Covered sanitary disposal bin in each WC.
- 2.3.5 Toilet tissue and toilet-roll holder.
- 2.3.6 All bathrooms and WCs to be adequately heated.
- 2.3.7 All bathrooms and WCs to be cleaned daily.
- 2.3.8 A covered light.
- 2.3.9 Opaque curtain or blind on any windows.
- 2.3.10 Internal lock or bolt.
- 2.3.11 Hot water available at all times.
- 2.3.12 No extra charge for baths and showers.
- 2.3.13 Bath mat changed daily, and as required by the guests.

2.4 Dining areas and food provision

- 2.4.1 Establishments providing food should have appropriate hygiene certification in place.
- 2.4.2 Dining/breakfast room to be available, unless meals are served only in the bedroom. The opening hours of this room should be clearly advertised to guests.
- 2.4.3 Guests should be able to freely use equipment such as microwaves and toasters while the dining/breakfast room is available, including to heat their own food. A minimum of one microwave should be available per ten families.
- 2.4.4 Each guest must be supplied with, or have easy access to a mug, plate, bowl and cutlery. Plastic cups/plates/bowls/cutlery must be provided for children under the age of 6.
- 2.4.5 Where breakfast or other meals have been agreed by the LA, these must be supplied to all members of the household placed. Where not supplied but available, guests should be clearly advised of any additional costs and how/when these should be paid.
- 2.4.6 Up to date information regarding local services and facilities such as food banks, local welfare provision and community kitchens should be displayed clearly in the reception area and updated as necessary.

2.5 General

Buildings, and their fixtures, furnishings, fittings and décor, must be maintained in sound and clean condition and must be fit for the purpose intended.

- 2.5.1 Communal spaces, where applicable, must be made available to guests during agreed daytime hours. These hours should be clearly advertised to guests.
- 2.5.2 Laundry facilities, where available, should be advertised to guests including opening times, charges, and plain English / pictorial instructions for safe use of equipment.
- 2.5.3 Where laundry facilities are not available providers should provide information on the location of the nearest laundrette.

- 2.5.4 All public areas to be lit adequately for safety and comfort, with all bulbs, unless decorative, having shades or covers.
- 2.5.5 Adequate heating in all public areas.
- 2.5.6 Corridors and stairs should be in good repair and free from obstruction.
- 2.5.7 All public areas to be cleaned thoroughly daily.
- 2.5.8 The proprietor, manager, or other duly authorised member of staff must be available to guests at all reasonable times, and printed advice must be provided in rooms for means of summoning assistance at night.
- 2.5.9 All reasonable steps must be taken to prevent excessive noise from interfering with the comfort of guests.
- 2.5.10 A telephone should on request be made available for outgoing calls and for incoming calls in case of emergency. Where facilities are provided, all charges must be clearly indicated, including the duration of the unit.
- 2.5.11 Adequate measures must be provided for the security of guests and their property. There should be a means of securing bedroom doors from inside and out, and a key available. Access to bedroom areas should be restricted to prevent non-residents from gaining access, for example through the use of additional keys / key cards, buzzers or staff monitoring entry.
- 2.5.12 Car parking, if provided, should be adequately lit, to ensure guest safety. This also applies to pathways or passageways between annexes.
- 2.5.13 The entrance to the property should be identifiable and adequately lit.
- 2.5.14 Security cameras and a fully functioning CCTV system should be used where possible, with relevant signage displayed advising guests of its use.

3. Health and Safety

- 3.1 **Fire Risk Assessment.** Comply with the Regulatory Reform (Fire Safety) Order 2005. Supply evidence that a Fire Risk Assessment has been carried out annually.
- 3.2 **Gas appliances.** Comply with the Gas Safety (Installations and Use) Regulations 1998; Supply evidence that all gas appliances have been checked annually by a GAS SAFE registered gas installer.
- 3.3 **Electrical Safety.** Comply with the Electrical Equipment (Safety) Regulations 1994; All mains electrical equipment for guest use is regularly maintained to ensure it is safe.
- 3.4 **Portable Appliance Test.** (PAT) Have available a certificate, which covers all appliances used as part of the business.
- 3.5 **General.**
 - Operate safely with due regard to health & safety legislation and with evidence of consideration for the safety of guests and the security of guest's property.

- Supply clear information on how to contact proprietor/manager in case of emergency.
- Ensure building is checked regularly for spills and trip hazards.
- Ensure window restrictors are fitted in bedrooms to prevent falls or entry from external parties.

3.6 **Infection Control:**

- Current infection control policy and risk assessments are required.
- Infection control guidance and standard operating procedures for emergency accommodation should be followed.
- Safe systems to manage and monitor the prevention and control of infection should be in place, including; provision of training and programme of audits/checks of the environment.
- Appropriate personal protective equipment should be readily available and accessible for staff and volunteers.
- Appropriate arrangements should be in place for the safe management of bodily fluid spillages.
- Appropriate personal protective equipment should be readily available and accessible for staff and volunteers

3.7 Smoke detectors must be installed in accordance with the manufacturer's instructions and recommendations. They must be of a type which can be readily tested and must be maintained in working order. The manufacturer's instruction and recommendation leaflet or booklet must be kept and made available to the LA inspector on request

4. **Further Requirements**

4.1 **Safeguarding.** Landlords, managers and staff employed by B&B's will ensure the health and wellbeing of residents. Safeguarding policies and procedures should be in place and approved by the LA. Any safeguarding risks or incidents should be reported immediately to the Local Authority and the Police where applicable. All employees should have the appropriate DBS checks.

4.2 **Public Liability Insurance.** Whilst it is not a statutory requirement, it is a requirement for participation in this scheme.

4.3 **Planning.** Comply with all local planning and licensing regulations, if applicable.

4.4 **Data Protection.** Comply with the Hotel Proprietors Act and Data Protection Act, if applicable.

4.5 **Complaints Procedure.** Operate a clear complaints procedure, including who to contact within the Homelessness service.

5. **Condition of Approval**

Registration is subject to the observance by the proprietor of the letter and spirit of this document and any breach of the Code of Conduct or Minimum Standards may lead to the withdrawal of the award.

Name of Establishment:

Address:

Local authority area:

Signed:

Print name:

Position (e.g. proprietor, manager):

Date:

DRAFT

PART B: LOCAL AUTHORITIES

This document sets out the minimum standard expected of all authorities in GM who place into bed and breakfast/hotel accommodation.

This document has been produced to provide a consistently high standard of provision to households who are homeless and temporarily placed into hotels, and reduce the demands placed on welfare services provided either by the local authority or volunteer agencies.

6. Core Principles

When placing in bed and breakfast/hotel accommodation, the placing local authority should as a minimum:

- 6.1 Ensure placements are made in line with space standards agreed by the hotel provider, including a minimum of one adult sharing a room which children under the age of 16. Where possible, adjoining rooms should be requested for larger families to ensure all household members are kept together
- 6.2 Ensure that the client has access to benefits and/or other income. Where there is no access to benefits or other income for a period (e.g. due to their next payment date being some time away) support the client to make an application for assistance under whatever scheme operates in the placing borough. For example:
 - Applying for a Universal Credit advance
 - Applying to Local Welfare Provision in the placing borough
 - Where it is not reasonable or practical to apply for provision in the placing borough – e.g. if the client is fleeing domestic abuse – liaise with similar provision in the borough they are being placed in to agree a temporary package of support.
- 6.3 Issue the client with contact details for the housing /support officer.
- 6.4 Issue the client with a licence agreement / placement letter which sets out the conditions of their placement.
- 6.5 Provide the client with information including detailed and accurate maps/description of how to find the premises, and once there how to access local health services/projects/outdoor spaces for exercise, food and other support.
- 6.6 Make available on request an interpreter where needed to verbally translate any aspects of the placement to clients where English is not their first language. This may be via the hotel provider where such a service is available, or via a telephone interpreting service.
- 6.7 Check with local agencies that the client would not pose a risk to other residents or themselves.
- 6.8 Ensure the client or members of the household can access medication and/or support services. Where needed, advise the client about changing prescription collection points to the nearest pharmacy. Local substance misuse services may be able to support with this where needed.

- 6.9 Notify colleagues in Social Care where the client / their children / anyone else in their household has an allocated worker that they are temporarily moving out of area, so ongoing support can be provided.
- 6.10 Notify the local authority in which the accommodation is based of any incident where a vulnerable adult or child has been seriously injured / harmed or died and cooperate with any subsequent practice review that may need to take place.
- 6.11 Notify clients in advance of when they can check-in to the accommodation, and the time and date whereby they will need to check-out. This should be done at the latest on the last night of the booking, except where an emergency precludes notice from being given.
- 6.12 Check with the bed and breakfast/hotel whether there is a food provision or access to cooking facilities and advise client accordingly.
- 6.13 Issue a s208 letter if placing out of borough which should include contact details of the officer that holds the case. It would be also be good practice to further advise the local authority when the placement has ceased.
- 6.14 All clients should be advised of an expected code of conduct and what the implications would be of them being asked to leave the bed and breakfast/hotel due to their own actions. This could be included in their licence agreement.
- 6.15 Local authorities will act within locally agreed timeframes to respond to complaints, concerns and suggestions for improvement from clients and partner agencies. Local authorities will also seek to incorporate these views in any commissioning activity undertaken around temporary accommodation.

7. Safeguarding

- 7.1 The local authority in which the premises is based will make available safeguarding training and access to relevant policies and procedures.
- 7.2 All providers will be given a point of contact to raise any safeguarding enquiries with the local authority who has made the placement.
- 7.3 Should a serious incident occur such as injury or death to a vulnerable adult or child, this should be reported to the Social Services authority where the incident occurred as well as the placing authority. Collaboration should take place to agree actions including which authority will lead on any statutory safeguarding reviews.

8. Health and Safety

- 8.1 The local authority in which the premises is based will be responsible for ensuring the building meets mandatory health and safety regulations
- 8.2 The local authority in which the premises is based will be responsible for investigating any issues raised around trading standards, such as matters relating to business rates and expected hotel industry standards

8.3 Any concerns about property condition or the conduct of providers should be reported to the local authority in which the premises is located.

9. Information sharing

9.1 Local Housing Authorities will adhere to existing GM Joint Working Protocol for Cross-Borough Temporary Accommodation Placements in accessing hotel accommodation in other boroughs.

9.2

Local Housing Authorities will adhere to s208 of the Housing Act 1996 in notifying other authorities of placements into their borough.

Appendix 1: Example checklist

An example of Trafford's B&B checklist below:



Placement
Checklist.doc

Appendix 2: Key contacts (Greater Manchester Housing Needs Group)

Bolton		
Bury		
Oldham		
Manchester		
Rochdale		
Salford		
Stockport		
Tameside		
Trafford		
Wigan		

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Greater Manchester Combined Authority

Date: 26 November 2021

Subject: Greater Manchester Economic Dashboard and Economy Portfolio Update

Report of: Councillor Elise Wilson, Portfolio Lead for Economy & Business and Joanne Roney, Portfolio Lead Chief Executive for Economy & Business

PURPOSE OF REPORT:

To provide GMCA with the latest version of the Greater Manchester Economic Resilience Dashboard. And an overview of activity related to the Greater Manchester Local Industrial Strategy and the Economy portfolio.

RECOMMENDATIONS:

That the GMCA note and comment on the latest update of the Greater Manchester Economic Resilience Dashboard and response, including delivery of the Local Industrial Strategy and Greater Manchester Economic Vision.

CONTACT OFFICERS:

Simon Nokes, Executive Director Policy & Strategy, GMCA
Simon.nokes@greatermanchester-ca.gov.uk

BOLTON
BURY

MANCHESTER
OLDHAM

ROCHDALE
SALFORD

STOCKPORT
TAMESIDE

TRAFFORD
WIGAN

Equalities Impact, Carbon and Sustainability Assessment:

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

No direct impacts arising from this report.

Risk Management:

None

Legal Considerations:

None

Financial Consequences – Revenue:

None

Financial Consequences – Capital:

None

Number of attachments to the report:1

Comments/recommendations from Overview & Scrutiny Committee

None

BACKGROUND PAPERS:

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

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

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

1. BACKGROUND

1.1 This report sets out the latest indicators for the Greater Manchester economy, captured in the GM Economic Resilience Dashboard, to understand how the C-19 pandemic, EU-exit and other factors are affecting the trajectory and resilience of the city-region's economy. It also summarises the latest responses to those insights, as the GMCA, Greater Manchester Local Enterprise Partnership (GM LEP) and other partners across the public, private and voluntary, community and social enterprise sectors continue to drive the recovery from C-19 and the longer term ambitions as set out in the Greater Manchester Local Industrial Strategy and Greater Manchester Economic Vision.

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

The data is divided into six sections:

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

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

https://www.ghtableau.nhs.uk/t/GMCA/views/GMEconomicResilienceDashboard/About/jack.james@greatermanchester-ca.gov.uk/4f3be3e5-759e-47ee-85f9-6c1538fc265c?:display_count=n&:showVizHome=n&:origin=viz_share_link&:isGuestRedirectFromVizportal=y&:embed=y

1.4 Since the beginning of the pandemic, the aim of the GM Economic Resilience Dashboard has been to assess the impacts of the crisis on the GM economy and monitor the usage of the various Government support schemes that have been initiated (furlough, self-employment support, business loans). As these schemes begin to be drawn to a close, the metrics in the dashboard need to be refocussed in order to better aid understanding of the nature and scale of the economic recovery in GM. This work is underway and will focus on data that is:

- Publicly available so the dashboard can be widely shared;
- Available at a local level, so the dashboard provides additional insight beyond that covered by reporting of the national economy;
- Up to date with a focus on data that is updated at least quarterly and ideally more often.

- 1.5 The revised set of measures will be developed, working with partners across sectors, over the coming weeks and the updated dashboard presented at a future meeting.

2. HEADLINE DASHBOARD MEASURES

- 2.1 The number of people claiming unemployment-related benefits decreased by 3.6% to 112,110 between September and October. The fall in GM was lower than that nationally (4.0%). Trafford experienced the largest fall among GM districts (6.1%). After rising at an unprecedentedly rapid rate in the early months of the pandemic, the number of claimants has declined in each month since March 2021.
- 2.2 There were 50,200 GM residents on furlough at the point it closed on 30th September 2021. This is a decrease of 7,200 (-13%) since 31st August. 4.2% of GM residents eligible for the scheme were furloughed on 30th September, compared to 4.0% nationally. There were 51,200 claims to the fifth round of the Self-Employment Income Support Scheme (SEISS) up to 7th October 2021, 25,200 (33%) fewer than were made to the fourth round. Take up rate for the fifth round up to October was 43% in GM, compared to 38% for the UK. Applications to the fifth round closed on 30th September.
- 2.3 The 3-weekly average of online job postings increased slightly to 10,917 on 6th November. This is 8% higher than a week earlier. Feedback from the Growth Company suggests that the number of GM firms that are currently recruiting new staff has decreased slightly from 41% to 40% in the 4 weeks to 1st November. 42.4% (45.2% previous) of all respondents think that their workforce skills are only 'partly' at the correct level to meet their business plan objectives for the year ahead.
- 2.4 Overall passenger journeys recovered to around their pre-crisis levels in late May and have remained steady since, standing at 50 million total passenger journeys in week beginning 1st November. However, TfGM data shows that passengers are continuing to use public transport less frequently. Journeys by Bus, Metrolink and Rail are -14%, -31% and -7% below pre-crisis levels respectively. Walking is 9% above pre-crisis levels. Car journeys are 1% above pre-crisis levels. Google data on the number of journeys taking place across GM shows the number of people travelling to Grocery and Pharmacy locations has largely recovered. On 5th November all 10 GM district were above pre-crisis levels. Travel to workplaces across GM was -30% below its pre-crisis level on 5 November.
- 2.5 Data on credit risk from RedFlag, a provider of real-time business intelligence, shows that the percentage of GM businesses showing signs of financial distress fell slightly between September and October to 11.8%, down by 1%.
- 2.6 The UK Consumer Confidence Index decreased four points to -17 in October 2021. Consumer confidence is ten points below its February 2020 level, following a low of -36 in May 2020. UK inflation as measured by the Consumer Price Index was 2.9% in the 12 months to September 2021. This was a decrease from the August figure of 3.0%, although forecasts are for it to rise as supply chain disruption and increases in energy prices feed through.

