

## GREATER MANCHESTER COMBINED AUTHORITY

**DATE:** Friday, 24th June, 2022

**TIME:** 10.00 am

**VENUE:** Tony Downes House, Manchester Road, Droylsden,  
M43 7UH

### AGENDA

#### ANNUAL MEETNG BUSINESS

**1. Apologies**

**2. Appointment of Chair - 2022/23**

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

**3. Appointment of Vice Chairs - 2022/23**

Under Part 5A, section 4, of the Constitution, GMCA Members are required to appoint at least 2 but no more than 3 Vice Chairs for 2022/23.

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

- To note that City Mayor, Paul Dennett, Deputy Mayor, is automatically appointed as a Vice Chair, under Part 5A, section 4, of the Constitution.
- To note that Councillor Martyn Cox is automatically appointed as a Vice Chair, under Part 5A, section 4, of the Constitution.
- To note that Councillor Mark Hunter is automatically appointed as a Vice Chair, under Part 5A, section 4, of the Constitution.

#### **4. GMCA Scrutiny Review - To Follow**

Report of Centre for Governance & Scrutiny, presented by Clive Memmott - Independent Chair of the Scrutiny Review Task Group

#### **5. Greater Manchester Appointments and Nominations - 2022/23 - To Follow**

Report of Liz Treacy, GMCA Monitoring Office.

#### **6. Review of GMCA Constitution**

1 - 4

Report of Liz Treacy, GMCA Monitoring Officer.

#### **7. Schedule of Meetings Dates & Venues - 2022/23**

29 July 2022 - Rochdale

August Recess

30 September 2022 – Trafford

28 October 2022 – Oldham

25 November 2022 – Salford

16 December 2022 – Manchester

27 January 2023 – Stockport  
10 February 2023 – Bolton (Budget Meeting)  
31 March 2023 – Bury

April (tbc)

## **ORDINARY BUSINESS**

### **8. Chairs Announcements and Urgent Business**

### **9. Declarations of Interest** 5 - 8

To receive declarations of interest in any item for discussion at the meeting. A blank form for declaring interests has been circulated with the agenda; please ensure that this is returned to the Governance & Scrutiny Officer at least 48 hours before the meeting.

### **10. Minutes of the GMCA meeting held on 27 May 2022** 9 - 24

To consider the approval of the minutes of the meeting held on 27 May 2022.

### **11. Minutes of the Resources Committee - 25 March 2022** 25 - 28

To note the minutes of the Resources Committee held on 25 March 2022.

### **12. Appointment of GMCA Monitoring Officer - To Follow**

Report of Eamonn Boylan, Chief Executive Officer, GMCA & TfGM.

- |            |  |          |
|------------|--|----------|
| <b>13.</b> | <b>GMCA Provisional Capital Outturn 2021/22</b>  | 29 - 48  |
|            | Report of Councillor David Molyneux, Portfolio Lead for Resources & Investment.                              |          |
| <b>14.</b> | <b>GMCA Provisional Revenue Outturn 2021/22</b>  | 49 - 64  |
|            | Report of Councillor David Molyneux, Portfolio Lead for Resources & Investment.                              |          |
| <b>15.</b> | <b>City Region Sustainable Transport Settlement Final Scheme List</b>  | 65 - 74  |
|            | Report of GM Mayor. Andy Burnham.  |          |
| <b>16.</b> | <b>Towards the Bee Network - Network Review, Market Renewal and Bus Service Improvement Plan - To Follow</b> |          |
|            | Report of GM Mayor, Andy Burnham.  |          |
| <b>17.</b> | <b>Levelling Up Fund: Large Transport Bid</b>  | 75 - 82  |
|            | Report of GM Mayor, Andy Burnham.  |          |
| <b>18.</b> | <b>Local Growth Deal Programme Update</b>  | 83 - 94  |
|            | Report of GM Mayor, Andy Burnham.  |          |
| <b>19.</b> | <b>Greater Manchester Economic Dashboard and Economy Portfolio Update - To Follow</b>                        |          |
|            | Report of GM Mayor, Andy Burnham.  |          |
| <b>20.</b> | <b>UK Shared Prosperity Fund - Multiply Scheme</b>   | 95 - 114 |



Report of Councillor Bev Craig, Portfolio Lead for Education, Skills, Work & Apprenticeships.

**21. Sustainable Consumption & Production Plan** 115 - 162

Report of Councillor Neil Emmott, Portfolio Lead for Green City Region.

**22. Stockport Mayoral Development Corporation - Business Plan** 163 - 218

Report of GM Mayor, Andy Burnham.

**23. GM Housing Investment Loans Fund - Investment Approval Recommendations** 219 - 224

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

**24. GM Investment Framework, Conditional Project Approval** 225 - 232

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

**25. EXCLUSION OF THE PRESS AND PUBLIC**

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

## PART B

- 26. Stockport Mayoral Development Corporation - Business Plan** 233 - 240  
Report of GM Mayor, Andy Burnham.
- 27. GM Housing Investment Loans Fund - Investment Approval Recommendation** 241 - 244  
Report of Salford City Mayor, Paul Dennett, Portfolio Lead for Housing, Homelessness & Infrastructure.
- 28. GM Investment Framework, Conditional Project Approval** 245 - 256  
Report of Councillor David Molyneux, Portfolio Lead for Resources & Investment.

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

For copies of papers and further information on this meeting please refer to the website [www.greatermanchester-ca.gov.uk](http://www.greatermanchester-ca.gov.uk). Alternatively, contact the following

Governance & Scrutiny Officer: Head of Governance and Scrutiny

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

This agenda was issued on 16 June 2022 on behalf of Julie Connor, Secretary to the  
Greater Manchester Combined Authority, Broadhurst House, 56 Oxford Street,  
Manchester M1 6EU

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**DATE:** 24 June 2022

**SUBJECT:** Review of GMCA Constitution

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

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## **PURPOSE OF REPORT**

To report the Monitoring Officer's review of the GMCA's Constitution and recommend amendments.

## **RECOMMENDATIONS:**

The GMCA is requested to:

1. Adopt the revised constitution accompanying this report as the Constitution of the GMCA.
2. Authorise the Monitoring Officer to make any changes of a typographical nature to the Constitution.

## **CONTACT OFFICERS**

Name: Liz Treacy  
Position: Monitoring Officer, GMCA  
E-mail: [Liz.Treacy@greatermanchester-ca.gov.uk](mailto:Liz.Treacy@greatermanchester-ca.gov.uk)

Name: Gwynne Williams  
Position: Deputy Monitoring Officer  
E-mail: [williamsg@manchesterfire.gov.uk](mailto:williamsg@manchesterfire.gov.uk)

## **BACKGROUND DOCUMENTS**

GMCA Constitution

Equalities Implications – none arising directly out of this report

Climate Change Impact Assessment and Mitigation Measures - none arising directly out of this report

Risk Management – none arising directly out of this report

Legal Considerations – the Constitution requires an annual review which this report satisfies

Financial Consequences – none arising directly out of this report

Financial Consequences – none arising directly out of this report

Number of attachments included in the report: none

## **1. INTRODUCTION**

- 1.1. The Monitoring Officer is required to monitor and review the operation of the GMCA's Constitution and, where appropriate, to propose changes to the Constitution to the GMCA for approval.
- 1.2. The Monitoring Officer has carried out such a review and recommends a revised version of the GMCA Constitution for approval. New wording appears in tracked changes in the revised version in the [GMCA Draft Constitution 2022.pdf \(greatermanchester-ca.gov.uk\)](#).
- 1.3. There have been no new statutory orders conferring functions on the GMCA or orders amending existing statutory orders since the last review.

## **2. PART 3 – RESPONSIBILITY FOR FUNCTIONS**

- 2.1. The Scheme of Delegation of Functions to Chief Officers at section G has been amended to include reference to the statutory role of the Treasurer under section 73 of the Local Government Act 1985.
- 2.2. An additional delegation has been included to the Treasurer in relation the award of grants.

## **3. PART 6: FINANCIAL PROCEDURES**

- 3.1. Part 6A – Financial Regulations have been amended to reflect the revised CIPFA Financial Management Code.
- 3.2. Part 6B – Contract Procurement Rules have been amended to include provisions as to procedures for the award of grants, and the monitoring and evaluation of grant programmes.

## **4. PART 7: CODE OF CORPORATE GOVERNANCE**

- 4.1. The Code of Corporate Governance has been updated to reflect current arrangements.

## **5. PART 8: MEMBER ALLOWANCES**

5.1. Allowances in Part 8 have been updated to reflect indexation

## **6. FUTURE REVISIONS**

6.1. Further revisions to the Constitution are likely to be required during the municipal year as a consequence of:

6.1.1. the integration of Local Enterprise Partnership functions within the functions of the GMCA

6.1.2. the review of GMCA Scrutiny

## **7. RECOMMENDATIONS**

7.1. Recommendations are set out at the beginning of this report.



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

Name and Date of Committee.....>

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

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

## Quick Guide to Declaring Interests at GMCA Meetings

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

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

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

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

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

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

**Failure to disclose this information is a criminal offence**

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

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

Pages  
6

## **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:**

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

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

### **For prejudicial interests, you must:**

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 27 MAY 2022 AT STOCKPORT TOWN HALL,  
STOCKPORT**

**PRESENT:**

Greater Manchester Mayor	Andy Burnham (In the Chair)
Deputy Mayor for Police & Fire	Beverley Hughes
Bolton	Councillor Martyn Cox
Bury	Councillor Eamonn O'Brien
Manchester	Councillor Bev Craig
Oldham	Councillor Amanda Chadderton
Rochdale	Councillor Neil Emmott
Salford	City Mayor Paul Dennett
Stockport	Councillor Wendy Meikle
Tameside	Councillor Gerald Cooney
Trafford	Councillor Andrew Western
Wigan	Councillor Nazia Rehman

**OFFICERS IN ATTENDANCE:**

Chief Executive Officer, GMCA & TfGM	Eamonn Boylan
GMCA Deputy Chief Executive	Andrew Lightfoot
GMCA Deputy Monitoring Officer	Gwynne Williams
Bolton	Tony Oakman
Bury	Geoff Little
Manchester	Rebecca Heron
Oldham	Sayyed Osman
Rochdale	Mark Robinson
Salford	Tom Stannard
Stockport	Caroline Simpson
Tameside	Sandra Stewart
Trafford	Sara Todd
Wigan	Alison McKenzie-Folan
Office of the GM Mayor	Kevin Lee
GMCA	Julie Connor

GMCA

Sylvia Welsh

GMCA

Nicola Ward

**GMCA 68/22          APOLOGIES**

**RESOLVED/-**

That apologies be received and noted from Councillor David Molyneux, Councillor Mark Hunter, Joanne Roney, Harry Catherall, Steven Pleasant, and Steve Rumbelow.

**GMCA 69/22          CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS**

The GM Mayor, Andy Burnham and Councillor Andrew Western, Portfolio Lead for Clean Air, provided an update on the Clean Air Zone. The GMCA and the Government had agreed to put the scheme under review in February 2022 and Greater Manchester had been negotiating with Government surrounding the proposals for a revised scheme. It had been agreed that the new date of compliance would be 2026, which took into account the disruption to the vehicle market caused by the COVID-19 pandemic, amongst other issues.

A proposal had been developed to establish a non-charging Category B Clean Air Zone across the city region which would be based on incentives as opposed to charges. Under the proposed scheme, owners of non-compliant vehicles would not be charged for driving in the zone and would instead be encouraged to seek support to help an upgrade to a compliant vehicle. Letters have been sent to the Prime Minister and the Secretary of State, seeking an agreement in principle to the new proposals. No substantive response has yet been received from Government ahead of the 1 July deadline for agreeing a new scheme.

It was noted that Greater Manchester had been investing in public transport and infrastructure for over a decade in order to make improvements to air quality in the city region. By the end of 2022, 80% of the bus fleet across Greater Manchester would be compliant with legal air quality limits. There were also targeted proposals to electrify the bus fleet and Hackney carriages. The GMCA has previously supported the Zero Emission Bus Regional Areas (ZEBRA) scheme in Stockport and this, combined with the development of Stockport's Transport Interchange, would contribute to the entire fleet of 170 buses being electrified by the 2026 deadline.

There was confidence that the latest proposals would enable Greater Manchester to achieve compliance by the 2026 deadline. A letter had been sent to Members of Parliament who represented constituencies within Greater Manchester to outline the new proposals and request support for the new scheme. There had been some supportive replies, but members of the GMCA expressed their disappointment that there had been no response from those who had previously opposed the scheme. It was hoped that Greater Manchester would receive a response from Government soon.

**RESOLVED /-**

1. That it be noted that the GM Mayor and Councillor Andrew Western, Portfolio Lead for Clean Air, had confirmed their position on a Non-Charging Category B Clean Air Zone for Greater Manchester with Government through a recent further letter to the Secretary of State, noting that an agreement was needed before 1 July 2022.
2. That Members of the GMCA note their disappointment in the lack of response from the Prime Minister and Secretary of State on any of these pieces of correspondence, nor a response from GM MPs in Government roles, following their individual correspondence.

**GMCA 70/22            DECLARATIONS OF INTEREST**

**RESOLVED /-**

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

**GMCA 71/22            APPOINTMENTS TO GREATER MANCHESTER BODIES**

Gwynne Williams, Deputy Monitoring Officer, took Members through a report which presented a series of appointments to be considered by the GMCA.

**RESOLVED /-**

1. That the appointments by the Greater Manchester Local Authorities of members and substitute members to the Greater Manchester Combined Authority for 2022/23 be noted as shown below.

<b>District</b>	<b>Member</b>	<b>Substitute Member</b>
<b>GMCA</b>	Andy Burnham	-
<b>Bolton</b>	Martyn Cox (Con)	Hilary Fairclough (Con)
<b>Bury</b>	Eamonn O'Brien (Lab)	To be confirmed
<b>Manchester</b>	Bev Craig (Lab)	Luthfer Rahman (Lab)
<b>Oldham</b>	Amanda Chadderton (Lab)	To be confirmed
<b>Rochdale</b>	Neil Emmott (Lab)	Dalaat Ali (Lab)
<b>Salford</b>	Paul Dennett (Lab)	John Merry (Lab)
<b>Stockport</b>	Mark Hunter (Lib Dem)	Wendy Meikle (Lib Dem)
<b>Tameside</b>	Gerald P Cooney (Lab)	Bill Fairfoull (Lab)
<b>Trafford</b>	Andrew Western (Lab)	Catherine Hynes (Lab)
<b>Wigan</b>	David Molyneux (Lab)	Nazia Rehman (Lab)

2. That it be noted that the GMCA had been notified of a number of forthcoming changes to those substitute members appointed, with the updated appointments to be reported at the next meeting of the GMCA.
3. That it also be noted that all substitute members will be invited to attend meetings of the GMCA, with the ability to be able to speak at meetings of the GMCA, but not vote (unless acting in the absence of their member) as provided for in the Constitution.
4. That the appointment of the GMCA Audit Committee for 2022/23 be approved as shown below:

	<b>Member</b>	<b>District</b>
1	Cllr J Walsh (Con)	Bolton
2	Cllr M Whitby (Lab)	Bury
3	Cllr S Russell (Lab)	Manchester
4	Cllr P Williams (Lab)	Rochdale
	<b>Substitute Member</b>	
1	Cllr T Kelly (Lab)	Salford
2	Cllr C Roberts (Lab)	Wigan



5. That the appointments made by the GM Local Authorities to the GM Transport Committee for 2022/23 be noted as shown below:

<b>District</b>	<b>Member</b>	<b>Substitute Member</b>
<b>Bolton</b>	Cllr S Haslam (Con)	Cllr S Hartigan (Con)
<b>Bury</b>	Cllr K Peel (Lab)	Cllr N Bailey (Lab)
<b>Manchester</b>	Cllr D Noor (Lab)	Cllr C Wills (Lab)
	Cllr N Hassan (Lab)	Cllr T Judge (Lab)
<b>Oldham</b>	To be confirmed	To be confirmed
<b>Rochdale</b>	Cllr P Burke (Lab)	Cllr A Rashid (Lab)
<b>Salford</b>	Cllr R Jones (Lab)	Cllr D Bailey (Lab)
<b>Stockport</b>	Cllr A Clark (Lib Dem)	To be confirmed
<b>Tameside</b>	Cllr W Bray (Lab)	Cllr J Jackson (Lab)
<b>Trafford</b>	Cllr A Williams (Lab)	Cllr S Adshead (Lab)
<b>Wigan</b>	Cllr J Vickers (Lab)	Cllr M Aldred (Lab)

6. That it be noted that the GM Mayor is a member of the GM Transport Committee.
7. That Councillor Amanda Chadderton be appointed as a substitute member to attend meetings of the GM Transport Committee, in the Mayor's absence.
8. That Councillor Andrew Western be appointed to the GM Transport Committee and Councillor Eamonn O'Brien be appointed to act as a substitute member.
9. That it be noted that the GM Mayor will determine the remaining appointments to the Transport Committee.
10. That it be noted that the GM Transport Committee shall select and recommend the appointment of a Chair for approval by the Mayor.
11. That the appointment of the GM Mayor to the Transport for the North Board be noted and that Councillor Andrew Western be appointed to act as a substitute member to attend meetings of the Transport for the North Board, in the Mayor's absence.

12. That Councillor Roger Jones (Salford) be appointed to the Transport for the North Scrutiny Committee, and Councillor Joanne Marshall (Wigan) be appointed to act as substitute.

**GMCA 72/22 MINUTES OF THE GMCA MEETING HELD ON 25 MARCH 2022**

**RESOLVED /-**

That the minutes of the GMCA meeting held on 25 March 2022 be approved.

**GMCA 73/22 MINUTES OF THE GM WASTE AND RECYCLING COMMITTEE MEETING HELD ON 23 MARCH 2022**

**RESOLVED /-**

That the minutes of the GM Waste and Recycling Committee meeting held on 23 March 2022 be noted.

**GMCA 74/22 MINUTES OF THE GM TRANSPORT COMMITTEE MEETING HELD ON 24 MARCH 2022**

**RESOLVED /-**

That the minutes of the GM Transport Committee meeting held on 24 March 2022 be noted.

**GMCA 75/22 MINUTES OF THE GM AUDIT COMMITTEE MEETING HELD ON 22 APRIL 2022**

**RESOLVED /-**

That the minutes of the GM Audit Committee meeting held on 22 April 2022 be noted.

**GMCA 76/22 MAYOR'S CYCLING AND WALKING CHALLENGE FUND**

The GM Mayor, Andy Burnham, presented a report which sought Members' approval for the delivery of funding requirements for the Rochdale Castleton Corridor Mayor's Challenge Fund

(MCF) Cycling and Walking Scheme, and the addition of Central Government funding to GM's cycling and walking capital and revenue programmes. The Rochdale Castleton Corridor had been endorsed by the Cycling and Walking Programme Board and would provide vital links between Castleton town centre, the rail station and other key locations in the area. It would also include two CYCLOPS junctions to support the integration of cycling and walking into the road transport network.

A total of £13.7 million had been awarded to Greater Manchester under the Active Travel Capital Grant for seven schemes across the conurbation. The schemes would be designed and delivered as soon as possible in consultation with Active Travel England. Oldham had been selected as part of a national social prescribing pilot which would examine how health could be integrated within active travel. Additionally, Greater Manchester had been allocated funding to develop a feasibility study into a mini-Holland scheme. A shortlisting exercise would be undertaken to identify a preferred location out of the five proposals that had been submitted at the expression of interest stage. Greater Manchester had also been allocated £2.88 million of Active Travel Revenue Capability Grant Funding, which would be used to progress a variety of proposals including: the development of capital infrastructure proposals; the progression of a GM active travel monitoring network; and activation programmed including cycle parking for businesses and School Streets initiatives.

It was brought to Members' attention that Dame Sarah Storey had now begun her role as the Active Travel Commissioner for Greater Manchester, which included support of the delivery of the Bee Active Network. The active travel network would be the largest in the country, at 1,800 miles, long when completed.

Members noted that the Rochdale Castleton Corridor would have a major role to play in the regeneration of Castleton. Although delivery could potentially cause some disruption for residents, the eventual outcome of the project would have lasting value, greatly improve connectivity and provide new opportunities for safe active travel in the area.

#### **RESOLVED /-**

1. That the release of £1,975,140 of MCF funding, and £2,200,000 of Active Travel (Tranche 3) funding for the Rochdale Castleton Phase 1 scheme be approved, in order to secure full approval and enable continued scheme delivery through the signing of the necessary legal agreement.

2. That the award of £13.07 million for the Active Travel (Tranche 3) Capital Grant and approve the addition to the 2022/2023 GMCA Capital Programme be noted.
3. That the award of £0.18 million of funding from Department for Transport with respect to the Mini Holland Feasibility Grant and the Active Travel Social Prescribing Feasibility Grant for financial year 2022/23 be noted, and that the inclusion of this funding and associated costs in the 2022/23 GMCA Transport Revenue Budget be noted.
4. That the updated position regarding the GM Capability Fund be noted, and that the inclusion of this expenditure and funding in the 2022/23 GMCA Transport Revenue Budget be approved.

## **GMCA 77/22            MONTHLY ECONOMIC UPDATE**

The GM Mayor, Andy Burnham, introduced a report which provided the latest version of the Greater Manchester Economic Resilience dashboard as well as an overview of activity related to the Greater Manchester Local Industrial Strategy and the Economy portfolio. The report highlighted the Centre for Progressive Policy's findings that the North of England was more sensitive to the cost-of-living crisis compared to the south. The Centre has found that 24% of respondents have eaten less because of the pressures on household budgets, which was very concerning. The Chancellor had recently announced a scheme of measures to address the cost-of-living and energy crises, which would substantially support residents but would need to be kept under close review.

Interest in the Good Employment Charter had continued to grow and over 850 organisations had engaged with the Charter so far, which demonstrated the widespread appetite to rethink employment. The real living wage campaign had also been gaining traction and recent figures had shown that 80% of employees in the city region were now paid the real living wage. It was emphasised that GM's ambition was to achieve at least 90% of employees being paid the real living wage by 2024, and that this would be achievable by driving uptake through procurement and other methods.

The Enterprising You scheme had been the first self-employed support scheme to be established in the city region. It had achieved great success so far: 2125 people had started the scheme and 82% of those had completed it, leading to increases in turnover.

Phase two of the Greater Manchester and Cheshire Life Sciences Fund had been launched and would build on the success of phase one. The new partnership with Cheshire had created a £20 million fund for life sciences and there had already been high levels of interest in the Fund.

Concerns were raised regarding the impact that the cost-of-living crisis would also have on businesses within the city region, especially those within the hospitality sector who had already been greatly affected by the COVID-19 pandemic. Some businesses within the sector had given stark warnings that the next two years would be incredibly difficult, and it was noted that the Mayor's Night Time Economy Adviser, Sacha Lord, had been asked to survey businesses to better understand the challenges being faced. It was reported that footfall currently remained strong and that the volume of people using public transport for leisure purposes had remained fairly constant. The GMCA would continue to monitor the situation for businesses leading up to the Autumn budget so that it could make the case for additional business support if necessary.

There were further concerns regarding McVities' proposal to transfer some of its operations away from its current factory in Stockport. The company had a long history on its current site and the factory was iconic across Greater Manchester. Moving some of the company's production operations to a new site would increase carbon emissions, which was undesirable given the climate crisis. There had been conversations with trade unions about keeping jobs on the current site and these discussions would continue.

## **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 members of the GMCA be invited to share the model currently being used by Bury in order to better engage with the hospitality sector.

3. That it be noted that the GM Mayor would commission Sacha Lord, GM Night Time Economy Advisor, to undertake a survey across the hospitality sector to better understand the real issues going forward and the potential further impact given the current cost of living crisis.

## **GMCA 78/22            GREATER MANCHESTER LAND COMMISSION COMMENCEMENT UPDATE**

Salford City Mayor, Paul Dennett, Portfolio Lead for Housing, Homelessness and Infrastructure, introduced a report which set out the intent to establish the Greater Manchester Land Commission (GMLC). Its role would be to ensure that public sector land holders engaged with local delivery plans and visions, and that they would commit to unlocking the land's value to support housing, economic growth, community development and sustainability in line with the locally agreed vision for areas. The first meeting of the GMLC would be used to formally approve its objectives and gain member agreement to work with the Local Authorities and GMCA to deliver local ambitions. The role of the Commission would be developed, recognising existing arrangements already in place such as those of the Strategic Infrastructure Board and the Strategic Estates Groups. The report sought to agree the objectives of the proposed GMLC, confirm the partnership participation of predominantly public sector partner attendees, and to recommend commencement of the GMLC.

The GMLC had previously been agreed by the GMCA but had not formerly been established. It was recognised that work was already underway and that the Commission would not duplicate this work but would add value by delivering plans and visions through collaboration. It would bolster current activity and would learn from the experience of others. The Commission would also create a mechanism for dialogue with Government, public and private partners, utilities companies, and religious partners, as well as many others.

It was noted by Members that the Commission had a vital part to play in accelerating regeneration in the city region. The example of rail stations was provided and it was hoped that the Commission could work with Network Rail to speed up the improvement of rail station infrastructure, making stations more accessible for people with accessibility requirements.

**RESOLVED /-**

1. That the establishment, purpose, and commencement of the GM Land Commission be approved.
2. That it be noted that the GMCA Governance Team will determine the meeting schedule.
3. That the proposed partner memberships of the GM Land Commission be noted.

## **GMCA 79/22 HOMELESSNESS BUDGET**

Salford City Mayor, Paul Dennett, Portfolio Lead for Housing, Homelessness and Infrastructure, introduced a report which sought approval to administer a range of Government grants relating to the homelessness budget for 2022/23 and beyond. The report set out some of the city region's key achievements so far and attention was brought to specific proposals within the report.

GM had been chosen as one of five pilot areas for devolved funding from the Ministry of Justice, which had provided 132 community accommodation placements for 338 out of 366 eligible people released from custody over the space of one year. Due to the pilot's success, the Government had extended the scheme and its funding to 2026/27. In addition, the GM Rough Sleeper Accommodation Programme had delivered 466 units to date and the proposed funding would deliver an additional 60 units. Furthermore, the Housing First pilot, which had supported over 325 tenancies with an 85% retention rate across three years, had been granted an extension by Government. GM had placed bids for funding amounting to £7 million, which would fund the scheme until 2024. Finally, the GM Rough Sleeper Initiative would continue and would increase capacity, capability and collaboration in GM with the aim of ending rough sleeping. Existing interventions would be supported to continue and new activity would commence.

Baroness Beverley Hughes, Deputy Mayor for Policing, Crime, Criminal Justice and Fire, reflected on the unique arrangements that were in place for the community accommodation scheme. Instead of delivering a North West scheme, Greater Manchester had been able to negotiate an agreement that had allowed it to have a regional focus and this had been crucial to the scheme's success. Creating safe housing was the starting point for reducing reoffending and Greater Manchester had been able to go further and faster in making this a reality for custody-leavers.

Members noted the excellent progress that had been made in addressing homelessness and rough sleeping throughout GM and reflected on the possibility that these initiatives may be increasingly needed in light of the cost-of-living crisis. Thanks were given to several partners for their work in implementing these schemes and it was highlighted that this work could act as an example for further public service reform by demonstrating what Greater Manchester can achieve when it works as one body.

## **RESOLVED /-**

1. That the funding allocations for the following programmes be noted:
  - a) GM Community Accommodation Service Tier 3 - 2022/23-2026/27
  - b) GM Rough Sleeper Accommodation Programme 2022/23-2024/25 Support Specification
  - c) GM Rough Sleeper Initiative 2022/23-2024/25 (following final funding confirmation)
  - d) GM Housing First Pilot extension 2022/23-2023/24
  
2. That authority be delegated to the GMCA Treasurer, in consultation with the Greater Manchester Mayor and Portfolio Lead for Housing, Homelessness and Infrastructure, to:
  - a) Administer the grants through onward grant allocations and contract awards under standard procurement rules.
  - b) Revise the 2022/23 GMCA revenue budget and medium-term financial plan for future years budget plans.
  
3. That the GMCA records its thanks to Chris Edwards, Regional Probation Director for the Greater Manchester Probation Service for Devolution of Justice and Rehabilitation to Greater Manchester.

**GMCA 80/22                    GREATER MANCHESTER LOCAL SKILLS REPORT AND LABOUR  
MARKET PLAN 2022/23**

Councillor Bev Craig, Portfolio Lead for Education, Skills, Work & Apprenticeships and Digital City Region, introduced a report which shared information about Greater Manchester's Local



Skills Report and Labour Market Plan 2022/23 (LSR). The LSR, published by the Greater Manchester Employment and Skills Advisory Panel, had set out key skills and employment priorities for the city region and was a refresh of the report that had been published in March 2021.

It was noted that the ambition since 2021 had not changed rather that the situation for businesses and residents had changed. The new report noted that 40% of GM employment was in the foundational economy where there were limited opportunities for career progression. A strategy focusing on the economy of the future was being developed with the aim of making improvements for residents. It was emphasised that Greater Manchester had a strong track record on skills and that its vision stood out. Some levers would be required from Government and the devolution trailblazer could act as a mechanism to enable Greater Manchester to call for more powers and deepen its responsibilities in the skills agenda.

**RESOLVED /-**

That the report be noted.

**GMCA 81/22            GREATER MANCHESTER HOUSING INVESTMENT LOANS FUND –  
INVESTMENT APPROVAL RECOMMENDATIONS**

Salford City Mayor, Paul Dennett, Portfolio Lead for Housing, Homelessness and Infrastructure, introduced a report which sought the approval of the GM Housing Investment Loans Fund for a loan to Mick George Homes Limited. The loan would enable five new homes to be built on a brownfield site according to planning permission that had been granted to the SME in 2019.

With the addition of the proposed loan, the total value of loans approved through the Fund would total £601.6 million and the number of new homes supported would be 7695.

**RESOLVED /-**

1. That the GM Housing Investment Loans Fund loan detailed in the table below be approved:

BORROWER	SCHEME	DISTRICT	LOAN
Mick George Homes (O/M) Ltd	Ladhill Lane, Greenfield	Oldham	£0.957m

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

**GMCA 82/22            GREATER MANCHESTER INVESTMENT FRAMEWORK,  
CONDITIONAL PROJECT APPROVAL**

Eamonn Boylan, Chief Executive Officer, GMCA & TfGM, introduced a report which sought the GMCA's approval for loans to Citylabs 4.0 Limited, Vector Homes Limited, and Apadmi Group Limited. The investments would be made from recycled funds. The GMCA was also requested to note that an investment into Northern Gritstone Limited and follow-on investment into Bank North Limited were approved under delegation.

In relation to the proposed investments, it was brought to Members' attention that the GMCA had been involved in all stages of the Citylabs investment so far and that the project had attracted significant interest. Vector Homes Limited was a research and innovation company and the investment would support sustainable development. Apadmi Group Limited was an end-to-end mobile application developer and strategic partner to large and small businesses, based in Salford. The equity loan to Northern Gritstone would help to establish a fund to support the scale-up and spin-out of SMEs founded from the universities of Manchester, Leeds, and Sheffield. Finally, the equity loan to BankNorth would support the challenger bank to provide loans to SMEs across the North of England.

**RESOLVED /-**

1. That the loan facility of up to £11.1m to Citylabs 4.0 Limited be approved.
2. That the loan to Vector Homes Limited of £150,000 be approved.
3. That the follow-on loan to Apadmi Group Ltd of up to £2.7m be approved.
4. That the investment into Northern Gritstone Ltd of £1.5m be noted.

5. That the follow-on investment into Bank North Ltd of £500,000 approved under delegation be noted.
6. That authority be delegated to the GMCA Treasurer and Monitoring Officer to review the due diligence information in respect of the above loans, and, subject to their satisfactory review and agreement of the due diligence information and the overall detailed commercial terms of the loans, to sign off any outstanding conditions, issue final approvals and complete any necessary related documentation in respect of the loans noted above.

**GMCA 83/22            EXCLUSION OF THE PRESS AND PUBLIC**

**RESOLVED /-**

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

**GMCA 84/22            GREATER MANCHESTER HOUSING INVESTMENT LOANS FUND –  
INVESTMENT APPROVAL RECOMMENDATION**

**Clerk's Note:** This item was considered in support of the report considered in Part A of the agenda (Minute GMCA 81/22 above refers).

**RESOLVED /-**

That the report be noted.

**GMCA 95/22            GM INVESTMENT FRAMEWORK, CONDITIONAL PROJECT  
APPROVAL**

**Clerk's Note:** This item was considered in support of the report considered in Part A of the agenda (Minute GMCA 82/22 above refers).

**RESOLVED /-**

That the report be noted.

Signed by the Chair:

## MINUTES OF THE MEETING OF THE GMCA RESOURCES COMMITTEE HELD ON FRIDAY 25 MARCH 2022

### PRESENT:

City Mayor Paul Dennett (In the Chair)	Salford
Councillor Martyn Cox	Bolton
Councillor Elise Wilson	Stockport
Councillor Brenda Warrington	Tameside
Councillor Andrew Western	Trafford
Councillor David Molyneux	Wigan

### ALSO PRESENT:

Eamonn Boylan	Chief Executive Officer, GMCA & TfGM
Julie Connor	Asst Director Governance & Scrutiny, GMCA
Kevin Lee	Office of the GM Mayor
Andrew Lightfoot	Deputy Chief Executive, GMCA

### RC/10/22 APOLOGIES

Apologies were received and noted from Andy Burnham, Mayor of Greater Manchester.

### RC/11/22 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS

#### RESOLVED/-

There were no urgent announcements or urgent business.

### RC/12/22 DECLARATIONS OF INTEREST

#### RESOLVED/-

There were no declarations of interest.

**RC/13/22 MINUTES OF THE GMCA RESOURCES COMMITTEE HELD ON 11  
FEBRUARY 2022**

The Committee was advised that the benchmarking data for Monitoring Officers had been circulated to the Committee.

**RESOLVED/-**

That the minutes of the GMCA Resources Committee meeting held on 11 February 2022 be approved as a correct record.

**RC/14/22 APPOINTMENT OF TRANSPORT COMMISSIONER AND ACTIVE  
TRAVEL COMMISSIONER**

Eamonn Boylan introduced a report which sought the approval for the appointment of the Transport and Active Travel Commissioners.

The Chair advised the Committee of a number of proposed additional recommendations regarding the work required, accountability arrangements and proposed remuneration for all Mayoral Advisers or Commissioners and more specifically the remuneration of Diane Modhal.

**RESOLVED/-**

1. That the appointment of Vernon Everitt as Transport Commissioner, on the terms outlined in paragraph 3.6 of the report, be approved.
2. That the appointment of Dame Sarah Storey as Active Travel Commissioner, on the terms outlined in paragraph 4.5 of the report, be approved.
3. That it be noted that all Advisor appointees will be required to complete the GMCA Register of Interests and comply with GMCA policies and procedures.

4. That a report be submitted to the next meeting of the Resources Committee which sets out the work required, accountability arrangements and proposed remuneration for all Mayoral Advisers or Commissioners.
5. That it be noted that Diane Modhal has led the work in relation to Young People's issues since June 2021.
6. That authority be delegated to the Chief Executive Officer, GMCA & TfGM to agree the payment terms for the work undertaken by Diane Modhal from June 2021, remunerated at £500 per day to the date of the report to Resources Committee on all Mayoral Advisers or Commissioners.

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## Greater Manchester Combined Authority

Date: 24<sup>th</sup> June 2022  
Subject: GMCA Provisional Capital Outturn 2021/22  
Report of: Councillor David Molyneux, Portfolio Lead for Resources  
Steve Wilson, GMCA Treasurer

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### Purpose of Report

This report is to inform members of the Greater Manchester Combined Authority provisional capital outturn for 2021/22.

### Recommendations:

The GMCA is requested to note the 2021/22 provisional outturn capital expenditure of £499.275 million compared to the forecast position presented to the GMCA on 11 February 2022 of £479.917 million which is a variance of £19.358m reduction in spend compared to forecast.