3. RECENT ACTIVITY RELATED TO THE GREATER MANCHESTER ECONOMY PORTFOLIO

COMPREHENSIVE SPENDING REVIEW: OVERVIEW AND BUSINESS-SPECIFIC ANNOUNCEMENTS

- 3.1 Last month, the Government published the 2021 Spending Review and Budget. This set out Government spending plans for the next three financial years, and taxation plans for next financial year. As with all fiscal events, this came alongside and was informed by new economic projections from the Office for Budget Responsibility (OBR).
- 3.2 **Growth projections for the economy have improved** since OBR forecasts earlier in the year. The most consequential change is a new, revised down assumption on long-term economic scarring from the pandemic (the permanent loss of GDP over the long term) from 3% to 2%. Forecasts now also project faster near-term growth (6.5% in 2021, 6% in 2022, 2.1% in 2023, 1.3% in 2024, and 1.6% in 2025) and a lower peak of unemployment (5.2% rather than over 6%).
- 3.3 On the other hand, the OBR has **significantly increased projections for inflation over the next few years**. At the time the projections were published, inflation was expected to hit 4.4% in 2022. Since then, further rises in gas prices and other cost of living pressures make a rate of 5% seem more than plausible.
- 3.4 A key takeaway from all of these economic projections is the **level of uncertainty**. As commentators have noted, several changes between the OBR's March projections and these have been the largest since the organisation was established.
- 3.5 At the **household level, there were various changes announced to taxation and benefits**, these included a change to the Universal Credit taper rate (in effect, allowing the 1/3 of UC claimants in work to keep more of their earnings) and a rise in the National Minimum Wage. However, the underlying forecasts still project that real wages will fall next year, and in the medium-term still look set to rise slowly if at all. The long period of relative real wage stagnation since the 2010 financial crisis is likely to continue.
- 3.6 On fiscal policy, **public spending is rising (relative to plans in March)** – increasing by 3.8% on average in real terms each year of the SR period (and every Department is seeing real-terms rises). This is possible because economic forecasts have improved, but tax increases from earlier in the year are already set. Contrary to plans in the Spring Budget, every Government Department (not just protected Departments) will see real-terms spending increases across the SR period. But these increases should be seen in the context of a decade of cuts for many Departments - by the end of the SR21 spending period many Departments will still have real-terms budgets well below 2010 levels.

3.7 Revenue spending for the budget for the Department of Business, Enterprise & Industrial Strategy (BEIS) will increase by 1.4% per year in real terms on average. Capital spending will increase more significantly, at 8.3% on average in real terms each year. Total spending will increase year-on-year, peaking at £23.8bn in 2024/25. Specific commitments in the SR include:

- **Increasing public R&D investment to £20bn by 2024/25:** This is an increase of approx. one quarter in real terms and makes progress towards the ambition to spend £22bn on R&D by 2026/27.
- **Delivering on Government's Innovation Strategy:** by increasing the share of the increase in R&D and innovation spending invested outside London, the South East and the East of England (plans for doing this will be contained in the forthcoming Levelling Up White Paper); increasing the core funding for UK universities and research institutions by £1.1bn per year by 2024/25; increasing in core Innovate UK programmes including translational research centres to around £1bn per year by 2024/25, and investing £800m by 2025/26 in Advanced Research and Invention Agency.
- A range of investments designed to **help businesses innovate and grow**, including:
 - A new £1.4bn Global Investment Fund to invest across the UK in the life sciences, offshore wind, and automotive sectors.
 - £1.6bn for the British Business Bank's regional funds, which includes £660m for the second Northern Powerhouse Investment Fund (which will now also cover the North East LEP area).
 - £150m additional commitment to the Regional Angels programme, designed to improve access to early-stage equity finance outside London.
- A New 'talent network team' to **attract high-skilled workers and researchers** to the UK, through "innovation hotspots" from San Francisco, Boston, and Bengaluru.
- £15bn for BEIS to help the UK reach net zero by 2050 (part of the **Net Zero Strategy**), including £3.9bn for energy efficiency improvements and clean heat installation in buildings.
- Confirmed continuation funding for the **Made Smarter Adoption Programme**, (GMCA and GC managed a pilot programme across the North West region), to boost the productivity of manufacturing SMEs through the use of advanced digital technologies.
- A set of **tax and rates changes for businesses**, including:
 - Reforms to **R&D Tax Credit Relief** for businesses, expanding qualifying expenditure to include data and cloud costs, and further changes to refocus the reliefs towards innovation in the UK.
 - Increasing the frequency of business rates revaluations to 3-yearly from 2023;
 - Freezing the business rates multiplier (at 49.9p and 51.p) until 2023;
 - Introducing a temporary 50% business rates relief (up to £110k per firm) for eligible retail, hospitality, and leisure properties next year.
 - Introducing a 100% 12 month improvement relief in 2023, where eligible improvements to an existing property increase the rateable value.

- Introducing targeted business rate exemptions in 2023, for eligible plant and machinery used in onsite renewable energy generation and storage, and a 100% relief for eligible heat networks.
- Extending transitional relief for SMEs, and the supporting small business scheme, for 1 year – restricting bill increases to 15% for small properties (up to a rateable value of £20,000) and 25% for medium properties (up to a rateable value of £100,000), subject to subsidy control limits.

LIVING WAGE WEEK

- 3.8 The annual Living Wage Week took place between the 15th-21st November, with events throughout the week raising awareness of the real Living Wage campaign across Greater Manchester and celebrating the achievements so far.
- 3.9 On Monday 15th **Greater Manchester became the first Living Wage City-Region officially recognised by the Living Wage Foundation**, with a launch event at the People’s History Museum, where the Foundation also **announced Bury Council as an accredited Real Living Wage Employer**. The Foundation are an independent body who offer accreditation to employers that pay the real Living Wage to all directly and subcontracted staff.
- 3.10 A panel event on the business benefits to paying the real Living Wage took place on the Wednesday, run in conjunction with Pro Manchester, supplemented by VCSE, third sector, and civil society facing events on the Tuesday, Friday, and Saturday respectively.
- 3.11 The real Living Wage campaign in Greater Manchester will **aim to accredit 650 employers (currently 384) by November 2024, covering 175,000 employees**.

GM LEP ACTIVITY WITH LOCAL AUTHORITIES

- 3.12 The GM Economic Vision was developed by the LEP working with business and GMCA and provides a blueprint for re-modelling the city-region’s economy including a range of long-term initiatives to help businesses innovate more effectively and become more productive, creating a greener and more resilient economy.
- 3.13 The LEP is continuing to work with partners to achieve this vision and drive the economic recovery across Greater Manchester and ensure it delivers for all parts of the city region. As part of this approach, the Board is focusing on ‘place’ and **holding its public meetings at local business venues in each GM Local Authority** area by turn, with a focus on key issues and engaging local businesses and elected Members. The programme will highlight the LEP deliverables along with projects that each district wishes to showcase and potential visits to local initiatives.
- 3.14 This approach complements the LEP’s central role as the voice of GM business and reflects the following objectives:
- Improving local relationships in delivering the GM Economic Vision for all parts of the city region
 - Strengthening LEP connection and visibility across all districts
 - Engaging with district business representatives to gather views/evidence from local business

- Updating localities on GM wide plans and strategies
- Supporting delivery of key district initiatives e.g. Innovation Greater Manchester, Towns Boards, Future High Street Funds etc.

3.15 The LEP's September Board meeting was hosted by the Leader of Bolton Council at the Albert Halls, followed by the November meeting in Wigan hosted by the Leader of Wigan Council at the Wigan Investment Centre.

GROWTH COMPANY BUSINESS SUPPORT, INTERNATIONAL AND MARKETING UPDATE

- 3.16 Cohort 4 of GM's **Global Scale-Up programme** has started, with a strong focus on US expansion and exploring US markets. The Global Scale-Up Programme was a key partner of the "Silicon Valley comes to the UK" annual summit, which took place this month. Collaboration on the **Race, Ethnicity And Cultural Heritage Virtual Trade Mission** has successfully continued with an in-person event, also focusing on US expansion and diversity & inclusion in the business world.
- 3.17 A new **Clean Air Zone business support service** will be launched by the Growth Company at the end of November, and will support business owners not eligible to access a grant or loan via TfGM to purchase or lease a compliant vehicle or to retrofit their current vehicle. The TfGM Clean Air Zone portal will signpost businesses to the Growth Hub and dedicated staff will offer support with immediate issues and needs, as well as any other business support requirements. A website is under development and will be ready for the launch.
- 3.18 Following a successful launch of the **Journey to Net Zero programme** in August, the first three cohort workshops have taken place. There has been positive feedback from attendees, and Cohort 4 is oversubscribed (with 27 businesses registered for 20 places). Work in 2022 will include developing a peer network of businesses committed to Net Zero. The **BeeNetZero** website was also launched at the Green Summit on the 18th October which supports businesses to navigate actions and steps – both quick wins and more structured programme – to achieve net zero status.
- 3.19 The **Energy Innovation Agency** (which was seed-funded through the Local Industrial Strategy), has set out its first key priorities, including providing an SME energy innovator validation and scale-up service; non-domestic building decarbonisation, retrofit and smart energy projects, and supporting public sector innovation funding bids for domestic building decarbonisation projects. The aim of the agency is to close the energy innovation gap for carbon emissions reductions between where existing solutions will take us and where we want to be. The agency is a partnership between GMCA, Growth Company, Manchester Metropolitan University, University of Manchester, University of Salford, Bruntwood Ltd, Hitachi Europe Ltd and SSE Utility Solutions Ltd.
- 3.20 A range of activity is underway as part of promoting Greater Manchester's economy and industrial strategy to attract investment and partnerships. This includes:
- **Powering Innovation campaign:** a new media partnership with a U.S based publication 'Innovation & Tech Today' will promote GM's innovation ecosystem to a global audience. An new release - Space habitat revealed as Manchester takes next

graphene-enhanced leap - demonstrated how GM's advanced materials expertise could help meet future demand for human settlements in Space.

- **Digital in our DNA campaign:** an eCommerce campaign was delivered in October and November. Future activity will focus on case studies of Manchester tech businesses including Peak AI and Rezzil.
- **Greener Greater Manchester:** content and news stories are being uploaded to a new website www.greenergreatermanchester.com. The content was widely circulated during COP26.
- A filming project is underway to create new content to position the frontier sectors in the Local Industrial Strategy, our foundational economy, and the city-region's innovation and business ecosystem. The first films were premiered at Progress 21 and are available online:
 - Innovation: <https://www.youtube.com/watch?v=7W5hH96Quhg>
 - Digital: <https://www.youtube.com/watch?v=TtgYvQkBAck>
 - Green: <https://www.youtube.com/watch?v=bJJiObQsW68>
 - Tourism, hospitality and leisure: <https://www.youtube.com/watch?v=DOJlea3wS2M>

Economic Resilience Dashboard



Tracking the Greater Manchester Economy

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

The data is divided into six sections:

- Page 59 - **Business Support and Lending** provides information on coronavirus support measures and SME Lending.
- **Business Outlook** provides data gathered by GM based organisations on business sentiment and confidence.
- **Labour Market and Household Finances** provides leading indicators on employment, pay and personal finance.
- **Behavioural Insights** provides information on the movement of people across GM.
- **International Trade** provides the most up to date information available on exports at different geographies.
- **National Indicators** provides leading indicators on the state of the economy nationally.

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

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

Analysis



50,200

GM residents were furloughed in GM on 30th September, 4.2% of those eligible for the scheme. This is 7,200 (13%) less than at 31st August.



112,110

GM residents were in receipt of unemployment benefits in October, a reduction of 3.6% since September.



10,917

3-week average of online job postings in week ending 6th November 2021. This is 8% higher than a week earlier.

The number of claimants decreased by 3.6% to 112,110 between September and October. The fall in GM was lower than that nationally (4.0%). Trafford experienced the largest fall among GM districts (6.1%). After rising at an unprecedentedly rapid rate in the early months of the pandemic, the number of claimants has declined in each month since March 2021.

There were 50,200 GM residents on furlough on 30th September 2021. This is a decrease of 7,200 (-13%) since 31st August. 4.2% of GM residents eligible for the scheme were furloughed on 30th September, compared to 4.0% nationally. The furlough scheme closed on 30th September. **There were 51,200 claims to the fifth round of the Self-Employment Income Support Scheme (SEISS) up to 7th October 2021, 25,200 (33%) fewer than were made to the fourth round.** Take up rate for the fifth round up to October was 43% in GM, compared to 38% for the UK. Applications to the fifth round closed on 30th September.

The 3-weekly average of online job postings increased slightly to 10,917 on 6th November. This is 8% higher than a week earlier. Feedback from the Growth Company suggests that the number of GM firms that are currently recruiting new staff has decreased slightly from 41% to 40% in the 4 weeks to 1st November. 42.4% (45.2% previous) of all respondents think that their workforce skills are only 'partly' at the correct level to meet their business plan objectives for the year ahead.

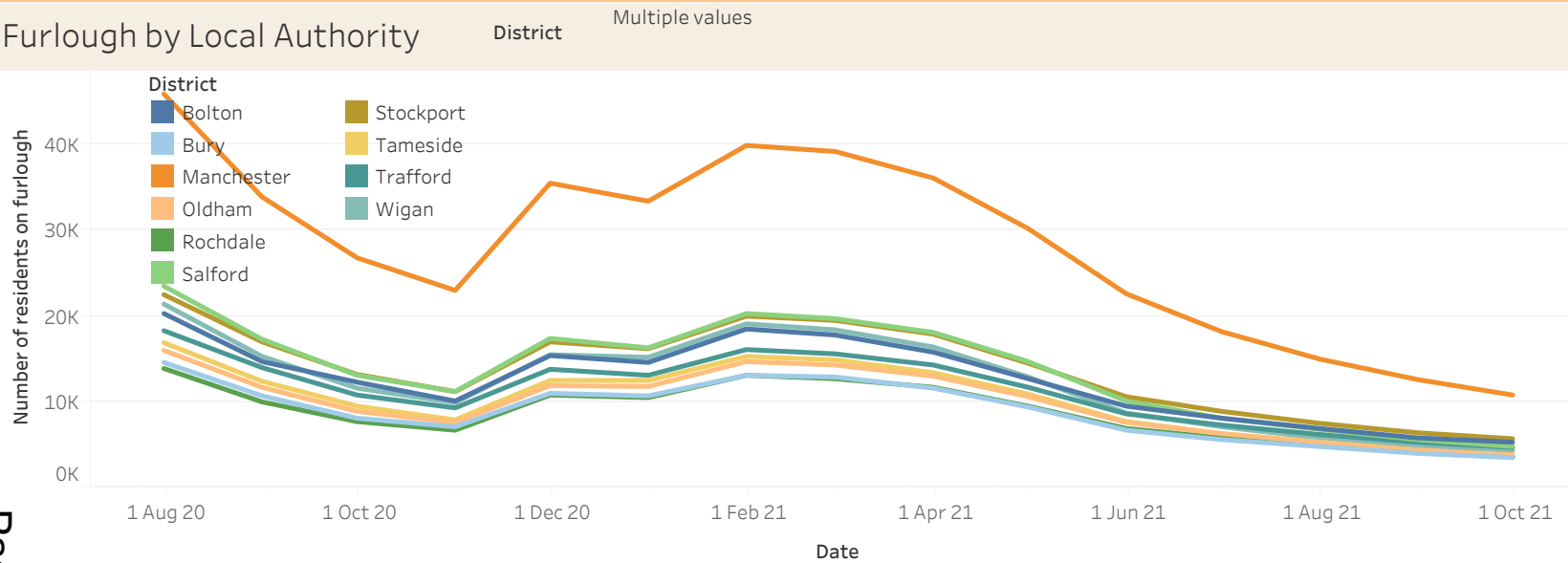
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Business Support and Lending

Furlough by Local Authority



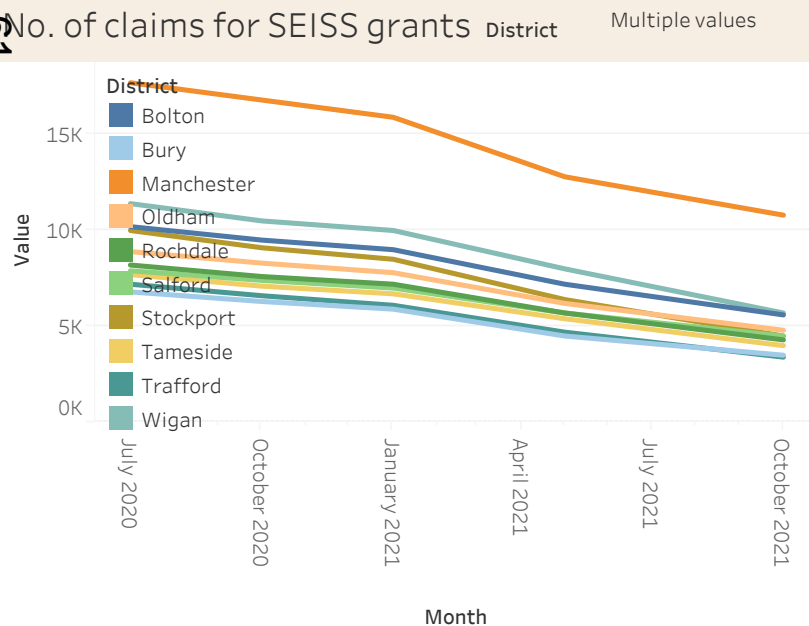
Key Facts

There were 50,200 GM residents on furlough on 30th September 2021. This is a decrease of 7,200 (-13%) since 31st August. 4.2% of GM residents eligible for the scheme were furloughed on 30th September, compared to 4.0% nationally. The furlough scheme closed on 30th September.

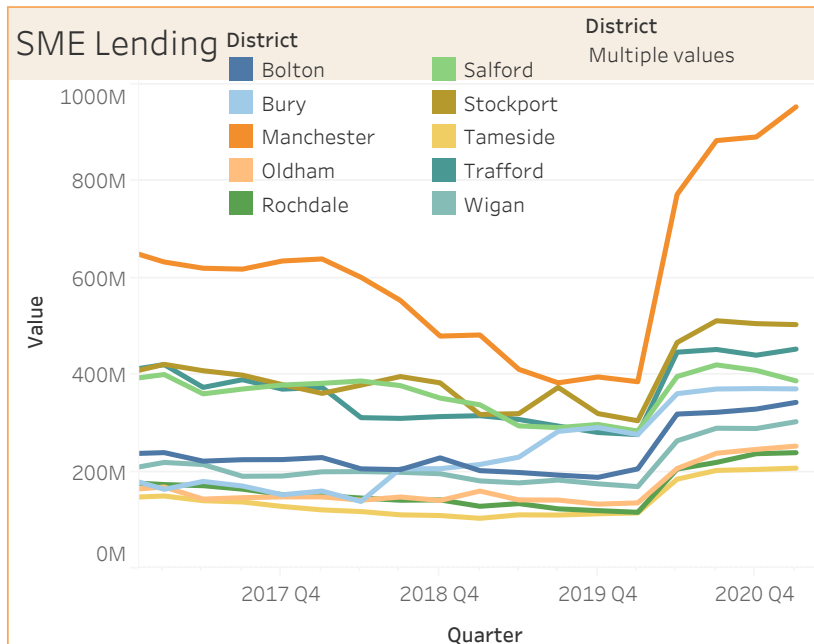
There were 51,200 claims to the fifth round of the Self-Employment Income Support Scheme (SEISS) up to 7th October 2021, 25,200 (33%) fewer than were made to the fourth round. Take up rate for the fifth round up to October was 43% in GM, compared to 38% for the UK. Applications to the fifth round closed on 30th September.

The value of loans to Small and Medium Sized Enterprises (SMEs) increased by 2% from £3.92 billion in Q4 2020 to £4.01 billion in Q1 2021. This data includes loans issued under the CBILS and BLS schemes.

No. of claims for SEISS grants

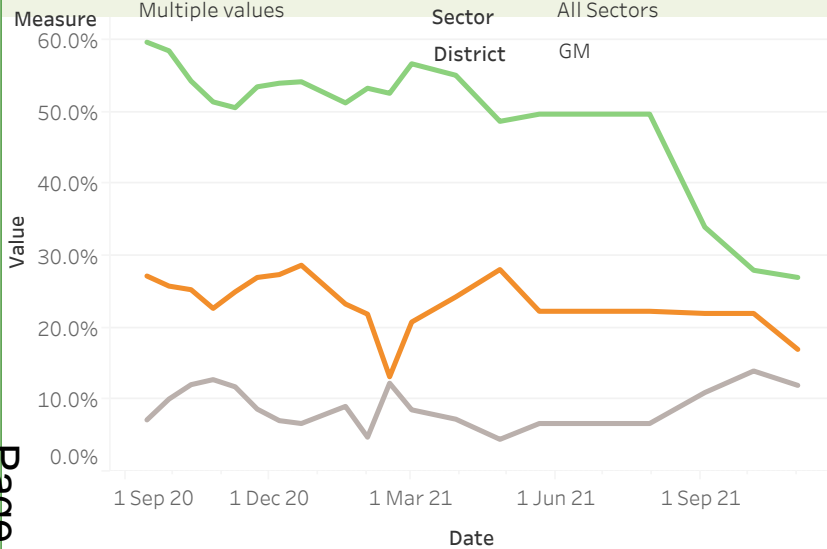


SME Lending

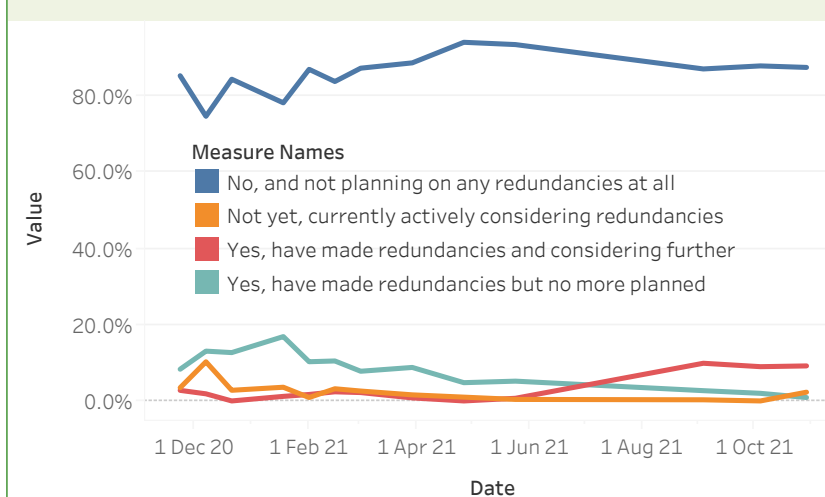


Business Outlook

Business Growth Hub Survey on COVID Impacts



Business Growth Hub Survey: Business planning to make redundancies



Key Facts

The most widely reported impact from the COVID crisis amongst businesses in the 12 weeks to the 1st November was decreased sales. 27.0% of businesses reported decreased sales, the number of businesses reporting decreased sales has declined for three consecutive months.

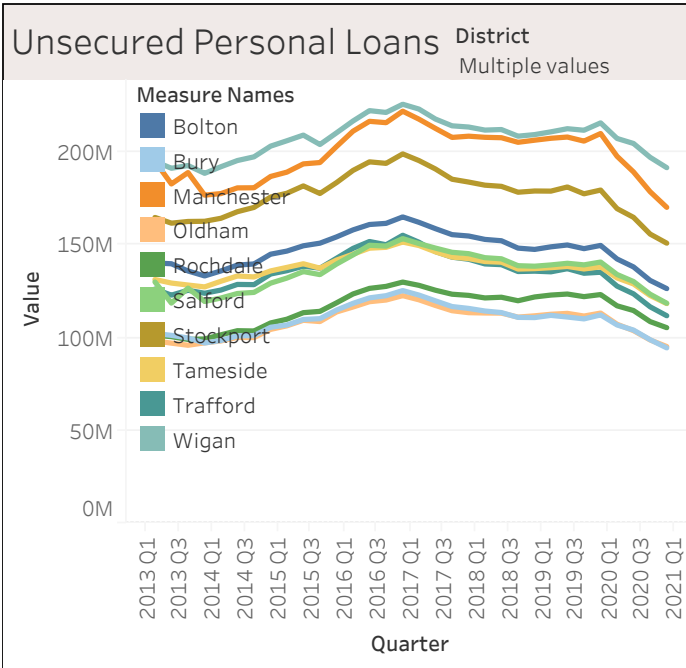
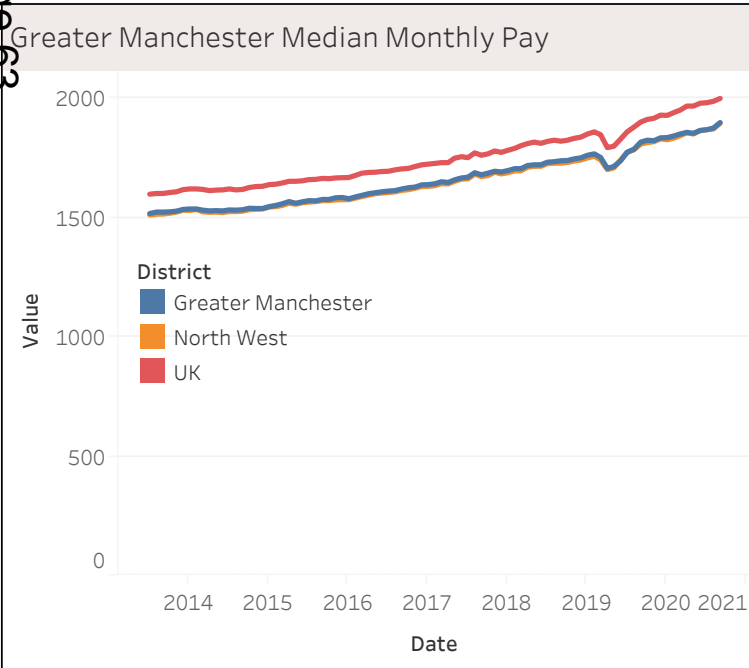
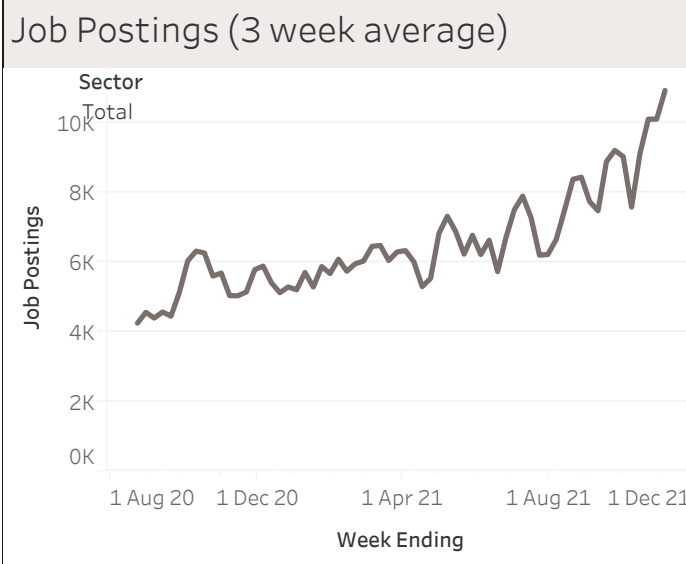
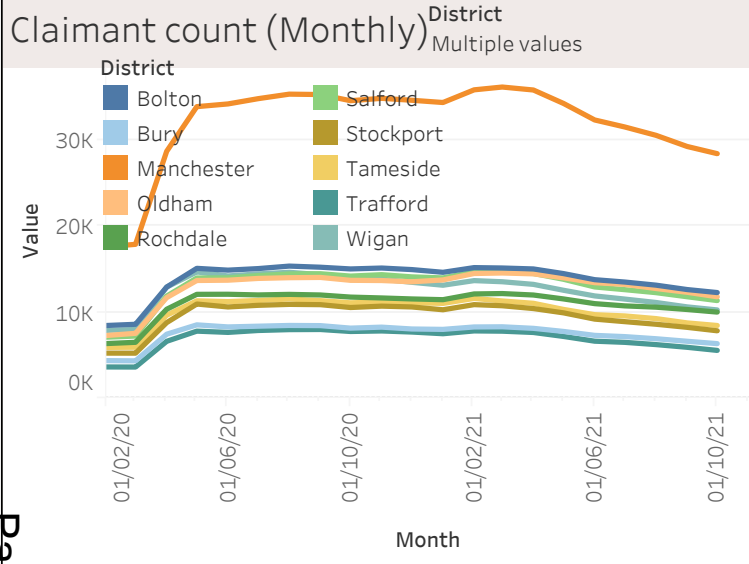
The number of firms that said they were considering making redundancies was 11.5% in the 12 weeks up to 29th October. 10.1% of firms said they had already made redundancies.

GM Chamber's GM Index increased from 30.4 in Q2 2021 to 31.9 in Q3 2021. This is the third consecutive positive score since Q1 2021.

GM Index (Quarterly)



Labour Market and Household Finances



Key Facts

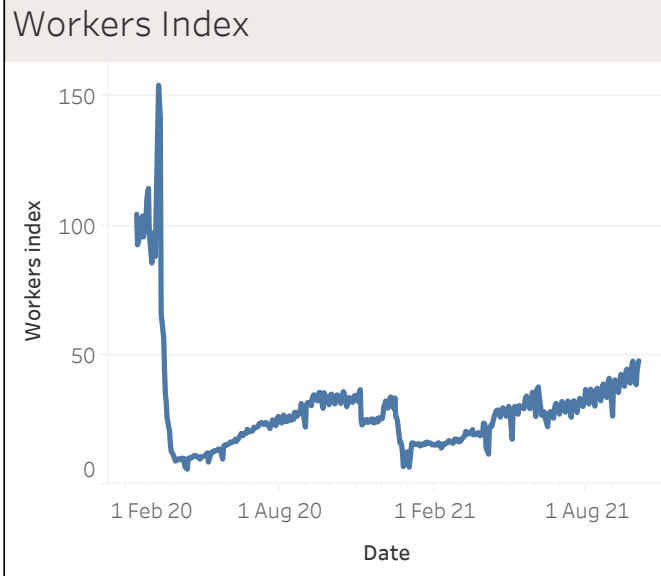
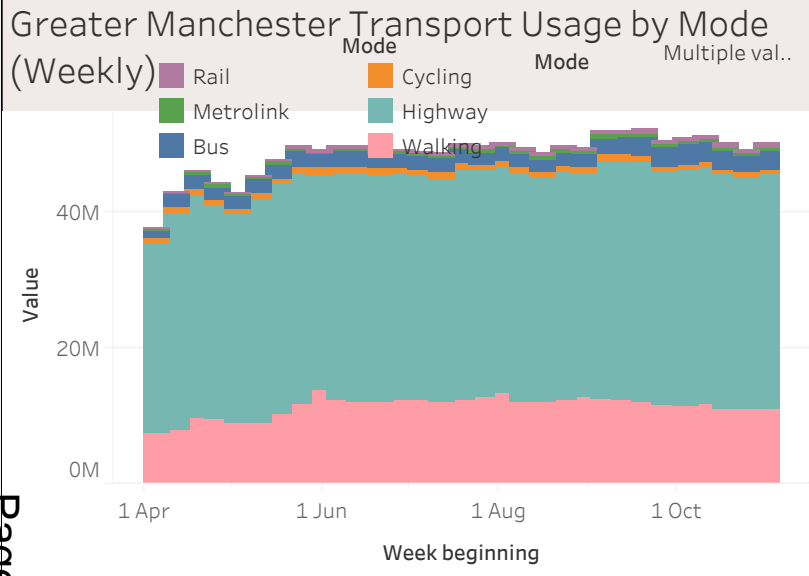
The number of claimants decreased by 3.6% to 112,110 between September and October. The fall in GM was lower than that nationally (4.0%). Trafford experienced the largest fall among GM districts (6.1%).