### Contact Officers

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Name: Steve Warrener, Finance and Corporate Services Director, Transport for Greater Manchester  
Telephone: 07711 819301  
E-mail: [steve.warrener@tfgm.com](mailto:steve.warrener@tfgm.com)

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

No decisions are included in this report.

## **Risk Management**

An assessment of major budget risks faced by the authority are carried out quarterly as part of the reporting process – there are no specific risks identified with the 2021/22 provisional outturn position.

## **Legal Considerations**

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

## **Financial Consequences – Revenue**

There are no specific revenue implications contained in this report.

## **Financial Consequences – Capital**

The report sets out the capital expenditure for 2021/22

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

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

N/a

## **Background Papers**

GMCA Capital Programme 2020/21 – 2023/24 - 12 February 2021

GMCA Capital Update 2021/22 – Quarter 1 – 10 September 2021

GMCA Capital Update 2021/22 – Quarter 2 – 26 November 2021

GMCA Capital Update 2021/22 – Quarter 3 – 11 February 2022

## **Tracking/ Process**

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

No

## **Exemption from call in**

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

No

**GM Transport Committee**

N/a

**Overview and Scrutiny Committee**

N/a

## 1. INTRODUCTION AND BACKGROUND

1.1 The Greater Manchester Combined Authority (GMCA) approved the 2021/22 Capital Programme at its meeting on 12 February 2021. Updated forecast outturns were provided on a quarterly basis during 2021/22.

1.2 GMCA's capital programme includes Greater Manchester Fire and Rescue Services, Economic Development and Regeneration programmes, Waste & Resources Service and the continuation of the programme of activity currently being delivered by Transport for Greater Manchester (TfGM) and Local Authorities including the following elements:

- a) The Greater Manchester Transport Fund ('GMTF');
- b) Metrolink Trafford Park Line Extension;
- c) Clean Air Schemes including Early Measures Investment Fund (EMIF), Clean Bus Initiatives, Office for Zero emissions Vehicles (OZEV), Electric Vehicles (EV), Taxi, Clean Air Plan (CAP), EV Taxi Infrastructure, Clean Air Zones (CAZ) and Financial Support Schemes (FSS);
- d) 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;
- e) Transport Growth Deal Major Schemes;
- f) Minor Works (including schemes funded by Integrated Transport Capital Block and Growth Deal);
- g) Capital Highways Maintenance, Traffic Signals and Full Fibre;
- h) Investments including Growing Places, Regional Growth Fund and Housing Investment Fund;
- i) Economic Development and Regeneration Growth Deal Schemes;
- j) Fire and Rescue Service Schemes; and
- k) Waste and Resources Schemes

1.3 The actual capital expenditure for 2021/22 was £499.275m compared to forecast for 2021/22 presented to GMCA on 11 February 2022 of £479.917m which is a variance of £19.358m reduction in spend compared to forecast. This is summarised in Appendix A and the major variances are described in this report. The financing of capital expenditure in 2021/22 is provided in section 7.

- 1.4 It should be noted that this report is a draft of the expected outcome of the 2021/22 capital outturn position, ahead of the audit of the Statement of Accounts, however it is not anticipated that there will be any material changes to the position presented in this report.

## **2. IMPACT OF COVID-19 AND GLOBAL PRESSURES**

- 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 2021/22, 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, albeit due to more recent ongoing global events and trends this is becoming an increasing challenge.
- 2.3 Some of these impacts have manifested themselves on the final outturn figures for 2021/22 reported within this update. It is anticipated that these impacts will continue to varying degrees into the future in respect of expenditure within 2022/23.
- 2.4 These impacts are being kept under review and will continue to be reported to the GMCA through future capital programme updates.

## **3. TRANSPORT SCHEMES**

### **3.1 Greater Manchester Transport Fund (GTMF)**

- 3.1.1 The GTMF programme is funded from a combination of grants from the Department for Transport; 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 borrowing).
- 3.1.2 The GTMF 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 GMCA, under its levying powers and in part from local, third party, revenue contributions.

- 3.1.3 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).
- 3.1.4 As reported previously to GMCA, due to the impact of COVID-19, Metrolink has suffered a significant reduction in farebox revenues. Following a period of stability and patronage growth between September and early December 2021, the emergence of the Omicron variant resulted in patronage and farebox revenue reducing again. There has since been a recovery once work from home guidance was lifted, this recent growth is budgeted to continue in 2022/23. The DfT COVID support was sufficient to cover the majority of the operating deficit in 2021/22. Additional funding has now been announced covering the first half of 2022/23, up to 4 October 2022, with Metrolink being allocated £20.5m.

## 3.2 **Metrolink Programme**

- 3.2.1 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.
- 3.2.2 The total expenditure on these residual works for 2021/22 was £5.877m, compared to the previous forecast of £7.020m. The variance is primarily due to rephasing of some works and associated costs and risk allowances into future years.
- 3.2.3 The total outturn cost is within the total approved budget.

## 3.3 **Metrolink Renewal and Enhancement Capital Programme**

- 3.3.1 The Metrolink Renewals and Enhancements programme has historically been funded by prudential borrowings, with repayments being made from Metrolink net revenues. However, because of COVID-19 and the associated impact on Metrolink

revenues referred to at 3.1.4 above, the programme has been reprioritised, with only works that are either safety or operationally critical currently being delivered.

3.3.2 The total expenditure for 2021/22 was £10.938m, compared to the previous forecast of £9.257m. This variance of £1.681m is due to earlier conclusion of the procurement and the subsequent contract award for track renewals.

3.3.3 The total outturn cost is within the total approved budget.

### **3.4 Park and Ride**

3.4.1 The total expenditure in 2021/22 was £21k and in line with the previous forecast.

3.4.2 The total outturn cost is within the total approved budget.

### **3.5 Bus Priority Programme**

3.5.1 The total expenditure in 2021/22 was £190k and in line with the previous forecast.

3.5.2 The total outturn cost is within the total approved budget.

### **3.6 Interchanges**

3.6.1 The total expenditure in 2021/22 was a credit of £136k compared to a previously forecast expenditure of £62k. The variance is due to the conclusion of final account negotiations on certain works.

3.6.2 The total outturn cost is within the total approved budget.

### **3.7 A6 to Manchester Airport Relief Road (A6MARR)**

3.7.1 Stockport Council are responsible for the delivery of the A6MARR, resulting in the expenditure largely comprising grant payments to Stockport MBC.

3.7.2 The total expenditure in 2021/22 was £2.5m, compared to the previous forecast of £3.732m. The variance is predominately due to the phasing of costs relating to land acquisitions into future years.

3.7.3 The total outturn cost is within the total approved budget

### **3.8 Metrolink Trafford Extension**

3.8.1 The total expenditure in 2021/22 was £0.988m compared to the previous forecast of £0.710m. The variance is predominately due the earlier than forecast completion of several land transactions.

3.8.2 The total outturn cost is within the total approved budget.

### **3.9 Transforming Cities Fund – First Allocation (TCF)**

3.9.1 This programme includes:

- Metrolink Additional Capacity; and
- Cycling and Walking Mayoral Challenge Fund (MCF)

3.9.2 The Metrolink Additional Capacity programme includes the purchase of 27 additional trams and additional supporting infrastructure. The total expenditure for 2021/22 was £13.088m, compared to the previous forecast of £16.856m. The variance is primarily due to the rephasing of risk allowances into future years. In total 15 trams were accepted into service during 2021/22.

3.9.3 The Cycling and Walking Challenge Fund total 2021/22 capital expenditure was £40.602m, which was in line with the previous forecast. The Cycle and Walking Challenge Fund programme comprises 87 identified scheme interventions, across 11 scheme promoters within Greater Manchester.

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

### **3.10 Transforming Cities Fund – Second Allocation (TCF2)**

3.10.1 The total expenditure in 2021/22 was £1.017m which was in line with forecast.

3.10.2 The total outturn cost is within the total approved budget.

### **3.11 Active Travel Fund (ATF)**

3.11.1 The Active Travel Fund (ATF) programme comprises 21 cycling and walking infrastructure schemes located on the public highway, which are to be delivered by the 10 Greater Manchester Authorities. The total expenditure in 2021/22 is £1.842m, compared to a previous forecast of £2.461m. The variance is due to rephasing of expenditure on some schemes from 2021/22 into 2022/23.

3.11.2 The total outturn costs are within the total approved budget.



### **3.12 Clear Air Programme**

- 3.12.1 The Clean Bus Fund and Clean Bus Technology Fund expenditure in 2021/22 was £7.482m, compared to a previous forecast of £8.653m. The variance is due to some bus retrofit works now being rephased from 2021/22 into 2022/23.
- 3.12.2 The OZEV and CAP EV Taxi Infrastructure Project expenditure in 2021/22 was £2.109m, compared to a previous forecast of £2.530m. The variance is due to rephasing of utilities work into next financial year.
- 3.12.3 The total expenditure in 2021/22 for implementation of the GM Clean Air Zone (CAZ) was £12.127m compared to previous forecast of £18.137m. The variance is due to the Government revoking the direction to implement the Clean Air Zone and giving Greater Manchester until 1 July 2022 to present a new plan to achieve compliance with legal air quality standards in the shortest time possible and by 2026 at the latest. All non-committed capital expenditure across CAZ has been paused.
- 3.12.4 The total expenditure in 2021/22 for the Clean Air Financial Support Scheme (FSS) was £3.344m, which is line with the previous forecast.
- 3.12.5 The total expenditure in 2021/22 for the Joint Air Quality Unit (JAQU) Early Measures Investment Funding (EMIF) was £332k, which is in line with the previous forecast.
- 3.12.6 The total outturn costs are within the total approved budget for all projects.

### **3.13 Other Capital Schemes and Programmes**

- 3.13.1 The other capital schemes and programmes include:
- Cycle City Ambition Grant 2 (CCAG 2); and
  - Rail – Access for All
- 3.13.2 The total expenditure for CCAG 2 for 2021/22 was £1.625m compared to the previous forecast of £1.732m. The variance is primarily due to the rephasing of monitoring and evaluation activities into next financial year.
- 3.13.3 The Greater Manchester Rail Access for All Programme has £6.7 million of funding, awarded by the Department for Transport (DfT) to Network Rail. The Access for All Programme total expenditure in 2021/22 was £463k, compared to a forecast of

£0.624m. The variance is due to the rephrasing of part of the programme into next financial year, in part due to the impact of Covid and global pressures noted in section 2 above.

3.13.4 The total forecast outturn costs are within the total approved budget for these programmes.

### **3.14 Bus Franchising**

3.14.1 The total expenditure for bus franchising related capital expenditure for 2021/22 is £5.223m, compared to a previous forecast of £6.423m. The variance is due to the rephrasing of certain expenditure from 2021/22 into 2022/23 as a result of awaiting the outcome of the judicial review.

3.14.2 The total forecast outturn costs are within the total approved budget for the project.

### **3.15 Transport Local Growth Deal 1 Majors Schemes and 3 (Major and Minor Schemes)**

3.15.1 The Transport Local Growth Deal 1 & 3 Majors Programme consists of 15 major schemes (excluding Stockport Town Centre Access Plan (TCAP)) which are being delivered by TfGM and the Local Authorities. The total 2021/22 expenditure is £28.044m, compared to a previous forecast of £26.440m. The variance is predominantly due to construction activities on Stockport Interchange having commenced ahead of the original schedule.

3.15.2 The Local Growth Deal 3 Minor Works schemes are being delivered by TfGM and the Local Authorities. The total expenditure in 2021/22 is £2.287m, in line with the previous forecast.

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

### **3.16 Minor Works**

3.16.1 The 2021/22 total expenditure for these schemes was £5.134m compared to the previous forecast of £6.642m. The variance is due to the rephrasing of works across various schemes from 2021/22 into 2022/23.

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

### **3.17 Traffic Signals**

3.17.1 The 2021/22 total expenditure was £2.230m compared to budget of £2.500m. All traffic signals are externally funded and the annual amount will fluctuate dependant on the level of new installations and developments.

### **3.18 Highways Maintenance and Pot Hole**

3.18.1 Government grant funding is received and a proportion is distributed to constituent local authorities. For 2021/22 expenditure of £47.164m has been incurred.

### **3.19 Full Fibre Network**

3.19.1 The 2021/22 expenditure was £12.313m compared to forecast at Quarter 3 of £11.2m. The government grant funding for the programme is now fully spent and remaining spend in 2022/23 will be from within GMCA budget.

## **4. ECONOMIC DEVELOPMENT AND REGENERATION FUNCTIONS**

### **4.1 Regional Growth Funding / Growing Places**

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 spend for 2021/22 is £8.295m.

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. The spend for 2021/22 is £10.250m.

### **4.2 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 DLUHC provided a £300m loan to provide the up-front funding and loans are approved by GMCA. Drawdowns for projects are subject to change once specific loans and timings are approved. Spend in 2021/22 was £139.412m.

### **4.3 Skills Capital**

Spend for 2021/22 of £3.445m was slightly below previous forecast of £4.596m.

#### 4.4 **Life Sciences Fund**

The GM&C Life Sciences Fund is a seed and early stage venture capital fund targeting life sciences businesses located in the Greater Manchester and Cheshire & Warrington region. Spend for 2021/22 of £0.749m was slightly below previous estimate

#### 4.5 **Getting Building Fund**

The full grant for Getting Building fund of £34.6m has been expended during 2021/22 as planned.

#### 4.6 **Brownfield Land Fund**

Spend against the grant for 2021/22 is £39.780m is slightly higher than previous forecast due to timing of approvals.

#### 4.7 **Affordable Homes**

Programme to bring empty homes back in to use. Expenditure in 2021/22 is £88k dependent on number of units completed and funding for each is received from Homes England.

#### 4.8 **Public Sector Decarbonisation Scheme**

The Public Sector Decarbonisation Scheme (PSDS) 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).

Expenditure to end of 2021/22 was £35.257m. The scheme has been extended to June 2022 and remaining grant funding is forecast to be expended during this period.

#### 4.9 **Homelessness Rough Sleeper Programme**

The phase one grant of £1.335m has been fully expended in 2021/22.

#### 4.10 **Green Homes Grant**

The Green Homes grants are provided by central government to support domestic retrofit projects. Spend on Phase 1a in 2021/22 of £1.939m is below forecast with final spend due by end of June 2022.

## **5. FIRE AND RESCUE SERVICE**

5.1 The 2021/22 budget for GM Fire and Rescue Service (GMFRS) in February 2022 was approved at £11.186m. The draft capital outturn position at March 2022 is an expenditure of £6.861m, a variance of £4.326m relating the following areas:

5.2 Estates underspend of £889k is mainly in relation to the profile of works at Bury TSC (£0.752m), the remaining budget has been slipped to 2022/23 when the spend will be incurred. The other variances are mainly due to spend being transferred to revenue where it does not comply with capital deminimus thresholds, mainly against Minor Works and Asset Strategy Group budgets.

5.3 Separate budgets are currently in the programme for Minor Works and Asset Strategy Group. Budget Management Group are asked to approve the merger of the two budgets into one line of the Estates Capital Programme.

5.4 The slippage of £1.717m against Transport is in relation to Aerial Appliances which was being held within the budget until the outcome of decisions around the Scorpion and lead times of vehicles on order were established.

5.5 During the first quarter of 2022/23, the Head of Finance and the Fleet Manager will work together to review and revise the replacement programme for A Fleet, B Fleet and other vehicles which will enable the profiling of the capital programme to be reflective of expectations and assumptions.

5.6 The main variance against ICT Capital Programme is in relation to the Local Full Fibre Network (LFFN) budget. The assumption during 2021/22 was that the funding would be required in full within the year. A decision has now been taken to utilise the Transport funding in the first instance and once the funding is exhausted, the call will then be on the Fire funding, therefore, the budget has been moved into 2022/23.

- 5.7 The variance on equipment is mainly due to spend not meeting the criteria of capital, mainly due to the capital de minimis of £20k, therefore, spend has been transferred to the revenue budget.
- 5.8 Work has been undertaken during 2021/22 to identify the equipment replacement programme for future years, this is due to be finalised in the first quarter of 2022/23.
- 5.9 Budget has been added to the Sustainability programme in respect of Low Carbon Skills Fund to cover the costs of works around LED lighting. It is anticipated that this will be fully funded through available grant via the CA.
- 5.10 The Ashton Fire Station and Bury Fire Station PV and Battery schemes are to be funded from the Public Sector Decarbonisation Scheme. The works in respect of these schemes have not yet completed, however, an extension to the end of June has been requested and granted. The variance has been slipped to 2022/23.

#### Waking Watch Relief Fund (WWRF)

- 5.11 A Memorandum of Understanding (MOU) is in place between Department for Levelling Up, Housing and Communities (DLUHC) and GMFRS to assess bids and distribution of funding made available for the replacement of waking watch through the installation of alarm systems. The original MOU stated that Greater Manchester could claim up to £2.050m, however, further funding was made available.
- 5.12 This has been a successful scheme with all of the initial funds plus the additional being committed. DLUHC have requested that GMCA/GMFRS agree a further MOU for the Waking Watch Replacement Fund.
- 5.13 The remaining budget from 2021/22 will roll forward to 2022/23 fully funded by Government and an addition to the budget will be implemented for Q1 for the final figure of the Relief Fund plus the additional budget for the Replacement Fund.

## **6. WASTE AND RESOURCES SERVICE**

6.1 The slippage on the operational assets of £8.634m is attributable to reprofiling of spend in relation to works at Raikes Lane, Bolton TRF, Longley Lane, Sharston MRF and mobile plant and equipment. These three schemes will roll forward into 2022/23.

6.2 The slippage on non-operational assets of £151k is attributable to delay in expenditure on site fencing at Waithlands former landfill site. This scheme will roll forward into 2022/23.

## 7. FUNDING REQUIREMENTS

7.1 Below are the funding arrangements for 2021/22.

<b>Financed by:</b>	<b>£000</b>
<u>GMCA Resources</u>	
Borrowing	43,346
Capital Grants	116,519
Revenue Contribution to Capital Outlay	31,847
External Contributions	2,230
External Contributions TfGM	13,361
<b>Total Transport</b>	<b>207,302</b>
Borrowing	0
Capital Grants	112,205
Revenue Contribution to Capital Outlay	0
Useable Capital Receipts	157,353
<b>Total Economic Development and Regeneration</b>	<b>269,558</b>
Borrowing	1,779
Capital Grants	1,751
Revenue Contribution to Capital Outlay	3,330
Capital Receipts	0
<b>Total Fire and Rescue Service</b>	<b>6,861</b>
Borrowing	14,295
Useable Capital Receipts	318
Revenue Contribution to Capital Outlay	941
<b>Total Waste</b>	<b>15,554</b>

<b>Total Funding</b>	<b>499,275</b>
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<b>Financed by:</b>	<b>£000</b>
Borrowing	59,420
Capital Grants	230,475
Revenue Contribution to Capital Outlay	36,118
Capital Receipts	157,671
External Contributions	2,230
External Contributions TfGM	13,361
<b>Total Funding</b>	<b>499,275</b>

## 8. RECOMMENDATIONS

8.1 The recommendations appear at the front of this report.



## Appendix A – Capital Outturn 2021/22

	<b>Budget 2021/22 £000</b>	<b>Previous 2021/22 Forecast £000</b>	<b>Outturn 2021/22 £000</b>	<b>Variance £000</b>
<b>Greater Manchester Transport Fund schemes</b>				
Metrolink Programme	5,770	7,020	5,877	(1,143)
Metrolink Renewals and Enhancements	8,394	9,257	10,938	1,681
Park and Ride	-	97	21	(76)
Bus Priority Programme	77	198	190	(8)
Interchange Programme	51	62	(136)	(198)
<b>Greater Manchester Transport Fund</b>	<b>14,292</b>	<b>16,634</b>	<b>16,890</b>	<b>256</b>
<b>Road Schemes (Stockport)</b>				
A6 MARR / SEMMMS	5,552	3,732	2,500	(1,232)
<b>Stockport Council Schemes total</b>	<b>5,552</b>	<b>3,732</b>	<b>2,500</b>	<b>(1,232)</b>
<b>Other Metrolink Schemes</b>				
Trafford Extension	196	710	988	278
<b>Other Metrolink Schemes total</b>	<b>196</b>	<b>710</b>	<b>988</b>	<b>278</b>
<b>Clean Air Programme</b>				
OZEV-EV Taxi	1,986	2,530	2,109	(421)
Financial Support Scheme (FSS)	-	3,294	3,344	50
Clean Air Zone (CAZ)	-	18,137	12,127	(6,010)
Clean Bus Technology Fund	1,733	2,071	1,646	(425)
Clean Bus Fund	11,571	6,582	5,836	(746)
Early Measures Investment Fund	342	320	332	12
<b>Clean Air Programme total</b>	<b>15,632</b>	<b>32,934</b>	<b>25,394</b>	<b>(7,540)</b>
<b>Other Capital Schemes</b>				
CCAG 2	2,179	1,732	1,625	(107)
TCF - Mayors Challenge Fund	54,290	40,574	40,602	28
TCF - Metrolink Capacity Improvement Programme	18,132	16,856	13,088	(3,768)
Active Travel Fund	6,697	2,461	1,842	(619)
Access For All	1,788	624	463	(161)
<b>Other Capital Schemes total</b>	<b>83,086</b>	<b>62,247</b>	<b>57,620</b>	<b>(4,627)</b>
<b>Growth Deal Majors</b>				

	<b>Budget 2021/22 £000</b>	<b>Previous 2021/22 Forecast £000</b>	<b>Outturn 2021/22 £000</b>	<b>Variance £000</b>
TfGM Majors	22,117	16,765	18,375	1,610
Local Authorities Majors	12,418	9,675	9,669	(6)
<b>Growth Deal total</b>	<b>34,535</b>	<b>26,440</b>	<b>28,044</b>	<b>1,604</b>
<b>Minor Works</b>				
ITB Local Authorities	849	1,011	332	(679)
Growth Deal 1 & 2 Local Authorities	6,932	4,993	4,239	(754)
Growth Deal 2 TfGM Schemes	910	638	563	(75)
Growth Deal 3 TfGM schemes	1,347	2,343	2,256	(87)
Growth Deal 3 Local Authorities	1,040	43	31	(12)
<b>Minor Works total</b>	<b>11,078</b>	<b>9,028</b>	<b>7,421</b>	<b>(1,607)</b>
<b>Transforming Cities 2</b>				
TCF2	2,625	1,029	1,017	(12)
<b>Transforming Cities 2 total</b>	<b>2,625</b>	<b>1,029</b>	<b>1,017</b>	<b>(12)</b>
<b>Bus Franchising</b>				
Bus Franchising	-	6,423	5,223	(1,200)
<b>Bus Franchising total</b>	<b>-</b>	<b>6,423</b>	<b>5,223</b>	<b>(1,200)</b>
Traffic Signals (Externally Funded)	2,500	2,500	2,230	(270)
Full Fibre Network	17,252	11,200	12,313	1,113
GM One Network		-	499	499
Highways Capital Maintenance	27,202	34,940	47,164	12,224
<b>Total Capital - Transport</b>	<b>213,950</b>	<b>207,817</b>	<b>207,803</b>	<b>(514)</b>
Recycled GF / RGF Capital Receipts	5,000	8,295	8,147	(148)
Growing Places	20,000	10,250	4,795	(5,455)
Housing Investment Fund	90,142	77,434	139,412	61,978
Growth Deal - Skills Capital Round 2 & 3	9,673	4,596	3,445	(1,151)
Growth Deal - Life Sciences Fund	1,749	999	749	(250)
Growth Deal - Pankhurst Institute	793	-	-	-
Getting Building Fund	31,316	34,612	34,611	(1)
Brownfield Land Fund	30,000	37,907	39,780	1,873
Affordable Homes	-	200	88	(112)
Public Sector Decarbonisation Scheme	-	57,648	35,257	(22,391)

	<b>Budget 2021/22 £000</b>	<b>Previous 2021/22 Forecast £000</b>	<b>Outturn 2021/22 £000</b>	<b>Variance £000</b>
Homelessness Rough Sleeper Programme	-	1,335	1,335	-
Green Homes	-	3,300	1,939	(1,361)
<b>Total Capital - Economic Development &amp; Regeneration</b>	<b>188,673</b>	<b>236,576</b>	<b>269,558</b>	<b>32,982</b>
Estates	4,999	3,194	2,305	(889)
ICT	4,017	1,820	407	(1,413)
Vehicles & Equipment	4,186	3,779	1,988	(1,791)
Sustainability	75	342	409	67
Waking Watch Relief	-	2,050	1,751	(299)
<b>Total Capital - Fire and Rescue Service</b>	<b>13,277</b>	<b>11,185</b>	<b>6,861</b>	<b>(4,324)</b>
Operational Sites	21,300	24,150	15,516	(8,634)
Non-Operational - Sites	1,750	189	38	(151)
<b>Total Capital - Waste &amp; Resources</b>	<b>23,050</b>	<b>24,339</b>	<b>15,554</b>	<b>(8,785)</b>
<b>Total Capital</b>	<b>438,950</b>	<b>479,917</b>	<b>499,275</b>	<b>19,358</b>

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## Greater Manchester Combined Authority

Date: 24<sup>th</sup> June 2022  
Subject: GMCA Provisional Revenue Outturn 2021/22  
Report of: Councillor David Molyneux, Portfolio Lead for Resources  
Steve Wilson, GMCA Treasurer

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### Purpose of Report

This report is to inform members of the Greater Manchester Combined Authority provisional revenue outturn for 2021/22.

### Recommendations:

The GMCA is requested to:

1. Note that Mayoral General Budget provisional revenue outturn position for 2021/22 is breakeven after transfer to earmarked reserves;
2. Note the GMCA General Budget provisional revenue outturn position for 2021/22 is breakeven after transfer to earmarked reserves;
3. Note that the Mayoral General – GM Fire & Rescue provisional revenue outturn position for 2021/22 is £1.970m underspend after transfer to earmarked reserves which is planned to be transferred to the Fire & Rescue Capital Programme Reserve;
4. Note the Waste and Resourcing provisional revenue outturn position for 2021/22 is breakeven after transfers from earmarked reserves and agreed return of levy and reserves to Districts;
5. Note the GMCA Transport provisional revenue outturn position for 2021/22 is underspend of £11.9m which is planned to be transferred to Transport Capital Programme Reserve;
6. Note the TfGM provisional revenue outturn position for 2021/22 is breakeven;
7. Note that the Government has extended the statutory deadline for the publication of the 2021-22 draft accounts by two months to 31<sup>st</sup> July 2022;
8. Note that the final position is subject to the submission of the audited accounts to be finalised by 30<sup>th</sup> November 2022 and to be reported to the GMCA Audit Committee prior to the deadline.

## Contact Officers

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## Equalities Impact, Carbon and Sustainability Assessment:

No decisions are included in this report.

## Risk Management

An assessment of major budget risks faced by the authority are carried out quarterly as part of the reporting process – there are no specific risks identified with the 2021/22 provisional outturn position.

## Legal Considerations

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

## Financial Consequences – Revenue

Revenue consequences are set out in the main body of the report relating to the 2021/22 provisional outturn.

## Financial Consequences – Capital

There are no specific capital implications contained in this report.

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

## Comments/recommendations from Overview & Scrutiny Committee

N/a

## **Background Papers**

GMCA 12<sup>th</sup> February 2021 – Budget Reports 2021/22

GMCA 11<sup>th</sup> February 2022 – GMCA Revenue Update Quarter 3

## **Tracking/ Process**

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

No

## **Exemption from call in**

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

No

## **GM Transport Committee**

N/a

## **Overview and Scrutiny Committee**

N/a

## 1. INTRODUCTION

- 1.1 The purpose of this report is to provide the 2021/22 provisional revenue outturn position in relation to the Mayoral budget, GMCA General Budget, GM Fire and Rescue, Waste and Resources and Transport, including Transport for Greater Manchester (TfGM).
- 1.2 As in the previous two years the Government has extended the statutory deadline for the publication of the 2021-22 draft accounts by two months to 31<sup>st</sup> July 2022. The GMCA is working to a timetable to complete the single entity draft accounts by 30<sup>th</sup> June 2022 with the external audit of the accounts expected to take place in September/October 2022. The statutory deadline for submission of audited accounts has been extended to 30<sup>th</sup> November 2022 which will be reported to the GMCA Audit Committee prior to the deadline.
- 1.3 It should be noted that this report is a draft of the expected outcome of the 2021/22 financial position, ahead of the audit of the Statement of Accounts, however it is not anticipated that there will be any significant changes.
- 1.4 The table below shows the summary of the provisional outturn position for budgets in this report.

2021/22 Summary	Original/Approved Budget			Provisional Outturn			Variance		
	Exp	Income	Total	Exp	Income	Total	Exp	Income	Total
	£000	£000	£000	£000	£000	£000	£000	£000	£000
GMCA General	259,765	-259,765	0	259,765	-259,765	0	0	0	0
Mayoral General	126,749	-126,749	0	126,427	-126,427	0	-322	322	0
GM Fire & Rescue	112,173	-112,173	0	113,176	-115,146	-1,970	1,003	-2,973	-1,970
Waste & Res	162,402	-162,402	0	162,402	-162,402	0	0	0	0
Transport	246,426	-246,426	0	234,503	-246,426	-11,923	-11,923	0	-11,923
<u>Memorandum</u>									
TfGM	173,680	-173,680	0	176,930	-176,930	0	3,250	-3,250	0

## 2. GMCA GENERAL BUDGET

- 2.1 The approved GMCA General Budget for 2021/22 was £224.044m, which has been revised during the year to reflect additional external funding received to £259.765m. The provisional outturn is a breakeven position after transfer between earmarked reserves for externally funded programmes of work.



2.2 The most significant variance was an overspend of £165k on the Public Service Reform (PSR) Directorate, in relation to unfunded posts and expenditure against income from received in 2020/21 which has been met by variances in other business areas compared the budget funding from within GMCA.

2.3 The table below provides a summary of the position.

<b>GMCA Provisional Outturn 2021/22</b>	<b>Original Budget</b>	<b>Revised Budget</b>	<b>Provisional Outturn</b>	<b>Variance (Over/ - Under Spend)</b>
	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
Digital	1,674	3,784	3,782	-3
Economy	18,954	26,573	26,547	-26
Environment	2,697	3,235	3,140	-96
Place	7,941	7,842	7,754	-88
Public Service Reform	21,993	34,443	34,608	165
Work and Skills	140,406	151,417	151,372	-45
GMCA Corporate	26,580	29,070	29,162	93
GM Election	3,800	3,400	3,400	0
<b>Net Expenditure</b>	<b>224,044</b>	<b>259,765</b>	<b>259,765</b>	<b>0</b>

### 3. MAYORAL GENERAL BUDGET

3.1 The provisional outturn position for the Mayoral budget in 2021/22 is breakeven after transfer to earmarked reserves.

3.2 The original expenditure budget in 2021/22 approved on 12<sup>th</sup> February 2021 was £126.749m and the provisional expenditure to the end of 2021/22 is £126.427m, which is an underspend of £322k. relating to:

- Additional income of £110k received in 2021/22 towards the A Bed Every Night (ABEN) scheme. This underspend has been earmarked to support the ABEN planned budget in 2022/23.
- Our Pass and Care Leavers concessionary pass underspend of £137k based on take-up during 2021/22.
- Mayoral priorities underspend of £56k mainly in relation to Equalities Panels.
- Underspend of £19k against Mayoral general budget, particularly relating to

travel expenses.

3.3 The underspend is offset by:

- A shortfall in income to support the Our Pass pilot from colleges of £850k following the pandemic. This has been funded by use of Mayoral reserve of £583k and underspends set out above.

3.4 The table below provides a breakdown of the position:

Mayor's Provisional Outturn 2021/22	Original Budget	Provisional Outturn	Variance (Over/Under Spend)
	£000	£000	£000
<b>Mayoral General budget</b>	<b>1,249</b>	<b>1,230</b>	<b>-19</b>
<b>Transport Budget</b>	<b>106,250</b>	<b>106,250</b>	<b>0</b>
Our Pass / Care Leavers concessionary travel	16,750	16,613	-137
A Bed Every Night	1,950	1,840	-110
Other	550	494	-56
<b>Total Mayoral Priorities</b>	<b>19,250</b>	<b>18,947</b>	<b>-303</b>
<b>Total Expenditure</b>	<b>126,749</b>	<b>126,427</b>	<b>-322</b>
<b>Funded by:</b>			
Mayoral Precept/Collection Fund	-18,463	-18,357	106
Bus Service Operator Grant	-13,100	-13,151	-51
Mayoral Capacity Grant	-1,000	-1,000	0
Statutory Charge to local authorities	-86,700	-86,700	0
Transfer from Reserve	-6,636	-7,219	-583
External Income	-850	-1	849
<b>Total Income</b>	<b>-126,749</b>	<b>-126,427</b>	<b>322</b>

#### 4. MAYORAL - GM FIRE AND RESCUE

4.1 The approved GM Fire and Rescue Service (GMFRS) budget for 2021/22 was £112.173m. The provisional outturn position is an underspend of £1.970m.

4.2 The most significant expenditure variance relates to employees pay and pensions which is an underspend of £1.315m. 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 within 2022/23. Pre-arranged overtime has been included, costs associated to Covid-19 has been calculated and funded through the remaining grant.

- 4.2 Indirect employee allowances is an underspend of £333k. The underspend is mainly in relation to insurance and reduced cost of other training expenses in year.
- 4.3 Premises Related expenditure is an underspend of £812k mainly attributable to a reduction in business rates expenditure. This includes one off rebates following valuations of the Estate and recurring savings which are being factored into the budget planning for 2022/23 onwards.
- 4.4 Transport budgets have underspent by £89k which is a small reduction in the previously reported underspend due to travel costs increasing in line with the easing of national restrictions and internal hybrid working arrangements. Supplies, services and other expenditure is forecast at an overspend of £462k, mainly due to a requirement to top up provisions and planned capital expenditure having to be met from revenue budgets.
- 4.5 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 £148k.
- 4.6 Capital Financing has an underspend of £0.698m due in part to the impact of the revised Minimum Revenue Provision policy.
- 4.7 Income has underachieved by £111k mainly due to loss of income as a result of Covid-19 which has been covered by remaining grant via a drawdown from reserve.
- 4.8 The transfer reserves of £5.005m is £3.657m greater than the original budget the majority of which relates to addition relief grant funding transferred to reserves to support the Collection Fund position in 2022/23.

4.9 The overall position of an underspend of £1.970m is planned to be transferred to Capital Fund Reserve to support the Capital Programme and reduce the borrowing requirement in future years.

4.10 The table below provides a summary of the position:

<b>GMFRS Provisional Outturn 2021/22</b>	<b>Original Budget</b>	<b>Provisional Outturn</b>	<b>Variance (Over/Under Spend)</b>
	<b>£000</b>	<b>£000</b>	<b>£000</b>
Employees	86,501	85,186	-1,315
Indirect Employees	1,812	1,479	-333
Premises	4,897	4,086	-812
Transport	2,260	2,172	-89
Supplies & Services	8,699	9,161	462
Support Services	7,469	7,617	148
Government Grants	-768	-1,465	-698
Other Grants & Contributions	-215	-110	105
Customer & Client Receipts	-2,237	-1,533	704
Capital Financing Costs	2,406	1,579	-827
Trf to Earmarked Reserves	1,349	5,006	3,657
<b>Total Expenditure</b>	<b>112,173</b>	<b>113,176</b>	<b>1,003</b>
Localised Business Rates	-10,297	-10,297	0
Baseline funding	-40,353	-40,353	0
Section 31 - Business rates related	-2,594	-2,537	56
Section 31 - Pension related	-5,605	-5,605	0
Extended Retail Relief Grant	0	-2,249	-2,249
Covid Additional Relief Fund	0	-703	-703
Precept income	-50,041	-50,041	0
Collection Fund surplus/deficit	5,236	5,236	0
Local Council Tax Support	-1,349	-1,347	2
Trf from Earmarked Reserve	-7,171	-7,249	-78
<b>Total Funding</b>	<b>-112,173</b>	<b>-115,146</b>	<b>-2,972</b>
<b>Net Expenditure</b>	<b>0</b>	<b>-1,970</b>	<b>-1,970</b>

## 5. WASTE AND RESOURCES

5.1 The levy for the Waste and Resources service was set in February 2021 for a total of £162.402m represented by expenditure of £162.672m and a use of reserves of £270k.