The 3-weekly average of online job postings increased slightly to 10,917 on 6th November. This is 8% higher than a week earlier.

Median monthly pay in Greater Manchester was £1,898 in September 2021, according to PAYE RTI data. Median monthly pay has increased 5% since September 2020 following a sharp decline at the beginning of the pandemic.

The value of Unsecured Personal Loans across Greater Manchester decreased by 4% from £1.33 billion in Q4 2020 to £1.28 billion in Q1 2021.

Behavioural Insights

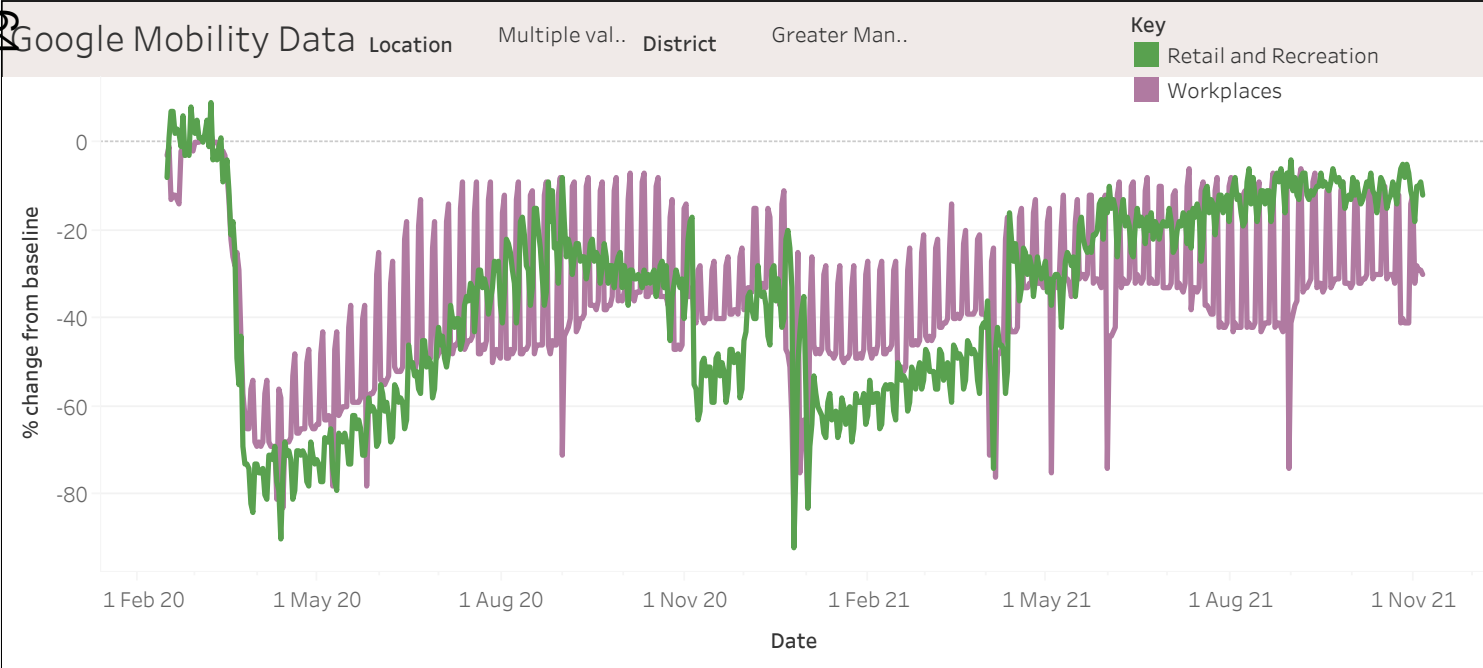


Key Facts

Google Mobility data for GM shows that the number of people moving through workplaces was 30% below the baseline and retail and recreation was 12% below the baseline on 5th November 2021.

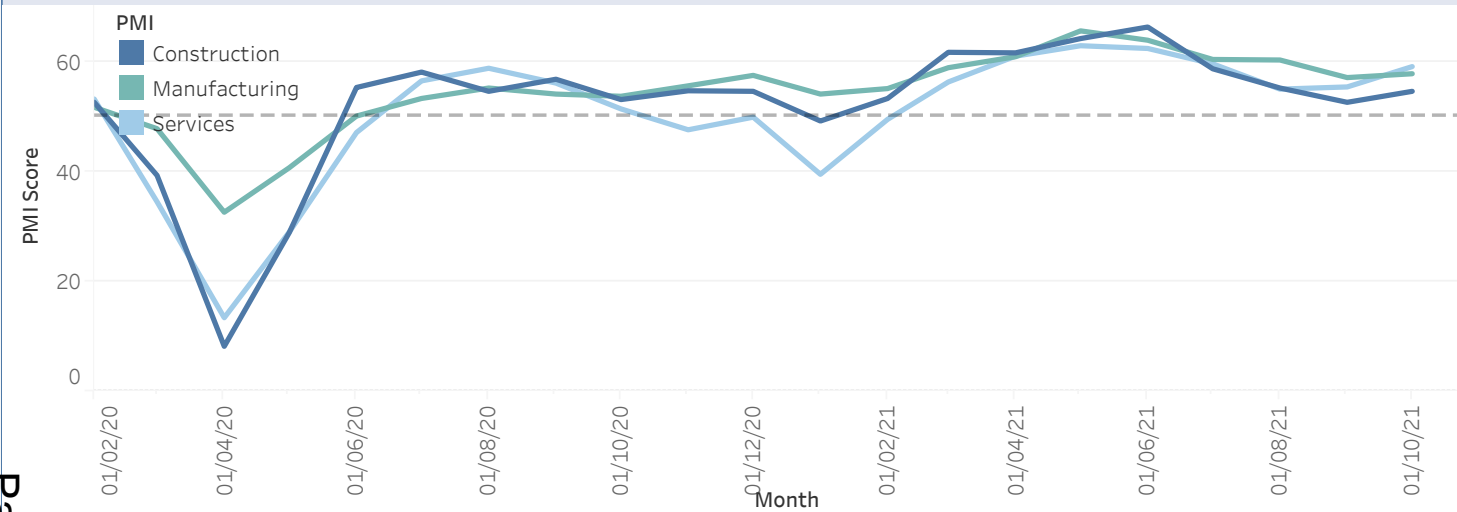
The Centre for Cities Workers index which looks at workers in the city centre in the daytime on weekdays was 47.8 on 30th September. The pre-lockdown baseline is 100.

There were 50 million passenger journeys across all modes of transport in Greater Manchester in week commencing 1st November 2021. Total passenger journeys are now roughly equal to pre-crisis levels.



National Indicators

UK purchasing managers index (Monthly)



Key Facts

All three sectoral PMI's increased in October.
 Manufacturing PMI increased from 57.1 to 57.8, Construction PMI increased from 52.6 to 54.6. Services PMI increased from 55.4 to 59.1. All three PMI's are above the 50.0 threshold that indicates growth.

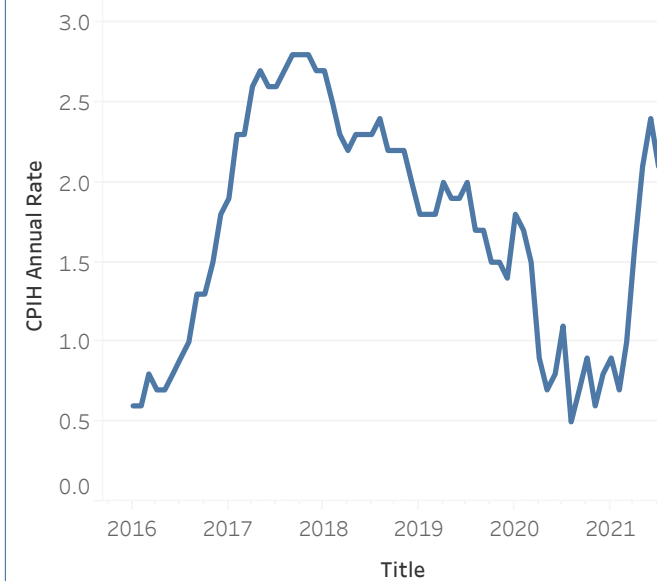
The UK Consumer Confidence Index decreased four points to -17 in October 2021.
 Consumer confidence is ten points below its February 2020 level, following a low of -36 in May 2020.

UK inflation as measured by the Consumer Price Index was 2.9% in the 12 months to September 2021.
 This was a slight decrease from the August figure of 3.0%.

UK consumer confidence (Monthly)



UK Inflation



International Trade

Export Documents (Monthly)



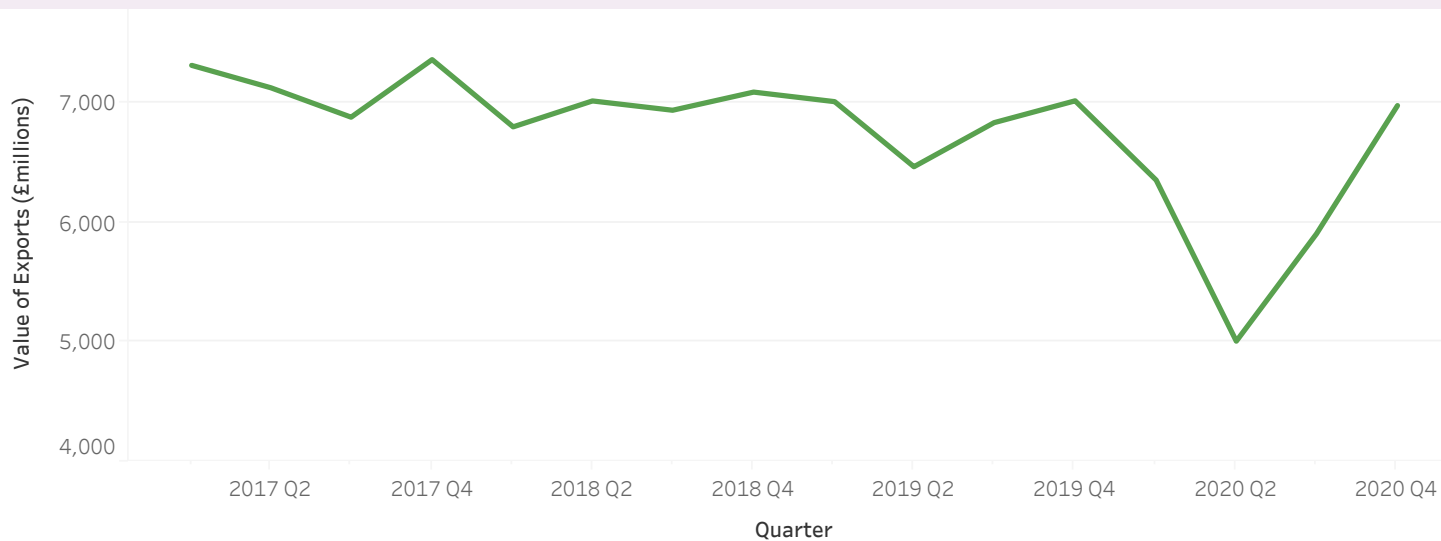
Key Facts

Export documents processed by the GM Chamber of Commerce increased by 4.6% in September, from 2,103 to 2,200. The total number of export documents is down 19.9% since September 2020.

The total value of exports from the North West was £7.0 billion, 1% less than Q4 2020. The total value of UK exports was £81.6 billion in Q4 2020, 7% less than Q4 2020.

Regional Exports (Quarterly)

Region: North West
Partner Region: Total



Definitions

Business Support and Lending

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

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

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

Business Outlook

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

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

Labour Market and Household Finances

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

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

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

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

Behavioural Insights

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

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

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

National Indicators

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

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

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

International Trade

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

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

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Greater Manchester Combined Authority

Date: 26th November 2021

Subject: GMCA Capital Update 2021/2022 - Quarter 2

Report of: Cllr David Molyneux, Portfolio Lead for Resources &
Steve Wilson, Treasurer to GMCA

PURPOSE OF REPORT

To present an update in relation to Greater Manchester Combined Authority 2021/22 capital expenditure programme.

RECOMMENDATIONS:

GMCA is requested to:

1. Note the current 2021/22 forecast of £625.7 million compared to the 2021/22 quarter 1 capital forecast of £681.7 million.
2. Note the additional funding secured of £3.4 million for the Clean Bus Fund from the Joint Air Quality Unit (JAQU) as outlined in para 8.1 of this report.
3. Approve the addition to the Capital Programme of Clean Air Plan Electric Vehicle Taxi Infrastructure (part of the Greater Manchester Clean Air Plan) as outlined in para 8.3 of this report with a current forecast of £0.9 million in 2021/22, £1.3 million in 2022/23 and £0.8 million in 2023/24.
4. Approve the grant of £0.1m to Greater Manchester FOF Limited Partnership and to note that this will be funded by a corresponding sum distributed to the GMCA from Evergreen Holding Fund.

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Risk Management – An assessment of major budget risks faced by the authority are carried out quarterly as part of the reporting process – at the present time a significant proportion of the capital budget is funded through grant. In order to mitigate the risk of monetary claw back the full programme is carefully monitored against the grant conditions and further action would be taken as necessary.

Legal Considerations – There are no specific legal implications contained within the report.

Financial Consequences – Revenue – There are no specific revenue considerations contained within the report, however the revenue budget contains resources to meet the capital costs of the authority. Changes in the capital programme can affect the budget to meet these costs.

Financial Consequences – Capital – The report sets out the expenditure for 2021/22.

Number of attachments included in the report: None

BACKGROUND PAPERS:

Reports to Greater Manchester Combined Authority:
GMCA Capital Programme 2020/21 – 2023/24 - 12 February 2021
GMCA Capital Update 2021/22 – Quarter 1 – 10 September 2021

Tracking/ Process

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

No

Exemption from call in

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?

None

GM Transport Committee

None

Overview and Scrutiny Committee
GM Corporate Issues & Reform 16th Nov 2021

1. INTRODUCTION AND BACKGROUND

- 1.1 The Greater Manchester Combined Authority (GMCA) approved the 2021/22 Capital Programme at its meeting on 12 February 2021. The latest 2021/22 Capital reforecast was reported to and noted by the GMCA at its meeting on 10 September 2021.
- 1.2 GMCA's capital programme includes Greater Manchester Fire and Rescue Services, Economic Development and Regeneration programmes and the continuation of the programme of activity currently being delivered by Transport for Greater Manchester ("TfGM") and Local Authorities including the following elements:
- The Greater Manchester Transport Fund ('GMTF');
 - Metrolink Trafford Park Line Extension;
 - Clean Air Schemes including Early Measures Investment Fund (EMIF), Clean Bus Initiatives, OZEV-EV Taxi, CAP EV Taxi Infrastructure, Clean Air Zones (CAZ) and Financial Support Scheme (FSS);
 - Other capital projects and programmes including Transforming Cities 1 and 2, Active Travel, Cycle City Ambition Grant (CCAG 2), Rail – Access for All, Cycle Safety, and Bus Franchising;
 - Transport Growth Deal Major Schemes;
 - Minor Works (including schemes funded by Integrated Transport Capital Block and Growth Deal);
 - Capital Highways Maintenance, Traffic Signals and Full Fibre;
 - Investments including Growing Places, Regional Growth Fund and Housing Investment Fund; and
 - Economic Development and Regeneration Growth Deal Schemes.
- 1.3 The 2021/22 Capital Programme is summarised in Appendix A and the major variances are described in this report.

2. IMPACT OF COVID-19

- 2.1 As previously reported, the progression of a significant number of schemes and their associated expenditure profiles has been impacted upon by COVID-19. During 2021, these impacts have been compounded by global pressures on construction materials availability and associated pricing, to which the pandemic and other market forces have proved to be contributory factors.
- 2.2 TfGM and Local Authority Delivery Partners are continuing to work with their respective supply chains to keep the impacts of the above matters to a minimum.
- 2.3 Some of these impacts have manifested themselves on the capital expenditure forecast figures reported within his update. It is anticipated that these impacts will continue, to varying degrees, into the future in respect of expenditure within the current financial year.
- 2.4 These impacts are being kept under regular review and will continue to be reported to the GMCA through future capital updates.