5.2 The revenue outturn for 2021/22 is shown below:

Waste & Resources Provisional Outturn 2021/22	Original Budget	Provisional Outturn	Variance (Over/ -Under Spend)
	£000	£000	£000
Operational Costs	105,023	74,661	-30,362
Operational Financing	48,860	47,447	-1,383
Office Costs	6,190	4,533	-1,657
Non-Operational Financing	2,629	1,005	-1,624
<b>Total Budget</b>	<b>162,672</b>	<b>127,646</b>	<b>-35,026</b>
Levy Adjustment 2020/21	0	262	262
Levy Adjustment 2021/22	0	-10	-10
To/(From) Reserves	-270	34,504	34,774
<b>Levy</b>	<b>162,402</b>	<b>162,402</b>	<b>0</b>

5.3 Key differences between the budget and outturn figure are:

5.3.1 The budget was set using forecast levels of District delivered waste amounting to 861,000 tonnes of waste. The volumes of waste delivered by Districts was the same but with variances in the types of waste delivered. Lower amounts than forecast were received in biowaste, street sweepings and trade, and higher than forecast in residual, commingled and paper/card waste streams.

5.3.2 The main operational variances are:

	Variance
	£000
Residual Value Contract	-16,113
WRMS Contract	-10,162
HWRCMS Contract	-923
Biowaste Offtake Agreements	-220
Other contract costs	-2,943

5.3.3 The main variances on operational costs are:

- a) Residual Value Contract – increased share of third party income;
- b) Waste and Resources Management Services (WRMS) Contract – increases in the cost of residual waste treated due to increases in residual waste tonnage offset by increased recyclate revenue rebate due to increased priced obtained and slightly higher tonnages of commingled and paper/card;
- c) Household Waste Recycling Centre Management Services (HWRCMS) Contract – lower than budgeted landfill costs; and
- d) Other contract costs – largely a result of an underspend on lifecycle costs with the underspend being moved to the Lifecycle Reserve to be spent in future years.

5.3.4 The main operational financing savings have been derived from lower than anticipated interest costs with rates lower than forecast and some savings on Minimum Revenue Provision (MRP) costs due to capital projects being completed later than anticipated.

5.3.5 The office cost variance is mainly due to underspends on consultancy fees. The underspend has been moved into a reserve for the anticipated spend on providing a response to the National Waste Strategy.

5.3.6 The provisional levy adjustment has been included within the outturn for 2021/22 with a forecast for the month of March 2022 which reflects the changes in tonnages being delivered by Districts. The sum will be confirmed during 2022/23 with an adjustment to reflect the actual position for March 2022. The breakdown per District is detailed below:

	<b>Levy Adjustment</b>
	<b>£000</b>
Bolton	146
Bury	-243
Manchester	732
Oldham	39
Rochdale	-192

Salford	-222
Stockport	88
Tameside	-168
Trafford	-170
<b>TOTAL</b>	<b>10</b>

5.3.7 At the GMCA meeting of 11 February 2022 it was noted that there is an intention to return £10m of reserves as a minimum. This will be a transaction in 2022/23 and as such the £10m held in a GMCA earmarked reserve at 31<sup>st</sup> March 2022. Approval will be sought to return the reserves in 2022/23 as part of the quarter 1 revenue update report to GMCA in July 2022.

## 6. TRANSPORT

6.1 The approved Transport budget approved by GMCA in February 2021 was £246.426m, made up of funding from the Transport levy and Statutory Charge and a number of specific grants. Of this a budget of £173.680m was approved for Transport for Greater Manchester (TfGM) and the remainder held by GMCA for capital financing costs.

6.2 The provisional outturn against the overall Transport budget is an underspend of £11.9m. This is made up of:

- £7.1m underspend on capital financing costs following a revision to the Minimum Revenue Provision policy which sets out how the authority pays off an element capital expenditure funded from borrowing each year. The revised policy was approved by GMCA in February 2022 and provides a consistent approach across all element of the GMCA which is prudent and compliant with statutory guidance.
- £4.9m underspend against the budget for interest costs on borrowing which has been deferred due to the authority using its own cash to fund capital expenditure.

6.3 The underspend will be transferred to the Transport Capital Programme Reserve which is in place to fund capital financing costs for Metrolink over the long term. The increase in reserve will support the recovery of Metrolink revenues following the

pandemic as Government funding recovery is expected to cease part way through 2022/23.

### Transport for Greater Manchester

- 6.4 The table below summarises the original approved budget outturn position for TfGM in 2021/22. This shows an increase of £3.250 million compared to the original budget. A commentary on the key changes is provided below the table.

<b>TfGM Revenue Budget Provisional Outturn 2021/22</b>	<b>Approved Budget</b>	<b>Previous Forecast Outturn</b>	<b>Provisional Outturn</b>	<b>Variance (Over/ -Under Spend)</b>
	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
<b>Expenditure</b>				
Concessionary Support	77,900	77,900	77,900	0
Supported Services	32,000	32,000	32,000	0
Accessible Transport	3,900	3,700	3,700	-200
Operational Costs	35,820	38,620	37,020	1,200
Clean Air Plan Costs	6,500	4,200	4,100	-2,400
Scheme/Pipeline Dev. Costs	7,000	10,000	10,200	3,200
Bus Franchising costs	4,250	5,000	5,700	1,450
Financing	6,310	6,310	6,310	0
<b>Total Expenditure</b>	<b>173,680</b>	<b>177,730</b>	<b>176,930</b>	<b>3,250</b>
<b>Funded by</b>				
Levy Allocated to TfGM	-36,380	-36,380	-36,380	0
Statutory Charge	-86,700	-86,700	-86,700	0
Mayoral Budget	-18,650	-18,650	-18,650	0
Rail Grant	-1,900	-1,900	-1,900	0
Metrolink funding revenue/reserves	-10,800	-10,800	-10,800	0
Clean Air Plan Govt Grants	-6,500	-4,200	-4,100	-2,400
Transforming Cities Fund	-7,000	-1,400	-1,600	-5,400
Intracity Transport Fund	0	-8,600	-8,600	8,600
Bus Franchising funding	-4,250	-5,000	-5,700	1,450
Utilisation of reserves/other grants	-1,500	-4,100	-2,500	1,000
<b>Total Funding</b>	<b>-173,680</b>	<b>-177,730</b>	<b>-176,930</b>	<b>-3,250</b>

- 6.5 The Concessionary Support outturn was in line with budget after transfers to reserves. In line with previous Department for Transport (DfT) guidance, TfGM has



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. This has led to an underspend in year of £5.9m which has been transferred to reserves and will be used to mitigate the significant cost risks in 2022/23, including in the Concessionary and Supported Services budgets, as government funding support for bus services is due to end in early October 2022.

- 6.6 The Supported Services outturn was in line with budget after transfers to reserves. There was an underspend in the year of £1.75m as certain risks which had been factored into the budget did not emerge in the 2021/22 financial year. However, as for the concessionary budget above, this reserves transfer will be used to mitigate the significant cost risks in the budget in 2022/23, including in the Concessionary and Supported Services budgets, as government funding support for bus services is due to end in early October 2022.
- 6.7 The Accessible Transport outturn was slightly below budget due to lower grants paid to Greater Manchester Accessible Transport Ltd (GMATL) to operate the Ring and Ride Service. This is due to fewer services being operated due to lower patronage during the pandemic.
- 6.8 Operational Costs outturn was £1.2m higher than the original budget due to additional costs incurred on projects funded through specific ring-fenced grants totaling £1m and £200k due to higher costs incurred or lower income received as a result of COVID-19 and higher energy costs, offset against savings in various areas.
- 6.9 Clean Air Plan outturn was £2.4m lower than budget. As in previous years all costs are funded by grants from the Government's Joint Air Quality Unit.
- 6.10 Scheme/Pipeline Development costs relate to a pipeline of Greater Manchester Infrastructure Programme schemes being developed by TfGM and the ten local authorities. Expenditure outturn was £3.2m higher than the original budget due to the phasing of work. As a result of receiving the £8.6 million of Intra City Transport Fund (ICTF) funding in the current year, the unutilised element of the previously approved Transforming Cities Fund 2 (TCF2) funding will be carried forward to enable the further development of the pipeline in future years.

6.11 The outturn expenditure on revenue funded implementation costs for Bus Franchising is £5.7 million, which is £1.45 million higher than the original budget. This is due to the phasing of a number of workstreams.

## **7. RECOMMENDATIONS**

7.1 The recommendations appear at the front of this report.



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## Greater Manchester Combined Authority

Date: Friday 24<sup>th</sup> June 2022

Subject: City Region Sustainable Transport Settlement - Final Scheme List

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

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### Purpose of Report

The purpose of this report is to update GMCA on the proposed final Scheme List for the City Region Sustainable Transport Settlement.

### Recommendations:

#### The GMCA is requested to:

1. Note that GMCA, as requested by Government, prepared and submitted a Programme Case to the Government's City Region Sustainable Transport Fund in January 2022;
2. Note that on 1<sup>st</sup> April 2022, the Secretary of State wrote to the GM Mayor to say that GMCA had been awarded an allocation of £1.07 billion of capital funding conditional on the agreeing a final Scheme List; and
3. Delegate the consideration, approval and submission to Government of the final CRSTS Scheme List to the Chief Executive Officer GMCA and TfGM in consultation with the GM Mayor.

### Contact Officers

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### Equalities Implications:

The CRSTS pipeline has been prepared to make a major contribution to improving the quality of life of all our residents by helping to improve accessibility to jobs and essential services; to provide an accessible and affordable public transport alternative for the third of GM households who do not have access to a car; and to deliver a more comprehensive active travel network to enable more people to incorporate physical activity into their daily lives.

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

### Climate Change Impact Assessment and Mitigation Measures:

This bid comprises a carefully constructed investment pipeline that directly addresses our shared drive to enhance productivity, level up and secure real reductions in carbon emissions, including 28,000 tonnes saving that can be secured through the conversion of 33% of the bus fleet to zero-emission vehicles. This bid will provide a funding stream for the Bee Network and its vision which directly promotes a clear pathway to GM's ambition to become carbon neutral by 2038 by providing excellent public transport and active travel choices for all, promoting sustainable travel behavioural change through integrated spatial, digital and transport planning; and supports the electrification of vehicles and public transport fleets.

Carbon Assessment		
Overall Score		
Buildings	Result	Justification/Mitigation
New Build residential	#DIV/0!	No new build residential as part of bid, only transport infrastructure to enable access and encourage behaviour change.
Residential building(s) renovation/maintenance	N/A	
New Build Commercial/Industrial	N/A	
Transport		
Active travel and public transport		
Roads, Parking and Vehicle Access		No increase in conventional parking. Strategy will incentivise active travel and public transport and reduce traffic in town/city centres
Access to amenities		
Vehicle procurement		Whole life carbon costs to be condifered during procurement (electric buses)
Land Use		
Land use	#DIV/0!	Relevant assessments carried out at scheme basis at appropriate point in delivery
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:

There are no direct risk implications of this report. Established risk management as set out in the GM capital programme assurance framework will be followed in the delivery of the investment programme set out here.

### Legal Considerations:

There are no direct legal considerations related to this report, though the report will bring together

### Financial Consequences – Revenue and Capital:

There are no direct financial considerations related to this report

### Number of attachments to the report: 0

### Comments/recommendations from Overview & Scrutiny Committee

N/A

### Background Papers

- Greater Manchester 2040 Strategy and Delivery Plan – [tfgm.com/strategy](https://tfgm.com/strategy)
- City Region Sustainable Transport Settlement Prospectus, Report to GMCA, 10 September 2021.
- City Region Sustainable Transport Settlement Draft Programme Case, Report to GMCA, 28 January 2022

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

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

No

**Exemption from call in**

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

No.

**GM Transport Committee**

N/A

**Overview and Scrutiny Committee**

N/A



# 1 Introduction

1.1 The purpose of this report is to update GMCA on the proposed final Scheme List for the City Region Sustainable Transport Settlement.

1.2 The paper sets out:

- the background to CRSTS and the Programme Case submission in January;
- the response from Government to the Programme Case;
- the proposed changes to the GM CRSTS Programme;
- the proposed final CRSTS Scheme List; and
- next steps.

## 2 Government Response to GM Programme Case

2.1 In September 2021, GM submitted its CRSTS Prospectus to government for the upper level of the budget guideline, namely £1.19bn of capital funding. At the November Spending Review, GM was awarded an indicative allocation of 90% of this ask, and, via a letter from the SoS dated 22<sup>nd</sup> November 2021, was asked to submit a detailed Programme Case, which also included provision for the capital elements of the BSIP bid.

2.2 Following a 'challenge workshop' in December 2021 where GM received feedback from HMG on the schemes within the GM CRSTS Prospectus, the GM CRSTS Programme case was submitted at the end of January 2022 and included a reduced overall budget of £1.07bn; and included the additional BSIP capital elements including £100m for Zero Emission buses and £30m for ticketing and customer information systems.

2.3 On 1<sup>st</sup> April 2022, the SoS wrote to the GM Mayor to confirm that GM would receive the full amount of the indicative allocation of £1.07bn, subject to further discussion with officers on three schemes and subject also to agreeing to a series of conditions.

2.4 The outstanding issues are:

- Pressure on GM to reduce the funding allocation to three schemes (Metrolink Stop Improvements, Travel Hubs and Greek St Bridge) that HMG have expressed concerns about regarding their relative importance given the challenging funding environment;
- A review of the level of bus priority GM are planning to introduce on radial routes to the Regional Centre to enhance existing provision and their link to the BSIP revenue funded services; and
- GM confirming inclusion of up to £60m of utility costs associated with HS2 Piccadilly.

2.5 Locally, the ongoing challenge posed by Metrolink revenues being very likely to remain below the level required to fund operating and financing costs, means that there will be a need for CRSTS capital grant to support Metrolink maintenance and renewals in the medium term, which will add to the need for ongoing re-prioritisation.

### **3 Potential Way Forward – CRSTS Capital Funding**

#### **Specific Schemes**

3.1 Based upon the Secretary of State's (SoS) response to the draft GM Programme Case submission and discussions with HMG officers, it is proposed to revise the GM CRSTS Scheme List to reflect:

- revisions to specific schemes;
- further investment in bus priority;
- inclusion of HS2 related costs at Piccadilly; and
- revisions to reduce the level of over-programming required to incorporate the HS2 costs.

3.2 The funding allocation for the Metrolink Stop Improvements scheme will be reduced by £10m, and the scheme plans for the remaining £20m of funding reviewed with respect to:

- Delivering the necessary Bury Interchange Metrolink stop works and southern access;
- the Metrolink asset management strategy and the likely requirement to invest more capital funding into Metrolink Renewals and Enhancements;
- The ongoing Metrolink Network Review as part of the Local Transport Fund support to the network; and
- The GMCA's Market Renewal exercise to support patronage recovery on the network in a changed post-pandemic market, which is anticipated to include recommendations to address safety, security and access issues associated with ageing ex-heavy rail infrastructure such as those inherent at Heaton Park Metrolink stop.

3.3 The funding allocation for the Travel Hubs including Park & Ride schemes will be reduced by £10m, and the scheme plans for the remaining £11m of funding reviewed with respect to:

- Focusing the Travel Hubs concept on reducing car kilometres and driving access to rapid transit stops by sustainable travel modes;
- Ensuring the Travel Hubs concept supports GMCA's Market Renewal exercise which aims to support patronage recovery on the bus, rail and Metrolink networks; and
- Developing initial pilots for the Travel Hubs concept and making further investment in the concept conditional on a successful outcome to these pilots.

3.4 The funding allocation for the Greek Street Bridge scheme will be revised to reduce the CRSTS contribution from £8.7m to £4.1m and correspondingly increase the GMCA contribution from £3.3m to £7.9m, and to make the inclusion of the scheme within the GM CRSTS Scheme List conditional on successful completion scheme development activity which is expected to conclude in November 2022. It is proposed that the inclusion in the GM CRSTS programme conditional on the scheme development work being undertaken by Network Rail on the requirements for the structural improvement work on the bridge and TfGM's business case work on the Airport tram-train scheme. The latter work will determine whether there is a

potential case for the tram-train scheme, and hence a case to provide the required widening of the bridge structure in advance of final scheme approval.

- 3.5 The net effect of the changes to the above three schemes is that the CRSTS allocation reduces by £20m from £54m to £34m. Note that these changes in budget are in addition to the over-programming adjustments set out below.

### **Bus Priority**

- 3.6 It is proposed that the City Centre Radials scheme within the City Centre Bus Connectivity package is almost doubled in scope with an additional £30m of investment. This funding will come from the £20m reduction in the CRSTS contribution to the schemes set out above and a reallocation of £10m from the existing Pinchpoint package to underline the increased focus on radials within the M60. This package will seek to expand the bus priority on the radials within the M60 from 25km to up to 60km. TfGM will develop the strategic outline business case for this package in conjunction with the relevant local authorities by March 2023.

### **Inclusion of HS2 related costs at Piccadilly**

- 3.7 The SoS letter noted that “HS2 Ltd are forecasting a Greater Manchester apportioned spend on early utilities diversions of c. £60m (nominal) in 2025 and 2026 from the plans for Metrolink relocation at Piccadilly”. It is proposed that the final GM CRSTS Scheme List in July allocates up to £60m of funding early utilities diversions if these are required in the first CRSTS period. Agreement on this requirement will be reached via the existing HMG-GM HS2 Board.

### **Over-Programming**

- 3.8 The draft GM CRSTS Programme Case in January 2022 was ‘over programmed’ by £70m, which, at 5.6%, was considered an appropriate level for a combined programme of £1.24bn including the local contribution of £170m. The inclusion of up to £60m of advanced HS2 utility works related to the new Metrolink stop at Piccadilly brings the over-programming to £130m, or over 10%. The proposed approach to resolving the over-programming challenge is as follows:

- a) Budgets for the projects will be as per the draft GM CRSTS Programme Case submission:

- Core highway maintenance (£175m)
  - ITB minor works (£80m); and
  - Metrolink renewals (CRSTS £20.5m, plus £40m GMCA contribution)
- b) Budgets for projects and programmes seeking Conditional Approval in FY22/23 will be required to have a 10% budget reduction to their CRSTS contribution.
- c) Budgets for projects and programmes which are for development of future capital investments are required to have a 15% budget reduction across their 5-year CRSTS funding allocation.
- d) Budget reduction rates for projects and programmes seeking Conditional Approval in FY23/24 and beyond will be based upon an annual review of the CRSTS programme, which will consider:
- The remaining CRSTS funding that has not been committed to at least Conditional Approval stage;
  - Progress of projects and programmes through the scheme development process;
  - A review of CRSTS programme-level held contingencies; and
  - Availability of any additional funding.

3.9 Applying the above, the extent of over-programming of the CRSTS contribution would reduce from £130m to £54m, which is 4.4% and which is considered appropriate. It is proposed that over-programming will be reviewed following the finalisation of the overall GM CRSTS Programme (expected to be in July 2022) and then annually as part of the GMCA's budget process.

3.10 The impact by programme is shown below in the table below.

	<u>Programme Case, Jan '22</u>			<u>Proposed Scheme List, Jul '22</u>		
	<b>GM Local Contribution</b>	<b>DfT Contribution</b>	<b>CRSTS Total incl Local Contribution</b>	<b>GM Local Contribution</b>	<b>DfT Contribution</b>	<b>CRSTS Total incl Local Contribution</b>
Bus	£80m	£358m	£438m	£80m	£359m	£439m
Rail		£49m	£49m		£44m	£44m
Stops & Interchanges	£20m	£67m	£87m	£15m	£48m	£63m
Future Metrolink	£29m	£79m	£108m	£34m	£67m	£101m
HS2 Programme		£25m	£25m		£85m	£85m
Metrolink Renewals	£41m	£21m	£62m	£41m	£21m	£62m
Active Travel		£63m	£63m		£54m	£54m
Streets for All		£150m	£150m		£135m	£135m
Highway Maintenance		£225m	£225m		£220m	£220m
Minor Works/Road Safety		£104m	£104m		£97m	£97m
Overprogramming		-£70m	-£70m		-£59m	-£59m
	<b>£170m</b>	<b>£1,070m</b>	<b>£1,240m</b>	<b>£170m</b>	<b>£1,070m</b>	<b>£1,241m</b>

## 4 Recommendations

4.1 As per the front of this paper.

## Greater Manchester Combined Authority

Date: Friday 24<sup>th</sup> June 2022

Subject: Levelling Up Fund: Large Transport Bid

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

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### Purpose of Report

This report requests approval for the proposal to delegate the decision to submit the Levelling Up Fund large transport bid to the Chief Executive Officer, GMCA & TfGM, in consultation with the Mayor of Greater Manchester to approve the Levelling Up Fund large transport bid. Recommendations:

The GMCA is requested to:

1. Delegate approval to the Chief Executive Officer, GMCA & TfGM, in consultation with the Mayor of Greater Manchester to approve and submit the GM Round 2 Levelling Up Fund large transport bid.
2. Note that the Department for Transport encourage a 10% local contribution to be provided, which is being sought via the relevant local authorities.

### Contact Officers

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## Equalities Impact, Carbon and Sustainability Assessment:

### Equalities Implications:

Greater Manchester's Levelling Up Fund large transport fund will enhance sustainable connections between disadvantaged communities and employment opportunities.

Infrastructure will be designed to ensure that it is inclusive for all users.

Impacts Questionnaire			
Impact Indicator	Result	Justification/Mitigation	
Equality and Inclusion	G		
Health	G		
Resilience and Adaptation	G		
Housing			
Economy	G		
Mobility and Connectivity	G		
Carbon, Nature and Environment	G		
Consumption and Production			
Contribution to achieving the GM Carbon Neutral 2038 target			
<b>Further Assessment(s):</b>	Equalities Impact Assessment and Carbon Assessment		
			
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.

### Climate Change Impact Assessment and Mitigation Measures:

This bid, if successful, will improve and increase provision of sustainable travel infrastructure.



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		
Access to amenities		
Vehicle procurement	N/A	
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

In the event that DfT funds are secured through this bid, established risk management process as set out in the GM capital programme assurance framework will be followed in the delivery of the project. A Risk Register and Risk Mitigation Plan has been established for this project.

### Legal Considerations

It is not considered that there are specific legal considerations associated with this bid.

### Financial Considerations - Revenue

The development costs of this bid have been budgeted for. Should the bid be successful, further scheme development costs will be funded by the award.

### Financial Considerations – Capital

10% local match funding is required. Discussions are ongoing with Local Authorities regarding the source of this funding.

### Number of attachments to the report:

None

## Comments/recommendations from Overview & Scrutiny Committee

N/A

### **Background Papers**

- Levelling Up Fund Prospectus: [Levelling Up Fund Round 2: prospectus - GOV.UK \(www.gov.uk\)](https://www.gov.uk/levelling-up-fund-round-2-prospectus)

### **Tracking/ Process**

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

Yes.

### **Exemption from call in**

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

No. However, the deadline to submit bids to DfT for consideration is 6 July 2022.

### **GM Transport Committee**

N/A

### **Overview and Scrutiny Committee**

N/A

## 1. Introduction and Background

- 1.1 The Department for Levelling Up, Housing & Communities and the Department for Transport launched Round 2 of the Levelling Up Fund in March 2022. Combined Mayoral Authorities can bid for up to £50m for large transport projects.
- 1.2 In collaboration with the ten Local Authorities of Greater Manchester, Transport for Greater Manchester is in the process of developing a submission.
- 1.3 This fund potentially offers the opportunity for Greater Manchester to accelerate the creation of the Bee Network, with an emphasis on providing sustainable travel connections from deprived communities to opportunities, and with a focus on access to jobs.
- 1.4 This report summarises the requirements of the Levelling Up Fund and the approach taken to developing the bid.

## 2. GMCA LUF Large Transport Bid

- 2.1 In common with Round 1 of the Levelling Up Fund, Round 2 will seek to provide investment across three themes, namely;
  1. **Transport:** transport schemes which will reduce carbon emissions, improve air quality, cut congestion, support economic growth, and improve the safety, security and overall experience of transport users.
  2. **Regeneration and town centres:** upgrade eyesore buildings and dated infrastructure; acquire and regenerate brownfield sites; invest in secure community infrastructure and crime reduction; and bring public services and safe, accessible community spaces into town and city centres.
  3. **Cultural:** maintaining, regenerating, or creatively repurposing existing cultural, creative, heritage and sporting assets, or creating new assets that serve those purposes.
- 2.2 The Levelling Up Fund Prospectus confirms that “*Investment proposals should focus on supporting high priority and high impact projects that will*

*make a visible positive difference to local areas. We recognise that what constitutes priority investment will vary across local authorities and geographies”.*

2.3 The Levelling Up Fund is a competitive bidding process, key requirements of the bid are summarised below:

- i. The submission date is the 6 July 2022 and a relatively detailed level of appraisal is required. Therefore, schemes included in the bid must already be well developed;
- ii. Projects should be delivered by 31 March 2025, exceptionally by 31 March 2026. Therefore, schemes included in the bid must be well-developed and have relatively low delivery risks associated with them;
- iii. Projects should also be able to demonstrate good public and stakeholder engagement and support;
- iv. Up to three projects can be included in the bid. Projects, and their constituent schemes, must complement each other; and
- v. 10% local match funding is encouraged.

2.4 Large transport projects must be for at least 90% transport, and the remaining investment must be related to the transport element of the bid. GM local authorities were invited to submit details of schemes they would like to be included in the bid to TfGM via the GM Delivery Group. These schemes have been considered in the context of LUF guidance and the Levelling Up White Paper, with a unifying theme identified of “Improving access for deprived communities to employment, key services and opportunities through sustainable travel”.

2.5 The schemes suggested for inclusion in the bid were shortlisted using criteria which included the constraints shown in paragraph 2.3. To develop a bid which would have the highest likelihood of attracting funding there was then need to “package” schemes into three coherent projects. The projects which resulted from this process are:

- **Access to Logistics North:** Network of cycling and walking interventions which will enhance access to Logistics North and rapid transit from Atherton, Tyldesley, Leigh and Higher Folds.
- **Access to Regional Centre:** Network of cycling and walking schemes which will enhance access to opportunities in the Regional Centre from deprived areas located to the west of the Regional Centre. Constituent schemes are likely to include:
  - a) Junction improvements on the inner ring road to enhance active travel connectivity and safety.
  - b) Active neighbourhood schemes on the boundary of the inner ring road.
- **Access to jobs in Stockport Town Centre:** Cycling and walking links which will enhance access from deprived communities to the Town Centre and associated employment and rapid transit opportunities. Constituent schemes are likely to include:
  - a) Edgeley to Stockport Town Centre cycle route. This includes a new bridge over the railway and links into the new ramp to the interchange.
  - b) Ramp to the podium level of Stockport Interchange which will provide a high quality, LTN1/20 compliant cycle route from the Interchange and the train station to the Town Centre.
  - c) Romiley to Stockport cycle route.

2.6 As cost plans for the projects are refined there may be a requirement, or opportunity, to change the schemes included in the submission.

2.7 Schemes proposed to be included in the LUF bid should be able to show local support. The role of MPs is key in this regard. MPs are permitted to submit one formal letter of support and multiple informal letters of support.

2.8 Due to the tight timelines associated with submitting this bid it is requested that the Chief Executive Officer, GMCA & TfGM, in consultation with the Mayor of Greater Manchester, be given delegated responsibility to approve the final bid for submission.

### **3. Next Steps**

- 3.1 Complete the finalisation of the three projects and, in collaboration with the concerned Local Authorities, develop and complete the business case bid for submission on or before midday on the 6 July 2022.

### **4. Recommendations**

- 4.1 As per front page

## Greater Manchester Combined Authority

Date: Friday 24<sup>th</sup> June 2022

Subject: Local Growth Deal Programme Update

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

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### Purpose of Report

The purpose of this report is to provide the Combined Authority with an update in relation to the progress made on the Local Growth Deal (LGF) Programme (tranches 1, 2 and 3).

### Recommendations:





The GMCA is requested to:










1. Note the progress made in relation to the Growth Deal Transport schemes as set out in Sections 3, 4 and 5 of this report; and
2. Note the progress made in relation to the Non-Transport Skills Capital and Economic Development and Regeneration (ED &R) programmes as set out in Section 6 of this report.

### Contact Officers

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# Equalities Impact, Carbon and Sustainability Assessment:

Impacts Questionnaire		
Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion		
Health	G	The Growth Deal Programme provides improved public transport links and active travel opportunities
Resilience and Adaptation	G	The Growth Deal programme as a whole includes a series of measures designed to encourage economic growth through transport improvements to encourage modal shift to public transport and active travel and enhanced access to employment.
Housing		
Economy	G	The purpose of the Growth Deal programme is to support further economic growth in GM.
Mobility and Connectivity	G	The Growth Deal programme as a whole includes a series of measures designed to encourage modal shift to public transport and active travel.
Carbon, Nature and Environment	G	The Growth Deal programme as a whole includes a series of measures designed to encourage modal shift to public transport and active travel.
Consumption and Production		
Contribution to achieving the GM Carbon Neutral 2038 target		The Growth Deal programme as a whole includes a series of measures designed to encourage modal shift to public transport and active travel.
<b>Further Assessment(s):</b>	Carbon Assessment	
	<b>Positive impacts overall, whether long or short term.</b>	 <b>Mix of positive and negative impacts. Trade-offs to consider.</b>
	<b>Mostly negative, with at least one positive aspect. Trade-offs to consider.</b>	 <b>Negative impacts overall.</b>

Carbon Assessment		
<b>Overall Score</b>		
Buildings	Result	Justification/Mitigation
New Build residential	N/A	
Residential building(s) renovation/maintenance	N/A	
New Build Commercial/Industrial	#DIV/0!	
<b>Transport</b>		
Active travel and public transport		The Growth Deal programme as a whole includes a series of measures designed to encourage modal shift to public transport and active travel.
Roads, Parking and Vehicle Access		The Growth Deal programme as a whole includes a series of measures designed to encourage modal shift to public transport and active travel.
Access to amenities		The Growth Deal programme as a whole includes new transport links and a series of measures designed to encourage modal shift to public transport and active travel.
Vehicle procurement		The Growth Deal Programme includes the purchase of new trams which will provide sustainable public transport within GM
<b>Land Use</b>		
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

Risk management considerations are referred in paragraphs 4.24 of the report.

## Legal Considerations

There are no legal considerations.



## **Financial Consequences – Revenue**

There are no revenue considerations.

## **Financial Consequences – Capital**

Financial Consequences – Capital, are referenced in paragraphs 2.1, 2.2, 2.3, 4.23, 4.24, and, 5.6 of the report.

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

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

N/A

## **Background Papers**

None

## **Tracking/ Process**

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

Yes

# **1 Executive Summary**

- 1.1 This report provides an update in relation to the progress made on the Local Growth Deal programme since the last update provided to the GMCA in December 2022. The report sets out progress on the Transport Majors, Minors and Additional Priorities and the Skills Capital and Economic Development & Regeneration (ED &R) Programmes (Growth Deal 1, 2 and 3).

## **2 Introduction**

- 2.1 The Local Growth Deal (LGF) announcements made by Government in July 2014, January 2015 and November 2016 confirmed capital funding for Greater Manchester in relation to a programme of Major Schemes, Minor Works, Additional Priorities, Skills Capital and Economic Development & Regeneration (ED &R) Programmes (Growth Deal 1, 2 and 3).
- 2.2 In March 2021, in line with the prevailing grant conditions, the Growth Deal Programme reported full spend of all of the LGF grant.
- 2.3 The projects which remain to be completed beyond March 2021 are being funded through utilising non-Growth Deal funding. This will be achieved through using the local flexibility written into LGF under the 'Single Pot' principles following the GMCA approval of the introduction of additional projects into the LGF programme in July 2019 and July 2020. Recycled funding from these projects will be utilised to complete the full LGF programme.

## **3 LGF Transport Major Schemes**

### **Overview**

- 3.1 The Growth Deal Major Transport scheme programme is made up of fifteen schemes, delivered either by TfGM or Local Authority Partners.
- 3.2 Thirteen of the Growth Deal schemes have progressed through Full Approval and are now either complete or in implementation (either in their entirety or on a phased Full Approval basis); with a further two schemes having secured Conditional Approval and now working towards the achievement of Full Approval.

- 3.3 Six Major schemes, namely the Wigan Bus Station, MSIRR Regent Road/Water Street, Wigan A49 Link Road, Ashton Interchange, MSIRR Great Ancoats Street and Stockport TCAP projects are complete.
- 3.4 Work to deliver the remaining Major Schemes within the Growth Deal programme has been continuing in recent months. A brief summary of the current position in relation to each of these schemes is provided within item 4 of this paper.

## **4 Individual Transport Schemes Update**

### **South Heywood Area Wide Improvements**

- 4.1 The scheme was granted Full Approval and funding in July 2020 in line with the agreed Growth Deal governance arrangements. The main works started on site in September 2020 and are progressing well with the full scheme forecast to complete by autumn 2022.

### **Salford Central Station Additional Platforms**

- 4.2 An initial redevelopment scheme for Salford Central was granted Conditional Approval in June 2016 in line with the agreed Growth Deal governance arrangements. However, in September 2016, GMCA requested the development of a revised scheme that would safeguard future rolling stock extensions and timetabling development with an associated phased approach to delivery in order to maximise the benefits of the scheme.
- 4.3 TfGM and Salford City Council, in conjunction with Network Rail, have undertaken work to assess the potential to accommodate longer trains. The preferred infrastructure options identified were progressed to outline design, which has now been completed and progressed through the required Network Rail Governance for Railway Investment Projects.
- 4.4 During this period of design work, several operational challenges such as the positioning of track infrastructure for the Ordsall Chord, performance issues, and capacity challenges on this part of the network are placing delivery constraints on the scheme. The Manchester Recovery Taskforce (MRTF), which is focused on improving performance and reliability, does not believe that calls at the proposed new platforms at Salford Central can be accommodated in a performance neutral

way. To assess the impact and understand what additional infrastructure in the central Manchester area is needed to make the new platforms at Salford Central work, modelling work will be carried out to assess timetable impacts and infrastructure requirements. The rail industry will then evaluate the modelling output and the wider infrastructure development work being undertaken by the MRFT and consideration will be given to progressing to the next stage of development.

- 4.5 Network Rail have advised that the development of their complementary advanced renewals scheme on platforms 1 and 2, which will address the current accessibility issues on these operational platforms, is underway, with an expected start on site in autumn 2022.

### **Wigan Gateway M58 Link Road**

- 4.6 The scheme was granted Conditional Approval in February 2018, in line with the agreed Growth Deal governance arrangements. In July 2020 GMCA granted approval of £1.9 million of Growth Deal 3 funding to facilitate the delivery of an advanced works package, including utility diversions and accommodation works, and these works are progressing well. The Council has appointed technical consultants to progress the detailed design of the scheme and is currently in the process of securing the necessary planning approvals. The impacts of Covid 19 and other external global pressures on the supply chain are being considered as part of the final design and cost estimate and, subject to the satisfactory conclusion of this exercise, a Full Approval Business Case is planned to be submitted in winter 2022.

### **Stockport Mixed Use and Interchange**

- 4.7 Conditional Approval for the original Interchange scheme was granted in November 2015, in line with the agreed Growth Deal governance arrangements. A further Gateway Review to assess the subsequently developed Mixed Use scheme was concluded in late 2019 and, in turn, approved in line with the agreed Growth Deal governance arrangements in May 2020.
- 4.8 Full Approval for the scheme was granted in July 2020 to enable a staged series of contractual commitments to be entered into with the Main Contractor. Following a health check, the Stockport Interchange Mixed Use scheme was granted Final Full Approval in December 2021.

- 4.9 As previously reported, a temporary Travelshop was constructed and subsequently opened in January 2021 and an early works package to construct a temporary bus station on the site of nearby Heaton Lane car park was completed and brought into operational use in August 2021, to enable bus operations to continue throughout the main construction works. A subsequent works package was then progressed to clear the main site in preparation for the main construction works, which commenced in January 2022 and are now progressing well on both the residential and transport elements of the scheme. The Interchange is currently forecast to open by spring 2024, with the residential element forecast to complete in autumn 2024.

### **Salford Bolton Network Improvement Programme**

- 4.10 The Salford Bolton Network Improvements (SBNI) scheme is being delivered via a number of Delivery Packages (DP). Each package comprises a series of interventions which focus on improvements to junction layouts, pedestrian access provisions, bus priority measures and cycle infrastructure, all of which have been developed in collaboration with Salford City Council and Bolton Council.
- 4.11 The Conditional Approval business case for the Salford Bolton Network Improvement programme was approved, in line with the agreed Growth Deal governance arrangements, in February 2016. The SBNI delivery packages are being delivered through a phased approval and delivery approach under the Growth Deal Minor Scheme Governance arrangements, as previously agreed.
- 4.12 Significant progress has been made in Bolton where the majority of schemes are now complete. Works are ongoing on the final scheme, Delivery Package 5D (Bradshawgate) which is currently on site and anticipated to be complete in autumn 2022.
- 4.13 Works on the Salford Delivery Package 3 (A666) are ongoing and anticipated to be completed later this year. Works on Salford Delivery Package 8 (Walkden Park & Ride) are forecast to start in summer 2022. Works are ongoing to finalise the development of the remaining reserve schemes within the programme with an overall programme completion currently forecast for spring 2023.

## **Metrolink Service Improvement Package**

- 4.14 Following the granting of Full Approval for this package of works in summer 2014, all of the 16 trams funded from the Growth Deal programme came into operational use in October 2016. With regards to the supporting infrastructure works associated with this package of improvements, the new wheel lathe has been installed in the Trafford depot and the new substations are operational. Work to install a new turn back at Sale is complete and awaiting an update to the relevant tram supervisory software in order to allow it to be brought into operational use.

## **A5063 Trafford Road Improvements**

- 4.15 The scheme was granted Full Approval and funding in June 2020, in line with the agreed Growth Deal governance arrangements.
- 4.16 SCC awarded the main works contract in July 2020, with access to site granted at the start of November 2020. Significant progress has been made in the delivery of the scheme including the installation of new junction layout and traffic signals. The impacts of Covid 19 and other external global pressures on the supply chain have increased the schemes budget and additional non-Growth Deal funding has been agreed to ensure the benefits of the scheme are realised.
- 4.17 The first phase of resurfacing is now complete and works are programmed for completion in summer 2022.

## **Carrington Relief Road (Spur Extension)**

- 4.18 The scheme was granted Conditional Approval in January 2020. The new infrastructure is intended to relieve congestion on the A6144, the principal road serving the communities of Carrington and Partington, to enable further development to take place and to provide significant network improvements to facilitate future active travel and public transport improvements.
- 4.19 The scheme has now identified a preferred option and is progressing the design and planning application. Additionally, enabling works packages are being developed to relocate plant and industrial infrastructure within the land required for the scheme.
- 4.20 A full review of the scheme costs is being undertaken in preparation for the Full Business Case submission which is anticipated mid-2023.

## **Oldham Town Centre Regeneration and Connectivity**

- 4.21 Oldham Council has developed the programme for this Growth Deal 3 scheme, which is made up of a series of minor highway and public realm enhancement projects, each with a value of less than £5 million. These projects are being delivered through a phased approval and delivery approach under the Growth Deal Minor Scheme Governance arrangements, as previously agreed, and in line with the approach being adopted for Salford Bolton Network Improvement programme. Full Approval has now been achieved for all three packages.
- 4.22 The first package was successfully completed in spring 2021. The remaining two sites are being delivered by Oldham Council through a Strategic Partnership Arrangement and commenced in spring 2022. All works are currently forecast to be complete by summer 2023.

### **Financial Update**

- 4.23 The full Growth Deal funding grant was confirmed as spent to 31 March 2021. The projects which remain to be completed beyond March 2021 are being funded by utilising non-Growth Deal funding as set out in Section 2.3 above.
- 4.24 Work has continued with scheme promoters to ensure schedules and financial forecasts are regularly reviewed, and that risks and issues are identified and mitigated. Claims for the reimbursement of expended costs from scheme promoters are being processed on an ongoing basis, in line with the agreed Growth Deal Major Schemes Capital Programme Guidance.

## **5 Additional Priorities and Minor Works**

### **Overview**

- 5.1 The Growth Deal 1, 2 and 3 Minor Works initiatives are being delivered by the 10 GM Local Authorities and the Growth Deal “Additional Priorities” initiatives are being delivered by TfGM.
- 5.2 The Minor Works programme is a package of 61 highways, public realm, cycling, walking and associated measures; with the identified interventions being very much focused on supporting economic growth. The Additional Priorities programme of 14

initiatives focuses on rail, bus and Metrolink passenger improvements, multi-modal ticketing and highways (SCOOT / MOVA) enhancements.

- 5.3 Significant progress has been made in taking forward the Minor Works programme. 63 of the Minor Works and Additional Priority schemes are now fully complete with the remainder either in delivery or progressing towards approval.
- 5.4 72 mini-Business cases, with support from TfGM's programme management team, have now been approved by GM Transport Strategy Group (TSG). The remaining 3 schemes are either in review or require further development before they can be considered for approval.
- 5.5 It is anticipated that all of the Minor Works and Additional Priorities schemes will be completed by the end of the current financial year.

## **Financial Update**

- 5.6 The Additional Priorities and Minor Works programme was confirmed as spent to 31 March 2021. The projects which remain to be completed beyond March 2021 are being funded by utilising non-Growth Deal funding as set out in Section 2.3 above.

## **6 Non-Transport Update**

- 6.1 GMCA's Skills Capital 2017-2020 Programme has now completed its commissioning. The £79 million programme has been allocated to fourteen FE Capital projects, ten of which are now complete and four of which are in delivery. The four ongoing projects are making significant progress towards completion and we have an established programme monitoring function in place to monitor the agreed outputs of our investments for the next 3-5 years, following completion.
- 6.2 Skills Capital delivery highlights to date include:
  - Completion of an Advanced Skills Centre for Tameside College located within the Tameside one shared service centre, which was shortlisted for the GM Chamber of Commerce Building of the Year award in 2019.
  - The creation of Future Skills 3, Salford City College based at Media City.
  - Refurbishment of Wigan & Leigh College Pagefield and Leigh campus to create centres of excellence in Engineering, Construction, Digital and Creative.



- Tameside College Construction centre is now complete and operational. The college hosted an opening ceremony in April 22 which was attended by GMCA. The centre has been designed in consultation with construction employers with aims to bridge the skills gap in the construction industry.
- The Manchester College City Centre Campus Digital & Creative centre is progressing well in its delivery and building handover is expected in June 22. The College's part refurbished/ part new build Openshaw Campus is complete and hosted an official opening in December 21. The remaining elements of the College's wider estates transformation programme are making good progress towards completion in time for the new academic year.
- Construction and building handover completed on Oldham College's Construction Centre in March 21 and the facility has been in use since the start of the academic year in September 21.
- Bury College campus improvement works completed in April 21. Site works are also progressing on the new Bury College health innovation STEM centre following planning permission being granted in September 21.
- Work is progressing on the final round 3 project, Hopwood Hall Engineering Centre, with full planning permission granted in September 21. The project cost has increased post tender, however, this has been approved and will be funded from the college's own cash reserves. GMCA attended a launch event for the centre in March 22.

6.3 Economic Development & Regeneration (ED & R) Projects includes a portfolio of thirteen varied projects such as University capital projects, Life Sciences, Productivity Programme, Cyber Innovation Hub, housing and commercial business investment. Nine projects are now complete and four are in delivery. The four ongoing projects are making significant progress towards completion and we have an established programme monitoring function in place to monitor the agreed outputs of our investments over the next 3-5 years, following completion.

6.4 ED & R Delivery highlights to date include:

- Investment in equipment at the University of Manchester Graphene Engineering Innovation Centre (GEIC) to support industry led development of graphene applications in partnership with academics.

- Manchester Metropolitan University's groundbreaking School of Digital Arts (SODA) brings together art and design with technology and computing all under one roof. Works completed in November 22 and an official opening will be hosted in June 22, attended by GMCA colleagues.
- The University of Manchester's Christabel Pankhurst Centre will be investment in the development of advanced health materials, digital technology and precision medicine; the virtual Institute officially launched in January 21. The discovery of an underground oil tank on site caused the project some delays. In spite of this, the project is now making good progress in its build, the building frame is up and a forecast completion date for December 22 has been given.
- Investment into a new Cyber Innovation Centre based in Manchester City Centre which will capitalise on the city's opportunities in this sector and bring businesses together. The operator has now been appointed.
- The Life Sciences investments continue to deliver creating jobs and enabling ventures in this field.
- Growth Company's Productivity Programme completed from LGF perspective at the end of March 22. The programme aimed to create growth and jobs for GM business, and to date has supported over 2300 enterprises and created 2451 jobs.

## **7 Recommendations**

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

**Eamonn Boylan**

**Chief Executive Officer, GMCA & TfGM**

## GMCA

Date: 24<sup>TH</sup> June 2022

Subject: UK Shared Prosperity Fund – Multiply Scheme for Greater Manchester

Report of: Councillor Bev Craig, Portfolio Lead for Digital, Education, Skills, Work and Apprenticeships and Tom Stannard, Portfolio Lead Chief Executive for Digital, Education, Skills, Work and Apprenticeships

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### Purpose of Report

To consider, note and approve the proposed Multiply Scheme Investment Plan for Greater Manchester, which is funded through the UK Shared Prosperity Fund, for up to £14 million pounds and covering the financial years from 1st April 2022 to 31st March 2025 prior to submission to the UK Government on 30<sup>th</sup> June 2022.

### Recommendations:

GMCA is requested to:

1. Consider and note the proposed Multiply Scheme Investment Plan for Greater Manchester, which is funded through the UK Shared Prosperity Fund, for up to £14 million pounds and covering the financial years from 1st April 2022 to 31st March 2025, set out in Section 2.
2. To approve the proposed, UKSPF-funded Multiply Scheme Investment Plan for Greater Manchester, with a maximum value of £14 million and delegate formal approval of the final investment plan to the GMCA Chief Executive.

### Contact Officers





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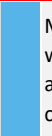

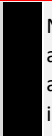
Sharon Kelly, Senior Principal Skills Manager, GMCA; Email address: [Sharon.kelly@greatermanchester-ca.gov.uk](mailto:Sharon.kelly@greatermanchester-ca.gov.uk)

Report authors must identify which paragraph relating to the following issues:

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

# Equalities Impact, Carbon and Sustainability Assessment:

Impacts Questionnaire			
Impact Indicator	Result	Justification/Mitigation	
Equality and Inclusion	G		
Health	G		
Resilience and Adaptation			
Housing			
Economy	G		
Mobility and Connectivity			
Carbon, Nature and Environment			
Consumption and Production			
Contribution to achieving the GM Carbon Neutral 2038 target	This proposal supports Greater Manchester to become carbon neutral by 2038 through the delivery of skills training relating to the green economy and showing GM residents how they can reduce their carbon footprint and/or improve their local environment. We will also prioritise the allocation of funding to providers or supply chains that demonstrate a strong organisational commitment to this goal.		
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.

Carbon Assessment				
Overall Score	<input type="text"/>			
Buildings	Result	Justification/Mitigation		
New Build residential	N/A			
Residential building(s) renovation/maintenance	N/A			
New Build Commercial/Industrial	N/A			
<b>Transport</b>				
Active travel and public transport	N/A			
Roads, Parking and Vehicle Access	N/A			
Access to amenities	N/A			
Vehicle procurement	N/A			
<b>Land Use</b>				
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**

GMCA's Education, Skills and Work Directorate will work with both the Commercial and Legal Teams to ensure appropriate processes are in place prior to the implementation and mobilisation of activities. The Education, Skills and Work Team have established robust systems to ensure comprehensive processes are in place to identify and mitigate risks, including managing the performance of the delivery, development of strong funding rules, which includes audit and compliance procedures and risk ratings applied to individual providers during project activities.

## **Legal Considerations**

GMCA's Education, Skills and Work Directorate will continue to work with the legal support from MCC, to ensure all contractual documents are appropriate and in place for each financial year.

## **Financial Consequences – Revenue**

Revenue funding will be from the UK Shared Prosperity Funding, which is subject to the approval of the Investment Plan outlined within this report. Approval of the Investment Plan should be confirmed in September 2022, with profiled payments received from September 2022 onwards.

## **Financial Consequences – Capital**

**Not applicable**

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

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

*Short paragraph to be included here:*

## **Background Papers**

The following is a list of the background papers on which this report is based in accordance with the requirements of Section 100D (1) of the Local Government Act 1972. It does not include documents, which would disclose exempt or confidential information as identified by that Act.

- [GMCA Part A Report Template \(greatermanchester-ca.gov.uk\)](https://www.greatermanchester-ca.gov.uk) - GM Devolved Adult Education Budget (AEB) 2022/2023 Academic Year and National Skills Fund Level 3 Adult Offer
- [GMCA Part A Report Template \(greatermanchester-ca.gov.uk\)](https://www.greatermanchester-ca.gov.uk) - Devolved Adult Education Budget - Proposed Priorities and Approach for 2022/2023 onwards

## Tracking/ Process

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

Yes

## Exemption from call in

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency? **No**

## GM Transport Committee

Not applicable

## Overview and Scrutiny Committee

Not applicable

## 1. Introduction

In the recent Autumn Spending Review and further outlined within the Levelling Up White Paper, it was announced £559m would be allocated nationally from the UK Shared Prosperity Fund, to support numeracy skills for adults aged 19 and over. GMCA's Education, Skills and Work team, alongside other Mayoral Combined Authorities (MCAs), have been working with the Department for Education (DfE) and the Education Skills Funding Agency (ESFA) to understand how the funding for the Multiply Scheme can complement and support the existing Adult Skills maths offer.

The national funding has been top sliced by approx. £130m for a national online portal offer, with the remaining funding allocated to devolved administrations and lead authorities including MCAs. Greater Manchester has been allocated £14.4million split over three financial years covering the period 1<sup>st</sup> April 2022 through to 31<sup>st</sup> March 2025. Unlike other elements of UKSPF, UK Government has not provided indicative allocations for each Local Authority area in GM. The allocation has been split per financial year as follows:

1 <sup>st</sup> April 2022 – 31 <sup>st</sup> March 2023	£4,348,860
1 <sup>st</sup> April 2023 – 31 <sup>st</sup> March 2024	£5,017,916
1 <sup>st</sup> April 2024 – 31 <sup>st</sup> March 2025	£5,017,916
	£14,384,692

The funds are to be used to support adults aged 19 and over who do not already have a Level 2 in Maths (whether in work or unemployed). Key interventions should not

displace, replace and / or duplicate activity funded through the current adult education budget including devolved which is part of resident's legal entitlement.

All residents aged 19 and over regardless of their employment status or existing prior attainment are able to access courses available under the national and GM legal entitlement offer, for maths, English and ICT skills courses up to and including Level 2.

In mid-April 2022, DfE issued the final Multiply Investment Prospectus and Technical Guidance, attached in Annex A, which enables GMCA to develop and submit an investment plan for the delivery of bespoke adult numeracy programmes, against a national menu of interventions set out within the prospectus. The Multiply Scheme Investment Plan must be submitted not later than 30<sup>th</sup> June 2022 to DfE.

## 2. Investment plan development

Since the initial announcement and particularly the through the development and initial consultation of the investment plan prospectus with DfE and the ESFA, GMCA's Education, Skills and Work (ESW) team were able to commence key actions prior to the final prospectus. These actions have included:

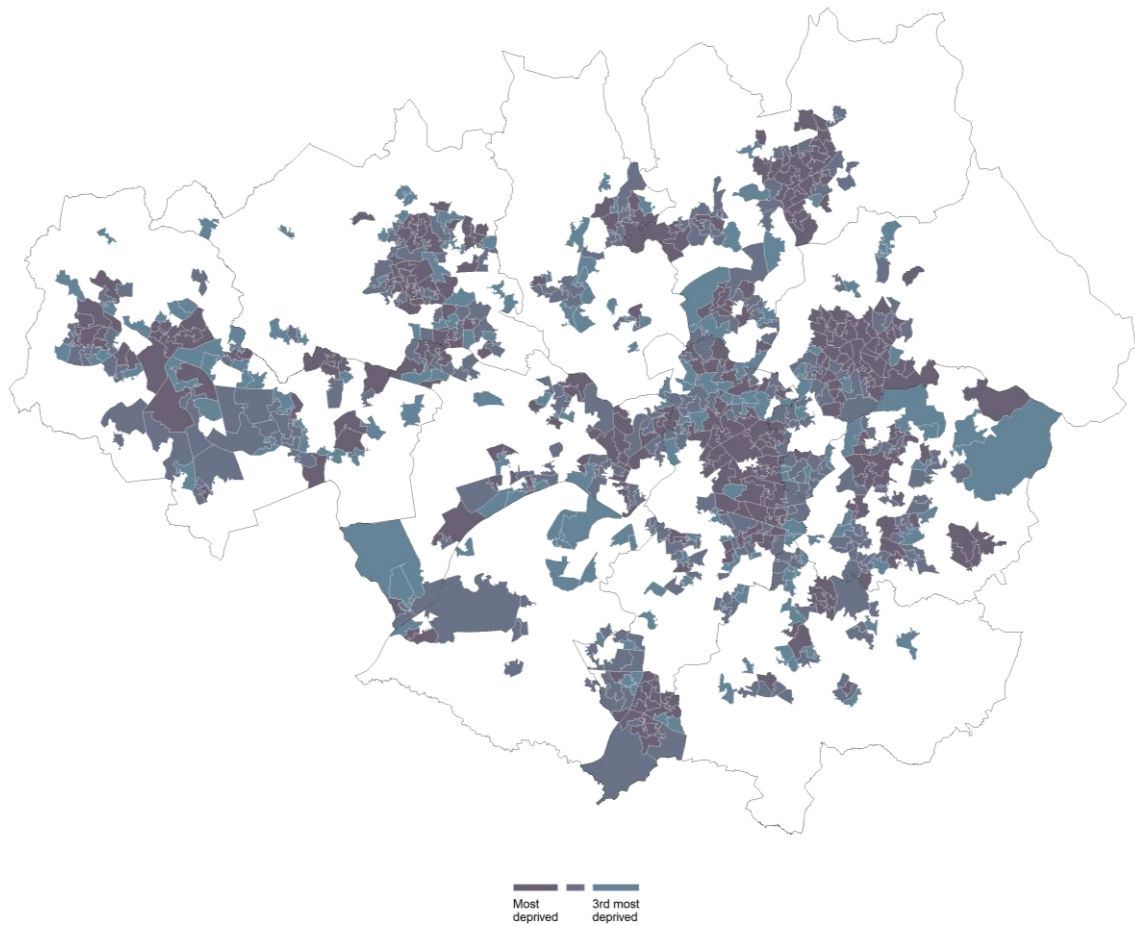
- Development of a draft investment plan based upon the consultation process with DfE and the ESFA, as outlined in the GM Devolved Adult Education Budget (AEB) for March 2022, see Annex B.
- Issuing through GM Consult online surveys to both residents and employers across GM, as well as via key stakeholders and partners, to gain an understanding of issues and barriers relating to maths / numeracy skills for residents, employers and employees Details of the key findings are outlined in Annex C.
- Development and issuing of online questionnaires for local stakeholders, including local authorities, skills providers, Jobcentre Plus, VCSE organisations, work and health providers. These questionnaires focussed on understanding why residents engaged in maths courses, whether the menu of interventions and the draft investment plan would support residents, through to suggestions of how support could be offered to residents to engage in a maths offer. Details of the key findings are outlined in Annex C.
- Work has started and continues to be developed to review suitable data sets to support the development of targeted delivery. This work will enable the maths offer to be targeted to those residents who have no or low qualifications, with a key focus on those who are hardest to reach, in particular focusing on key groups of residents. An example of some of the data which will assist in targeting activity is provided below and this uses the IMD Adult Skills Sub-Domain data for 2019.

This map provides a visual distribution of some of the 'worst' lower super output

areas (LSOAs) across GM (this data has been filtered to show only the worst 3 deprivation deciles).

### IMD Adult Skills Sub-Domain, 2019

GM's LSOAs by deprivation decile - worst 3 deciles only



Source: English Indices of Deprivation (2019), MHCLG

GMCA's ESW team will overlay other data alongside this data to enable greater targeting and to ensure that delivery is designed to engage and support key target groups, linked to the GM's Independent Inequalities Commission, including working with key partners to ensure residents are supported appropriately.

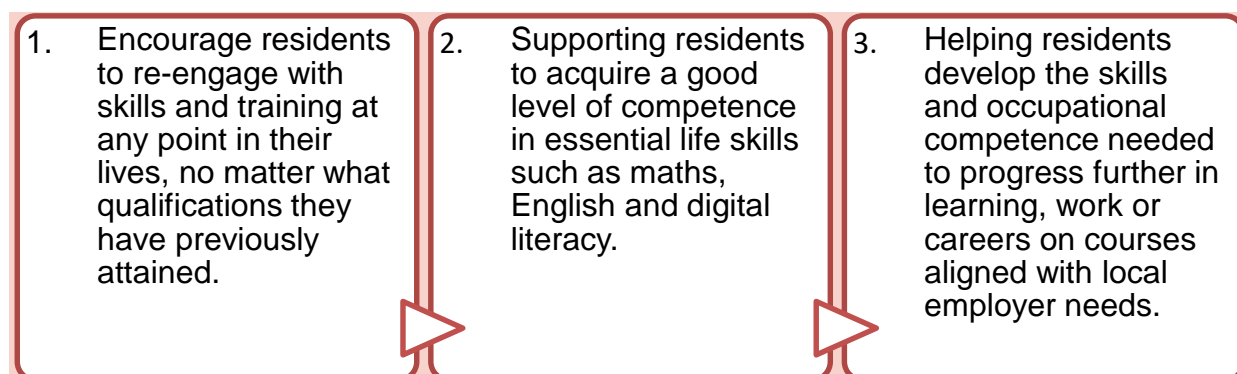
The proposed investment plan reflects interventions and activity which intrinsically link and aim to deliver activity which supports the delivery of:

- Greater Manchester Strategy
- The Next Level: Good Lives for All in Greater Manchester – report of The Greater Manchester Independent Inequalities Commission.
- Greater Manchester Local Skills Report & Labour Market Plan

The proposed investment plan complements and builds on the recently approved refreshed objectives for the Adult Education Programme, as outlined in the Devolved



AEB report in December 2021, see Annex A, particularly objectives 1 and 2, as detailed below.



### 3. Proposed Investment Plan

The proposed investment plan, which must be submitted to DfE by **30<sup>th</sup> June 2022**, has taken into consideration, gaps in current provision, feedback from key stakeholders, and ensures it supports, complements, and does not duplicate both current and future adult education policy or strategy.

It is proposed that the plan has several key parts which are intrinsically linked and support one another, as well as targeting certain groups of residents. Below is a process map of the key activities being proposed, followed by an outline of each part and how they deliver against the investment plan prospectus outcomes.

**PART 1 - SUPPORT TO BUILD WORKFORCE CAPACITY**

- Commence September / October 2022 to continue to December 2023.
- Activity will be developed to ensure recruitment of new staff / volunteers etc. are in place for other programmes of activity - Pan-GM community focussed engagement; enhancement to Level 2 provision; employer-based delivery & targeted support for key groups.

**PART 2 - PAN-GM COMMUNITY FOCUSED ENGAGEMENT**

- Commence October 2022 with a mobilisation period for first 2-3 months.
- Main activity to commence December 22 / January 23 through to March 2025.

**PART 4 - ENHANCEMENT TO LEVEL 2 PROVISION**

- Commence September / October 2022 to continue to December 2023.
- Additional expansion of volumes of tutors expected to be supported through the Support to build workforce capacity programme of activity.

**PART 5 - WORK WITH AND DEVELOP AN EMPLOYER BASED OFFER**

- Continue engagement with employers to assist in the development and co-design of solutions to support employees with maths / numeracy skills needs between July 2022 and September 2022.
- Co-designed delivery to commence October / November 2022 subject to route to market, with activity to continue through to March 2025.

**PART 6 - TARGETED SUPPORT TO BE DEVELOPED FOR KEY GROUPS, INCLUDING OFFENDERS AND CARE LEAVERS**

- Further engagement to be undertaken with relevant stakeholders and groups of residents with the lived experience across GM, to understand the level and depth of need and to co-design suitable solutions, which can be delivered to meet their needs.
- Co-designed delivery to commence from December 22 / January 23 through to March 2025.

**PART 3 - LINK TO WIDER ADULT SKILLS OFFER**

- Linked to Pan- GM community focussed engagement programme, employer & targeted support.
  - Delivery starts after Pan-GM activity has started.
  - Commence February 2023 through March 2025

**WIDER DEVOLVED ADULT SKILLS OFFER**

Part 1	Support to build workforce capacity	
<p>A key focus of this activity is to increase the number of teachers / tutors / volunteers who can deliver maths courses.</p> <p>This programme of activity will support existing skills providers and other organisations who directly support residents in local community areas, including VCSE organisations, Housing Associations to ensure existing and new staff have the appropriate skills to offer courses in maths (both accredited and non-accredited).</p> <p>This activity is the first stage of the investment plan, as without it there would not be sufficient resources across GM to progress the implementation of the remaining programmes of activity.</p>		
<p>Indicative Outcomes indirectly contributes to:</p> <ul style="list-style-type: none"> <li>• Increased number of adults achieving maths qualifications up to, and including, Level 2.</li> <li>• Increased number of adults participating in maths qualifications and courses up to, and including, Level 2.</li> <li>• Increased number of adults participating, acquiring and evidencing skills through non-qualification provision, or towards a qualification, including online learning</li> <li>• Increased adult numeracy (by supporting learners to improve their understanding and use of maths in their daily lives, at home and at work).</li> </ul>		
<p>Route to market: Open tender or via GMCA ESWs FPS System or grant agreement approach, which ever routes are applicable.</p>	<p>Timeline:</p> <ul style="list-style-type: none"> <li>• Procurement in Summer 2022</li> <li>• Activity to commence from September / October 2022 through to December 2023.</li> </ul>	

Part 2	Pan-GM community focussed engagement	
<p>This activity will be focused on engaging residents across GM, in particular those hardest to reach and / or who have no or low qualifications in targeted areas across GM. The delivery of courses includes those which:</p> <ul style="list-style-type: none"> <li>• Are designed to increase confidence with numbers;</li> <li>• Help residents use numeracy to manage their money;</li> <li>• Support parents to needing to increase their numeracy skills to support their children in school.</li> </ul> <p>This offer will be aligned to ensure the skills elements of the Working Well/JCP suite of programmes is open to these residents where a it can offer increase to the reach for residents and add greater value.</p> <p>A key aim of the course offer will be numeracy activities, courses or provision developed in partnership with community organisations and other partners aimed at engaging the hardest to reach learners.</p>		
<p>Indicative Outcomes directly contributes to:</p> <ul style="list-style-type: none"> <li>• Increased number of adults achieving maths qualifications up to, and including, Level 2.</li> <li>• Increased number of adults participating in maths qualifications and courses up to, and including, Level 2.</li> </ul>		

<ul style="list-style-type: none"> <li>• Increased number of adults participating, acquiring and evidencing skills through non-qualification provision, or towards a qualification, including online learning.</li> <li>• Improved labour market outcomes.</li> <li>• Increased adult numeracy (by supporting learners to improve their understanding and use of maths in their daily lives, at home and at work).</li> </ul>	
Route to market: Various models are being considered as well as via GMCA ESWs FPS System	Timeline: <ul style="list-style-type: none"> <li>• Procurement in Summer 2022</li> <li>• Activity to commence from October 2022, and allowing for a 2-3 month mobilisation period, continued delivery through to March 2025.</li> </ul>

<b>Part 3</b>	<b>Link to wider skills offer</b>
<p>This activity aims to ensure there are linkages made between the 'Pan-GM community focussed engagement' activity, as outlined above in Part 2 and the wider adult skills offer, funded through the devolved Adult Education Budget.</p> <p>Residents will be encouraged to progress on to further maths skills courses, and at a level which meets their needs.</p> <p>This activity uses the approach from an existing model developed across GM to focus on ESOL skills. This model enables local stakeholders to ensure residents are assessed appropriately and can progress on to further skills training, at a level and location which meets their needs.</p>	
Indicative Outcomes directly contributes to: <ul style="list-style-type: none"> <li>• Increased number of adults achieving maths qualifications up to, and including, Level 2.</li> <li>• Increased number of adults participating in maths qualifications and courses up to, and including, Level 2.</li> <li>• Increased number of adults participating, acquiring and evidencing skills through non-qualification provision, or towards a qualification, including online learning.</li> <li>• Improved labour market outcomes.</li> <li>• Increased adult numeracy (by supporting learners to improve their understanding and use of maths in their daily lives, at home and at work).</li> </ul>	
Route to market: Various models are being considered as well as via GMCA ESWs FPS System or through a grant funding approach.	Timeline: <ul style="list-style-type: none"> <li>• Procurement in Summer / Autumn 2022</li> <li>• Activity to commence from February 2023, and continued delivery through to March 2025.</li> </ul>

<b>Part 4</b>	<b>Enhancement to Level 2 provision</b>
<p>A key aim of the multiply scheme is to increase the number of adults achieving a maths qualification, up to and including Level 2. Through the devolved AEB maths courses are fully funded for all residents who require access. The funding applies to courses up to and including Level 2.</p> <p>GMCA's ESW Team is looking to increase the number of adults who achieve a level 2 maths qualification and recognise that for some residents may not achieve the right level</p>	

of result they need, i.e., they could fail the level 2 test / exam or achieve a level 1 grade rather than a level 2.

GMCA's ESW Team is proposing to provide access to adults who need additional support, specifically one to one or in very small groups, through additional tutoring. This activity will assist existing AEB skills providers to enhance the existing Level 2 courses and funding by offering this element to learners who they identify would benefit from the additional support to ensure they achieve the grading they need to progress in further learning or in to or progress in employment.

Indicative Outcomes directly contributes to:

- Increased number of adults achieving maths qualifications up to, and including, Level 2.
- Improved labour market outcomes.

Route to market:  
Grant funding approach to existing skills providers.

Timeline:

- Work with existing skills providers to identify level of need and agree suitable course costs.
- Activity to commence from September / October 2022, and continued delivery through to March 2025.

**Part 5 Work with employers across GM to develop a work-based offer**

GMCA's ESW Team recognises that more information is needed to understand how the Multiply scheme can support employers and their employees.

It is proposed that during the remainder of 2022/2023 that further engagement is undertaken with employers across GM, to understand the level and depth of need and to co-design suitable solutions, which can be delivered in the workplace or outside of work. It is expected that once solutions have been designed these will then commence delivery from April 2023 through March 2025.

Indicative Outcomes directly contributes to:

- Increased number of adults achieving maths qualifications up to, and including, Level 2.
- Increased number of adults participating in maths qualifications and courses up to, and including, Level 2.
- Increased number of adults participating, acquiring, and evidencing skills through non-qualification provision, or towards a qualification, including online learning.
- Improved labour market outcomes.
- Increased adult numeracy (by supporting learners to improve their understanding and use of maths in their daily lives, at home and at work).

Route to market:  
Various models are being considered as well as via GMCA ESWs FPS System or through a grant funding approach.

Timeline:

- Research, additional scoping and co-design from July to September 2022.
- Agreed activity to commence from October / November 2022, and continued delivery through to March 2025.

**Part 6 Targeted support to be developed for key groups, including offenders, care leavers etc.**

GMCA's ESW Team recognises that more information is needed to understand how the Multiply scheme can support specific groups across GM, including but not restricted to offenders or care leavers.

It is proposed that during the remainder of 2022/2023 that further engagement is undertaken with relevant stakeholder and residents in certain groups across GM, to understand the level and depth of need and to co-design suitable solutions. It is expected that once solutions have been designed these will then commence delivery from April 2023 through March 2025.

Indicative Outcomes directly contributes to:

- Increased number of adults achieving maths qualifications up to, and including, Level 2.
- Increased number of adults participating in maths qualifications and courses up to, and including, Level 2.
- Increased number of adults participating, acquiring and evidencing skills through non-qualification provision, or towards a qualification, including online learning.
- Improved labour market outcomes.
- Increased adult numeracy (by supporting learners to improve their understanding and use of maths in their daily lives, at home and at work).

Route to market:

Various models are being considered as well as via GMCA ESWs FPS System or through a grant funding approach.

Timeline:

- Research, additional scoping, and co-design from July to September 2022.
- Agreed activity to commence from December 22 / January 23, and continued delivery through to March 2025.

## 4. Proposed Investment Plan Financials and Outcomes

As outlined in section 1 Introduction GM has been given an allocation of £14,384,692 over the three financial years from April 2022 to March 2025.

1 <sup>st</sup> April 2022 – 31 <sup>st</sup> March 2023	£4,348,860
1 <sup>st</sup> April 2023 – 31 <sup>st</sup> March 2024	£5,017,916
1 <sup>st</sup> April 2024 – 31 <sup>st</sup> March 2025	£5,017,916
	£14,384,692

Within the allocation available, 10% of the funding will be permitted to be used for administrative expenditure, which can include development of the investment plan, procurement, contract management, data collection and monitoring and evaluation.

GMCA's ESW Team has outlined proposed allocations to each activity (as outlined in section 3 Proposed Investment Plan, with allocations based upon:

- Similar activity funded through existing or other funding sources;
- Used national average costs for similar activity, taking into consideration scale across GM; and
- Used average costs for activity associated to AEB funded delivery.

Further detailed work on final allocations to specific activities will be completed prior to the final submission of the investment plan. Currently any funds not earmarked per year are

highlighted, and an ask has been submitted to the DfE Multiply team to allow GMCA to roll forward this funding from year 1 over into years 2 and 3. A separate costing has been drafted which reflects this. If funding is allowed to be carried over into Years 2 & 3 this would enable an increase in the main activity areas such as the Pan-GM community focussed engagement, work with employers and key targeted groups. Current estimates are as follows and considers funds available per year:

ACTIVITY	2022-2023 £	2023-2024 £	2024-2025 £	ALL YEARS £
Part 1 - Support to build workforce capacity	244,000	385,000	54,000	<b>683,000</b>
Part 2 - Pan-GM community focussed engagement	652,500	1,440,000	1,584,000.00	<b>3,676,500</b>
Part 3 - Link to wider skills offer	85,000	500,000	500,000	<b>1,085,000</b>
Part 4 - Enhancement to Level 2 provision	640,000	1,100,000	1,100,000	<b>2,840,000</b>
Part 5 - Work with employers across GM to develop a work-based offer	235,000	550,000	550,000	<b>1,335,000</b>
Part 6 - Targeted support to be developed for key groups, including offenders, care leavers etc.	250,000	575,000	750,000	<b>1,575,000</b>
Administration Costs	304,500	468,000	480,000	<b>1,252,500</b>
<b>TOTAL PER YEAR</b>	<b>2,106,500</b>	<b>5,018,000</b>	<b>5,018,000</b>	<b>12,447,000</b>
<b>Requested Funding to be rolled forward</b>	<b>1,937,860</b>	<b>-84</b>	<b>-84</b>	<b>1,937,692</b>

Proposed levels of outcomes delivered through the above activities and investment plan are as follows, these are indicative based upon volumes of residents / learners accessing certain adults' skills provision at key points, i.e. through community learning activities (focused on maths type activities, and volumes of learners not achieving a level 2 in maths when enrolled:

OUTCOMES	22-23	23-24	24-25	TOTAL
Increased number of adults achieving maths qualifications up to, and including, Level 2.	400	800	800	2000
Increased number of adults participating in maths qualifications and courses up to, and including, Level 2	600	1100	1100	2800
Increased number of adults participating, acquiring and evidencing skills through non-qualification provision, or towards a qualification, including online learning	1400	4900	4900	11,200
Improved labour market outcomes	60	110	110	280

Increased adult numeracy (by supporting learners to improve their understanding and use of maths in their daily lives, at home and at work).	2000	6000	6000	14000
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## 5. Recommendations

GMCA are requested to:

Consider and note the proposed Multiply Scheme Investment Plan for Greater Manchester, which is funded through the UK Shared Prosperity Fund, for up to £14 million pounds and covering the financial years from 1st April 2022 to 31st March 2025, set out in Section 2.