3. GREATER MANCHESTER TRANSPORT FUND (GMTF)

- 3.1 The GMTF programme is funded from a combination of grants from the Department for Transport (DfT); a 'top slice' from the Greater Manchester Integrated Transport Block (ITB) LTP funding; and from a combination of borrowings, to be undertaken by GMCA, and partly from local/third party contributions and local resources (including LTP and prudential borrowings).
- 3.2 The GMTF was established on the basis that GMCA would repay the borrowings in full by 2045, in part through the application of Metrolink net revenues (being Metrolink revenues, net of operating, maintenance and other related costs); in part by the application of the annual ring-fenced levy contributions, which will be raised by the GMCA, under its levying powers; and in part from local, third party, revenue contributions.
- 3.3 The GMCA and TfGM hold earmarked reserves which are ring-fenced to pay for and manage the risks of delivering their ongoing capital programme. This includes the capital programme reserve which will be utilised as the financing costs (which include both the interest costs and minimum revenue provision with respect to the borrowings, which have been or will be taken out to fund the delivery of the schemes).
- 3.4 As reported previously to GMCA, due to the impact of COVID-19, Metrolink has suffered a significant reduction in farebox revenues. DfT have now confirmed additional COVID support up to the end of the financial year with the funding currently forecast to be sufficient to cover the current operating deficit.

Metrolink Programme

- 3.5 The Metrolink Programme includes the close out of certain activities relating to the Phase 3 expansion programme as well as other service and operational improvement works to the network.
- 3.6 The current forecast expenditure for 2021/22 on residual works is £7.0 million, compared to a previous forecast of £6.5 million. The variance relates to the earlier conclusion of procurement and associated contract award activities with service and operational works now having started on site.
- 3.7 The total forecast outturn cost is within the total approved budget.

Metrolink Renewal and Enhancement Capital Programme

- 3.8 The Metrolink Renewals and Enhancements programme has historically been funded by prudential borrowings, with repayments being made from Metrolink net revenues. However, as result of COVID-19 and the associated impact on Metrolink revenues referred to at 3.4 above, the programme was reprioritised, with only works that are either safety or operationally critical currently being delivered.
- 3.9 The current forecast expenditure for 2021/22 of £8.5 million is in line with the previous forecast of £8.6 million.
- 3.10 The total forecast outturn cost is within the total approved budget.

Park and Ride

- 3.11 The current forecast for 2021/22 is £0.1 million is in line with the previous forecast.
- 3.12 The total forecast outturn cost is within the total approved budget.

Bus Priority Programme

- 3.13 The current forecast for 2021/22 is £0.2 million, which is in line with the previous forecast.
- 3.14 The total forecast outturn cost is within the total approved budget.

Interchanges

- 3.15 The current forecast expenditure for 2021/22 is £0.1 million compared to a previous forecast of £0.3 million. The variance is due to the settlement of agreements.
- 3.16 The total forecast outturn cost is within the total approved budget.

A6 to Manchester Airport Relief Road (A6MARR)

- 3.17 Stockport Council is responsible for the delivery of the A6MARR, resulting in the expenditure largely comprising grant payments to Stockport MBC.
- 3.18 The current forecast expenditure for 2021/22 is £3.4 million and is in line with the previous forecast of £3.5 million.
- 3.19 The total forecast outturn cost is within the total approved budget.

4. METROLINK TRAFFORD EXTENSION

- 4.1 The current forecast expenditure in 2021/22 is £0.2 million, compared to a previous forecast £1.0 million. The variance is predominately due to rephasing of risk allowances.
- 4.2 The total forecast outturn cost is within the total approved budget.

5. TRANSFORMING CITIES FUND (TCF)

- 5.1 This programme includes:
- Metrolink Additional Capacity; and
 - Cycling and Walking Mayoral Challenge Fund (MCF)
- 5.2 The Metrolink Additional Capacity programme includes the purchase of 27 additional trams and additional supporting infrastructure. The current forecast expenditure is £16.9 million in 2021/22 compared to a previous forecast of £18.4 million. The variance is due to previously reported delays in manufacturing and delivery of trams, which have been affected by the supply of materials. The associated Power Upgrades

and Depot Improvement works, are due to commence during Quarter 3 of this financial year.

5.3 The Cycling and Walking Challenge Fund 2021/22 current forecast spend of £43.5 is in line with the previous forecast of £43.9 million.

5.4 Total forecast outturn costs are within the total approved budgets.

6. TRANSFORMING CITIES FUND - SECOND ALLOCATION (TCF2)

6.1 The current TCF2 forecast expenditure is £2.2 million compared with a previous forecast of £2.6 million. The variance is due to a realignment of scheme development activities to ensure consistency with the programme of work included in the CRSTS submission.

6.2 The total forecast outturn cost is within the total approved budget.

7. ACTIVE TRAVEL FUND (ATF)

7.1 The Active Travel Fund (ATF) programme comprises 25 cycling and walking infrastructure schemes located on the public highway, which are to be delivered by the 10 Greater Manchester Authorities. The current ATF forecast expenditure is £3.4 million against a previous forecast of £6.4 million. The variance is due to a review of the schemes within the programme, resulting in a re-phasing of some schemes into future years.

7.2 Total forecast outturn costs are within the total approved budgets.

8. CLEAN AIR PROGRAMME

8.1 The Clean Bus Fund and Clean Bus Technology Fund current expenditure forecast is £12.2 million compared to a previous forecast of £11.6 million. The variance is due additional funding secured for the Clean Bus Fund of £3.4 million in August 2021 of funding from Joint Air Quality Unit (JAQU) to support replacement of non-compliant vehicles for small and medium sized bus operators who operate registered bus services within Greater Manchester.

8.2 The OZEV EV Taxi Project current expenditure forecast is £0.9 million compared to a previous forecast of £1.6 million. The variance is primarily due to the finalisation of site selection shortlisting for Electric Vehicle Charging sites.

8.3 In March 2021, JAQU awarded £3.5 million (£3.0 million capital investment and £0.5 million revenue) as part of the Clean Air Programme to facilitate the roll out a minimum of 30 taxi dedicated rapid charging as part of the CAP EV Taxi Infrastructure. The current capital expenditure forecast for this financial year is £0.9 million.

8.4 The final Business Case for the GM Clean Air Zone (CAZ) is in the process of being finalised for submission to the JAQU.

8.5 The current forecast for implementation of the GM CAZ of £18.1 million is in line with the previous forecast of £18.4 million.

- 8.6 The Financial Support Scheme (FSS) current expenditure is £3.7 million compared to a previous forecast of £5.1 million due to rephasing of risk allowances.
- 8.7 Joint Air Quality Unit (JAQU) Early Measures Investment Funding (EMIF) 2021/22 current forecast expenditure is £0.6 million and is in line with the previous forecast
- 8.8 The total forecast outturn cost is within the total approved budget for both projects.

9. OTHER CAPITAL SCHEMES AND PROGRAMMES

- 9.1 The other capital schemes and programmes include:
- Cycle City Ambition Grant 2 (CCAG2); and
 - Rail - Access for All
- 9.2 The current forecast expenditure in 2021/22 on the CCAG 2 programme is £1.7 million and is in line with the previous forecast.
- 9.3 The Greater Manchester Rail Access for All Programme consists of £6.7 million of funding, awarded by the Department for Transport (DfT) to Network Rail. The Access for All Programme current expenditure forecast is £0.5 million compared to a previous forecast of £1.2 million. The variance is due to the timing of the development of the programme of works with Network Rail.
- 9.4 The total forecast outturn costs are within the total approved budgets for these programmes.

10. BUS FRANCHISING

- 10.1 The current Bus Franchising forecast for 2021/22 is £15.6 million compared to a previous forecast of £24.6 million. The variance is due to phasing of infrastructure works.

11. TRANSPORT LOCAL GROWTH DEAL 1 MAJORS SCHEMES AND 3 (Major and Minor Schemes)

- 11.1 The Transport Local Growth Deal 1 & 3 Majors Programme consists of 15 major schemes (excluding Stockport TCAP) which are being delivered by TfGM and the Local Authorities. The total current forecast expenditure is £27.5 million compared to a previous forecast of £34.2 million with the variance being due to rephasing of works on the Oldham Town Centre scheme into next financial year, a rephasing of design works on the TfGM led Stockport Mixed Used scheme and a rephasing of risk allowances on the Metrolink Improvement Package.
- 11.2 The Local Growth Deal 3 Minor Works schemes are being delivered by TfGM and the Local Authorities. The current forecast expenditure in 2021/22 is £3.1 million and is in line with the previous forecast of £3.2 million.
- 11.3 Total forecast outturn costs are within the total approved budgets.

12. MINOR WORKS

12.1 The 2021/22 current expenditure forecast for these schemes is £7.3 million compared to a previous forecast of £5.3 million. The reason for this variance is works across various schemes being progressed ahead of schedule.

12.2 Total forecast outturn costs are within the total approved budgets.

13. GMCA CONTROLLED TRANSPORT SCHEMES

13.1 The final allocation of the devolved Local Transport Grant, which includes funding for the Integrated Transport Block and Highways Maintenance Block and Incentive Element totalling £35.7m was confirmed later than in previous years and was not received in time to be included in the 2021/22 budget approved by GMCA on 12 February 2021. The Government also confirmed the allocation for the Pothole and Challenge Fund of £15.5m. The update to the capital programme and allocations to GM local authorities was agreed by GMCA on 25th June 2021 as is now reflected in the revised capital programme.

14. ECONOMIC DEVELOPMENT AND REGENERATION FUNCTIONS

14.1 Regional Growth Fund (RGF)

The RGF of £65m was secured by GM through two rounds of bidding in 2012/13 and 2013/14. The RGF has supported eligible projects and programmes raising private sector investment to create economic growth and employment. The forecast loan advances, equity investments and loan repayments would lead to a net spend of £10.1m in 2021/22.

14.2 Growing Places

The Growing Places Fund originally secured by GM in 2012/13 totalled £34.5m of capital grant funding which is being used to provide up front capital investment in schemes. Loan advances of £11.2m are forecast for 2021/22.

14.3 Housing Investment Fund

The Greater Manchester Housing Investment Fund has been designed to accelerate and unlock housing schemes. It will help build the new homes to support the growth ambitions across Greater Manchester. To facilitate this DCLG have provided a £300 million loan to provide the up-front funding and loans are approved by GMCA. Forecasts drawdowns for 2021/22 currently stand at £148.2m, a reduction of £21.5m since quarter 1 as pipeline projects are subject to change once specific loans are approved and the timing of payments confirmed. This means the forecast expenditure may come to fruition during 2021/22 but may be carried forward in to 2022/23.

14.4 Greater Manchester FOF Limited Partnership (FOF)

FOF is the holding fund established to receive GMCA's £60m allocation of ERDF funding from the 2014-20 Operational Programme. Under the agreement, GMCA is required to match fund up to £1.5m towards the operational costs of the funds. To

date, GMCA has provided £0.5m, funded via a distribution from NW Evergreen Holdings Limited Partnership (EHF), the holding fund for the predecessor ERDF fund which now sits within GMCA following novation in 2016. The initial £0.5m has now been utilised and an additional £0.1m contribution has been requested. This should be sufficient to cover match funding requirements until FOF generates sufficient returns to cover its overheads directly. This £0.1m grant from GMCA to FOF will be funded by a corresponding distribution from EHF to GMCA.

14.5 Former Growth Deal

The 2021/22 current expenditure forecast for these schemes is £5.7m which is a reduction of £0.9m since quarter 1 against the budget of £12.2m. The variance relates to rephasing of the works, where the remaining spend will take place in 2022/23

14.6 Getting Building Fund

The 2021/22 current expenditure forecast is £34.6m which is unchanged from quarter 1 based on full spend of the grant by 31st March 2022.

14.7 Brownfield Land

The 2021/22 current expenditure forecast is £37.9m compared to an original budget of £30m. The variance relates to rephasing and timing of drawdowns by participants.

14.8 Public Sector Decarbonisation Scheme

The submission of a bid for the Public Sector Decarbonisation Scheme (PSDC) was reported to the 27 November 2020 meeting of the GMCA. The purpose of the grant via Salix is to half carbon emissions from the Public Estate by 2032, through the deployment of energy efficiency and heating measures, excluding gas powered boilers and Combined Heat and Power (CHP).

The 2021/22 current expenditure forecast remains at £78.2m which is being spent by GMCA, TfGM, GM Local Authorities and other partner organisations within GM. Full spend of the grant must take place by 31st March 2022 otherwise grant must be returned.

14.9 Homelessness Rough Sleeper Programme

The 2021/22 current expenditure forecast is £1.3m and was approved at the 27 November 2020 meeting of the GMCA.

14.10 Green Homes Grant

The 2021/22 current expenditure forecast is £27.2m which includes phases 1a, 1b and 2 and is to support domestic retrofit projects fully funded by UK central government.

15. **GREATER MANCHESTER FIRE AND RESCUE SERVICE**

15.1 Estates

A long-term Estates Strategy is being formulated, the approved Phase 1 of the scheme with plans for extension and refurbishment works on Littleborough Fire Station underway and the remainder of the Phase 1 plan to commence from 2022/23 and complete by 2025/26. Alongside this is the Bury Training and Safety Centre scheme which is also underway and due to complete in the first quarter of 2022/23.

15.2 ICT

Work is on-going with the ICT Governance Group to identify future investment requirements to underpin the Fire Plan and Annual Delivery Plan using digital solutions.

15.3 Vehicles and Equipment

Forecasts have been reprofiled to reflect the expected value of vehicle and equipment to be received by March 2022.

15.4 Waking Watch Relief

This scheme is administered by GMFRS for the City Region and funded by Government Grant. The funding is for the implementation of alarm systems to allow the release of costs of employing a waking watch. The full allocation of the grant has been successfully awarded under the governance of a panel and reported back to Government.

16. WASTE

16.1 Operational Assets

The 2021/22 current expenditure forecast has increased slightly from quarter 1 by £0.950m to allow for planning and initial groundworks to commence in 2021/22 at Reliance Street, Newton Heath if resources allow.

16.2 Non-Operational Assets

The 2021/22 current expenditure forecast has decreased by £0.910m due to projects being reprofiled into 2022/23 to allow for the works on the operational assets to continue.