To approve the proposed, UKSPF-funded Multiply Scheme Investment Plan for Greater Manchester, with a maximum value of £14 million and delegate formal approval of the final investment plan to GMCA Chief Executive.



## Annex A – Multiply Investment Prospectus and Technical Guidance



Multiply\_Investmen  
t\_Prospectus.pdf



Multiply\_Technical\_  
Guidance.pdf

**Annex B - GM Devolved Adult Education Budget (AEB) GMCA reports**



Greater Manchester  
Devolved Adult Edu



Devolved Adult  
Education Budget -

## Annex C – Survey and Stakeholder Results

Issuing through GM Consult online surveys to both residents and employers across GM, as well as via key stakeholders and partners, to gain an understanding of issues and barriers relating to maths / numeracy skills for residents, employers and employees.

- There were 33 responses to the survey (split between 28 residents and 5 employers), which asked 7 questions each to residents and employers with a particular focus on:
  - Confidence working with numbers
  - Interest in the programme
  - Specific maths areas to upskill in
  - Motivators and accessibility
  - Other skills areas of interest e.g. Digital, or English
- The main findings from those who responded were as follows:
  - 63% of residents were confident with working with numbers
  - 48% of residents were interested in improving their everyday maths skills through Multiply
  - 100% of employer respondents were interested in improving their employees' maths skills
  - The most important maths skills for respondents to learn were finances and budgeting (42%),
    - Maths skills for work and career progression (33%)
    - Maths skills to help children with schoolwork (30%)
  - Of the residents who responded, their priorities for the local rollout of Multiply was as follows:
    - Local availability (49%)
    - Flexibility (39%)
    - Online delivery (33%)
    - Evening/irregular hours courses (30%)
    - Courses in small groups (24%)
    - Online and face-to-face courses (18%)
    - Courses at work (18%)

### **We consulted with skills providers to gain their understanding of various issuing relating maths and wider essential skills, including but not limited to:**

- Reasons why adult learners are motivated to study maths / numeracy
- Intervention to support adults to gain maths / numeracy skills
- Recruitment of maths teachers / tutors
- Providing support for the professional development of maths teachers

In all we asked skills providers twenty-one questions and the consultation was open for a 4-week period. We received 32 responses across a broad range of roles not just Maths leads, and the key findings included:

#### Motivation of adult learners to do numeracy

- Enabling progression to higher level courses/quals identified as most important.
- Improving confidence and wellbeing and helping learners find a job important.
- Helping learners progress in current job, improving financial literacy, and helping children with maths curriculum at school are seen as less important.

#### Possible interventions through Multiply

- A significant number of providers recognised the possible duplication between the DfE menu of Interventions and activity already funded through AEB.

- Providers mention the importance of engaging learners at lower levels, working in communities to identify hard to reach learners and then signposting learners to existing AEB provision.
- First steps courses for adults without qualifications is seen to be the most impactful possible intervention.
- Activities at community venues to engage hard to reach communities, additional tutor support for learners already studying maths and money management courses are also seen to be especially impactful.
- Language support for ESOL learners to help them attain Numeracy quals, support for assessing learners and providing IAG, and support for marketing and engagement are outlined as other possible interventions. One respondent points out the importance of scoping out what activity is already taking place in community venues to avoid duplication.

#### Recruitment of maths teachers

- 80% of respondents agree it is very difficult to recruit suitably qualified maths teachers
- A large majority of respondents think that qualified teachers in other disciplines who are retrained make better maths teachers for adults than graduates with a maths related degree

#### Professional development for existing maths teachers

- 55% of respondents think some Multiply money should be spent on the professional development of existing maths teachers, but not many strongly agreed with this
- Possible areas for professional development include dealing with SEN learners, supporting ESOL learners, making maths teaching vocational sector specific, teaching mixed ability levels, making maths relevant to everyday life, peer observation, behaviour management and developing GCSE teachers to teach Functional Skills.

#### Funding other Essential Skills alongside Multiply

- 83% of respondents think this would be a good idea
- Where respondents commented most mentioned ESOL interventions as the priority

#### Supporting Functional Skills teaching

- Solving mathematical problems is the curriculum aspect that needs most support

#### Supporting GCSE teaching

- Ratio proportion and change is the curriculum aspect that most needs support (although only 7 respondents had sufficient curriculum knowledge to answer this question)

Aspects which skills providers fed back which were not so positive:

- The development of online resources and informal drop-in support are seen to be least impactful.

### **We consulted with a range of local stakeholders including local authorities, VCSE organisations etc.**

In all we asked stakeholders eleven questions and the consultation was open for a 4-week period. We received 14 responses across a broad range stakeholder, mostly from local authorities, and the key findings included:

#### Reasons why adult residents need support with maths

- Improving financial literacy and helping residents access training and quals seen to be most important
- Helping residents in their current job and helping them support children at school are also seen to be very important
- Improving confidence and wellbeing though important, is ranked lowest

- Many respondents comment on the negative impact of poor financial literacy on day-to-day life. Some respondents commented on the possible linkage of curriculum to debt management and the cost-of-living crisis.

#### Possible interventions through Multiply

- Most respondents have read the DfE Menu of Interventions
- Some very detailed qualitative responses with further innovative ideas including dyslexia support, money saving expert courses, and linking provision to activity at local sports clubs.
- Courses to help parents support children at school, courses for financial literacy, activities at community venues, additional support for learners already studying maths and first steps courses for adults without qualifications are seen to be most impactful.
- Informal drop-in services for people with low level numeracy skills is seen to be least impactful.
- Several respondents comment on the need to revamp Family Learning Numeracy provision at local schools

#### Funding other Essential Skills alongside Multiply

- All respondents strongly agree that this would be a good idea
- Most respondents single out funding ESOL support alongside Numeracy as being especially beneficial

#### Ideas for ways to engage with residents

A wide range of suggestions – just picking out some highlights here:

- Community roadshows
- Funding small classes
- Establish parent maths champions at local schools
- Family learning in schools
- Promotion on community noticeboards in shops
- Link closely to LA grant funded projects
- Focus on organisations that work with homeless people
- Focus on university applicants who don't have required level for maths
- Advertising campaigns to encourage maths enrolment
- Fun engagement resources for maths that could be shared with pubs and social clubs (eg beer mats with maths problems) – (could also have details of how to enrol on maths courses)

#### Which community organisations could support engagement with Multiply activity?

- Citizens' Advice services
- Foodbanks
- Credit unions
- Primary schools/nurseries
- Key local employers
- Housing associations
- JCP
- Children's centres
- GP services and mental health support teams
- Places of worship
- Libraries
- Teacher training providers
- Trade unions

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## Greater Manchester Combined Authority

Date: June 2022  
Subject: GMCA Sustainability Strategy & Climate Emergency Update  
Report of: Andy Burnham (Mayor) and Eamonn Boylan, Cex GMCA

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### Purpose of Report

The purpose of the report is to seek approval for the publication of the Greater Manchester Sustainable Consumption and Production Action (SCP) Plan. The SCP Plan forms part of the suite of documents sitting underneath the GM 5-year Environment Plan.

Once approved, the SCP Plan will provide the framework for Greater Manchester's key activities in this area of work over the coming years.

### Recommendations:

The GMCA is requested to:

1. Consider and comment upon the SCP Plan and
2. Approve the SCP Plan for publication (Appendix 01).





### Contact Officers

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

Sarah Mellor, Head of Sustainable Consumption and Production, Environment Team:  
[sarah.mellor@greatermanchester-ca.gov.uk](mailto:sarah.mellor@greatermanchester-ca.gov.uk)

## Equalities Impact, Carbon and Sustainability Assessment:

Results of the [Sustainability Decision Support Tool](#) to be included here:

Impacts Questionnaire			
Impact Indicator	Result	Justification/Mitigation	
Equality and Inclusion	G	The Plan looks to raise awareness through community engagement and involvement	
Health			
Resilience and Adaptation			
Housing			
Economy	G	Moving to a circular economy can have a positive social, economic and environmental effect on the conurbation By creating a circular economy it should identify gaps and skills and stimulate economic growth in those areas Innovation is key to developing solutions and end markets for difficult materials Inward investment could potentially through innovation	
Mobility and Connectivity			
Carbon, Nature and Environment	G	The SCP Plan looks to reduce carbon emission through its 4 key priority areas	
Consumption and Production	G	The SCP Plan focuses on key priority areas, as set out in the report, to reduce the level of waste produced A number of projects are currently in place to look at minimising construction waste Managing waste sustainability as possible is a key priority within the plan Moving to a circular economy is a priority with the SCP Plan PlasticFreeGM continues to be a priority within the SCP work programme	
Contribution to achieving the GM Carbon Neutral 2038 target		The SCP Plan and work programme are a critical element to the delivery on GM achieving Carbon Neutral by 2038. As SCP covers a wide range of areas, ensuring that the work programme is sufficiently resourced would improve the contribution to delivery of the overall plan.	
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

All risks regarding the delivery of the 5YEP and SCP theme are set out in the GM Environment Team's Risk Register. There is nothing identified within the SCP section of the register which is currently identified as 'red' status.

## Legal Considerations

There are no legal implication of the recommendations set out within the report.

## Financial Consequences – Revenue

The SCP Work Plan (Annex 01) sets out expenditure that is within the budget forecasts (2022/23) for certain areas of work. Actions for future years may require additional funds. If so, these would be subject to a separate detailed business case being approved.



## Financial Consequences – Capital

There are no capital consequences within the report. Actions for future years may require additional funds. If so, these would be subject to a separate detailed business case being approved.

## Number of attachments to the report: 2:

Appendix A: SCP Plan

Annex A: SCP Work Plan 2022-23

## Background Papers

[The Greater Manchester 5 Year Environment Plan](#)

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

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

# 1. Introduction/Background

After a year of intensive consultation, the 5-year Environment Plan (5YEP) was launched at the GM Green Summit in 2019. The 5YEP sets out the high-level priorities of the Sustainable Consumption (SCP) Theme which have been progressed. In the intervening period, work has been undertaken to gather evidence and form a consensus on the priority actions required to deliver a SCP Programme for the city region. This work forms the basis of the SCP Plan presented for approval today.

This report sets out the key priorities identified in the SCP Plan along with the SCP work programme for the 2022-23 financial year (Annex 01).

## 2. Sustainable Consumption and Production Plan (SCP)

The SCP Theme of the GM 5 Year Environment Plan focuses on valuing resources and reducing waste. It also supports our carbon neutral ambitions by identifying actions which will reduce our Scope 3 emissions. The SCP plan is now being finalised for publication and covers 4 key priority areas:

- Moving to a Circular Economy
- Managing Waste Sustainably
- Reducing Food Waste
- Moving to Sustainable Lifestyles

### 2.1 To Move Greater Manchester to Becoming a Circular City

The aim of this priority is to move towards a more circular economy, where all resources are valued and waste is kept to an absolute minimum. The Plan primarily focuses on 2 key areas:

#### Industry

- Sustainable Product Design – we need to make more sustainable products that move us away from a ‘throw away’ society and enable resources to be in use for as long as possible. To achieve this, we need to increase the reusability and recyclability of all components created.
- Resource efficiency – to maximise resource efficiency by moving away from linear business models to circular economy models, minimising the use of raw materials and reducing waste at source.

- Business to Business Approach (B2B) – to create a circular economy we need to engage with all organisations within the sector to understand all the component elements within that industry.

### **Policy Development & Innovation:**

- Sustainable Procurement – we need to ensure that we are procuring the most environmentally sustainable products by embedding environment criteria and promoting circular economy procurement principles within procurement policy and throughout our decision-making processes.
- Resource/Consumption Mapping – to fully understand the scale of change required we need to understand the resources we are using.
- Innovation – to ensure we can reduce the use of all raw materials, innovation will be critical to find solutions throughout the lifecycle of products and drive the development of a circular economy.

## **2.2 To Manage Waste As Sustainability As Possible**

Turning the majority of waste produced into valuable resources is critical to Greater Manchester becoming a circular city region, so we need to manage our waste as sustainably as possible. This means that we need to reduce the amount of waste produced (through prevention and reuse), recycle as much as possible whilst increasing the quality/value of materials so raw materials use is minimised. To continue to make progress, this priority will focus on 3 main elements:

1. **Business Waste** - We need to fully understand municipal waste arisings within the city region, meaning that we need not only to understand household waste, but also business municipal waste data flows and behaviours to reduce the level of waste arisings and increase recycling.
2. **Policy Development and Innovation**
  - **England's Resource and Waste Strategy**  
We need to better understand the implications of the newly enacted Environment Act and make informed decisions, based on the environmental and economic impacts of new service provisions and waste management requirements. This will shape the next Greater Manchester Waste Strategy.
  - **Policy Development**

To make waste management effective, we need to ensure that the correct infrastructure is in place to make reducing, reusing and recycling as easy as we possibly can.

- **Innovation**

We need to maximise recycling by using innovation to create sustainable solutions and establish 'end markets' that will reduce the amount of raw materials required in product design.

3. **Household Waste** – to meet our ambition to become a carbon neutral city region, we need to reduce waste arisings and maximise recycling, both in terms of quantity and quality. Waste generated by households, and how that is processed, is important to both moving to a more sustainable lifestyle and becoming a circular economy city region.

## 2.3 Reducing Food Waste

The aim of this priority is to reduce avoidable food waste arising through a sustainable food system approach. We need to reduce the overall amount of food waste generated, ensure we maximise redistribution to ensure that those who are living in financial stress can access such services, ensure that everyone within the conurbation has access to affordable healthy food, increase home growing and composting and stimulate local markets, through a full system approach. To achieve this, we will be working with:

- Public sector bodies, through procurement strategies and other initiatives such as the Food Security Action Network and 'no child goes hungry' campaign.
- Exploring a Good Food Charter to be incorporated within the social value framework.
- Working, through Good Food GM, with stakeholders on the delivery on the Good Food Vision.
- Working with R4GM and stakeholders on food waste campaigns.

## 2.4 Moving to Sustainable Lifestyles

75% of our total carbon emissions are attributed to households. This means climate change is impacted by the food we eat, the things we buy and throw away, how we

travel and how we heat and power our homes. To enable the city region to become carbon neutral we all have a role to play to reduce our own personal carbon footprint by making more sustainable lifestyle choices.

What do we mean by sustainable lifestyles? Sustainability means meeting our own needs without compromising the ability of future generations to meet theirs, so living more sustainable lives looks to reduce waste, reduce our carbon footprint and choose products that are environmentally and socially responsible. It recognises that no one can do everything, but everyone can do something; small changes can make a difference.

As well as the development of the GM [Green Cities website](#) and review of our social media channels, we are continuing to deliver a communications plan with our internal and external stakeholders to work together to educate, raise awareness and develop campaigns which will engage with GM citizens and encourage them to make more sustainable life choices.

### **3.0 Next Steps - Work Programme**

Once approved, the SCP Plan will provide the framework for Greater Manchester's key activities in this area of work over the coming years.

The SCP Plan will be delivered by a Challenge Group of public, private, third sector and academic partners, formed under the GM Mission Based Approach, reporting in to GMCA via the Green City Region Partnership. The first year of delivery (2022/3) is set out in the attached SCP work programme (Annex A).

### **4.0 Recommendations**

The GMCA is requested to:

1. consider and comment on the SCP Plan and
2. approve the SCP Plan for publication (Appendix 01).

Team: GM Environment Team, SCP Work Programme		
Function	Actions	2021/23 Deliverables
Deliver and/or support development of strategy and policy for Greater Manchester	<ul style="list-style-type: none"> <li>Develop detailed policy reports to support delivery of the GM 5 Year Environment Plan</li> <li>Support development of Zero Waste Strategy</li> </ul>	<ul style="list-style-type: none"> <li>GM SCP Plan</li> <li>GM Good Food Vision and Delivery Plan</li> <li>GM Waste Strategy (£10k) <ul style="list-style-type: none"> <li>Drafting responses to the consultations</li> <li>Drafting Waste Strategy</li> </ul> </li> </ul>
Deliver and/or support research to inform strategy/policy development	<ul style="list-style-type: none"> <li>Work with Universities and other partners to deliver research or feasibility studies which further existing policies or programmes</li> <li>Project Funded research with Universities on topic specific policy development</li> <li>Procure research on specific knowledge gaps</li> </ul>	<ul style="list-style-type: none"> <li>Material flows for circular economy (£40k)</li> <li>B2B Platform</li> <li>Textiles Project</li> <li>CIRCuiT City Network: CE Construction (LAWAB)</li> <li>REDUCES – Circular Economy Models (MMU)</li> <li>Plastics Centre of Excellence (UoM)</li> <li>TRANSFORMS:3D Printing (MMU)</li> <li>TRANSFORMS: 3D Printing in Construction (MMU)</li> <li>REDUCES: CE Policy (UoM)</li> <li>One Bin to rule them all (UoM)</li> <li>Climate Change, Sustainability &amp; Inclusion (UoM)</li> <li>Food Procurement (Tyndall Centre)</li> <li>Food &amp; Garden Waste Analysis (Waste Team)</li> <li>England's Waste Strategy – Cost analysis (Waste Team)</li> <li>Local Levers (£40k)</li> <li>Strategic Environment Assessment (SEA) (£60k?)</li> <li>TEP Assessment (£?)</li> </ul>
Deliver and/or support the delivery of projects	<ul style="list-style-type: none"> <li>Reduce the use of single Use plastics</li> <li>Sustainable Lifestyles</li> </ul>	<ul style="list-style-type: none"> <li>Deliver PlasticFreeGM Campaign (£3k)</li> <li>Support delivery of Refill scheme</li> <li>Local Authorities Public Sector Pact</li> <li>Explore further rollout of water fountains</li> <li>Small changes make a difference campaign (£30k)</li> </ul>

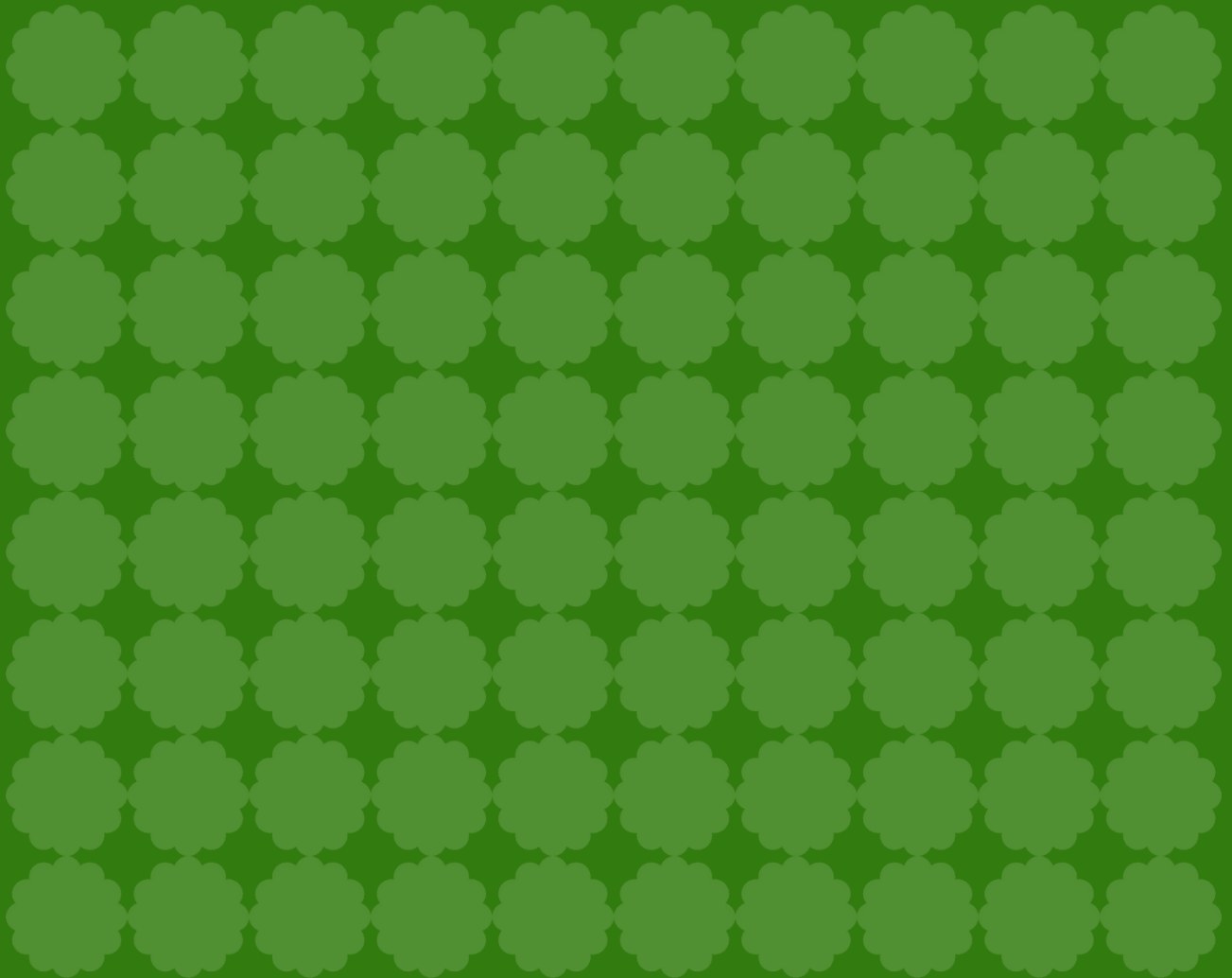
	<ul style="list-style-type: none"> <li>• Procurement</li> <li>• Annual Green Summit</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce Waste, including Food Waste</li> <li>• Joint Booklet/Stakeholder Analysis/Personas –link to UU/ENWL work on behaviour change/sustainable consumers</li> <li>• Increase Recycling/Waste Prevention</li> <li>• Reduce Food Waste (£20k)</li> <li>• Social Value Plan (Environment &amp; Good Food Charter)</li> <li>• Embedding CE/Environment Criteria within Local Authority procurements focusing on consumption within LA's (£30k – implementation of local levers)</li> <li>• Delivery of the Green Summit (£30k)</li> </ul>
<p>Engaging and/or Influencing others</p> <p>Page 123</p>	<ul style="list-style-type: none"> <li>• Establish a Mission based Approach including the management of Partnership/Board and Challenge groups to encourage collective action</li> <li>• Lobby National/International Government</li> <li>• Work with other Global Cities/Core cities</li> <li>• Tools &amp; systems to encourage behaviour change</li> </ul>	<ul style="list-style-type: none"> <li>• Finalise Stakeholder Mapping exercise &amp; wider engagement</li> <li>• Encourage action by others</li> <li>• Green Summit (£30k)</li> <li>• Development of Green Cities website (£10k)</li> <li>• No of consultations responded to</li> <li>• Feeding into CA's response to Environment Bill</li> <li>• Conferences/Meetings/Membership of Intl consortia</li> <li>• Online carbon literacy training portal</li> </ul>
<p>Communicating, internal and external</p>	<ul style="list-style-type: none"> <li>• Increase awareness of existing support mechanisms</li> <li>• Monitoring of Env. Performance</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain and expand contact database</li> <li>• Maintain web presence and social media resource</li> <li>• Sector specific communications (eg Green School network)</li> <li>• Deliver comms plan</li> <li>• Conferences and events</li> <li>• Briefing notes for officers and politicians</li> <li>• Performance Framework</li> </ul>

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# Sustainable Consumption & Production Plan 2022-2025

GREATER MANCHESTER COMBINED AUTHORITY



# Table of Contents

<b>1. Introduction, Scope and Recommendations</b> .....	3
1.1 Introduction .....	3
1.2 Scope.....	4
1.3 Structure of this report.....	5
1.4 List of recommendations .....	5
1.5 Target indicators .....	7
<b>2. Why does Greater Manchester need to act?</b> .....	8
2.1 There are multiple benefits.....	8
2.2 Benefits for Greater Manchester’s residents .....	8
2.3 Benefits to the Environment .....	9
2.3.1 The scale of the challenge .....	9
2.3.2 SCP and CO <sub>2</sub> emissions .....	10
<b>3. To embed Circular Economy business models in the City Region</b> .....	15
3.1 Where we are now and where Greater Manchester needs to get to? .....	15
3.2 What action is needed over the next 5 years? .....	16
3.2.1 Industry .....	16
3.2.2 Policy Development and Innovation.....	18
<b>Recommendations</b> .....	19
<b>4. Managing our waste as sustainably as possible</b> .....	21
4.1 Where we are now and where Greater Manchester needs to get to? .....	21
4.1.1 Reducing Business Waste through Prevention, Reuse and Recycling .....	22
4.1.2 Policy Development and Innovation.....	23
4.1.3 Consumer/Households: Reducing Household Waste Generation through Prevention, Reuse and Recycling.....	25
<b>Recommendations</b> .....	27
<b>5. Reduce Avoidable Food Waste</b> .....	29
5.1 Where does Greater Manchester need to get to? .....	29
5.2 Where is Greater Manchester now and what Action is needed over the next 5 years?.....	29
5.2.1 Policy Development and Innovation.....	29
5.2.2 Developing a Sustainable Food System .....	29
5.2.3 Reduce food waste within households.....	30
<b>Recommendations</b> .....	31

<b>6. Empower residents to make more sustainable lifestyle choices</b> .....	33
6.1 Where does Greater Manchester need to get to? .....	33
6.2 Where is Greater Manchester now and what Action is needed over the next 5 years?.....	33
6.2.2 Showcasing the achievements within Greater Manchester and how citizens and businesses can become involved in the City Region tackling Climate Change and becoming Carbon Neutral.....	33
6.2.3 To embed a programme of Public Sector Climate change awareness initiatives, promoting sustainable working and lifestyles within day to day lives .....	33
6.2.4 To work with communities to develop and promote SCP initiatives which also improve social, environmental and economic well-being .....	34
<b>Recommendations</b> .....	34
<b>7. Bringing it together</b> .....	35
7.1 Where does Greater Manchester need to get to? .....	35
7.1.1 Mission-oriented approach.....	35
7.2 Where is Greater Manchester now and what action is needed? .....	36
7.2.1 The roles of different organisations within Greater Manchester .....	36
7.2.2 Building on existing partnerships to work together in new ways .....	36
7.3 Next steps .....	37
<b>Recommendations</b> .....	37

# 1. Introduction, Scope and Recommendations

## 1.1 Introduction

Greater Manchester's Environment Plan was launched at the Green Summit in March 2019 setting out ambitious proposals to be carbon neutral by 2038.

As part of that Plan, it recognised that to build a thriving and sustainable city region we need to work together to promote economic and resource productivity, eliminate waste and increase business opportunities through innovation. The United Nations' (UN) Sustainable Development Goal (SDG) 12 is Sustainable Consumption and Production, recognising that it is critical for achieving transformative change.

The Sustainable Consumption and Production (SCP) Plan sets out how Greater Manchester can contribute to becoming carbon neutral primarily focusing on scope 3 emissions (figure 1).

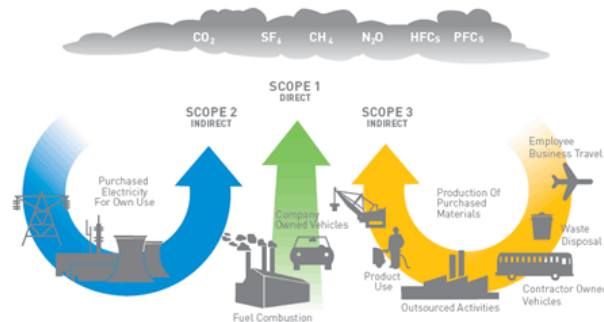


Figure 1: Scope 1, 2 and 3 emissions  
Source: United Nations Environment Programme

There are many components that are covered within SCP. These include waste management, sustainable resource management, sustainable lifestyles, sustainable marketing, sustainable procurement, eco-labelling and certification, sustainable transport, cleaner production and resource efficiency and design and sustainability (see figure 2).



Figure 2: Components of SCP  
Source: United Nations Environment Programme

The SCP Plan, except for sustainable transport, will focus on all elements that make up sustainable consumption and production through 4 key priority areas.

- Priority 1. Moving to a Circular Economy focusing on sustainable resource management; design, production & resource efficiency; and sustainable procurement.
- Priority 2. Managing Waste Sustainably focusing on waste management and sustainable resource management.
- Priority 3. Reducing Food Waste focusing on waste management, sustainable procurement and sustainable lifestyles.
- Priority 4. Sustainable Lifestyles focusing on changing behaviour to empower residents to make more sustainable lifestyle choices.

To aid the delivery of the SCP Plan a range of techniques, drivers and tools will be used to drive change. Techniques include closed loop production, life cycle assessment and resource efficiency. Enablers include stakeholder engagement, product and policy mapping. Drivers include customer demand, markets and competition, and costs and penalties (see figure 3 below).

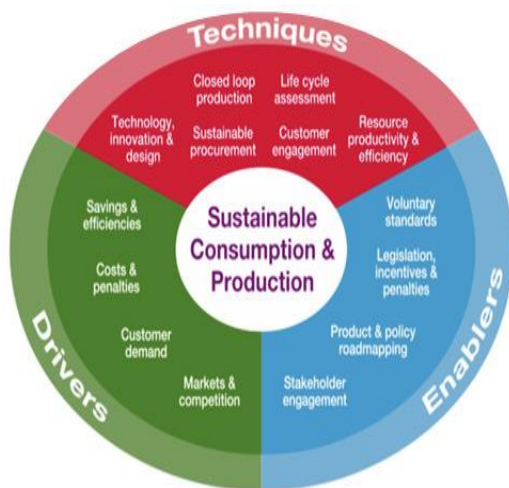


Figure 3: Techniques, Enablers and Drivers to achieve SCP  
Source: United Nations Environment Programme

## 1.2 Scope

This report focusses on the actions needed to move businesses to circular economy models and enable Greater Manchester citizens to make changes to become more sustainable. Both can deliver multiple benefits. The report focuses on the priorities and actions required to impact on CO<sub>2</sub> and Greenhouse Gas (GHG) emissions, but also recognises that the sustainable living priority, through promotion of behaviour change initiatives and campaigns, will aid the delivery of other key plans such as Greater Manchester's Smart Energy Plan and Decarbonising Greater Manchester's existing buildings report.

In terms of the priorities related to sustainable consumption and production, the report sets out four priority areas, which have been developed with partners to achieve Greater Manchester's aspirations, these are:

1. Moving to a circular economy
2. Managing waste as sustainably as possible

3. Reducing avoidable food waste
4. Moving to a sustainable lifestyle

### 1.3 Structure of this report

The subsequent sections of this report are structured as follows:

- Section 2: Why Greater Manchester needs to act now.
- Sections 3, 4, 5 and 6: Focus on each priority area.
- Section 7: how recommendations set out in this report should be taken forward by the GMCA and key stakeholders.

### 1.4 List of recommendations

#### 1.4.1 Moving to a circular economy

1. To develop a roadmap to Circular Economy (CE) including cross industry resource efficiency through design and production, commercial trading of materials, energy, sharing assets, logistics and expertise, to reduce the volume of raw materials used and eliminate waste.
2. To work with stakeholders to establish a collaborative forum that covers a range of Circular Economy (CE) aspects with leadership and delivery of key areas such as legislation, business to business (B2B) and Procurement.
3. GMCA to develop a Sustainable Procurement Strategy promoting circular economy procurement principles, the social value framework and commissioning strategies whilst supporting policy development and decision-making toolkits.
4. To undertake resource and consumption mapping to enable a sector approach to becoming a circular city region.
5. To continue to work with industry, academia and other stakeholders to drive innovation to reduce raw material consumption, value resources and stimulate sustainable end markets.

#### 1.4.2 Managing waste as sustainably as possible

1. To maximise the reduction of waste and reduction of emissions through policy development initiatives.
2. The GMCA to work with local collection authorities to evaluate and assess the environmental and financial implications of implementing the requirements of the new Environmental Act, secondary legislation and statutory guidelines.

3. Partners across Greater Manchester should collaborate and carry out further research, pilots to drive innovation and explore new ways of working to solve existing challenges.
4. To identify opportunities to develop GM wide recycling collection and disposal solutions for businesses within Greater Manchester.
5. GMCA, local authorities, businesses, and the waste industry to continue to work to minimise waste and improve the quality and quantity of municipal waste recycled.

#### 1.4.3 Reducing avoidable food waste

1. To maximise the reduction of food waste and GHG emissions through policy development initiatives.
2. Partners across Greater Manchester should collaborate to create a delivery model to enable Greater Manchester to become a sustainable food city region.
3. Work with key partners to deliver a programme of Greater Manchester wide campaigns focusing on the co-benefits of reducing and then recycling food waste.

#### 1.4.4 Moving to a sustainable lifestyle

1. Partners across Greater Manchester should work together to promote sustainable lifestyles through media campaigns.
2. GMCA continue to develop the Green Cities website to demonstrate and showcase the progress the city region is making in becoming carbon neutral by 2038. The website will be supported by a Communications Plan developed with stakeholders to promote the benefits of moving to a sustainable lifestyle.
3. GMCA to create an internal climate change impact awareness training, which potentially could be rolled out to other public sector bodies.
4. To identify funding streams with partners to work with communities to develop and promote SCP initiatives which also improve social, environmental and economic well-being.
5. To continue to work together with local authorities, partners and stakeholders to effectively implement the SCP Plan through the 5-Year Environment Plan's ambitions to establish a mission-oriented approach to tackling Greater Manchester's environmental challenges.

## 1.5 Target indicators

The table below sets out the target indicators we will track to measure progress under the 4 priorities of the SCP Plan<sup>1</sup>.

SCP Priority	Target indicator
Moving to a circular economy	<ul style="list-style-type: none"><li>• 38% reduction in industrial emissions by 2025 and a 50% - 77% reduction by 2038.</li><li>• Reduction in raw material consumption</li></ul>
Managing waste as sustainably as possible	<ul style="list-style-type: none"><li>• 65% recycling rate for municipal solid waste and no more than 10% to landfill by 2035.</li></ul>
Reducing avoidable food waste	<ul style="list-style-type: none"><li>• Reduction in avoidable food waste working towards the Government's Resources and Waste Strategy ambition of eliminating avoidable waste of all kinds by 2050.</li></ul>
Moving to a sustainable lifestyle	<ul style="list-style-type: none"><li>• Reduction in residual waste sent to landfill and incineration.</li></ul>

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<sup>1</sup> Targets are supported by research by the Tyndall Centre for climate change. Further indicators to measure progress against the SCP actions will be agreed as part of an Implementation Plan to be developed with the SCP Challenge Group. We cannot establish all indicators immediately because the data we need does not yet exist. Part of our approach within this Plan is to determine how we gather more data.



## 2. Why does Greater Manchester need to act?

### 2.1 There are multiple benefits

Taking action within the scope of SCP can have multiple benefits across numerous areas:

1. For people: for citizen's health, education, jobs, income and productivity.
2. For the economy: improved productivity and the potential for creation of new jobs and new skills as well as reduced pressures on public finance.
3. For the environment: contributing to reducing CO<sub>2</sub> and GHG emissions.

These are set out in further detail below.

### 2.2 Benefits for Greater Manchester's residents

By moving to more sustainable lifestyles there are numerous benefits for residents:

#### 1. Health and Well-Being Benefits

- Reducing energy demand by making improvements to a building's fabric can have substantial benefits; excess winter deaths are three times higher in the coldest quarter of homes compared to the warmest quarter.
- Reducing utility bills can have positive health benefits including on nutrition (for example, how well a household can afford to eat) and mental well-being (less stress of the financial burdens of household bills and expenses).
- Bringing people from communities together to carry out works that improve social, environmental and economic wellbeing.

#### 2. Economic Benefits, for example:

- Switching to renewable energy, improving installation within homes and monitoring water consumption can reduce household bills.
- Upcycling and using products for longer will reduce expenditure and extend a products lifecycle.
- Improving energy efficiency can also have a positive impact on public spending, both in terms of demands on health-related illnesses on the NHS and in undertaking energy efficiency programmes within the public sector estate to redirect potential savings into other public services.
- Reducing food waste<sup>2</sup>; an average of £730 per family per year of household food waste (excluding inedible parts) is wasted each year.
- Moving to the five CE Business Model types: Circular Supplies, Product Life Extension, Resource Recovery; Sharing Platforms; and Product as a Service can minimise waste and increase economy within GM.

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<sup>2</sup> <https://wrap.org.uk/sites/default/files/2020-11/Food-surplus-and-waste-in-the-UK-key-facts-Jan-2020.pdf>

## 2.3 Benefits to the Environment

### 2.3.1 The scale of the challenge

The vision of how the city region will become carbon neutral is set out within the 5-year Environment Plan. The Plan is based on research by the Tyndall Centre for Climate Research, which calculated a carbon budget for Greater Manchester that is compatible with the Paris Agreement. During the development of the Plan, research was commissioned 'Setting City Area Targets and Trajectories for Emissions Reductions (SCATTER)<sup>3</sup> to understand potential CO<sub>2</sub> emission reduction pathways.

The graph below (figure 4) sets out the potential carbon reduction pathways for Greater Manchester from the SCATTER model, which the actions within the 5-year Environment Plan are based on, against the budget recommended by the Tyndall Centre's research. The SCATTER model provides different emission reduction pathways depending on local decisions taken across 40 different interventions, which can each be implemented to 4 different extents.

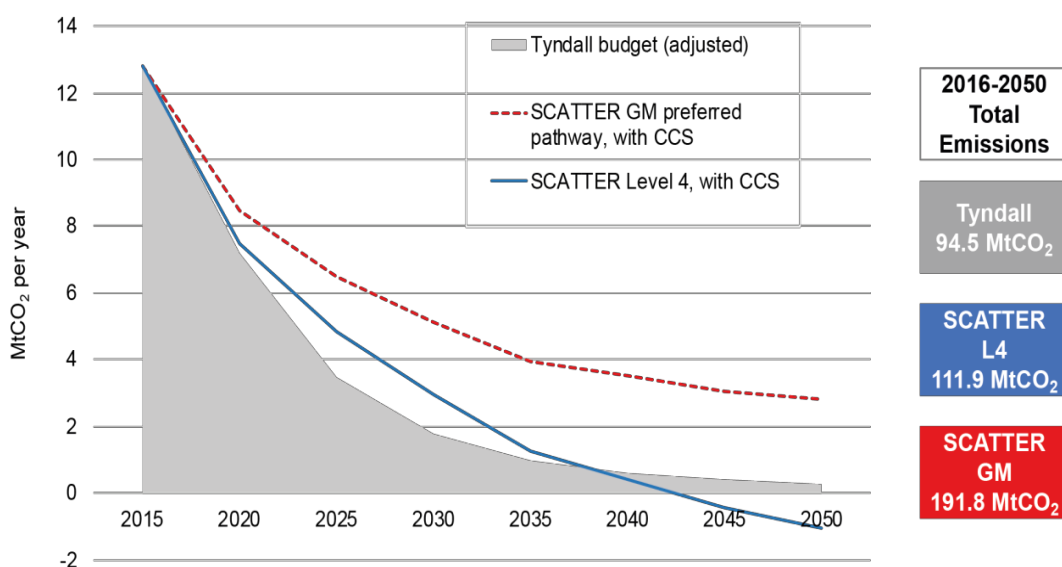


Figure 4: Potential Carbon Reduction Pathways for Greater Manchester

Source: Anthesis

This sets out two scenarios:

- A 'SCATTER Level 4' pathway (each of the 40+ interventions pulled to maximum extent), where carbon neutrality is possible to achieve but even under this scenario emissions of nearly 20% above the Tyndall Centre's recommended budget<sup>4</sup> are produced in Greater Manchester by 2050

<sup>3</sup> <https://www.anthesisgroup.com/scatter-carbon-footprint-reduction-tool>

<sup>4</sup> Extrapolated to cover 2015-2050 from 2018-2050 in Tyndall Centre's original report

- Under 'SCATTER GM' pathway (an estimate of what is currently planned and what might be achievable in the future in Greater Manchester) emissions of over double the Tyndall's recommended budget are produced by 2050.

### 2.3.2 SCP and CO<sub>2</sub> emissions

Underpinning those trajectories, the models show us the scale of change required and an indication of actions required to achieve the level of reduction.

Figure 5 below shows how Greater Manchester's CO<sub>2</sub> emissions are broken down by sector and the level of change required in each of those sectors to achieve the SCATTER GM pathway.

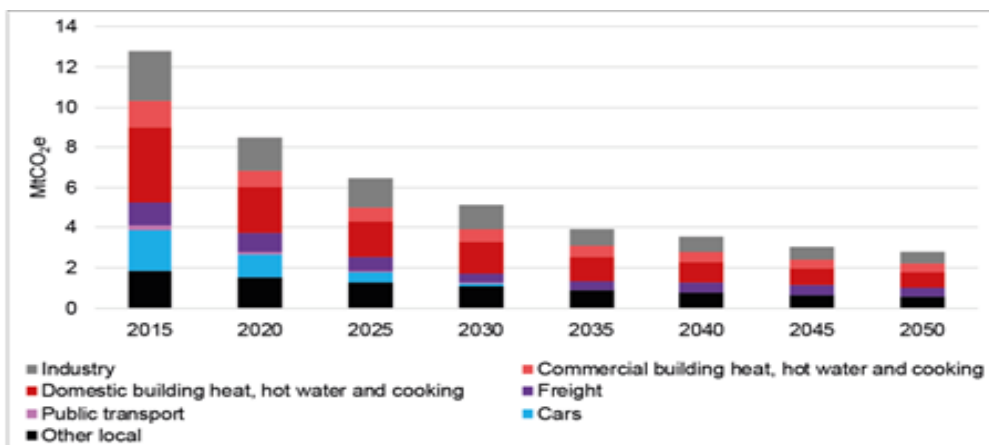


Figure 5 – sectors where emission reductions come from ('SCATTER GM' pathway).  
Source: Anthesis

The SCP Plan cuts across all sectors, from reducing industrial and commercial emissions to reducing waste to households. Along with other key performance indicators outlined within the Plan, the number of levers from THE SCATTER model will also be monitored.

#### Industrial and commercial emissions

One of the levers within the SCATTER model is industrial and commercial emissions. The model is based on those emissions reducing by 38%. The graph below (figure 6) shows that in order to meet that target a reduction of 232.8 KtCO<sub>2</sub> (7.6%) is needed year on year therefore 'doing nothing' is not an option.

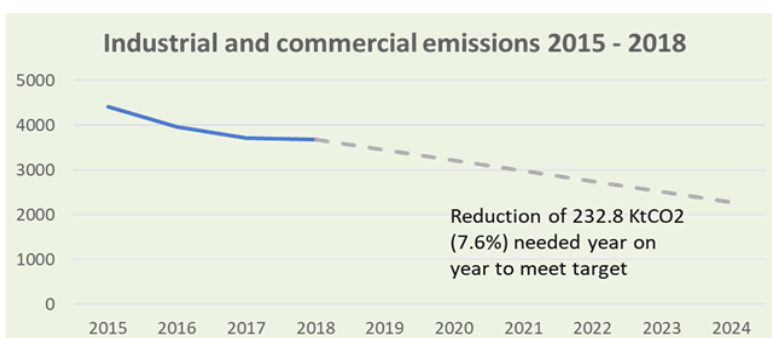


Figure 6: Industrial and Commercial emissions:

Source: <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2018>

## Waste Prevention

To protect our environment, we need to reduce waste. Whilst it is recognised that some amount of waste is inevitable, we need to do as much as we possibly can to manage it in the most effective way.

Waste Prevention is critical to becoming more resource efficient as it addresses pressures of reducing unnecessary production and processing and therefore costs, as well as carbon emissions associated with those processes. Figure 7 shows how waste prevention can be achieved within each stage of production and consumption through to end of life.

1. Production – Design, remanufacture, use of secondary materials.
2. Consumption – Purchasing sustainable products, sharing/leasing/renting, reuse and repair, refill, dispose for recycling.
3. End of life – Collection, reprocessing, treatment.



Figure 7: Waste Prevention and Circular Economy

Source: Defra: Waste Prevention Programme 2021

To monitor the city regions progress in reducing the waste produced, two key indicators<sup>5</sup> will be used:

1. Raw material consumption – currently this indicator is only available at a UK level so we are assessing how this can be best proportioned to Greater Manchester; and
2. Domestic residual waste – this indicator is available at a Greater Manchester level and will enable us to monitor the amount of general waste being produced, and the amount of waste not being recycled, reused or repaired.

<sup>5</sup> The Government is set to establish new monitoring targets in future years. For example, Under the Environmental Act a consultation is currently open to halve the amount of residual waste that goes to landfill or incineration by 2042. Indicators within this plan will be reviewed and revised as new measures are released.

It should be noted that work is currently on-going to amalgamate the Combined Authority’s waste management data (9 of the 10 Districts) and Wigan’s waste data, who are both a collection and disposal authority. The data contained in this Plan is predominately the data from the Combined Authority (excluding Wigan).

The SCATTER model uses a lever that waste arisings should not exceed 20%. This is based on projected population and housing growth. Figure 8 shows the current kilogrammes per household per year that has been collected along with the waste increase limit.

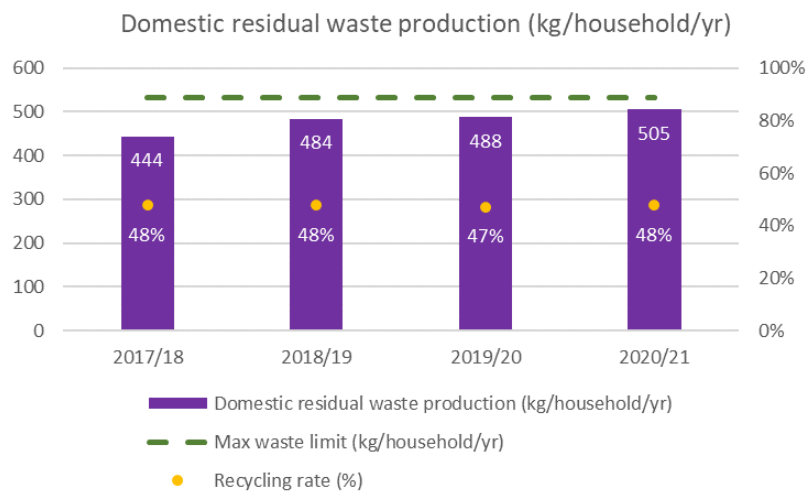


Figure 8: GMCA’s Domestic Residual Waste (Kg/hh/yr) and Recycling Rates  
Source: Waste Data Flow

The graph above shows how close the GMCA is becoming to exceeding the 20% increase, and this does not include Wigan and business municipal waste, therefore with population (currently 2.8m with projected increase of 13% by 2040) and housing growth forecasted to increase within Greater Manchester, waste reduction is critical if this target is to be achieved.

### Recycling Rates

Another lever used in SCATTER is recycling rates. This is based on the European Union’s Circular Economy directive has been transposed into English law through the Environment Act and sets the requirement to achieve 65% municipal waste recycling rate by 2035. Recycling is an important factor in the waste hierarchy and enables resources to be reprocessed and made into new products. This spares the environment the carbon impact of extracting and processing virgin materials.

The definition of municipal waste, as described in the CE Directive, includes both household waste and that from other sources which is similar in nature and composition. This means that the recycling target of 65% will include a significant proportion of waste generated by businesses, which is not collected by local authorities.

As the only data held by the GMCA and Wigan is household waste, that is the only data set out in this Plan. Given the definition of municipal waste, this supports the recommendations within this Plan to strengthen the availability of business municipal waste data. Currently, as of February 2022, GMCA's recycling rate is 46% and Wigan's is 52% (see figure 9). However, until we understand the recycling rate of business municipal waste it is impossible to know how far the city region is away from achieving this target.

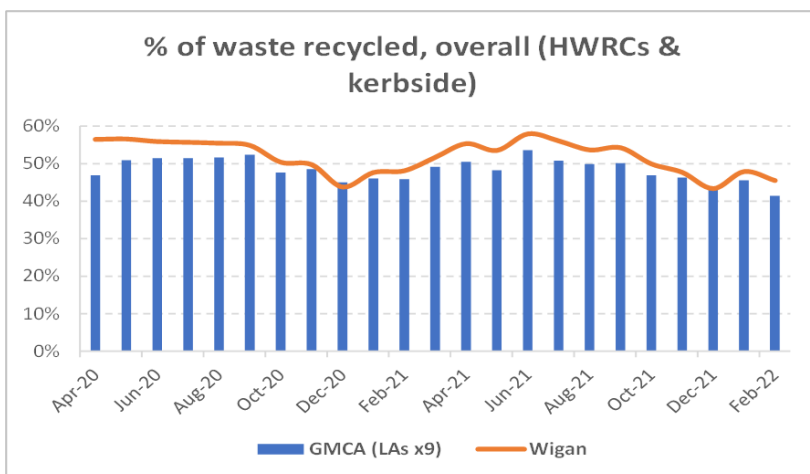


Figure 9: GMCA and Wigan's Waste and Recycling Rates  
Source: Waste Data Flow data

### Reducing Food Waste

Within the UK over 10 million tonnes of food and drink<sup>6</sup> are wasted post-farm gate annually. This waste is both costly and is damaging the environment. Currently a fifth of UK greenhouse gas (GHG) emissions are associated with food and drink.

In 2014, a study was undertaken by Environmental Sustainability Technical Assistance (ESTA) 'Understanding and reducing GHG emissions for food consumption and production: Greater Manchester' which provided a range of options to reduce emissions within the city region. Figure 10 below shows the impact on emissions by eliminating avoidable food waste from the catering sector and households. The highest reduction of 13% was seen in eliminating avoidable food waste in households. If all avoidable household and catering food waste was reduced by 50%, this would see a reduction in emissions of 8%. The lowest reduction of 2% was found in eliminating avoidable food waste in the catering sector.

Mitigation measure (100% adoption)	Food consumption Greenhouse Gas emissions reduction
Eliminate avoidable food waste in catering sector	2%
Eliminate avoidable food waste in households	13%

<sup>6</sup> WRAP (2016) <http://data.parliament.uk/writtenevidence/committeeevidence.svc/evidencedocument/environment-food-and-rural-affairs-committee/food-waste/written/38003.html>

Reduce all avoidable household and catering food waste by 50%	8%
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Figure 10: Potential Greenhouse Gas emissions

Source: ESTA: Understanding and Reducing Greenhouse gas emissions from food consumption and production – Greater Manchester

As with the 5-year Environment Plan, Greater Manchester needs to base its ambitions, approaches and targets on the scale of action required within the SCATTER model to lower emissions, increase resource efficiency and reduce waste. The following sections take the priorities of the Plan in turn and are informed by this modelling work.

### 3. To embed Circular Economy business models in the City Region

#### 3.1 Where we are now and where Greater Manchester needs to get to?

The products and goods we consume, and the waste produced after their use has a significant impact on our local environment and on CO<sub>2</sub> emissions produced inside and outside the city region. We need to increase action to reduce the energy and resources that goes into making goods and services along with ensuring that once goods are at the end of their life they can be reused or recycled, thus reducing raw materials used and creating a circular economy.

Greater Manchester is a vibrant city region with a range of diverse businesses, the most intensive users located at industrial sites such as Trafford Park. However, there is little data available to estimate how efficient businesses are in relation to the finite raw materials and energy consume.

To move Greater Manchester to becoming a circular city there are 2 main areas we need to focus on:

##### 1. Industry:

- **Sustainable Product Design** – we need to make more sustainable products that move us away from a ‘throw away’ society and enable resources to be in use for as long as possible. To achieve this, we need to increase the reusability and recyclability of all components created.
- **Resource efficiency** – to maximise resource efficiency by moving away from linear business models to circular economy models, minimising the use of raw materials and reducing waste at source.
- **Business to Business Approach (B2B)** – to create a circular economy we need to engage with all organisations within the sector to understand all the component elements within that industry.

##### 2. Policy Development & Innovation:

- **Sustainable Procurement** – we need to ensure that we are procuring the most environmentally sustainable products by embedding environment criteria and promoting circular economy procurement principles within procurement policy and throughout our decision-making processes.
- **Resource/Consumption mapping** – to fully understand the scale of change require we need to understand the resources we are using.
- **Innovation** – to ensure we can reduce the use of all raw materials, innovation will be critical to finding solutions throughout the lifecycle of products and drive the development of a circular economy.



## 3.2 What action is needed over the next 5 years?

### 3.2.1 Industry

#### a. Sustainable Design

As part of building a thriving and sustainable city region, we need to promote economic and resource productivity whilst eliminating waste and increasing business opportunities through innovation. This, in turn will stimulate skills development and jobs.

We need to keep products and materials in use for longer to reduce pressure on the natural environment, as globally, we currently extract three times the number of natural resources than we did over 30 years ago. This figure is expected to more than double by 2060.

The current linear model of 'make, use and dispose' has both high environmental and financial costs, with products on the market that break prematurely and are not easily repairable or recyclable, or the costs of repair are more than replacing with new products.

Research shows that 80% of the damage done to our environment by excessive amounts of waste could be avoided if more sustainable decisions were made at the design and production stage.

With over 118,000 businesses in Greater Manchester (2020) the potential to stimulate change is substantial. To reduce the amount of materials wasted we need to work with industry to encourage more resource efficient business models by using more sustainable materials to manufacturing process that maximising resource productivity and energy efficiency. By moving to a circular city region our aim is to reduce the amount of raw materials within what we make, build and produce and reduce the amount of waste disposed.

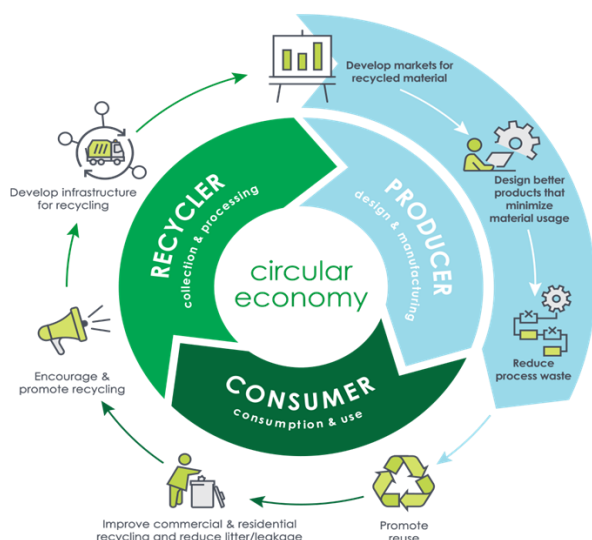


Figure 11: Components of a circular economy  
Source: Defra

## b. Resource Efficiency

To become resource efficient, we need to use the planet's limited resources in a sustainable manner whilst minimising the impact on the environment.

Transforming our consumption patterns will help drive resource efficiency and could generate direct net cost savings.

This means we need to move away from the standard linear business models to promoting the benefits of different, more circular business models that maximise resource efficiency such as reuse and repair, product-service systems, hire and leasing and incentivised return schemes. WRAP (Waste and Resources Action Programme) estimated that widespread roll-out of such models across the UK economy could add up to £75 billion to gross value added (GVA) by 2030. Increasing resource efficiency will not only increase productivity, but also reduce carbon emissions and can enhance resource security.

Building on the work of the resource efficiency programme delivered by the Growth Company which works with small and medium sized businesses to provide help and advice on their current operations, explaining how they can become more efficient within their businesses to reduce energy and waste, will enable companies to access the right tools to make an impact to overall emissions generated in Greater Manchester.

## c. Business to Business (B2B)

To become a circular city region we need to move away from linear business models (make – use – dispose) and embrace circular business models such as:

1. Circular supplies – replacing scarce resources with fully renewable, recyclable or biodegradable resources
2. Resource recovery – uses technological innovations and capabilities to recover and reuse outputs that eliminate material leakage and maximises economic value
3. Product life extension - helps companies extend the lifecycle of their products and assets to ensure they remain economically useful
4. Sharing platforms – is centred on the sharing of products and assets that have a low ownership or use rate
5. Product as a service – customers use products through a lease or pay-for-use arrangement versus the conventional buy-to-own approach

By creating a B2B platform we can bring organisations together to promote the economic and environmental benefits of circular economy models and stimulate new ways of working within the conurbation and create resilience within supply chains. In turn, the platform will also look to stimulate change within sustainable product design and resource efficiency through understanding the full lifecycle of

goods produced. The first B2B platform we are proposing to create is from the textile industry to explore the feasibility of creating a circular economy within the UK.

### 3.2.2 Policy Development and Innovation

#### 1. Sustainable Procurement

To meet the ambitions of Greater Manchester it is recognised that we need to initiate and drive forward environmental improvements and economic gains. To achieve this, we need to change how GM currently procure works, services and goods and move to a full life cycle approach to ensure that we reduce as much as possible the negative impacts on the environment. By taking an end-of-life cycle approach to future procurements it will not only enable the consideration of environmental impacts of processes within our direct control but also direct attention can be given to the raw materials used, supply chains, product use and finally the effects of disposal and possibilities for re-use or recycling. It will also be beneficial to:

- Gather baseline environmental impact information;
- Stimulate sustainable product design;
- Provide greater understanding of supply chains and where best to influence the chain; and
- Develop resource strategies and optimise waste management.

Therefore, to maximise the impact of change, we plan to initially focus on embedding circular economy procurement principles and decarbonisation within public sector procurement and commissioning strategies.

To support embedding sustainable procurement within the public sector it is also recognised that decision making processes need to change so that an assessment is undertaken as to whether the decisions we made have a positive or negative impact on the environment. To achieve this step change educating decision makers, through carbon awareness programmes and decision-making processes, will be essential.

#### 2. Resource/Consumption Mapping

To fully understand the raw materials being consumed within the city region we need to engage on a sector-by-sector basis, to build up a true picture. With commercial consumption and waste data not being publicly available, we will start with public sector bodies and then explore how we can build data available through initiatives such as race to zero, SCAP (Sustainable Clothing Action Plan) and Courtauld commitments and then expand further through our B2B platforms.

#### 3. Innovation

Innovation is also key to creating a circular economy, studies and research will be critical to tackling concern waste streams such as plastics, construction

materials and textiles, to ensure those that those materials can either be reused or recycled, with sustainable end markets.

### *Plastics*

Whilst there is a sustainable solution for plastic bottles, the same cannot be said for plastic tubs, pots and trays. Currently 9 of the 10 Districts within the city region do not collect these materials as there are very limited sustainable end markets for this commodity. With the mandatory collection of these materials being potentially introduced in 2023, innovation is critical to developing sustainable solutions and promoting circular economy rather than sending these materials to energy for waste facilities. Work has already commenced with industry and academia to look for sustainable solutions that can turn these low-grade products into a valued resource.

### *Textiles*

GMCA's waste compositional analysis undertaken in 2018/19 shows that, on average, 5% of the residual bin within GMCA household kerbside collected waste is textiles and this is replicated at our HWRC's, meaning that we are collecting over 21,000 tonnes (excludes Wigan). Of that collected, over 83% of the weight of items in this category were classified as linen, clothing and shoes, items that technically could be reused or recycled. Additionally, there are approximately 2,000 tonnes collected that is sent to a specialist processor for reuse/recycling which is generally sent overseas.

With most of this commodity currently being exported overseas we need to provide resilience within the UK should those end markets no longer be available. We plan to work with government, WRAP, academia and industry to explore the feasibility of creating a circular economy for textiles within the UK. This will include reviewing how sustainable production, resource efficiency, ecolabelling and technology can come together to provide greater sustainable resilience to reduce emissions within this sector.

## Recommendations

1. To develop of a roadmap to Circular Economy (CE) including cross industry resource efficiency through design and production, commercial trading of materials, energy, sharing assets, logistics and expertise, to reduce the volume of raw materials used and eliminate waste.
2. To work with stakeholders to establish a collaborative forum that covers a range of Circular Economy (CE) aspects with leadership and delivery of key areas such as legislation and business to business (B2B).
3. GMCA to develop a Sustainable Procurement Strategy promoting circular economy procurement principles, the social value framework and commissioning strategies whilst supporting policy development and decision-making toolkits.

4. To undertake resource and consumption mapping to enable a sector approach to becoming a circular city region.
5. To continue to work with industry, academia, and other stakeholders to drive innovation to reduce raw material consumption, value resources and stimulate sustainable end markets.

## 4. Managing our waste as sustainably as possible

### 4.1 Where we are now and where Greater Manchester needs to get to?

Turning all the waste produced into valuable resources is critical to Greater Manchester becoming a circular city region, so we need to manage our waste as sustainably as possible. This means that we need to reduce the amount of waste produced (through prevention and reuse), recycle as much as possible whilst increasing the quality/value of materials so raw materials used is minimised. To continue to make progress, this priority is structured like priority 1 and will focus on the same 3 main elements:

1. Business Waste
2. Policy Development and Innovation
3. Household Waste

The challenges for managing our waste sustainably will focus on the following priorities:

1. **Business Waste** - We need to fully understand municipal waste within the city region, meaning that we need not only to understand household waste, we need to understand business municipal waste data and behaviours to reduce the level of waste arisings and increase recycling.

2. **Policy Development and Innovation**

- **England's Resource and Waste Strategy**

With the new Environment Act recently passed, we need to understand the implications of the Act, and make informed decisions, based on environment and economic impacts of new service provisions and waste management requirements, which will shape the next Greater Manchester Waste Strategy.

- **Policy Development**

To make waste management effective we need to ensure that the correct infrastructure is in place to make reducing, reusing and recycling as easy as we possibly can.

- **Innovation**

We need to maximise recycling by using innovation to create sustainable solutions and end markets to reduce the amount of raw materials required in product design.

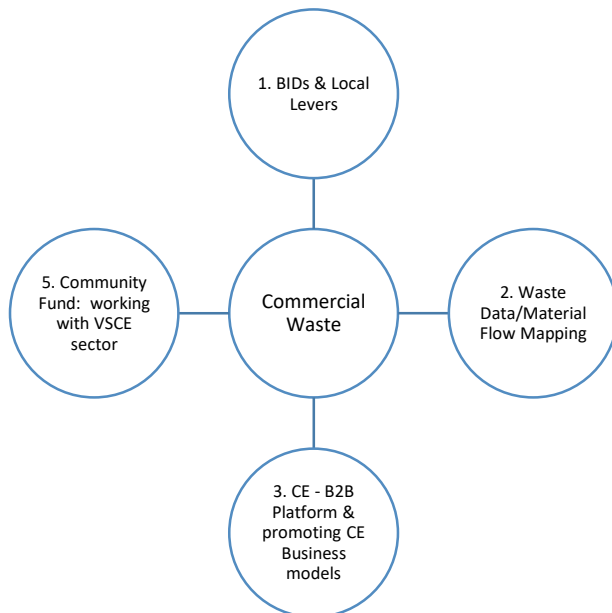
3. **Household Waste** – to meet our ambition to become a carbon neutral city region we need to reduce waste arisings and maximise recycling, both in terms of quantity and quality. Waste generated by households and how that is processed

is important to both moving to a more sustainable lifestyle and becoming a circular economy city region.

#### 4.1.1 Reducing Business Waste through Prevention, Reuse and Recycling

With our aspirations to become a circular city and England’s Resources and Waste Strategy targets, now within the Environment Act, focusing on municipal waste and not just household waste, it is important that we encourage businesses to reduce, reuse and recycle as much as they possibly can.

As highlighted in Priority 1, data at a Greater Manchester level is very limited and whilst Defra (Department for Environment, Food and Rural Affairs) are currently consulting on the introduction of mandatory digital waste tracking, this potentially will not go live until 2024. Therefore, we need to work with sectors to fully understand the resources they are consuming and the waste they are producing and how they are disposing of that waste.



1. Business Improvement Districts (BIDs) and Local Levers – we plan to explore with GM BIDs how additional tax could be used to provide leverage in establishing competitive waste contracts and upcycling schemes to establish a working circular economy within the conurbation. Using local levers, such as GM’s Social Value Framework within procurement to drive change to reduce waste and recyclability of products procured. We also plan to investigate the feasibility of a material swap shop/surplus supply platform to reduce waste of materials.
2. Waste Data/Material Flow mapping – with no digital waste tracking available prior to 2024, we need to understand consumption and waste within the commercial sector to reduce waste, explore circular economy possibilities and ensure that waste is managed as sustainably as possible within the conurbation.
3. Business to Business (B2B) Platform – to stimulate change and move businesses away from linear business models to more circular businesses we plan, in partnership with Manchester Metropolitan University (MMU), to develop a B2B

platform to bring sectors together, to identify opportunities and strengthen resilience and circularity within their supply chains.

4. Community Fund – Using the Community Fund within the Waste Management Contract with Suez, we can support the Voluntary Community and Social Enterprise (VCSE) sector to stimulate and deliver in local communities.

#### 4.1.2 Policy Development and Innovation

##### 1. Explore the potential impact of England's Resources and Waste Strategy

England's Resources and Waste Strategy sets out five strategic ambitions, which align broadly with the Combined Authority's:

- a. To work towards all plastic packaging placed on the market being recyclable, reusable or composable by 2025;
- b. To work towards eliminating food waste to landfill by 2030;
- c. To eliminate avoidable plastic waste over the lifetime of the 25-year Environment Plan;
- d. To double resource productivity by 2050; and
- e. To eliminate avoidable waste of all kinds by 2050.

In addition, there are specific targets regarding:

- a. Introduction of a deposit return scheme by 2023;
- b. Legislation for mandatory separate food waste collections by 2023;
- c. 75% recycling rate of packaging by 2030;
- d. 65% recycling rate for municipal solid waste by 2035; and
- e. Municipal waste to landfill 10% or less by 2035.

With the Environment Act now being passed and several consultations being published, the delivery of England's Resource and Waste Strategy is starting to become clearer but still not certain. Government, so far, have indicated direction of travel of each of the following areas:

##### Extended Producer Responsibility (EPR)

The UK's EPR currently covers four waste streams: packaging, end of life vehicles (ELV), batteries and accumulators and waste electrical and electronic equipment (WEEE). Packaging EPR regulations have been consulted upon, which look to substantially change existing regulations, placing the full net costs of managing their products at the end of life, to encourage design of products to be more reusable and recyclable. The use of EPR will also be explored within the textile industry.

##### Plastic Packaging Tax

To encourage manufacturers to produce more sustainable packaging and create greater demand for recycled material, from April 2022, a £200 per tonne tax was introduced to all manufacturers who produce more than 10,000 tonnes of plastic packaging with less than 30% recycled content. With this now in place, industry has



already made steps to move away from plastic packaging on recyclable alternatives such as paper, card and tetra-pack packaging.

### Recovering resources and managing waste

The Strategy confirms government's commitment to adopt EU's Circular Economy targets for recycling and landfill diversion for municipal waste; 65% recycling and no more than 10% to landfill by 2035. To achieve these targets, several consultations have taken place on:

- a. Consistent collection regimes with a core set of mandatory materials to be collected, including weekly food waste collections;
- b. Introduction of a deposit return scheme;
- c. Mandatory recycling for businesses and greater reporting and data collection; and
- d. Introduction of mandatory digital waste tracking.

Whilst England's Resources and Waste Strategy and Environment Act are welcomed by the Combined Authority the requirements and potential financial burden of implementing some of the ambitions of the strategy could be costly. To ensure that the true costs to Greater Manchester are known, several cost and environmental assessments will be undertaken. The first to be undertaken is the potential impact of implementing separate weekly food and garden waste collection services, as currently food and garden waste is collected together throughout Greater Manchester along with scenario waste modelling of potential collection and disposal services.

The outcome of these consultations and how they are set out in legislation will enable Greater Manchester's Household Waste Strategy to be produced in the near future.

## 2. Policy Development

- **Greater Manchester's Waste Strategy** – Upon certainty of the requirements of the Environment Act, secondary legislation and statutory guidance, GMCA will commence consultation and produce Greater Manchester's Waste Strategy. The Strategy will set out the GMCA's ambitions to reduce the carbon footprint of its waste management services.
- **Planning** – with population set to rise in Greater Manchester by 13%, new housing will be required. We will work with local authorities to ensure that appropriate recycling facilities are stipulated to meet the future requirements as set out in the Greater Manchester's Waste Strategy.

## 3. Encourage and embrace innovation, exploring new ways of solving existing challenges

To meet the ambitions of this plan and England's Resources and Waste Strategy, innovation will be required to ensure that the waste hierarchy is at the forefront of our waste management services. Innovation within waste management is also key to delivering the ambitions of the SCP Plan; if we are asking businesses and

households to recycle as much as possible, we need to work with the waste management sector, academia and producers to ensure we have sustainable end markets, thus reducing the level of raw materials required.

To coordinate with the priorities set out within Priority 1: Moving to a Circular Economy, we will work with stakeholders, through a sector approach, focusing on plastic and textile waste streams.

#### 4.1.3 Consumer/Households: Reducing Household Waste Generation through Prevention, Reuse and Recycling

The Combined Authority is England’s largest Waste Disposal Authority dealing with around 1.1 million tonnes of waste produced each year from over 1.2m households and resident population of over 2.8 million (GMCA 2022). This waste comes from Council’s kerbside collection services and 20 Household Waste Recycling Centres (HWRCs). We handle around 4% of England’s waste. Wigan Council whilst part of the Combined Authority is a unitary council and deals with the collection and disposal of its own municipal household waste and is responsible for its own infrastructure.

To process Greater Manchester’s municipal household waste, there are the following facilities to deliver a consistent approach to collection and disposal of waste through the 4-bin waste system (figure 12) set out below:

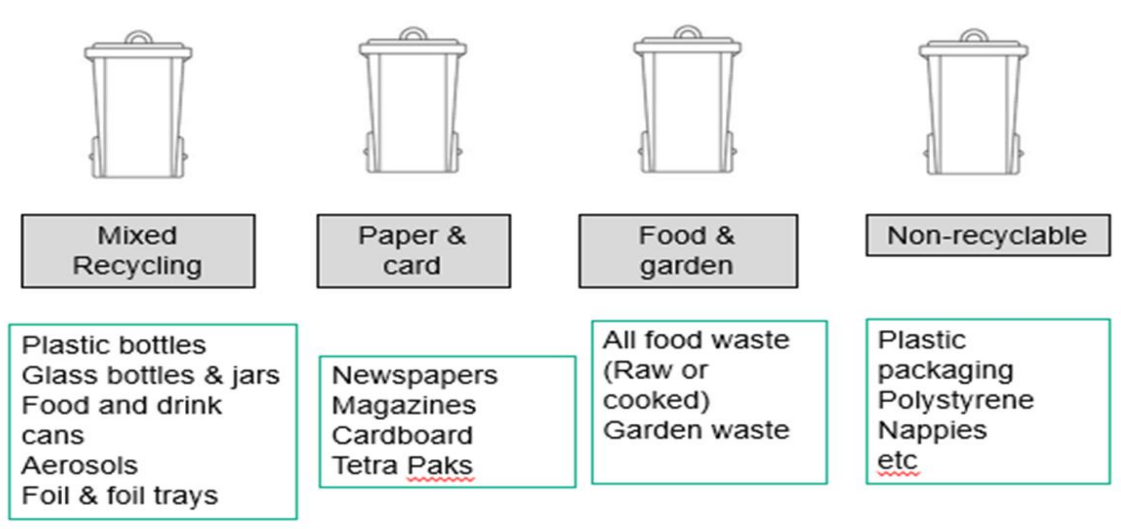


Figure 12: Four Bin system in Greater Manchester  
Source: GMCA, Waste Strategy

The implementation of this system has seen recycling increase from 27.45% in 2008/09 to 48% in 2020/21 and enabled the introduction of new collections such as reducing residual waste capacity. This increased recycling by actively promoting the waste hierarchy (see below), meaning that we will do everything possible to divert waste from landfill.