17. RECOMMENDATIONS

17.1 The recommendations appear at the front of this report.

Appendix A	2021/22 Original Budget	2021/22 Revised Budget at Qtr 1	2021/22 Forecast Outturn at Qtr 2	Change
	£'000	£'000	£'000	£'000
<u>TRANSPORT</u>				
Greater Manchester Transport Fund				
Metrolink Programme	5,770	6,494	7,029	535
Metrolink Renewals and Enhancements	8,394	8,614	8,513	(101)
Park and Ride	-	129	115	(14)
Bus Priority Programme	77	216	233	17
Interchanges	-	212	83	(129)
Greater Manchester Transport Fund	14,241	15,665	15,973	308
Road Schemes (Stockport)				
Stockport Town Centre Access Plan (DfT retained scheme)	-	-	-	-
A6 MARR / SEMMMS	5,552	3,493	3,410	(83)
Stockport Council Schemes total	5,552	3,493	3,410	(83)
Other Metrolink Schemes				
Trafford Extension	196	976	174	(802)
Other Metrolink Schemes total	196	976	174	(802)
Other Capital Schemes				
Wythenshawe Interchange	51	51	51	-
Cycling-CCAG 2	2,179	1,736	1,732	(4)
TCF - Mayors Challenge Fund	54,290	43,889	43,509	(380)
TCF - Metrolink Capacity Improvement Programme	18,132	18,358	16,925	(1,433)
Transforming Cities 2	2,625	2,625	2,222	(403)
Active Travel Fund	6,697	6,368	3,372	(2,996)
Access For All	1,788	1,245	502	(743)
Bus Franchising	-	24,600	15,600	(9,000)
Cycle Safety	-	-	-	-
OLEV Taxi	1,986	1,579	922	(657)
CAP EV Taxi Infrastructure	-	-	930	930
Clean Funds Scheme (CFS)	-	5,137	3,678	(1,459)
Clean Air Zone (CAZ)	-	18,358	18,065	(293)
Clean Bus Technology Fund	1,733	2,071	2,071	-
Clean Bus Fund	11,571	9,571	10,092	521
Early Measures	342	563	563	0
Other Capital Schemes total	101,394	136,151	120,234	(15,917)
Growth Deal - Transport				

TfGM Majors	22,117	20,715	16,335	(4,380)
Local Authorities Majors	12,418	13,508	11,144	(2,364)
Growth Deal 3 TfGM schemes	1,347	3,169	3,094	(75)
Growth Deal 3 Local Authorities	1,040	56	-	(56)
Growth Deal total	36,922	37,448	30,573	(6,875)
Minor Works				
ITB Local Authorities and TfGM	849	1,047	1,160	113
Growth Deal 1&2 Local Authorities	6,932	3,563	5,395	1,832
Growth Deal 2 TfGM Schemes	910	725	703	(22)
Minor Works total	8,691	5,335	7,258	1,923
GMCA Transport Schemes				
Traffic Signals	2,500	2,500	2,500	-
Full Fibre Network	17,252	17,252	17,252	-
Highways Maintenance	27,202	34,940	34,940	-
GMCA Transport Schemes	46,954	54,692	54,692	-
Total - Transport	213,950	253,760	232,314	(21,446)
Regional Growth Fund	5,000	7,950	10,103	2,153
Growing Places	20,000	20,000	11,182	(8,818)
Housing Investment Fund	90,142	169,694	148,181	(21,513)
Growth Deal - Skills Capital Round 2 & 3	9,673	5,932	5,053	(879)
Growth Deal - Life Sciences Fund	1,749	814	814	-
Growth Deal - Pankhurst Institute	793	-	-	-
Getting Building Fund	31,316	34,612	34,612	-
Brownfield Land Fund	30,000	37,500	37,907	407
Affordable Homes	-	200	200	-
Public Sector Decarbonisation Scheme	-	78,237	78,237	-
Homelessness Rough Sleeper Programme	-	1,335	1,335	-
Green Homes	-	27,222	27,222	-
Total Capital - ED&R	188,673	383,496	354,846	(28,650)
Estates	4,999	6,372	4,275	(2,097)
ICT	4,017	2,218	2,205	(13)
Vehicles & Equipment	4,186	7,162	4,446	(2,716)
Sustainability	75	471	342	(129)
Waking Watch Relief	-	2,050	2,050	-
Total Capital - Fire and Rescue Service	13,277	18,273	13,318	(4,955)
Operational Sites	21,300	24,050	25,000	950
Non-Operational - Sites	1,750	1,110	200	(910)

Total Capital - Waste & Resources	23,050	25,160	25,200	40
Total Capital	438,950	680,689	625,678	(55,011)

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Greater Manchester Combined Authority

Date: 26th November 2021

Subject: GMCA Revenue Update Quarter 2 - 2021/22

Report of: Cllr David Molyneux, Portfolio Leaders for Resources & Steve Wilson, Treasurer to GMCA

PURPOSE OF REPORT

To inform GMCA of the 2021/22 financial position at the end of September 2021 (quarter 2) and forecast revenue outturn position for the 2021/22 financial year.

RECOMMENDATIONS:

1. Approve an increase to Mayoral budget of £535k to be funded from reserves as set out in Section 2.
2. Approve an increase to the GMCA General budget of £13.746m which is fully funded from additional income and use of reserves as set out in Section 3.
3. Approve use of the revenue reserves earmarked for the capital programme to increase the TfGM revenue budget for costs relating to two approved capital schemes that cannot be capitalised. This transfer will be offset by a commensurate reduction in the capital programme.
 - £0.730m to fund Mayors Challenge Fund programme management of £0.650 and GM side road zebra research commission costs of £80k; and
 - £0.800m of revenue costs relating to the temporary Metrolink Park and Ride facility at Whitefield.

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Risk Management – An assessment of major budget risks faced by the authority are carried out quarterly as part of the reporting process – the risks are identified within the report.

Legal Considerations – There are no specific legal implications with regards to the 2021/22 budget update.

Financial Consequences – Revenue – The report sets out the forecast outturn position for 2021/22.

Financial Consequences – Capital – There are no specific capital considerations contained within the report.

Equalities Implications: The report recommendation an increase to the Mayoral budget for tackling inequalities in response to the recommendations of the Independent Inequalities Commission which was reported to GMCA on 25th June 2021;

Number of attachments included in the report: 0

BACKGROUND PAPERS:

Reports to Greater Manchester Combined Authority:

GMCA Budget Reports – 12th February 2021

GMCA Revenue Update Quarter 1 2021/22 – 30th July 2021 and 10th September 2021

Tracking/ Process

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

Exemption from call in

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?

None

GM Transport Committee

None

Overview and Scrutiny Committee

GM Corporate Issues & Reform 16th Nov 2021

1. INTRODUCTION

- 1.1 The report details the GMCA actual position to 30th September 2021 and forecast revenue outturn position for 2021/22, covering Mayoral General Budget, Mayoral GM Fire and Rescue Budget (GMFRS), GMCA General Budgets, GM Waste and Transport including Transport for Greater Manchester (TfGM). It provides an analysis of the significant forecast variances in year compared to approved budget and seeks approval for revisions to the budget.
- 1.2 The position at Quarter 2 is summarised in the table below with further detail on the variances provided in the report.

GMCA Revenue Update - Qtr 2	Budget			Q2 Forecast Outturn			Variance		
	Exp	Income	Total	Exp	Income	Total	Exp	Income	Total
	£000	£000	£000	£000	£000	£000	£000	£000	£000
Mayoral	127,032	-127,032	0	127,567	-127,567	0	535	-535	0
GMCA General	245,876	-245,876	0	259,622	-259,622	0	13,746	-13,746	0
GM Fire and Rescue	111,635	-111,635	0	109,926	-111,575	-1,649	-1,709	60	-1,649
Waste	162,402	-162,402	0	160,494	-162,889	-2,395	-1,908	-487	-2,395
Transport	246,426	-246,426	0	253,976	-253,976	0	7,550	-7,550	0
Total	893,371	-893,371	0	911,585	-915,629	-4,044	18,214	-22,258	-4,044
<u>Memorandum item</u>									
TfGM	173,680	-173,680	0	181,230	-181,230	0	7,550	-7,550	0

2. MAYORAL BUDGET

- 2.1 The revised Mayoral budget for 2021/22 approved by GMCA following the GMCA Revenue Update Quarter 1 in July 2021 is £127.032m. At the end of quarter 2 the forecast position for the Mayoral budget is breakeven with projected expenditure of £127.567m.
- 2.2 The quarter 2 position is an increase of expenditure by £535k to be funded by a transfer from Mayoral reserves relating to the following:
- GMCA has been successful in a bid to Government for the Rough Sleeper Initiative to support the A Bed Every Night programme (ABEN). However the amount awarded was £1m against a bid of £1.5m. To ensure the ABEN programme can be delivered as planned an additional contribution from Mayor's budget of £500k is required.
 - Funding to the 'No Child Goes Hungry' scheme over the summer holidays of £53k has been provided. This has been funded £18k from underspend in the Mayoral administrative budget and £35k from reserve.
- 2.3 The table below summarises the position:

Mayoral Budget 2021/22 Quarter 2 Position	Original Budget	Revised Budget	Forecast Outturn	Variance
	£000	£000	£000	£000
Employee Related	457	457	452	-5
Supplies and Services	2	2	9	7
Travel Related	33	28	8	-20
Corporate Recharge	756	756	756	0
Mayoral Priorities	19,250	19,539	20,092	553
Mayoral Transport	106,250	106,250	106,250	0
Total Expenditure	126,749	127,032	127,567	535
Mayoral Precept	-18,709	-18,709	-18,709	0
Collection Fund Deficit	855	855	855	0
Collection Fund Grant	-105	-105	-105	0
Local Council Tax Scheme	-504	-504	-504	0
BSOG grant	-13,100	-13,100	-13,100	0
Mayoral Capacity grant	-1,000	-1,000	-1,000	0
Statutory charge	-86,700	-86,700	-86,700	0
Use of Reserves	-6,636	-6,919	-7,454	-535
External Income	-850	-850	-850	0
Gross Income	-126,749	-127,032	-127,567	-535
Net Expenditure	0		0	0

3. GMCA General Budget

- 3.1 The 2021/22 budget approved for GMCA in February 2021 was £224.044m funded from recurrent and non-recurrent sources, made up of local precepts and levies, government grants and reserves. The budget was revised in the revenue update for quarter 1 to £245.876m as result of additional grant funding received in year and planned use of year end reserves.
- 3.2 The forecast position at the end of quarter 2 is breakeven. The position at quarter 2 includes the impact of 1.75% estimated pay award for Green Book staff, which was not anticipated when the original budget was approved, the impact of this has been managed within overall budgets.
- 3.3 Since the quarter 1 2021/22 revised budget was approved in September 2021 there have been changes to planned expenditure across the Directorates. Overall, this is an increase to the GMCA budget of £13.746m which is fully funded from additional income and reserves as set out below. The GMCA is requested to approve an increase to the 2021/22 GMCA General budget to £259.622m.
- 3.4 The table below provides a breakdown of the GMCA budget and the forecast outturn position at quarter 2.

GMCA Revenue Monitoring 2021/22 – Quarter 2	Original Budget	Revised Budget	Forecast Outturn	Forecast Variance
	£000	£000	£000	£000
Digital	1,674	1,674	3,784	2,110
Economy	18,954	21,027	26,573	5,546
Environment	2,697	2,943	3,235	293
Place	7,941	7,935	8,437	502
Public Service Reform	21,993	21,997	34,211	12,214
Work and Skills	140,406	158,335	151,417	-6,918
GMCA Corporate	26,580	28,165	28,164	0
GM Election	3,800	3,800	3,800	0
Total Expenditure	224,044	245,876	259,622	13,746
Funding	-224,044	-245,876	-259,622	-13,746
Net Expenditure	0	0	0	0

- 3.5 For the Digital Directorate, there is an overall increase in planned spend of £2.110m in relation to:
- Smart Residents Data Exchange Platform increased spend of £1.998m funded from additional external funding alongside the remaining retained Business Rates allocation;
 - Other variances totaling a net increase in budget of £112k which are fully funded.
- 3.6 For the Economy Directorate there is an increase in planned spend of £5.546m in relation to:
- Made Smarter pilot scheme has been replaced with the Adoption North West programme. There is additional forecast expenditure of £4.761m is to be funded from Department for Business, Energy & Industrial Strategy (BEIS) grant;
 - Business Growth Hub for core work and National Cluster Co-Ordination Role undertaken by the Growth Hub of £780k funded by BEIS grant;
 - Other variances totaling a net increase in budget of £5k which are fully funded.
- 3.7 For the Environment Directorate, an increase in planned spend of £293k:
- GM Local Energy Markets forecast increase in expenditure of £337k to be funded from the Innovate UK Greater Manchester Local Energy Market grant;
 - The revenue Green Homes budget requires an uplift in budget of £50k to cover the Communications work required around this scheme, to be funded from BEIS grant;
 - Great Places is forecast to spend £94k less than anticipated at Quarter 1.
- 3.8 For the Place Directorate, additional budget of £502k is required in relation to Getting Building Fund of £100k and Brownfield Fund of £402k, both of which will be funded from a transfer from unapplied grant reserve.

3.9 For the Public Service Reform Directorate, a budget increase of £12.214m is forecast with additional funding as follows:

- Children's Services increase of £840k to fully utilise additional income from partners and prior year income rolled forward;
- GM Health Devolution of £2.795m in relation to the GM Covid-19 Self-Isolation Pathfinder funding;
- Public Service Reform core budget of £3.124m to utilise all income funding available, mainly from unspent funds from 2020/21;
- Rough Sleeping Initiative and Rough Sleeper Accommodation Programme uplift of £1.253m made up of grant funding from Department for Levelling Up, Housing & Communities and Homes and Community Agency Funding;
- An allocation from the Ministry of Justice of £2.962m grant for Community Accommodation Service;
- New funding for What Works for Children's Social Care of £232k funded by the remaining 2020/21 income;
- Homelessness Out of Hospital Care is forecasting additional expenditure of £915k to be funded by grant from the Department of Health & Social Care;
- Other variances totaling a net increase in budget of £93k which are fully funded from external income.

3.10 For the Work and Skills Directorate, there is an overall reduction in planned spend of £6.918m. The majority of this is in relation to the Adult Education of £3.637m and National Skills Fund Adult Level 3 of £2.758m, due to lower than anticipated provider claims.

4 MAYORAL GENERAL – GM FIRE AND RESCUE SERVICE

4.1 The 2021/22 budget for GM Fire and Rescue Service (GMFRS) in September 2021 was approved at £111.635m. The forecast revenue outturn position at quarter 2 is an underspend of £1.649m. The table below provides a summary of the position:

GMFRS Budget 2021/22	Approved Budget	Actual Quarter 2	Forecast Outturn	Forecast Variance
Quarter 2				
	£000	£000	£000	£000
Employees	86,655	41,835	84,932	-1,723
Indirect Employees	1,813	325	1,496	-317
Premises	4,933	1,803	4,932	-1
Transport	2,275	964	1,956	-319
Supplies & Services	8,585	4,535	8,323	-262
Support Services	7,587	-2	7,759	172
Capital Financing Costs	90	0	90	0
Government Grants	-768	-477	-768	0
Other Grants & Contributions	-614	-76	-509	105
Customer & Client Receipts	-2,586	-819	-1,951	635
Capital Financing Costs	2,316	37	2,316	0
Trf to Earmarked Reserve	1,349	0	1,349	0
Total Expenditure	111,635	48,125	109,925	-1,710

Localised Business Rates	-10,297	-5,149	-10,297	0
Baseline funding	-40,353	-20,983	-40,353	0
Section 31 - Business rates	-2,594	-1,269	-2,535	59
Section 31 - Pension related	-5,605	-5,605	-5,605	0
Precept income	-50,041	-25,021	-50,041	0
Collection Fund surplus/deficit	5,236	265	5,236	0
Local Council Tax Support	-1,349	-1,342	-1,347	2
Trf from Earmarked Reserve	-6,632	0	-6,632	0
Total Funding	-111,635	-59,104	-111,574	61
Net Expenditure	0	-10,979	-1,649	-1,649

Employee Related

- 4.2 Employees pay and pensions is a forecast underspend of £1.723m. This forecast is based on the current strength figures across GMFRS with the addition of 1.5% increase from July for pay award for uniformed pay and an assumption on increased costs for non-uniformed salaries. The pay award budget was set at 0%, however, the increase is being absorbed through vacancies.
- 4.3 The forecast also includes expected costs of future new recruit cohorts throughout the financial year. The figures do not include any assumptions of future leavers, however, the Service are expecting that the forecast will reduce from that currently reported as a result due to high numbers of potential leavers through the retirement profile, which will be updated in future reports.
- 4.4 The pay underspend is mainly attributable to the number of uniformed posts being lower than the budgeted establishment. The recruitment strategy seeks to increase headcount up to budgeted establishment numbers by September 2022. Pre-arranged overtime has been included in the forecast based on average cost to date for the hours required to maintain ridership. This cost is expected to reduce as the number of personnel increases which will be factored into future forecasts.

Non-pay related

- 4.5 Indirect Employee Allowances position is an underspend of £317k. The underspend is mainly in relation to insurance and reduced cost of other training expenses in year.
- 4.6 Premises Related expenditure is currently forecast to budget, with repairs and maintenance in an overspend position, offset by a reduction in business rates. Further information is being gained on in year and future year savings on business rates which will be factored into the budget planning for 2022/23 onwards. In year savings include rebates received.
- 4.7 Transport Related forecast is an underspend of £319k based on costs incurred to date, however, travel costs may increase in line with the easing of national restrictions and internal hybrid working arrangements.
- 4.8 Supplies, Services and Other Expenditure is forecast at an underspend of £262k including savings identified in year which will be reinvested if pressures arise during the financial year.

- 4.9 Support Services budget incorporates the central recharges received from the wider Combined Authority. Further charges for specific additional support from HROD for the whole-time firefighter recruitment and selection process and Communications for various projects and strategies outside of central recharges have been forecast which result in an overspend of £172k.

Income

- 4.10 Income is expected to underachieve by £741k in total, however, work is on-going to identify apprenticeship levy income and the requirements of offsetting the costs of end point assessments. This and other elements of income will be closely monitored to identify any further variances.

5 GM WASTE & RESOURCES

- 5.1 The 2021/22 budget for Waste in February 2021 was £162.402m based on November 2020 tonnage information supplied by GM Local Authorities and inflation for the Waste and Resource Management Services (WRMS) and Household Waste Recycling Centre Management Services Contracts (HWRCMS).

- 5.2 The position at quarter 2 is an underspend of £2.395m. The table below provides a breakdown of the position.

GM Waste Budget 2021/22	Approved Budget	Forecast Outturn	Forecast Variance
	£000	£000	£000
Operational Costs	105,023	104,379	(644)
Operational Financing	48,830	47,640	(1,190)
Office Costs	6,190	6,105	(85)
Non Operational Financing	2,629	2,640	11
Total Budget	162,672	160,764	(1,908)
Levy Adjustment	0	(757)	(757)
Use of Reserves	(270)	0	270
Levy	162,402	160,007	(2,395)

- 5.3 Operational costs are showing a forecast underspend mainly due to higher than budgeted income from recyclables and anticipated income from the sharing of third party income at Runcorn Thermal Power Station.
- 5.4 Operational financing is showing an underspend due to lower than budgeted interest rates and slightly lower Minimum Revenue Provision (MRP) due to slight delays in the capital programme.
- 5.5 Currently there is a forecast levy adjustment income from GM Local Authorities of £757k from increased tonnages. However, it should be noted that this forecast adjustment is based on data to quarter 2 only and could be subject to significant variation through the remainder of the year dependent on resident behaviour, further impact of any restrictions and economic activity. Further updates will be provided throughout the remainder of the year.

6 TRANSPORT REVENUE BUDGET

- 6.1 The Transport revenue budget approved by GMCA in February 2021 was £246.426m, which includes funding from the Transport Levy and Statutory Charge, Mayoral precept, grants and reserves. The majority of the Transport revenue budget is paid to Transport for Greater Manchester (TfGM) for transport delivery and the budget approved for 2021/22 was £173.680m. The remainder of the Transport revenue budget is retained by GMCA for capital financing costs for Metrolink and other programmes. The position against the capital financing budget is breakeven.
- 6.2 As reported previously to GMCA, the pandemic has had a significant impact on passenger revenues for Metrolink, which were significantly adversely impacted during the national lockdowns and which continue to be materially below budgeted levels. In the year to 31 March 2021 revenue from Metrolink farebox was £65m below the original budget and in the year to 31 March 2022 it is currently forecast that revenue will be £43m below pre pandemic budgets. To date, TfGM has received support from the DfT through its 'COVID-19 Light Rail Revenue Grant' which has been agreed to provide funding for the period to 5 April 2022. This is forecast to largely offset the revenue losses noted above for 2021/22. TfGM is currently in ongoing discussions with DfT regarding the funding position beyond April 2022, but currently no further funding has been committed beyond that date.
- 6.3 The table below summarises the original approved budget for TfGM for 2021/22 and the proposed revised budget at quarter 2 of £181.230m, an increase of £7.550m against the revised budget at quarter 2. A commentary on the key changes is provided below the table.

TfGM Revenue Budget 2021/22 Quarter 2	Original Budget £000	Forecast Outturn £000	Variance £000
Concessionary Support	77,900	74,700	-3,200
Supported Services	32,000	32,000	0
Accessible Transport	3,900	3,900	0
Operational Costs	35,820	41,120	5,300
Clean Air Plan Costs	6,500	4,200	-2,300
GMIP development Costs	7,000	9,000	2,000
Bus Franchising costs	4,250	10,000	5,750
Financing	6,310	6,310	0
Total Expenditure	173,680	181,230	7,550
Levy Allocated to TfGM	-36,380	-36,380	0
Statutory Charge	-86,700	-86,700	0
Mayoral Budget	-18,650	-18,650	0
Rail Grant	-1,900	-1,900	0
Metrolink funding from Revenue / Reserves	-10,800	-10,800	0
Clean Air Plan JAQU grants	-6,500	-4,200	2,300
TCF2 funding for GMIP	-7,000	-400	6,600
ICTF funding for GMIP	0	-8,600	-8,600
Bus Franchising funding	-4,250	-10,000	-5,750
Utilisation of Reserves/other Grants	-1,500	-3,600	-2,100
Total Funding	-173,680	-181,230	-7,550
Net Expenditure	0	0	0

- 6.4 The costs of concessionary reimbursement are currently forecast to outturn lower than budget. Whilst TfGM has, in line with previous Department for Transport (DfT) guidance, continued to reimburse bus operators for concessionary reimbursement in line with pre COVID-19 volumes, adjustments have been made, in line with further DfT guidance, where operated mileage has been less than 100% of pre COVID-19 levels. Payments for the 16-18 free travel concession, where volumes have recovered strongly in recent months, are currently forecast to be in line with budget.
- 6.5 The costs of Supported Services and Accessible Transport are currently forecast to outturn in line with budget.
- 6.6 Operational costs are currently forecast to outturn c.£5.3m million higher than the original budget due to the costs of activities which are funded by additional grants (£2.1m); and other additional costs incurred, including those with respect to COVID-19 (£3.2m).
- 6.7 The costs of completing the Full Business Case for the Clean Air Plan are currently forecast to outturn £2.3m lower than original budget. As in previous years, all of these costs are funded by grants from the Government's Joint Air Quality Unit.
- 6.8 The expenditure in the year on Scheme Development, which relates to the development of a pipeline of transport infrastructures schemes in Greater Manchester by TfGM and the ten Local Authorities, is forecast to outturn £2m higher than the original budget, but below the quarter 1 forecast due to the phasing of work and the impact of the work undertaken on the City Region Sustainable Transport Settlement. On 27 October government announced the award of £1.07bn to GM under this Settlement bid, which includes funding to contribute further to the ongoing development of the pipeline of transport infrastructures schemes.
- 6.9 The total forecast expenditure on implementation costs for Bus Franchising is £10m, which is £5.75m higher than the original budget, but below the increase approved in quarter 1 due to the phasing of a number of workstreams.
- 6.10 Approval is required to make the appropriate switches between capital and revenue:
- From the Mayor's Challenge Fund (MCF) of the £6m of funding that was approved by GMCA in July 2018 for the period up to 31 March 2022;
 - £650k for MCF programme management costs;
 - £80k to complete the final stages of the GM Highways Group Side Road Zebra research commission;
 - Revenue costs of £0.8m relating to the temporary Metrolink Park and Ride facility at Whitefield.

7 Recommendations

- 7.1 Recommendations are included at the front of the report.

Greater Manchester Combined Authority

Date: 26th November 2021

Subject: The Mayor's Cycling and Walking Challenge Fund (MCF) and Side Road Zebra Study

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

Purpose of Report

To seek approval of the funding requirements for the Stockport Hazel Grove Phase 1 scheme, and to note the study updates set out in the following report, in order to ensure the continued delivery of the GM Active Travel Capital Programme.

Recommendations:





The GMCA is requested to:

1. Approve the release of up to £532,000 of MCF funding for the Stockport Hazel Grove Phase 1 scheme, as set out in section 2 of this report, in order to secure full approval and enable the signing of the necessary legal agreements; and
2. Request TfGM to seek regulatory approval from the Department for Transport to allow further longer-term side road zebra trials as recommended in section 3 of this report.

Contact Officers

Steve Warrener	Director of Finance and Corporate Services	Steve.Warrener@TfGM.com
Richard Nickson	Cycling and Walking Programme Director	Richard.Nickson@TfGM.com

Equalities Impact, Carbon and Sustainability Assessment:

Impacts Questionnaire			
Impact Indicator	Result	Justification/Mitigation	
Equality and Inclusion	G		
Health	G	<p>The schemes being both developed and delivered in full will provide the infrastructure required to support and enable Active, healthy travel - supporting both both physical and mental health improvements.</p> <p>The schemes being both developed and delivered in full will provide the infrastructure required to support and enable Active, healthy travel - supporting both both physical and mental health improvements.</p> <p>The schemes being both developed and delivered in full will provide the infrastructure required to support and enable Active, healthy travel - supporting both both physical and mental health improvements.</p> <p>The schemes proposed for full approval and subsequent delivery will provide high quality cycling and walking infrastructure in support of access to services, including healthcare.</p>	
Resilience and Adaptation			
Housing			
Economy			
Mobility and Connectivity	G		
Carbon, Nature and Environment	G		
Consumption and Production			
Contribution to achieving the GM Carbon Neutral 2038 target			
Further Assessment(s):	Carbon Assessment		
 Positive impacts overall, whether long or short term.	 Mix of positive and negative impacts. Trade-offs to consider.	 Mostly negative, with at least one positive aspect. Trade-offs to consider.	 Negative impacts overall.

Equalities Implications:

The City Centre Transport strategy is a sub-strategy to the Greater Manchester Transport Strategy 2040 documents which aim to contribute to delivering sustainable economic growth, improve quality of life and protect the environment. The original GM Transport Strategy 2040 was the subject of an Integrated Assessment which includes an Equalities Assessment. In addition, an EQIA is being undertaken on the CCTS.

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.

Carbon Assessment				
Overall Score				
Buildings	Result	Justification/Mitigation		
New Build residential	N/A			
Residential building(s) renovation/maintenance	N/A			
New Build Commercial/Industrial	N/A			
Transport				
Active travel and public transport				
Roads, Parking and Vehicle Access	N/A	Approval of MCF development costs and the provision of full scheme approval will enable both the design and delivery of active travel routes as part of the Bee Network - including the creation of new and the extension and improvement of existing.		
Access to amenities				
Vehicle procurement	N/A	Approval of MCF development costs and the provision of full scheme approval will enable both the design and delivery of active travel routes as part of the Bee Network - including the creation of new and the extension and improvement of existing.		
Land Use				
Land use				
No associated carbon impacts expected.	High standard in terms of practice and awareness on carbon.	Mostly best practice with a good level of awareness on carbon.	Partially meets best practice/ awareness, significant room to improve.	Not best practice and/ or insufficient awareness of carbon impacts.

Risk Management

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 2.4 and 2.5.

Financial Consequences – Capital

Financial consequences are set out in paragraphs 2.4 and 2.5.

Number of attachments to the report: No attachments

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers (Current Calendar Year)

- 29 January 2021 - Mayor's Challenge Fund Cycling and Walking Financial Approvals
- 12 February 2021 - Mayor's Challenge Fund Cycling and Walking Financial Approvals
- 26 March 2021 - Mayor's Challenge Fund Cycling and Walking Financial Approvals
- 28 May 2021 – Governance and Cycling and Walking Financial Approvals
- 25 June 2021 - Mayor's Challenge Fund Cycling and Walking Financial Approvals
- 10 September 2021 - Mayor's Challenge Fund Cycling and Walking Financial Approvals
- 24 September 2021 - Mayor's Challenge Fund Cycling and Walking Financial Approvals

Tracking/ Process

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

Yes

Exemption from call in

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?

N/A

GM Transport Committee

N/A

Overview and Scrutiny Committee

N/A

1. Introduction/Background

- 1.1 On 29 March 2018, GMCA agreed to allocate £160 million of Greater Manchester's £243 million Transforming Cities Fund (TCF) 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 29 June, 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.
- 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.
- 1.5 The additional c£66.5 million of funding required to deliver the overprogrammed element of the first phase of the Bee Network delivery is being sought from the City Region Sustainable Transport Settlement, with future pipeline funding planned from the national Active Travel Fund pot (managed by the Department for Transport).
- 1.6 The report recommends full scheme funding approvals associated with the ongoing implementation of the Bee Network through the Mayor's Cycling and Walking Challenge Fund. This is a monthly funding approval paper in support of MCF programme delivery.

2. MCF Full Scheme Approval

- 1.7 Over the last 3 years, TfGM has been working closely with scheme promoters to set up and progress the projects in line with the agreed governance arrangements, in particular those agreed on 25 May 2018 and continues to utilise TfGM's established Cycling & Walking Infrastructure Support Team to provide collaborative support to Local Authority partners.
- 1.8 Following Programme Entry, Local Authority partners can proceed with the development of their schemes, including progressing the necessary powers and consents, prior to obtaining either Conditional Approval and/or Full Approval of their scheme Business Cases.

- 1.9 Having previously received MCF Programme Entry, the Stockport Hazel Grove Phase 1 scheme is now recommended for Full Approval and subsequent delivery, requiring a total MCF contribution of £531,588. For Local Authority-led schemes, Full Approval will enable the release of delivery funding via legal delivery agreements.
- 1.10 The Hazel Grove Phase 1 scheme was subject to a full business case review, undertaken by the MCF Programme Team, which concluded that the scheme fulfil the required five-case criteria (Strategic, Economic, Management, Financial and Commercial). This recommendation was endorsed by the Cycling and Walking Programme Board on the 4th November and subsequently reported to the GM Cycling and Walking Board via written procedures.

Stockport Hazel Grove Phase 1

- 1.11 The Hazel Grove Phase 1 scheme will provide new and enhanced facilities for pedestrians and cyclists within the Hazel Grove area, including the creation of circa 0.5KM of new north-south cycle routes, a new signalised crossing of the A6 at Torkington Park, improved lighting and step free access points within the park. The scheme will provide connections to and between Stepping Hill Hospital, Hazel Grove Rail Station, Norbury Parish Church and Torkington Park.
- 1.12 The scheme has a total MCF funding ask of £531,588 and following a full business case review by the MCF programme team, is forecast to return a high value for money.
- 1.13 Full Approval of this scheme would result in a total of 32 MCF work packages having secured full funding approval, with an associated total full approval commitment of circa £63.5 million of MCF funding.

3. Side Road Zebra Crossings

- 1.14 In March 2019, and following agreement with GM Highways Group, GMCA approved a research commission tasked with gathering evidence to assess the risks and benefits of novel side road junction zebra crossings and help build a case to change national traffic sign regulations. The ability to introduce such crossings at side-roads is recognised as key to delivery of the active travel components of the Bee Network. As such £0.34 million was approved by the GMCA to undertake this work, with Transport Research Laboratory (TRL) appointed to the role.
- 1.15 The study is now complete, and members are asked to note the key findings and the recommendation to request regulatory approval from the Department for Transport (DfT) to allow long term trials across a wider range of highway types.
- 1.16 In summary, the research has concluded that the evidence gathered sufficiently demonstrated that Side Road Zebra Crossings were universally understood by the public and significantly improved the proportion of drivers giving way to pedestrians (30% uplift) when compared to no crossing provision, and without any increase in the level of harmful interaction. The study followed a series of sequential stages, of which the final stage was on-street trials within Tameside MBC.

- 1.17 The 2-year study concludes by recommending '*that regulatory approval be sought to implement crossings at a larger number of sites for longer term monitoring*'. These findings have been shared with key stakeholders, including GM Highway Authority partners, Living Streets and the Department for Transport.
- 1.18 It is envisaged that if regulatory approval is provided, side road zebra crossings will provide local highway authorities an additional crossing type that is low-cost, effective and can be used regularly at side roads in support of enhanced pedestrian provision. Side road zebra crossings would also represent a practical method for meeting the 'double buggy' test for walking contained as set out in the interim GM Active Travel Design Guide
- 1.19 These measures could be introduced, at little or no marginal cost, to on-going Cycling and Walking schemes or new, additional targeted areas could be enabled to further establish the priority we wish to give to vulnerable pedestrians, especially in local neighbourhoods, on routes to schools and complementing, for example; school streets or active neighbourhoods, subject to the identification of suitable funding.

4. Recommendations

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

Eamonn Boylan

Chief Executive Officer, GMCA & TfGM

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Greater Manchester Combined Authority

Date: 26th November 2021

Subject: GMP Site, Chester Road, Trafford

Report of: Andy Burnham, Mayor of Greater Manchester and Eamonn Boylan, Chief Executive Officer, Greater Manchester Combined Authority

Purpose of Report

This report seeks the Greater Manchester Combined Authority's approval to enter into a Joint Venture (JV) with Trafford Council and a Developer Partner and to agree to the disposal of the Chester Road site.