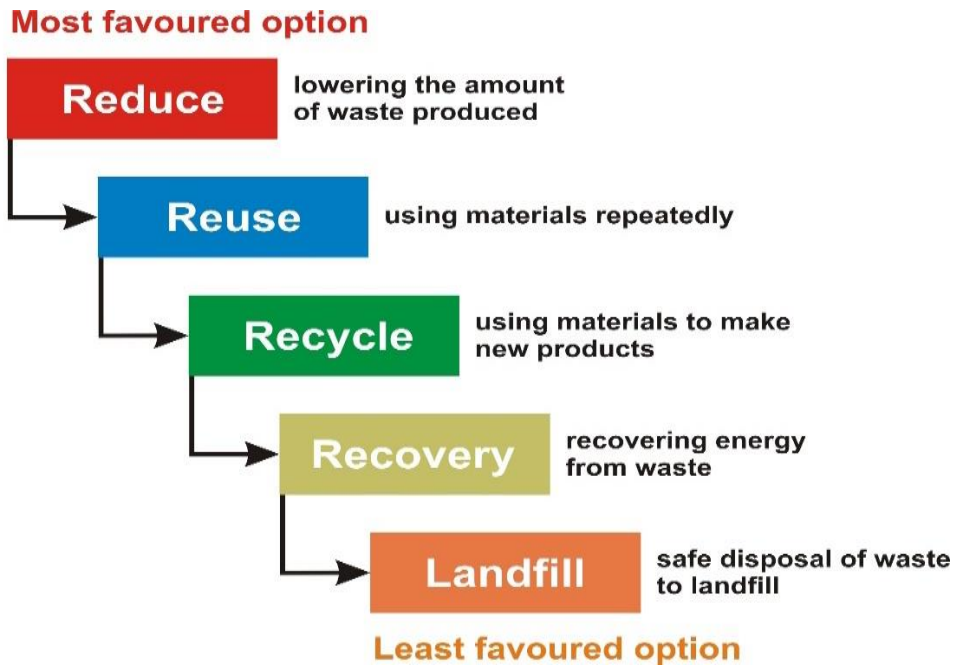


Figure 13: The Waste Hierarchy  
Source: WRAP

The Combined Authority is committed to delivering a high quality, environmentally sustainable, cost-effective service that manages residents' household waste. To achieve this, it is extremely important that residents continue to reduce waste generated (reuse and waste prevention) and recycle accurately at the kerbside. Figure 14 below shows that GMCA (excluding Wigan) whilst there has been good progress over the last five years in diverting waste from landfill (80% to 99%), recycling has remained static since 2016/17 to 2020/21 at 47- 48%. Figures 14 and 15 show performance for GMCA and Wigan over the last 22 months.

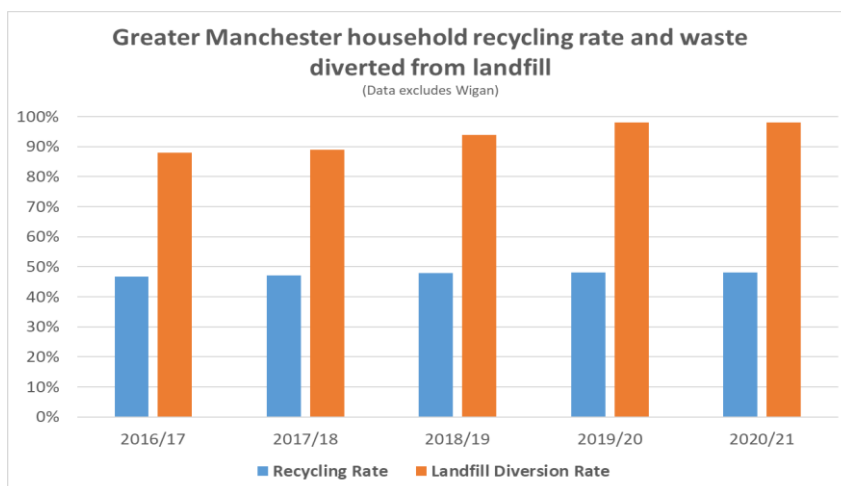


Figure 14: GMCA Recycling rates and waste diverted from landfill 2016/17-2020/21  
Source: Waste Data Flow

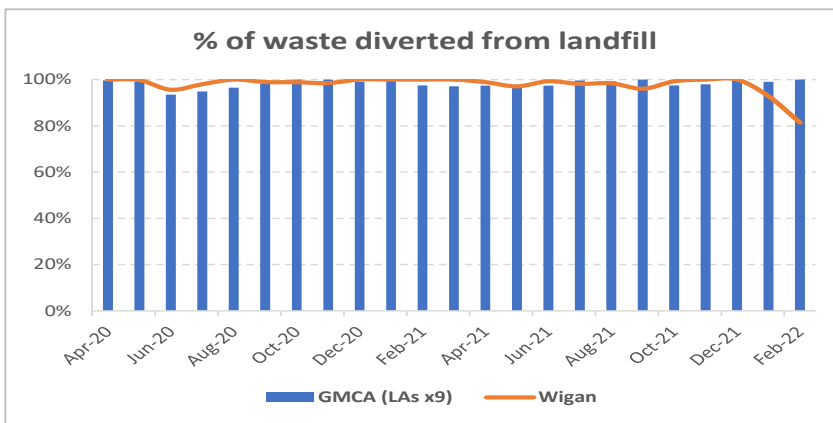


Figure 15: GMCA and Wigan waste diverted from landfill April 2020 February 2022  
Source: Waste Data Flow

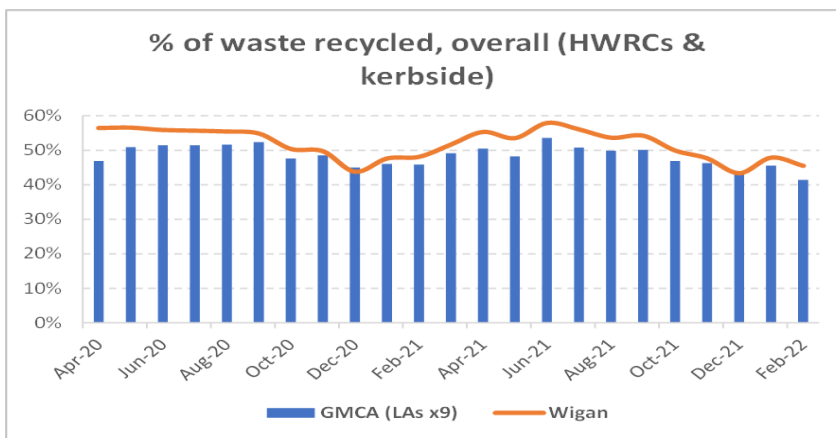


Figure 16: GMCA and Wigan Recycling rates April 2020 - February 2022  
Source: Waste Data Flow

GMCA’s waste composition analysis (2018) demonstrated that over 40% of the residual waste stream contains recyclable materials, meaning that there is still a tremendous amount of work needed to drive as many recyclables as possible out of that waste stream.

Research undertaken by WRAP explains that recycling has generally become the ‘social norm’ since their initial research in 2008. This means that the emphasis has switched from ‘recycle more things more often’ to a new paradigm centred on ‘effective recycling for quality recycle’ as removing contamination within recycling waste streams will increase the reuse/recyclability of the materials collected.

Good communication is therefore vital to ensuring that residents know what they are doing and making sure they understand what those barriers are.

## Recommendations

1. To maximise the reduction of waste and reduction of emissions through policy development initiatives.

2. The GMCA to work with local collection authorities to evaluate and assess the environmental and financial implications of implementing the requirements of the new Environmental Act, secondary legislation and statutory guidelines.
3. Partners across Greater Manchester should collaborate and carry out further research, pilots to drive innovation and explore new ways of working to solve existing challenges.
4. To identify opportunities to develop of GM wide recycling collection and disposal solution for businesses within Greater Manchester.
5. GMCA, local authorities, businesses and waste industry continue to work minimising waste and improving the quality and quantity of municipal waste recycled.

## 5. Reduce Avoidable Food Waste

### 5.1 Where does Greater Manchester need to get to?

To reduce emissions, we need to reduce the overall amount of food waste generated, whilst ensuring we maximise redistribution to ensure that those who are living in food poverty can access such services. We also need to increase home growing and composting and stimulate local markets. To do this we need a full system approach.

Within this priority, we aim to focus on 3 key areas:

1. Policy Development and Innovation – we need to ensure that citizens of Greater Manchester have access to affordable, locally sourced food.
2. Developing a Sustainable Food System – to ensure that we reduce food waste in the system we will look to work with Good Food GM, to create a Good Food Vision and develop a sustainable food system for Greater Manchester.
3. Customers/Households – with over 70% of food waste still being created by households we need to reduce the amount of food being wasted.

### 5.2 Where is Greater Manchester now and what Action is needed over the next 5 years?

#### 5.2.1 Policy Development and Innovation

1. Sustainable Food Procurement – through reviewing and adapting public sector procurement we will reduce emissions relating to food and consider how social value in public sector procurement can promote the Good Food Vision for GM.
2. Reduction of Food Waste through Redistribution – With the current ‘cost of living’ crisis facing the country, it is of the utmost importance that no food is wasted within the food system. We will explore whether developing a redistribution logistical tool can maximise the use of surplus food in the system to reduce avoidable food waste and GHG emissions.
3. Food labelling – To enable citizens to make informed choices on the food they purchase we need to make it as easy as possible to move to a sustainable lifestyle. One potential area, we will continue to discuss with Government is the addition of adding the carbon footprint, by a RAG (Red, Amber, Green) on food labelling.

#### 5.2.2 Developing a Sustainable Food System

At the Green Summit in 2018, Good Food GM was launched to set a vision on what a sustainable food system would look like for Greater Manchester. Additionally, the Mayor of Greater Manchester signed the Milan Urban Food Pact committing to the voluntary

framework to take action in 6 key categories: Governance, sustainable diets and nutrition, social and economic equity, food production, food supply and distribution.

Based on that commitment, a Good Food GM Board has been established and through partnership working, a sustainable food vision has been finalised and was launched at the Green Summit 2021. The vision has been based on the following general principles, that food should be:

- Ecologically responsible
- Fair and accessible
- Local (where possible)
- Healthy
- No waste

To help disseminate the vision and create a ‘good food’ movement, a toolkit will be developed to sit alongside the vision to showcase the amount of work that is happening across Greater Manchester.

Alongside the toolkit, a number of working groups have been created to drive change in the food system. These range from tackling food poverty through the Greater Manchester Food Security Action Network (GMFSAN), to promoting sustainable diets and nutrition, resilience with local supply chains and eradicating food waste from the food system.

### 5.2.3 Reduce food waste within households

In the UK alone, an estimated 10 million tonnes of food and drink are wasted annually after the farm gate, with approximately £20 billion, of that 7.1 million tonnes (£15 billion) is waste from households. A GM wide (ex. Wigan) waste composition analysis was undertaken in 2018/19 which confirmed that food waste is currently the largest waste stream that remains within the residual bin, with over 28% (66.5kg/hh/yr). Additionally, of the 34% of food waste within the collected organics (food and garden) stream (58.9kg/hh/yr), a staggering 58% of that is avoidable food waste.<sup>7</sup>

	<b>Kg/hh/yr</b>
Avoidable food waste – unused fully packaged	0.6
Avoidable food waste – part used in packaging	1.7
Avoidable food waste – loose	31.8
Potentially avoidable food waste <sup>8</sup>	4.4
Unavoidable food waste	20.5
<b>Total Food Waste</b>	<b>59</b>
% Avoidable food waste	57.9%

<sup>7</sup> Avoidable food waste – food thrown away that was, at some point, prior to disposal, edible (eg slice of bread, apples, meat). This includes unused fully packaged food waste; part used food waste in packaging and loose food waste.

<sup>8</sup> Potentially avoidable - food that some people eat and others do not (eg bread crusts), or that be eaten when a food is prepared in one way but not in another (eg potato and vegetable peelings)

% Potentially Avoidable	7.4%
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Figure 17: Food waste placed into the organic waste collected within GM, based on kg/hh/yr

Source: GM Waste Composition Analysis 2019

Based on capture rate data for GM, it is estimated that currently 125.4kg/hh/yr of recyclable food is disposed of at the kerbside of which 59kg/hh/yr is correctly recycled meaning that 66.5kg/hh/yr of potentially recyclable food is not being captured in the organic recycling stream.

The level of food waste within households needs to be reduced, firstly through waste minimisation initiatives and households understanding why so much food is being generated and then secondly, we need to promote getting food waste into the recycling waste stream.

WRAP's research explores the barriers specifically associated with food waste recycling. These include:

- a. Residents do not always understand what is done with food waste, why it is worth recycling it, and what types of food waste are wanted in the collection system. For example whilst plate scrapings and food preparation/offcuts are commonly understood to be food waste, there is a much greater barrier in the public recognising unopened (out of date) packaged or half eaten food products as food waste; and
- b. People also do not recognise non-edible items such as coffee grounds and eggshell as food waste.

As well as known knowledge barriers, misconceptions and attitudinal barriers have also been identified that deter participation in food waste collection services. These include

- a. Concerns about smells and hygiene, especially if caddies are stored near the food preparation area;
- b. Concerns about vermin, flies and cross-contamination of fresh food; and
- c. People finding the contents of the food waste caddy unpleasant.

To enable greater participation in food waste collection services, clear communications need to be designed to make it clear what can be recycled as well as myth busting residents' concerns relating to food hygiene.

## Recommendations

1. To maximise the reduction of food waste and GHG emissions through policy development initiatives.



2. Partners across Greater Manchester should collaborate to create a delivery model to enable Greater Manchester to become a sustainable food city region.
3. Working with key partners a programme of Greater Manchester wide campaigns focusing on the co-benefits of reducing and then recycling food waste.

## 6. Empower residents to make more sustainable lifestyle choices

### 6.1 Where does Greater Manchester need to get to?

To enable the city region to become carbon neutral it is recognised that, as citizens of Greater Manchester, we all have a role to play to reduce our personal carbon footprint by making more sustainable lifestyle choices.

### 6.2 Where is Greater Manchester now and what Action is needed over the next 5 years?

#### 6.2.1 Making more sustainable lifestyle choices

So what do we mean by sustainable lifestyles? Sustainability means meeting our own needs without compromising the ability of future generations to meet theirs, so living more sustainably looks to reduce waste, reduce our carbon footprint and choose products that are environmentally and socially responsible. It is recognising that no one can do everything, but everyone can do something; small changes can make a difference.

Our households directly contributing to around 20% of environmental pressures, mainly from the fuel we consume in our vehicles and homes. In addition, 55%<sup>9</sup> of total national consumption ends up in our households and private households' consumption, meaning that climate change is impacted by the food we eat, the things we buy and throw away, how we travel and how we heat and power our homes.

To enable the city region to become carbon neutral we need residents to make more sustainable lifestyles and make a conscious effort to reduce their own carbon footprint.

#### 6.2.2 Showcasing the achievements within Greater Manchester and how citizens and businesses can become involved in the City Region tackling Climate Change and becoming Carbon Neutral

To showcase the progress Greater Manchester is making to become carbon neutral it is recommended that the new website continues to be developed to provide information on how to become more sustainable as well as demonstrate the vast amount of work which is happening within the city region. Alongside the website, a communications plan will be developed to promote the benefits of joining Greater Manchester in its ambition to become carbon neutral by 2038.

#### 6.2.3 To embed a programme of Public Sector Climate change awareness initiatives, promoting sustainable working and lifestyles within day to day lives

As an organisation, and as demonstrated within the new Greater Manchester Strategy, our environment touches everybody's day to day lives, both in and out of work.

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<sup>9</sup> [Environmental pressures from European consumption and production — European Environment Agency \(europa.eu\)](https://www.euro.who.int/en/health-topics/air-quality/news-and-events/2016/04/16-04-2016-environmental-pressures-from-european-consumption-and-production)

To ensure we are raising awareness on the impact of the decisions we make, GMCA plans to embed, starting with compulsory climate change awareness training, a suite of initiatives which enable colleagues to make informed decisions to enable the conurbation to actively move to more sustainable working practices and lifestyles. By creating these initiatives initially for GMCA, the next stage would then be to roll the programme out to other local authorities.

#### 6.2.4 To work with communities to develop and promote SCP initiatives which also improve social, environmental and economic well-being

It is recognised within the 5-year Environment Plan that the Combined Authority and public sector bodies cannot combat climate change alone, we need everyone to play their part too. Engagement with local communities plays an important role to help create change. By identifying funding sources and working with our stakeholders, we aim to engage with local communities on local initiatives to improve our environment, whilst delivering social and economic well-being.

## Recommendations

1. GMCA continue to develop the Green Cities website to demonstrate and showcase the progress the city region is making in becoming carbon neutral by 2038. The website will be supported by a Communications Plan developed with stakeholders to promote the benefits of moving to a sustainable lifestyle.
2. GMCA to create an internal climate change impact awareness training, which potentially could be rolled out to other public sector bodies.
3. To identify funding streams with partners to work with communities to develop and promote SCP initiatives which also improve social, environmental and economic well-being.

## 7. Bringing it together

### 7.1 Where does Greater Manchester need to get to?

#### 7.1.1 Mission-oriented approach

The 5-year Environment Plan for Greater Manchester sets out the scale of the challenge in achieving the CO2 emissions reductions required to meet its international climate change obligations, of which Sustainable Consumption and Production will be an integral part.

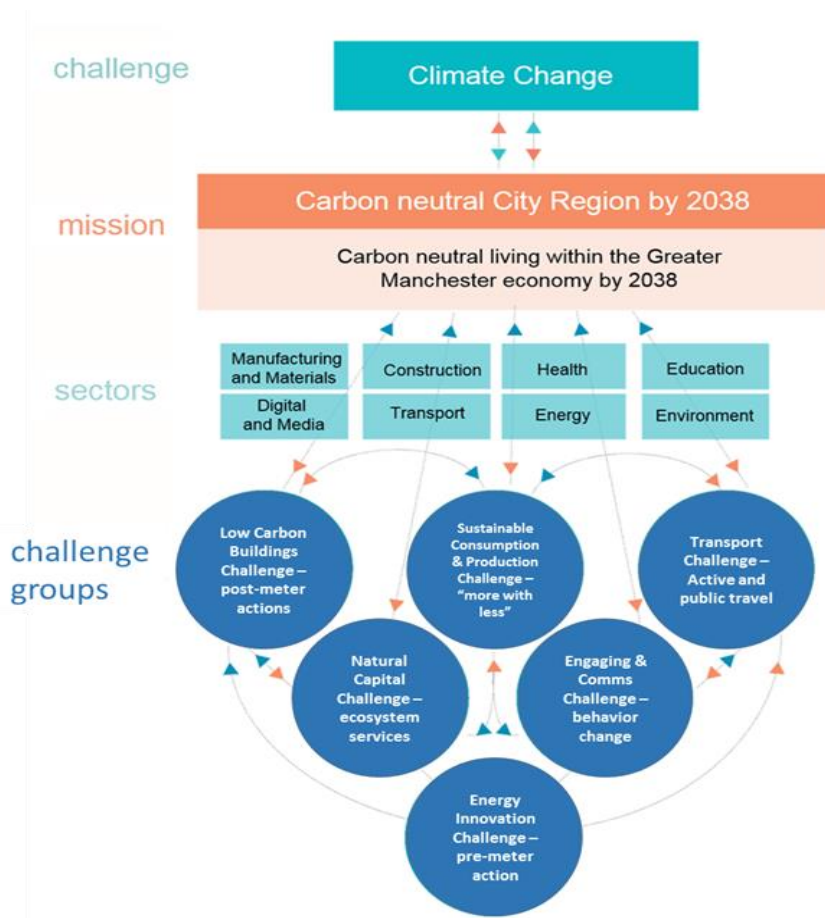


Figure 18: The Mission Oriented Approach

Source: UCL: Greater Manchester's Mission Based Approach to Climate Change

To deliver its environmental vision and aims the plan sets out and to close the gap between what is needed and where Greater Manchester is now. The mission-oriented approach will work with all stakeholders, taking new and different approaches in the following areas:

- Supporting innovation
- Finance and funding
- Building partnerships between the public, private and voluntary, community and social enterprise organisations
- Showing leadership

- Engaging and educating residents, communities and businesses
- Upskilling its workforce

In this report, these themes are key to tackling the challenges associated with sustainable consumption and production and have been covered in various sections and recommendations.

## 7.2 Where is Greater Manchester now and what action is needed?

### 7.2.1 The roles of different organisations within Greater Manchester

No single organisation in Greater Manchester can tackle the priorities and implement the recommendations in this report alone. Doing so requires joint working across different types of organisations and sectors, which should build upon the strength of existing partnerships in Greater Manchester. These have been developed strategically, for example in the lead up to all the Green Summits and in the development of the 5-year Environment Plan and enables each sector to bring different abilities and expertise – these are set out below:

- GMCA and Local Authorities – providing the right policy framework, including setting ambition and direction, providing evidence to inform action and implementing policy where levers are held locally (e.g. local levers such as taxation, planning policy); convening key stakeholders and engaging more widely across Greater Manchester.
- Wider public sector – leading by example in areas where organisations (health, national government etc) have direct operation and financial control (e.g. assets, procurement).
- Community, voluntary and campaign sector groups – building greater public understanding and awareness of SCP there is the potential to participate in more community-based social marketing activity.
- Businesses – carrying out innovative research and development, developing new supply chains and business diversification as well as raising awareness.

### 7.2.2 Building on existing partnerships to work together in new ways

GMCA and key partners need to build on this foundation and move to focus on delivery against the priorities set out in the 5-year Environment Plan and within this SCP Plan. This should be done in a way that reflects the ambition for a mission-oriented approach and links to other Greater Manchester strategies.

Since the launch of the 5-year Environment Plan and its mission-oriented approach, several Challenge Groups have been established to help the delivery of the Plan. It is recommended that the SCP (Aims 1 and 2) and Communications & Behavioural Change (Aims 3 and 4) Challenge Groups should continue to be responsible for driving progress towards the ambitions set out in the SCP Plan and the 5-year Environment Plan.

It is also recommended that the Challenge Groups and Task and Finish Groups beneath it continue to be:

- Action-focussed – focussed on implementation and delivery, driving forward the recommendations in this report rather than focussing on or discussing issues or barriers.
- Agile – should not necessarily be long-standing and should be able to change their remit and focus to ensure the most significant issues are prioritised given limited resources.
- Cross-sectoral – approaching issues in a way that allows for them to be tackled bottom up most effectively rather than on traditional top-down sectoral lines.

### 7.3 Next steps

- Working across organisations in the way set out above offers the potential for stakeholders to come together in new ways to deliver on the ambitions set out in this Plan and the 5-year Environment Plan for Greater Manchester. Both the challenge groups have been established along with various task and finish groups to drive action in this area forward.
- Following publication of this Plan, an annual implementation plan will be developed and agreed with the Challenge Group to assign ownership and outline steps to delivery for each of the individual recommendations as set out in the SCP Plan above.

## Recommendations

1. To continue to work together with local authorities, partners and stakeholders to effectively implement the SCP Plan as part of the 5 Year Environment Plan's mission-oriented approach to tackling Greater Manchester's environmental challenges.

## Greater Manchester Combined Authority

Date: 24 June 2022

Subject: Stockport Mayoral Development Corporation (MDC) Delivery Plan 2022-2027

Report of: Andy Burnham, Mayor of Greater Manchester and Simon Nokes, Executive Director of Policy & Strategy

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### Purpose of Report

To seek approval from the GMCA for the Stockport Town Centre West Mayoral Development Corporation's Strategic Business Plan 2022-2027 and the Annual Action Plan which sets out more detail on the commercially sensitive activities the MDC will undertake over the course of 2022 / 2023 to deliver the objectives in the full plan. The Annual Action Plan is included in confidential Appendix B of this report.

### Recommendations:

The GMCA is requested to:

1. Approve the Stockport Town Centre West Mayoral Development Corporation's Strategic Business Plan May 2022 – March 2027 (Appendix A)
2. Approve the Stockport Town Centre West Mayoral Development Corporation's Action Plan May 2022 – March 2023 (Appendix B)

### Contact Officers

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



## Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation	Guidance
Equality and Inclusion		The MDC will look to provide inclusive opportunities in the new homes that it will deliver by providing a range of types and tenures to all income groups. It will also ensure that Town Centre West has the correct social infrastructure to deliver equality for the residents of the Town Centre.	<i>See Equalities Impact Assessment Result</i>
Health			
Resilience and Adaptation			
Housing		The MDC's plans will bring forward significant residential development, including 1,000 new homes, as a minimum, by 2024.	
Economy		It is anticipated that the MDC's actions will have significant, beneficial impacts on the economies of Stockport and the wider Greater Manchester conurbation.	
Mobility and Connectivity		The MDC's plans include a new transport interchange in the centre of Stockport, significant new cycling and walking infrastructure and support for the delivery of the outline business case to bring Metrolink to Stockport.	
Carbon, Nature and Environment		The Business Plan sets out project interventions that enable the MDC to deliver significant carbon reductions and ensure that Town Centre West is an exemplar green urban neighbourhood.	<i>See Carbon Assessment Result</i>
Consumption and Production			

Contribution to achieving the Greater Manchester Carbon Neutral 2038 target.	Sustainability is a key priority for the Stockport MDC, and central to its ambition to create the newest, coolest and greenest neighbourhood in Greater Manchester. Measures being considered to mitigate climate change include the use of green walls and feasibility work around the themes of energy and heat generation. The MDC will continue to work with partners to increase its contribution towards Greater Manchester's carbon neutrality target, including by accelerating the business case to bring Metrolink to Stockport.
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# Carbon Assessment

Overall Score



Buildings	Result	Justification/Mitigation
New Build residential	Green	The Business Plan sets out interventions to deliver significant reductions in the MDC area. More detailed work to understand the impact of individual buildings will be undertaken as plans progress.
Residential renovation or maintenance	Grey	
New Build Commercial/Industrial	Green	The Business Plan sets out interventions to deliver significant reductions in the MDC area. More detailed work to understand the impact of individual buildings will be undertaken as plans progress.

## Transport

Active travel and public transport	Green	Improved active travel connectivity and access to public transport are key parts of the MDC's business plan.
Roads, Parking and Vehicle Access	Green	Some developments within the MDC area will include new car parking, however there will be a focus on encouraging residents and visitors to use public and/or active transport modes. New developments will also facilitate the uptake of electric vehicles.
Access to amenities	Yellow	The MDC's plans for Stockport Interchange and cycling and walking infrastructure will support improved access to local amenities for residents.
Vehicle procurement	Grey	

## Land Use

Land use

The MDC's plans are focussed on a large area of brownfield land in Stockport town centre. The plans include the creation of a new 2-acre park in the heart of Stockport.

**Colour-coded scoring definitions**

	Grey: No associated carbon impacts expected for decision.
	High green: In the simple assessment the decision meets the highest standard in terms of practice and awareness.
	Low green: In the simple assessment the decision meets most of the associated best practice with a good level of awareness.
	Brown: In the simple assessment the decision only partially meets associated best practice and/or awareness is lacking, significant room for improvement.
	Black: In the simple assessment the decision does not meet best practice and/or there is insufficient awareness of carbon impacts.

**Risk Management**

[see paragraphs 1.6 to 1.7]

**Legal Considerations**

There are no legal considerations

**Financial Consequences – Revenue**

There are no direct financial consequences to the GMCA.

**Financial Consequences – Capital**

There are no direct financial consequences to the GMCA.

**Number of attachments to the report: 2**

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

**Background Papers**

The Stockport Town Centre West Mayoral Development Corporation's Strategic Business Plan May 2021 – March 2026

The Stockport Town Centre West Mayoral Development Corporation's Action Plan May 2021 – March 2022

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

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

Town Centre Challenge Report to GMCA on 26 January 2018

Town Centre Challenge Report to GMCA on 28 September 2018

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

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

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

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

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

## **Tracking/ Process**

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

Yes / 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 and Scrutiny Committee**

## 1. BACKGROUND

- 1.1 In September 2019, the Mayor of Greater Manchester used his devolved powers to establish a Mayoral Development Corporation (MDC) for Stockport Town Centre West, in collaboration with Stockport Council and Homes England.
- 1.2 The MDC has a clear remit to take forward the GMCA and Stockport Council's ambitious plans for the regeneration of Town Centre West, delivering new homes and growth as well as the long-term vision for the area set out in Stockport Council's Strategic Regeneration Framework.
- 1.3 The Strategic Regeneration Framework sets out how up to 3,500 new homes and 1,000,000ft<sup>2</sup> of new employment floorspace could be delivered across Town Centre West over the next fifteen years.
- 1.4 The SRF presents an ambitious long-term vision for Town Centre West, based on the MDC's guiding principles of Community, Innovation, and Sustainability – and is intended to inspire, excite and engage with existing and future residents and businesses as well as with developers and investors.
- 1.5 The MDC has committed itself to developing Town Centre West as Greater Manchester's newest, coolest and greenest neighbourhood, and is already delivering on this ambition through a number of key schemes:
  - The MDC is working with Transport for Greater Manchester, Stockport Council, Greater Manchester Combined Authority, and Homes England alongside leading developers Cityheart and Rise Homes, to deliver Stockport Interchange which will combine residential development, transport infrastructure and new public open space and public realm, as well as opening up the River Mersey.
  - No. 2 Stockport Exchange, a commercial building completed in 2020 as part of a successful development adjacent to Stockport Station has now been let to chemical company BASF and O'Neill Patient.
  - The Mailbox development has seen a former Royal Mail sorting office in the heart of the town centre transformed into 117 new apartments, with the largest area of living wall in the North of England.

- The Royal George and St Thomas' Gardens Schemes are due to start on site in 2022 and will bring forward 442 apartments and 68 affordable homes and 70 intermediate care beds respectively.

- 1.6 To support oversight by both Stockport Council and the GMCA, the MDC produces a Strategic Business Plan that specifies what activity the MDC will undertake. The Business Plan enables the GMCA and Council to exercise oversight and control of the MDC and be assured that that the MDC is acting in a manner which is consistent with their priorities.
- 1.7 The MDC Board (on which the GMCA is represented) meets quarterly and oversees the work of the MDC, providing expertise, managing risk and addressing issues as appropriate.
- 1.7 The MDC Business Plan complements Stockport Council's plans for town centre residential and infrastructure development, as well as its key priority around sustainability. It is also consistent with GMCA's priorities for town centre regeneration, carbon neutrality, and brownfield development.
- 1.8 The MDC's Board approved its updated Business Plan in April 2022, while Stockport Council's Economy & Regeneration Scrutiny Committee and Cabinet will consider the plan this month. The GMCA is now asked to consider and approve the updated Business Plan, attached at Appendix A.

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

- 2.1 The MDC is governed by its Board, which is chaired by the former Head of the UK Civil Service, Lord Kerslake. The GMCA and Homes England are both represented on the Board, and Stockport Council is represented by the leaders of its three largest political groups.
- 2.2 The Strategic Business Plan is supplemented by a confidential Annual Action Plan (Attached as Appendix B) which sets out more detail on the commercially sensitive activities the MDC will undertake over the course of 2022 / 2023 to deliver the objectives in the full plan.

### **3. STRATEGIC BUSINESS PLAN**

3.1 The full Strategic Business Plan 2022-2027 is attached at Appendix A.

3.2 Over the period 2022 – 2027, the MDC will deliver against the following commitments:

- **Housing a Growing Community**

The MDC will, as a minimum, bring forward 1,000 new homes by 2024. It will aim to continue this pace of delivery by completing at least 250 new homes - of all types and tenures for all income groups - per year through this Strategic Business Plan period to 2027.

- **Putting People at the Heart of Regeneration**

- Working in partnership with Stockport Council, the MDC will bring forward credible scheme proposals for new social infrastructure investment and ensure that accessibility and quality are designed into scheme delivery.

- **Communications, External Relations & Engagement**

- Through its communications partners and the GMCA external relations function, the MDC will raise its profile as an exemplar regeneration delivery vehicle and scale-up its community engagement work.

- **Sustainability & Carbon Reduction**

- Through its communications partners and the GMCA external relations function, the MDC will raise its profile as an exemplar regeneration delivery vehicle and scale-up its community engagement work.



- **Communications, External Relations & Engagement**
  - Through its communications partners and the GMCA external relations function, the MDC will raise its profile as an exemplar regeneration delivery vehicle and scale-up its community engagement work.
  
- **Sustainability & Carbon Reduction**
  - The MDC will progress ongoing feasibility work across the themes of sustainable heat and energy generation, sustainable transport, and green infrastructure into a range of deliverable project interventions that deliver significant carbon reductions and support the MDC's ambition in making Town Centre West an exemplar green urban neighbourhood.
  
- **Enhancing Connectivity**
  - Working with Stockport Council, TfGM, and the wider Rail Industry Working Group established in 2021, the MDC will support delivery of the Outline Business Cases for Metrolink Extension, Stockport Station Redevelopment, and a comprehensive package of highways improvements across Town Centre West.
  
- **Investment**
  - The MDC will explore private and public sector investment appetite in the 8 acre King Street West development opportunity and work up an outline investment proposal based on retention of growth in local taxation receipts arising from development in Town Centre West for discussion with local partners and HMG.
  
- **Innovation & Future-Proofing**

- The MDC will progress engagement currently underway with external built environment innovation experts to identify a range of feasible, viable, and deliverable innovation solutions for Town Centre West across both the public realm and individual development schemes.

- **Increasing Employment & Economic Growth**

- Through its commitment to delivering new employment floorspace the MDC will contribute to both job creation and the inclusive economic growth of Stockport Town Centre as a strategic growth location within Greater Manchester. We will also seek to match the provision of employment floorspace with new inward investment opportunities as they come forward (e.g. Whitehall relocation) and strategic growth initiatives such as Innovation GM.

3.3 The draft Strategic Business Plan has been discussed with a number of external stakeholders to assess its effectiveness for galvanising interest in the MDC project. Subject to approval it will be used to support engagement with a broad range of decision-makers and stakeholders at local, regional, and national levels.

## **4. RECOMMENDATIONS**

4.1 Recommendations are found at the beginning of this report.

**Stockport Town Centre West**  
**Mayoral Development Corporation**



Strategic Business Plan 2022-2027

## Chair's Foreword



Page 176

Stockport is leading the way nationally on redeveloping town centres to serve their communities better, attract investment and jobs, and revive local civic pride and identity. The Mayoral Development Corporation (MDC) model that Andy Burnham, Stockport Council, and Homes England have created is tackling the barriers to regeneration that have held towns back for generations and, in doing so, is delivering on a scale of ambition that is unprecedented in Stockport and unmatched by any other town in the country.

Since it was created in September 2019, the Stockport MDC has not only galvanised partners to be more ambitious about Stockport's future but has also led the delivery of schemes that are changing perceptions of the town as a place to live, work, and visit. As we move into a post-COVID world, we are seeing more high-profile delivery come forward with construction on a number of major schemes either underway or due to start soon.

Due to the commitment of the Stockport Council, MDC and a broad range of partners, Stockport is extremely well-positioned to continue leading the way on town centre regeneration, not just in Town Centre West but across the Town Centre and wider Borough. Since the last Strategic Business Plan was published, COP 26 and government's Levelling Up White Paper have helped reshape the context for town centre regeneration and the MDC has revised its delivery plans accordingly while maintaining focus on Stockport's local housing needs and regional and national transport connectivity challenges.

Stockport's success in scaling-up delivery throughout the pandemic, and more recently against the challenges of mounting construction cost inflation, provides the platform for the next phase of the MDC's programme and this Strategic Business Plan sets out the MDC's delivery ambitions for the next five years. However, this forms part of the broader work, which is going on across Stockport in the form of the Borough Plan, and emerging work on the Local and Economic Plans to help Stockport achieve its fullest potential.