Recommendations:

The GMCA is requested to: Approve the recommendations below related to the proposed residential led mixed-use development of the GMP Chester Road site in Trafford.

1. Approve the disposal of the GMP Chester Road Site.
2. Approve GMCA entering in a Joint Venture with Trafford Council and a Developer Partner on terms to be agreed.
3. Approve the £642,500 of funding needed to appoint a development partner and obtain detailed planning consent for the scheme.
4. Delegate authority to the GMCA Chief Executive and Treasurer to commence the procurement process and appoint a development partner.
5. Delegate authority to GMCA Chief Executive and Treasurer to agree appropriate legal agreements with Trafford Council.
6. Delegate authority to the GMCA Treasurer acting in conjunction with the GMCA Monitoring Officer to prepare and effect the necessary legal agreements.

Contact Officers









Andrew McIntosh *Investment Director* andrew.mcintosh@greatermanchester-ca.gov.uk

Neil Waddington *Delivery Director* neil.waddington@greatermanchester-ca.gov.uk

Equalities Impact, Carbon and Sustainability Assessment:

New Homes and jobs will be delivered as a result of the delivery of this project and it will align with those specific housing needs and priorities for Greater Manchester and as a result will not have any adverse implications from an equality perspective. The scheme's location close to public transport nodes will enable access for the whole community to leisure facilities and employment in the wider area and the mix of market and affordable homes will ensure a balanced and inclusive community is delivered.

Impacts Questionnaire




Impact Indicator	Result	Justification/Mitigation	Guidance
Equality and Inclusion			<i>See Equalities Impact Assessment Result</i>
Health			
Resilience and Adaptation			
Housing			
Economy			
Mobility and Connectivity			
Carbon, Nature and Environment			<i>See Carbon Assessment Result</i>
Consumption and Production			

Contribution to achieving the Greater Manchester Carbon Neutral 2038 target.	The scheme is aiming to be a Net Zero Carbon development. Discussion have already been held on the potential options for district energy networks. Environmental enhancements have also been factored into the schemes viability appraisal to reflect the net zero ambitions for the scheme.
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Carbon Assessment

Overall Score



Buildings	Result	Justification/Mitigation
New Build residential		
Residential renovation or maintenance		
New Build Commercial/Industrial		

Transport

Active travel and public transport		
Roads, Parking and Vehicle Access		
Access to amenities		
Vehicle procurement		
Land Use		
Land use		

Risk Management

The process we are undertaking does not oblige us to proceed and we have the ability to withdraw at any time. We will manage the process by implementing an appropriate governance structure to manage the process in partnership with Trafford Council. There is no guarantee the JV will be pursued following the initial expenditure. In that event, it is unlikely these costs will be recovered. The main risk therefore is the initial revenue expenditure.

Legal Considerations

The procurement process will be undertaken with support from our legal and procurement teams. This will ensure that all legal considerations are appropriately addressed.

Financial Consequences – Revenue

Before a private sector development partner is appointed the GMCA along with Trafford Council will need to finance legal, marketing and procurement costs. The estimated fee's will be approximately £642,500. These funds will be underwritten by police and crime reserves.

Financial Consequences – Capital

There will be no capital consequences of entering into the Joint Venture until a full planning application is approved. The capital costs will be determined at this time along with the delivery approach which will identify the capital requirements for the GMCA. Further approvals for capital expenditure will be sought at this time.

Number of attachments to the report:

None

Comments/recommendations from Overview & Scrutiny Committee

None

Background Papers

None

Tracking/ Process

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

Yes

Exemption from call in

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?

None

GM Transport Committee

None

Overview and Scrutiny Committee

None

1. Introduction

- 1.1 The Site is approximately 3.57Ha (8.8 acres) and in the ownership of the Greater Manchester Combined Authority (GMCA).
- 1.2 The site forms part of the Greater Manchester Police (GMP)/ GMCA estate and was the former location of the GMP headquarters known as Chester House. The site is currently occupied by a GMP data centre and a communications branch. GMP have previously declared the site as surplus to their operational requirements and have agreed to vacate the premises within timescales that will not impact on the delivery of the development. The GMP Target Operating Model Estate identified transformational changes of services that meant the data centre and communications facilities were not dependent on the Chester House site. This confirmed that the site could be rationalised from the estate and surplus to requirements.
- 1.3 Following the inclusion of the site in the Trafford Civic Quarter Area Action Plan and discussions with Trafford Council, architectural input was required to allow for an understanding of the true development potential for the site and to enable the refinement of options.
- 1.4 As a prime gateway site to the Civic Quarter in Trafford, this site offers a great opportunity to deliver development in Greater Manchester that reflects the aspirations of both GMCA and Trafford Council. These aspirations include the provision of a policy compliant percentage of affordable homes (25%), the delivery of a net zero carbon development, the creation of a destination and new community with excellent levels of design and placemaking, high levels of social value and to work in partnership to deliver these. GMCA and Trafford Council envisage a long-term retention of the asset so profit from the scheme can be reinvested into public services in Greater Manchester.
- 1.5 This site is identified as being in the Northern Neighbourhood of Trafford Council's Civic Quarter Area Action Plan (AAP). The vision for the Northern Neighbourhood is for it to be a prime gateway location with opportunities to drive forward employment growth opportunities within a diverse and mixed-use neighbourhood. Opportunities for the site are noted to be:
 - Gateway neighbourhood development opportunity

- Capitalise on the potential of the Trafford Bar interchange and success of Exchange Quay opposite.
- Opportunity for significant modern workplace development offer as part of a mixed-use and vibrant neighbourhood.
- Consolidate Chester Road fringe-built form to protect potential new amenity to the south
- Reveal the history of the Henshaw's Asylum and ensure the remaining entrance posts are protected.

2. GOVERNANCE

- 2.1 Given the scale of the opportunity, and the involvement of public sector partners, it was appropriate to establish formal governance structures to oversee the development of proposals for the Chester House site, and future delivery to ensure a high-quality scheme that aligns with GM and Council priorities and maximises the return to the public purse.
- 2.2 Therefore, a senior level Project Delivery Board was established with overall responsibility for bringing development forward and an Operational Delivery Group which has day to day responsibility for the project.

3. SCALE AND MASSING

- 3.1 The Chester House area is a key gateway and catalyst for the delivery of the wider Civic Quarter Area Action Plan (AAP) and therefore the quality of its design is very important not just for this site but other parcels of land too.
- 3.2 Buttress Architects were appointed to undertake scale and massing for a residential led mixed-use scheme. They produced a number of options which tested the capacity of the site to accommodate new uses. An accommodation schedule was

produced with sufficient detail provided to allow high level cost plans to be assembled.

-  **758 new homes**
A mix of town houses, apartments and live work units
-  **Hotel**
112 rooms
-  **62,150sqft commercial**
A variety of commercial units creating activity at ground level
-  **Parking hub & rooftop foodhall**
Spaces for 300 cars & parcel collections, 11,000sqft foodhall
-  **9,800sqft office space**
-  **Live work units**
Active courtyards with live work units and makers yard



- 3.3 The above quantum of development has been used by consultants to allow for financial modelling to test viability. The scheme is very much indicative at this stage and subject to change as it progresses through detailed design and a full planning application process.

4. VIABILITY

- 4.1 A Whole Scheme Appraisal was submitted to Trafford Council to start discussions on competing objectives and how these could be balanced.
- 4.2 The appraisal is a policy compliant appraisal which provides for 25% affordable housing and the required Area Wide Infrastructure Levy sum.
- 4.3 The mix of affordable tenure is to be determined by future work, but it should be noted that the inclusion of a greater proportion of social housing will impact on the viability of the scheme. It is the ambition of both the GMCA and Trafford Council to deliver a Net Zero Carbon development with further exploration of appropriate technologies anticipated.

4.4 There is a disused rail tunnel under part of the site so it is inevitable that there will be associated abnormal cost with the delivery of the scheme. As such the viability appraisal has factored in £5m of abnormal cost which will be refined through future work phases. To enable the delivery of the area wide infrastructure for the Civic Quarter AAP a levy fee of £11.2m will be paid by this project towards it. This sum has been factored into the viability work.

5. LAND VALUATION – EXISTING USE VALUE

5.1 As a starting point it is proposed to utilise the Existing Use Valuation figure and apply an Equilibrium Approach to ascertain the final land value. This means in practice that the land value will change and could either go up or down depending on the results of further technical work that may identify abnormal costs with the final Land Value agreed between the parties once planning consent has been obtained and detailed cost proposals have been prepared.

6. INITIAL INVESTMENT COSTS

6.1 An important consideration for the GMCA and Trafford Council is the initial upfront and potentially abortive costs. The At-Risk Cost Table below indicates the initial investment for the first two years of the project. The first years spend will begin in January 2022. The table is split between how much the public and private sectors will need to pay. The public sector column will be a 50/50 split between Trafford Council and GMCA.

At Risk Cost Table

Immediate Cost Pre-Developer	2021/2022			2022/2023		
	Public	Private	Total	Public	Private	Total
Marketing	£100,000		£100,000			
Procurement	£20,000		£20,000			
Legal	£150,000		£150,000			

Early JV Costs						
Energy Strategy				£15,000	£15,000	£30,000
Site Investigations				£125,000	£125,000	£250,000
Planning Application				£450,000	£450,000	£900,000
Construction Design				£425,000	£425,000	£850,000
Total	£270,000		£270,000	£1,015,000	£1,015,000	£2,030,000

- 6.2 The current programme timetable indicates that a Developer Partner will be appointed in April 2022. Therefore, the cost in 2021/2022 will be paid by the public sector and would be abortive costs if the JV project does not progress.
- 6.3 Following the appointment of the Developer Partner the cost in 2022/2023 will be the responsibility of the public/ private JV partnership and will be focused on site investigations, a planning application and construction design.
- 6.4 GMCA will be using the land value of the GMP site as part of its equity contribution to the scheme's construction delivery. It is anticipated that the land value associated with the site will be set once planning permission is granted via a RICS accredited independent surveyor. The land value will be GMCA's initial contribution until it is matched by Trafford Council and the developer partner.
- 6.5 As the initial JV will be between Trafford Council and GMCA, the preferred option is that Trafford Council would pay a 50% contribution and GMCA would pay a 50% contribution. The estimated cost to the public sector partners up to planning permission being granted and therefore the total at risk contribution to the public sector partners is £1,285,000. This equates to a GMCA contribution of £642,500.
- 6.6 An alternative delivery option for GMCA is to simply just sell the land to a developer. This option however has limitations such as it would greatly reduce GMCA and Trafford's ability to influence the place making element of the schemes delivery and given that this is a gateway site, this very important. In addition, there would be very limited control and influence over the project being net zero carbon or on the

delivery of affordable homes. Being part of the JV will also mean that GMCA and Trafford will benefit from the profit generated by the scheme's delivery. The land sale option has therefore been discounted.

- 6.7 Following approval of this report GMCA and Trafford Council will commence a procurement process to appoint a Development Partner. Soft Market Testing for the procurement of a Developer Partner has already taken place and was advertised on the CHEST. In total 6 developers attended a site visit and 6 attended a question and answer session (7 developers in total) who have all expressed an interest in the site. This process gauged the level of interest in the JV being proposed and will inform the procurement process. We believe that our SMT shows that in the current market developers will be interested in delivering the site. Accepting that the market may change and developers in the future may be reluctant to commit, this could result in the loss of funds spent to date and delays to the schemes delivery. It is anticipated that the procurement process will begin in December 2021 with the intention that a Developer Partner will be appointed in April 2022.
- 6.8 GMCA and Trafford recently appointed Addleshaw Goddard to provide legal advice with the purpose of considering possible joint venture models the JV may take to allow for the implementation of the development proposal. The recommendation was to use a deadlocked 50:50 LLP.
- 6.9 The use of an LLP structure is usually driven by the benefits of tax transparency in relation to the partnership structure and is the preferred JV model for property developers i.e. a future development partner. A LLP structure is more beneficial in reducing SDLT on the transfer of the Site into the JV as SDLT should only be calculated at half of the relevant tax due to GMCA owning half of the LLP.
- 6.10 The terms of the joint venture will be developed as part of the procurement exercise. External legal advice will be sought on the specific terms of the agreement to protect GMCAs commercial position. It is recommended that authority be delegated to [head of paid service / head of legal / treasurer] to agree and enter into appropriate legal arrangements.

7.Benefits

- 7.1 The redevelopment of the Chester House site in Trafford provides a great opportunity to deliver an exemplar scheme that will benefit not only the new

community that will be established on the site, but also the wider existing community. This is not only as a result of the provision of new services and facilities as part of the schemes delivery, but also on the public sector partners ability to reinvest returns of up to £18.6m as a result of their investment.

- 7.2 Further benefits include the delivery of a high-quality gateway scheme that could act as a catalyst for other developments coming forward in the Civic Quarter and will enable the public sector partners to lead by example in terms of low carbon design and tenure mix. The potential returns will vary depending on the additional costs incurred through making this an exemplar project and this will be determined through the planning and design phase of the project in partnership with Trafford Council and our private sector development partner.

8. RECOMMENDATIONS

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

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Greater Manchester Combined Authority

Date: 26 November 2021

Subject: GM Housing Investment Loans Fund – Investment Approval
Recommendations

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

Purpose of Report

This report seeks Combined Authority’s approval to the GM Housing Investment Loans Fund (“GMHILF”) loans detailed in the recommendation below.

Recommendations:

The GMCA is requested to:

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

BORROWER	SCHEME	DISTRICT	LOAN
Corbar Ltd	Aldersgate Rd, Great Moor	Stockport	£1.464m

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

Contact Officers

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

Laura Blakey: laura.blakey@greatermanchester-ca.gov.uk

Equalities Impact, Carbon and Sustainability Assessment:

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

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

Risk Management

The structure and security package proposed for the loan in order to mitigate risk are given

in the accompanying Part B report. The loan will be conditional upon a satisfactory outcome of detailed due diligence and ongoing confirmation from a Monitoring Surveyor acting on the Fund's behalf that the scheme is being delivered satisfactorily.

Legal Considerations

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

Financial Consequences – Revenue

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

Financial Consequences – Capital

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

Number of attachments to the report: None

Comments/recommendations from Overview & Scrutiny Committee

None.

Background Papers

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

Tracking/ Process [All sections to be completed]

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

Yes

Exemption from call in

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?

No

1. Introduction

- 1.1 In line with the agreed governance process for the GM Housing Investment Loans Fund (“the Fund”), the Combined Authority is asked to approve the loan detailed in section 2, which has been recommended for approval by the Fund’s Credit Committee.
- 1.2 The total value of offers of loans from the Fund approved by the Combined Authority to date is £542.3m and the total value of approved equity investments is £26.3m¹. If the recommendations set out in this report is agreed, the value of loan offers will increase to £543.8m.
- 1.3 Affordable housing and section 106 agreements are dealt with at a local level in line with local policies, national planning legislation and the government’s National Planning Policy Framework. As agreed at the December 2018 meeting of the GMCA, the majority of the surpluses generated from the Fund will be ring fenced to support provision of additional housing affordable to GM residents, supporting the Mayor’s Town Centre Challenge and tackling issues such as rogue landlords, empty homes and improving standards within the Private Rented Sector.
- 1.4 The GM Housing Vision approved by GMCA in January 2019 began to set a new context for housing delivery within GM and paved the way for the co-produced GM Housing Strategy and revised GM Housing Investment Loans Fund Investment Strategy that were approved by GMCA in October 2019. Alongside the work toward the Joint Development Plan Document: Places for Everyone, this development of a shared strategic approach to the delivery of new homes across Greater Manchester sets the objectives and focus of future investments made from the Fund.

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

2. Loan approvals sought

- 2.1 Corbar Ltd is seeking a loan of £1.464m from the GM Housing Investment Loans Fund for the development of 5 new build houses in Great Moor, Stockport. Planning permission was granted in September 2021. The loan will support a GM-based SME housebuilder bring forward the development of a brownfield site. There is no S106 payment or affordable housing provision due to the small scale of the scheme.
- 2.2 Further details of the scheme and proposed terms of the loan are included in the accompanying Part B report, to be treated as confidential on account of the commercially sensitive nature of the information.

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

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