The ambition of Stockport is clearly demonstrated in the recent £500m bid by Stockport NHS Foundation Trust to the Government's New Hospitals Programme to provide a new state-of-the-art hospital in the Town Centre, which is proposed on a site that is partially in Town Centre West.

I am confident that, over the course of this business plan period, the MDC's delivery expertise, combined with the long-term political backing of the GM Mayor and Stockport Council and the support of Homes England, will enable us to set a new benchmark for town centre regeneration that demonstrates how a truly complementary relationship between towns and cities can work.

A visible measure of our success will be the delivery of 1,000 new homes including affordable homes by 2024 and I am confident that we remain extremely well placed to achieve this.

Fundamentally, the MDC project is about achieving benefits for the people of Stockport – both existing and future residents - by creating many of the new homes and supporting infrastructure that the Borough needs, reviving the town centre so that it offers more for all Stopfordians, and bringing in the investment needed to make Stockport thriving and inclusive economic centre.

Restoring civic pride in our towns, and rebuilding town centres as highly sustainable, inclusive and diverse places so they are fit for future generations, are among the most urgent public priorities we face.

The MDC is achieving great success in tackling those challenges and the coming years are very exciting indeed for Stockport.

**Lord Kerslake**

March 2022

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## 1. The MDC's Vision for Stockport

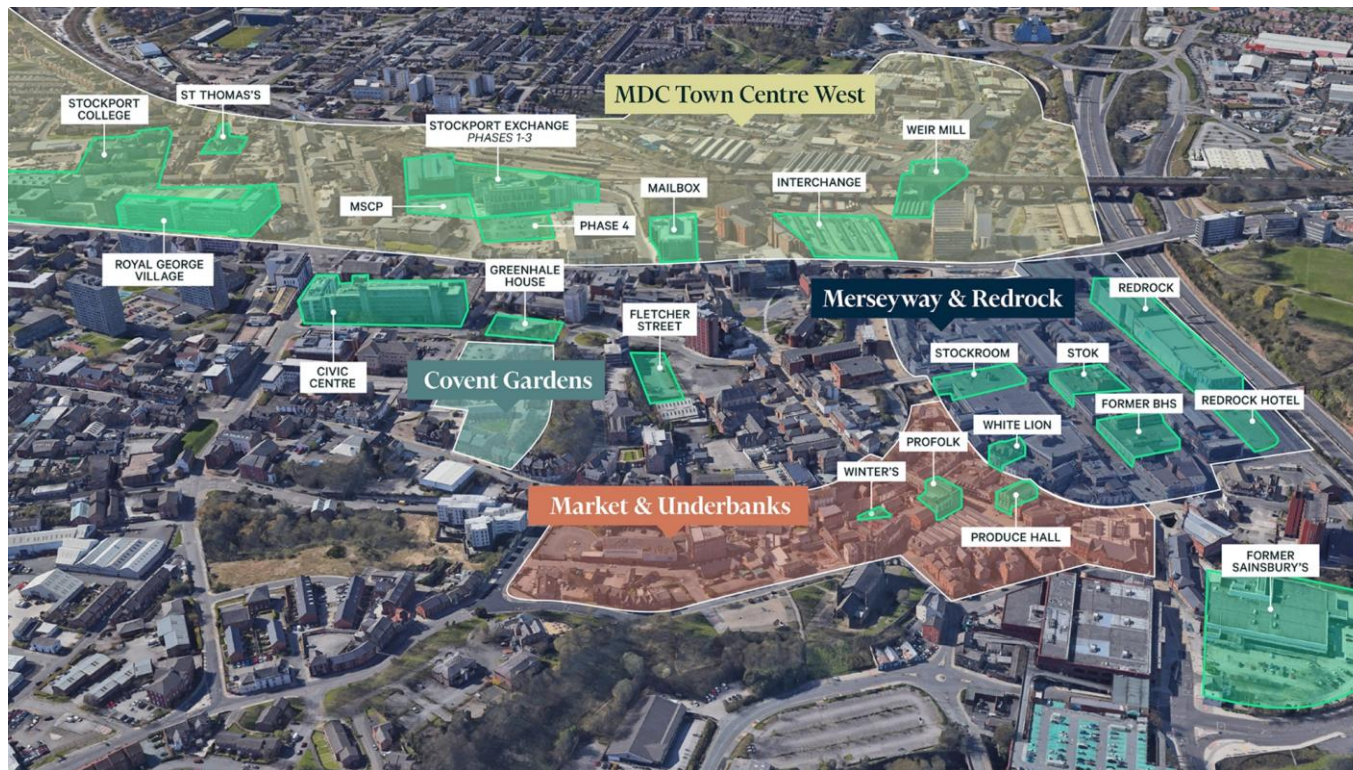
### **Stockport – A National Exemplar of Town Centre Regeneration**

Over the last decade Stockport has led the way on town centre regeneration by reshaping the market and bringing forward new housing and commercial development, major transport infrastructure enhancements, and redefining the town as a leisure, food and beverage, and visitor destination.

Stockport's momentum and track record of delivery provides the platform for the next phase of the town's transformation as we respond to the post-COVID economic recovery and the climate emergency. With Stockport firmly established as one of the most dynamic and exciting town centre in the North of England, the time is right to scale up our ambition and bring together the partnerships we need to turn our big ambitions into even bigger reality.

The Council's work over the last ten years to deliver regeneration and improve the outcomes for its residents and businesses continues and Stockport Mayoral Development Corporation (MDC) has an important role in delivering its part of this. The image below demonstrates the significant amount of intervention the Council has made over this time.





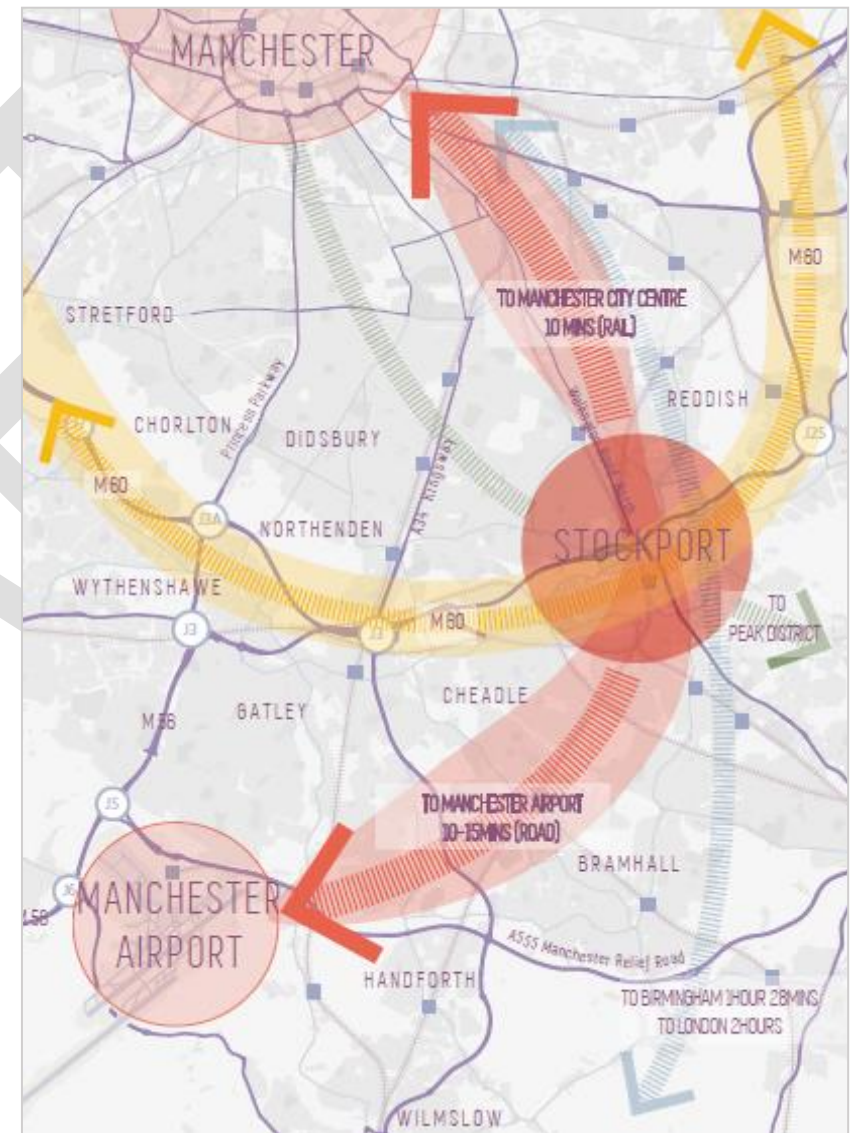
Stockport MDC is spearheading this work and is uniquely placed to create the right investment and delivery conditions needed to realise the town's potential as a place to live, as a nationally significant transport hub, and as a centre of employment and economic growth in Greater Manchester. Running through all our activity is the absolute commitment to making Town Centre West an exemplar of sustainable regeneration that makes a major contribution to Stockport's net zero ambitions and responds to the needs and aspirations of local communities.

**Town Centre West in Context**

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

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

These advantages mean that Stockport is ideally positioned to benefit from changing patterns of investment and urban re-population and to capitalise on the economic growth in Manchester city centre. These factors combine to create a compelling case for Stockport as the location for a significant new residential community to address the borough’s planning, housing, and economic challenges and to offer an alternative to the City.



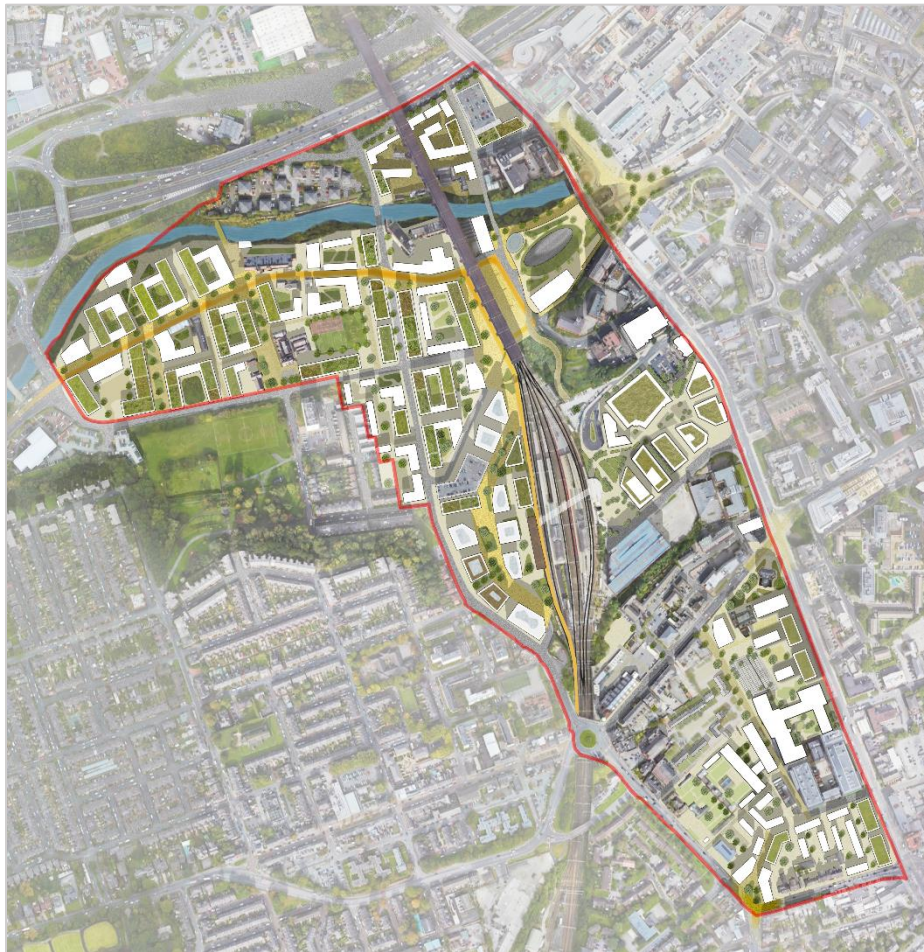




Town Centre West forms part of the wider Stockport Town Centre and should be seen as playing a part in delivering the ambition of the whole Town Centre.

This opportunity underpins the vision and masterplan set out in the Strategic Regeneration Framework (SRF) for Town Centre West produced by Stockport Council in 2019. The SRF responds to the unique spatial characteristics of Town Centre West – as well as its proximity to the amenities and





opportunities in the wider Town Centre - and provides a compelling, credible, and deliverable plan for how the area can be transformed.

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

## Town Centre West Strategic Regeneration Framework

The Town Centre West Strategic Regeneration Framework (SRF) was produced by Stockport Council in its capacity as Local Planning Authority for the area and approved in its final form in November 2019 following public consultation.

The SRF sets out the vision and ambition for the regeneration of Town Centre West that the MDC has been created to deliver. The document purposely does not attempt to be prescriptive about the development that could come forward in the area but instead provides an indicative masterplan for how the area could be transformed to accommodate development at-scale while enhancing the way Town Centre West functions and serves its residents.

The ambition set out in the SRF is based on extensive market analysis, transport planning, and high-level urban design. It puts three clear guiding principles at the heart of the regeneration plans for the area:

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

The SRF estimates a range of economic benefits from the regeneration of Town Centre West including £117m per annum GVA uplift, 6,780 tenant jobs and jobs in the local economy, and a further c.1,000 construction and supply chain jobs.

## **The Stockport Mayoral Development Corporation – A Unique Platform for Delivery**

The Stockport Mayoral Development Corporation (MDC) is the first in Greater Manchester – and the first in the country to focus on a town centre - and is tackling some of the biggest challenges facing towns and urban centres in the UK today. It was created in 2019 by GM Mayor Andy Burnham, in partnership with Stockport Council and Homes England, as part of Greater Manchester's approach to reviving its town centres as part of the city region's overall housing and employment ambitions.

Over an anticipated lifetime of up to fifteen years, the MDC will re-purpose the 130 acres of Stockport's Town Centre West, providing up to 4,000 much-needed new homes in a sustainable brownfield location alongside new employment floorspace and the social infrastructure and amenity needed to support a growing community. This will include homes of all types and tenures and there remains a commitment from the MDC to deliver new affordable homes as part of this community in line with the Council's stated aspiration.

The success of the MDC will help deliver a vital part of the wider plans to reshape the whole of Stockport Town Centre for current and future residents alike to ensure a diverse and inclusive community.

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

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

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

The MDC has the dedicated capacity and expertise to deliver on its mission. But this scale of ambition, in a brownfield location with the complexity of Town Centre West, requires support and engagement from a range of partners and stakeholders to make it a reality: Government Departments and Agencies, the development and investment sectors, infrastructure providers, the health and education sectors, innovators and research institutions, and the local community.

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## Purpose of the Strategic Business Plan

The Strategic Business Plan sets out the activity that the MDC will undertake over the coming five year period to deliver the ambitions in the Town Centre West Strategic Regeneration Framework (SRF). It is supplemented by an Annual Action Plan which contains an additional level of detail about what the MDC will achieve in each financial year. The Strategic Business Plan should be read in the context of the SRF as the blueprint for the MDC will realise Town Centre West's potential and take advantage of the once-in-a-generation opportunity it faces but also addresses the progress and challenges since the production of the SRF.

This latest version of the Strategic Business Plan, the third since the MDC was created, is informed by the delivery that the MDC has successfully led to-date and the platform that that delivery gives Stockport to be increasingly ambitious about its future. For the coming five year period, Stockport will continue to address the imperatives of achieving net zero, accelerating a mix of housing delivery on brownfield land thereby reducing pressure on the greenbelt, enhancing the whole of Stockport town centre as a residential and employment location of choice, improving the town's infrastructure, and attracting public and private investment into Stockport.

The fundamental regeneration opportunity in Stockport – a combination of the town's exceptional transport connectivity, market conditions, and advantageous location between Manchester City Centre, Cheshire, and the Peak District – has enabled the MDC not only to maintain Stockport's regeneration momentum throughout the pandemic but also to increase land assembly, investor engagement, infrastructure planning, and construction over the last two years. As a result, the town's development prospects are stronger and more comprehensive post-COVID than could have been expected when the pandemic began. This Strategic Business Plan fully reflects the improved position that the MDC has been instrumental in creating.





## 2. The MDC's Delivery Achievements: 2019-2022

Since its creation in 2019 the Stockport MDC has quickly established itself as a credible and effective regeneration delivery vehicle that has changed perceptions of the town with residents and visitors, the investor and developer markets, and the wider public sector. The MDC is led by its Board which provides the capacity and leadership required to successfully deliver its ambition for Stockport, not least through the appointment of nationally recognised regeneration expert, Lord Kerslake, as Chair and private sector expertise across place-shaping, infrastructure delivery, and investment.

Tasked with delivering Stockport Council's Strategic Regeneration Framework for Town Centre West, the MDC has already overseen delivery of a range of schemes across both commercial and residential development, infrastructure, and public service transformation. These fully-delivered and on-site schemes are part of a wider 'first phase' pipeline that has seen c.1,000 new homes and new commercial floorspace move into advanced stages of delivery.

### Housing a Growing Community

At the heart of the MDC's mission is building new homes that Stockport needs as a thriving Borough in the country's fastest-growing city region. The MDC's long term commitment to delivery combined with Stockport's attractiveness as a place to live has resulted in greater market activity in the town as exemplified by Rise Homes' **Mailbox** scheme which completed in February 2020 and is the town's first new high quality private rental scheme (PRS) for a number of years. This conversion of the former Royal Mail Sorting Office – long derelict and occupying a prominent location in the town centre – as a striking modern apartment block of 117 new homes with ground floor employment use marks a major step forward in reshaping Stockport's residential market.

Similarly, Capital&Centric have moved forward with their redevelopment of the historic **Weir Mill** following acquisition of the site in 2020. This development scheme reflects the potential for Stockport's heritage assets to play an ever-greater role in defining Stockport's future while respecting and preserving its past. Planning consent has now been secured for the scheme and construction works are expected to begin in spring 2022.

The long-term future of Stockport College has been secured through the 2018 merger with Trafford College and the Stockport campus is undergoing major redevelopment as part of a wider approach to reshaping the further education offer in the town centre. Investment in the FE estate, and in strengthening both the sector and the educational offer, has led to major private investment by Investar which has acquired the surplus 2.9 acres of the College campus to bring forward 442 new homes in a prime location in the southern part of Town Centre West. The resulting **Royal George Village** scheme received planning consent in November 2020 and is due to start on site in 2022.

The Council and Stockport Homes are working together on the **St. Thomas' Gardens** scheme which secured planning permission in March 2021 and will be on site in summer 2022. The scheme will deliver 68 affordable homes which incorporate re-use of heritage buildings, intergenerational living, sustainability and shared greenspace to create its own sense of community. Alongside this will be the provision of 70 beds of intermediate care which is based on a new operational model and improving the quality of the offer within the Borough.

With the addition of the new homes being created at the **Interchange**, the schemes underway in the MDC's early pipeline of delivery are contributing approximately 120,000ft<sup>2</sup> of new employment floorspace along with 1,000 new homes. The delivery of these by 2024 will provide an indication of the success of the MDC and provides a very solid platform giving credibility to our longer-term ambitions and providing confidence to partners and the market over our ability to deliver.



**Phase 2 of the MDC's Delivery Pipeline: Partner Procurement & Masterplanning the 8 Acre King Street West Development Site**

In parallel with delivering the first phase of schemes described in section 2 'The MDC's Delivery Achievements: 2019-2022' above, the MDC has made major progress in land acquisitions and site assembly for the next phase of scheme delivery.

The MDC has now successfully negotiated a number of acquisitions in Brinksway and the Station Quarter to create a major new development opportunity in the heart of Town Centre West that can now be marketed to prospective developer and investor partners.

The assembled site has an estimated potential to deliver c.1,200 new homes and represents an unrivalled development opportunity in a highly-connected strategic location between Stockport Rail Station and Junction 1 of the M60 that also benefits from the natural assets of Hollywood Park and the River Mersey.



## Enhancing Connectivity

The MDC recognises that Stockport's transport connectivity is vital to the town's future success and has been instrumental in moving the transformational Interchange scheme into construction. Led by a partnership of the MDC, Transport for Greater Manchester, Stockport Council, Greater Manchester Combined Authority, and Homes England alongside leading developers Cityheart and Rise Homes, the **Interchange** scheme demonstrates how devolved infrastructure funding can be used to leverage large-scale public and private sector investment to bring forward a scheme which combines residential development, transport infrastructure and new public open space and public realm, as well as opening up the River Mersey. The design of the scheme has benefitted from significant public engagement and consultation to involve the people of Stockport more closely than ever in the regeneration of their town. The transport element of the Interchange will complete in 2023 with the residential element completing in 2024.

The delivery credibility provided by the MDC has enabled significant progress to be made on extension of the **Metrolink** network to Stockport town centre and on the redevelopment of **Stockport Rail Station**. The economic assessment needed to underpin the business case for Metrolink extension is now underway. Of equal significance is the high-level rail industry partnership – comprising the Greater Manchester Mayor alongside the Chairs of Network Rail, Homes England, and the MDC - to oversee the technical design work on redeveloping Stockport Rail Station as well as the feasibility work for capacity improvements on the South Manchester rail network in and around Stockport.

## Increasing Employment & Economic Growth

The MDC's commitment to increasing employment and economic growth in Town Centre West has supported the further development of Stockport's flagship new commercial quarter at Stockport Exchange in partnership with Muse Developments. A new 60,000 ft<sup>2</sup> Grade A

office building - No.2 Stockport Exchange – completed in spring 2020 which is close to being fully let and builds on the success of No.1 Stockport Exchange and Holiday Inn Express which both completed in late 2017. Stockport Exchange is now home to blue chip occupiers such as Stagecoach and BASF as well as rapidly growing local firms Music Magpie and O’Neill Patient.

A further 64,000 sq.ft. of offices are now on site in Stockport Exchange with a new 400 space car park which will provide all the future parking needs for the occupiers of the Exchange including the provision for all the spaces to be used for electric vehicle charging.

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## Case Studies



### No. 2 Stockport Exchange

No. 2 Stockport Exchange offers state of the art office space in the heart of Stockport town centre, just 100m from Stockport Train Station. Providing five floors of Grade A workspace, No.2 Stockport Exchange builds on the success of earlier phases of the overall Stockport Exchange development creating an iconic new business hub for the South Manchester market.

Completed by Muse Developments in spring 2020, No. 2 Stockport Exchange is now home to BASF and O'Neill Patient.



### The Mailbox

The Mailbox is an exciting redevelopment of a former Royal Mail sorting office in Stockport town centre which had been vacant from 2010 when the sorting office closed.

During 2020 RISE Homes created 117 stunning apartments and 12,500 sq ft of commercial office space in an award-winning regeneration project that features an open atrium at the heart of the development, an 18m-high living wall, the largest in the North of England that covers part of all four elevations, and a roof terrace where residents can enjoy stunning views of the town.



96

### Interchange

Stockport’s new c.£130m Interchange scheme will deliver a state-of-the-art transport interchange alongside 196 new high-quality homes, a remarkable 2 acre landscaped public park, newly opened-up frontage to the River Mersey, and a striking 180m pedestrian and cycle bridge linking into Stockport Rail Station and Stockport Exchange.

The scheme further enhances Stockport’s exceptional transport connectivity and represents a major statement of ambition for Stockport town centre from the MDC, Stockport Council, and Transport for Greater Manchester.



### Stockport College

Since the merger of Stockport and Trafford Colleges in 2018 a major redevelopment of the Stockport campus has been undertaken to support an improved Further Education offer aligned to the local economy. A first phase of campus redevelopment provided a new £7m arts and teaching facility while the second phase, providing a £24m learning facility over 30,000 ft<sup>2</sup> was granted planning permission in November 2021 with construction starting on site in 2022.

The 2019 sale of surplus land on the College campus has enabled Investar Properties to bring forward the Royal George Village scheme.





### 3. The MDC's Objectives & Delivery Commitments: 2022-2027

The Stockport MDC's overall mission is to lead the redevelopment of the 130 acres of brownfield land that make up Town Centre West as a thriving new community in the heart of the town centre that exemplifies local character, the vital importance of sustainability and carbon reduction, and maximise the benefit of Stockport's transport connectivity.

The following Objectives and Delivery Commitments are consistent with the overarching themes of the Town Centre West Strategic Regeneration Framework and provide specific, measurable targets for the MDC. Collectively they enable the MDC to be held to account effectively by the Board and by the democratically elected Members of Stockport Council and Greater Manchester Combined Authority.

#### **Community**

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

## Objective 1 - Housing a Growing Community

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

It is imperative that the development in Town Centre West provides a broad choice of homes across all types and tenures, including homes that are genuinely affordable to those on low incomes, in response to the needs of the local population. The MDC will therefore ensure that the new housing offer provides for older people and families - as well as younger people - in an urban setting well served by educational and health facilities and attractive public open space across its distinct neighbourhoods.

Importantly, the MDC and Stockport Council will ensure it creates a flagship 'connected neighbourhood' with direct links to Stockport Rail Station, the Interchange, and the wider town centre as well as to Edgeley and the Heatons and beyond.

The MDC has already brought a number of major residential schemes into delivery which demonstrate not only the scale of its ambition for new housing in the town centre but also its ability to deliver. Over the course of this plan period, the first phase of schemes will complete, providing Stockport with c.1,000 new homes across the following schemes:

- **Stockport Interchange** provides a much-needed upgrade to the town's transport infrastructure through a new bus station with an improved cycling and walking link to Stockport Rail Station that improves connectivity and facilitates sustainable transport. The scheme also delivers a new two-acre park accessible from the A6, designed in line with Sustainable Urban Drainage principles, and

196 new homes. The transport element of the scheme is due to complete in 2023 while the residential element will complete in 2024.

- The historic eighteenth and nineteenth century mill complex that makes up **Weir Mill** is being redeveloped for 253 new homes by Capital&Centric with support from Stockport Council and Homes England revitalising the heritage of the site. The developer has a track record of successfully redeveloping and repurposing historic buildings into iconic and desirable places to live and construction works are due to start in the first half of 2022.
- Stockport Council and Stockport Homes are progressing the **St. Thomas' Gardens** development on the site of the former St Thomas' Hospital. Planning consent was granted in March 2021 and construction works are due to start on site by summer 2022. The redevelopment will create an All-Age Living residential scheme which will include an exemplar intermediate care scheme – the Academy of Living Well built with sustainability at its heart - to support the Borough's approach to health and social care integration. The site will also deliver 68 new affordable homes through a combination of the sensitive restoration and re-use of the historic buildings and new-build homes on the site.
- The c.£65m **Royal George Village** scheme on former Stockport College land between Wellington Road and Greek Street will provide c.442 new homes along with new commercial floorspace across two phases of development. Planning consent was granted in late 2020 with start on site is anticipated in mid-2022.

In parallel with this first phase pipeline of schemes, the **8 acre King Street West development site** will have moved into delivery with development partner(s) over the course of this plan period bringing forward a pipeline of a further c1,200 new homes.



**Delivery Commitment No. 1**

*The MDC will, as a minimum, bring forward 1,000 new homes by 2024. It will aim to continue this pace of delivery by completing at least 250 new homes - of all types and tenures for all income groups - per year through this Strategic Business Plan period to 2027.*

**Objective 2 - Putting People at the Heart of Regeneration**

One of the key factors in the success of Town Centre West must be ensuring that it has a clear focus on people and how they will live, work and play there whilst feeling part of the new and existing community.

A thriving Town Centre West that serves the needs of the entire community requires a greater range of accessible amenities, new approaches to traffic and car parking, improved public realm, and a high quality environment which promotes biodiversity and sustainable movement to put people's needs and aspirations at the forefront of the changing urban environment. The regeneration of Town Centre West must respond to the needs of all users of the public realm – including residents and visitors with disabilities or visual impairments – and ensure that equality, inclusion and accessibility is built into design and construction.

To support the needs of a growing community in Town Centre West the MDC and the Council need to jointly progress planning for new health, social care, community, and educational facilities in Town Centre West in order to work up deliverable scheme proposals in the context of planning for the future healthcare estate and future school capacity in the Borough.

In order to ensure Town Centre West is fully responsive to the needs and aspirations of its different communities, the built environment will be designed to prioritise safe and attractive streets and spaces that, responsive to the town's topography and historic assets, enhance liveability. Town Centre West is a diverse area with a host of characteristics which give it an authenticity that should be celebrated through its regeneration. The MDC is firmly committed to maximising the potential of the area's character to shape its future.

The character of the area provides great opportunity to showcase heritage assets such as its mills and the viaduct; increase the prominence of the River Mersey as a vital but under-used natural feature with enormous potential as a recreational and ecological asset; and reimagine Hollywood Park as an exceptional green setting which unites existing and new communities, together with the exciting, once-in-a-generation opportunity provided by the new Interchange park which residents are helping shape through the ongoing engagement exercise.

It is recognised that the MDC cannot deliver all of this in isolation and will work with the Council and other partners to ensure this objective is realised.

**Delivery Commitment No. 2**

***Working in partnership with Stockport Council, the MDC will bring forward credible scheme proposals for new social infrastructure investment and ensure that accessibility, inclusion and quality are designed into scheme delivery.***

### **Objective 3 – Communications, External Relations & Engagement**

The MDC is a unique delivery partnership that is successfully tackling the systemic barriers to regeneration faced by town centres across the country. Stockport's successes ought to be celebrated more widely in light of their relevance to the High Streets and Levelling Up agendas and the housing crisis.

The MDC continues to create a steady stream of positive news stories for local and regional audiences which is maintaining a consistent level of interest in Town Centre West as a regeneration area. As the MDC's first phase scheme delivery moves to the next level and construction works on a number of sites start to change the Stockport skyline the MDC will have the opportunity to promote Stockport as a destination for developers and investors as well as for visitors and prospective new residents.

A three stage comms campaign led by Coverdale Barclay has been launched to position the MDC and regeneration in Stockport for a national audience. This campaign is based on maximising impact by tying in key delivery milestones to improve the MDC's prominence with the property and investment sectors, and with policy-makers, beyond Greater Manchester and the North West.

The MDC recognises that the support of the local community is vital to the success of the long-term regeneration of Town Centre West. The MDC will therefore increase its engagement programme to improve conversations with businesses and residents in Town Centre West and in surrounding communities who stand to benefit from a thriving Town Centre, together with better supply of information about its plans.

The MDC is also working closely with GMCA to build relationships with Government Departments and agencies to position the MDC as a proven delivery vehicle that addresses numerous government agendas with a view to encouraging greater collaboration, knowledge-sharing, and joint-investment.

**Delivery Commitment No. 3**

***Through its communications partners and the GMCA external relations function, the MDC will raise its profile as an exemplar regeneration delivery vehicle and scale-up its community engagement work.***

**Sustainability**

Achieving net zero, responding to the climate emergency, and delivering against the sustainability agenda is critically important as a measure of the MDC’s effectiveness, Stockport’s future economic growth, and Town Centre West’s success as a regeneration project fit for the coming decades. The MDC’s contribution to achieving net zero runs through every aspect of its work and focuses on delivering carbon-efficient development, reducing carbon emissions through better transport solutions, and scaling-up the town’s green infrastructure.

**Objective 4 - Sustainability & Carbon Reduction**

Ensuring that urban design and transport planning create improved walking and cycling opportunities and minimising the dependency on cars and car ownership is key to delivering our sustainability ambitions. Equally, maximising renewable energy sources, facilitating the



wider use of electric vehicles, and prioritising low carbon construction and high energy efficiency in building design will help achieve a new model of cleaner and greener living in Town Centre West.

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

What became acutely clear during the COVID-19 pandemic is the value that individuals and communities place on outdoor space and the natural environment. Stockport's stated ambition of doubling the amount of greenspace in the wider Town Centre has become even more relevant and the Council and MDC continue to play a leading role in making this ambition a reality.

Through its infrastructure planning for the town centre and Town Centre West, Stockport Council and the MDC have identified a range of energy, waste, transport, water, and green infrastructure interventions needed to support the future town centre.

In relation to the energy capacity required for Town Centre West, this work is focussed on potential commercially-viable models for large-scale sustainable energy and heat generation, energy storage solutions, feasibility testing of emerging energy sources to reduce fossil fuel dependency, and use of smart energy management systems.

**Delivery Commitment No. 4**

***The MDC will progress ongoing feasibility work across the themes of sustainable heat and energy generation, sustainable transport, and green infrastructure in partnership with Stockport Council into a range of deliverable project interventions that deliver significant carbon reductions and support the MDC's ambition in making Town Centre West an exemplar green urban neighbourhood.***

**Objective 5 - Enhancing Connectivity**

The economic potential of Town Centre West - and the heart of its potential as a place to live, work, and visit - is its exceptional connectivity. But existing transport networks and patterns of movement require new investment in order to protect and enhance Stockport's strategic transport connectivity while increasing sustainable modes of transport.

Stockport Rail Station is the single most important economic asset in the Town Centre and is at the heart of the Mayoral Development Corporation area. The connectivity it provides to Manchester, London, and a number of other regional cities is invaluable to the town, to the city region, and to the wider northern and national rail networks.

Enhancing the Station's role as a transport hub for the south of Greater Manchester while maximising its role as an economic driver for Stockport is a longstanding ambition for the Council that is shared by the MDC.

The Stockport Station Growth Prospectus sets out a vision for the future redevelopment of Stockport Station and its surrounding area as a key infrastructure enhancement with the potential to transform the town as a transport and economic location.

Network Rail, Homes England, Stockport Council, Transport for Greater Manchester, Greater Manchester Combined Authority, Transport for the North, and the MDC have come together to form a Rail Industry Working Group, directed by a high-level group of the senior strategic leaders in each organisation, to lead design work for Stockport Rail Station redevelopment to Outline Business Case. The Rail Industry Working Group is also taking responsibility to identify the capacity improvements needed across the South Manchester rail network to maintain and enhance Stockport's rail capacity and connectivity in advance of HS2.

In parallel with Stockport Rail Station Redevelopment, the MDC, Stockport Council, Greater Manchester, and Transport for Greater Manchester continue to work together to finalise the preferred route for Metrolink extension from East Didsbury to Stockport and to progress the Outline Business Case. The significance of new orbital light rail connectivity linking Stockport into the GM Metrolink network - and complementing the town's radial connectivity - cannot be overstated and delivering the Metrolink extension in the earliest possible timeframe is of paramount importance for the MDC and all its partner organisations.

The Council and the MDC have begun work with GMCA and Manchester and Trafford Councils to work a strategy for the Southern Growth Corridor which will demonstrate the opportunity created by enhancing the connectivity of Town Centre West as part of the wider Town Centre.

**Delivery Commitment No.5**

***Working with Stockport Council, TfGM, and the wider Rail Industry Working Group established in 2021, the MDC will support delivery of the Outline Business Cases for Metrolink Extension, Stockport Station Redevelopment, and a comprehensive package of highways improvements across Town Centre West.***

## Innovation

The MDC's ambition is to be at the forefront of the place-shaping agenda in every aspect of its delivery programme. To ensure it is effectively tackling the systemic barriers to brownfield regeneration and to ensure it will progress innovative approaches to public and private sector capital investment and design quality and innovation across all aspects of place development and place management.

### Objective 6 - Investment

The scale of the overall ambition the MDC has for Town Centre West requires a comprehensive strategic approach to generating long-term investment funding in the context of Stockport's land values and outlook for value growth.

Cushman & Wakefield estimated in the Town Centre West Strategic Regeneration Framework that delivery of 4,000 new homes and 1,000,000 ft<sup>2</sup> new employment floorspace would require total development capital investment in the region of £1bn. A capital investment requirement of this scale poses a significant challenge to the MDC model even though significant capital investment to kick start regeneration in the early phase of the MDC's lifetime has already been secured through a £100m investment facility from Stockport Council and through £12m capital investment from Homes England in the Interchange and Weir Mill schemes. Those investment commitments are complemented by further Council investment in a number of development schemes in the area (including Interchange, Stockport Exchange, and Weir Mill) and GMCA investment (in Interchange, Royal George Village, and St Thomas' Gardens).

The MDC's Investment Framework, produced in 2021, sets out a strategy for exploring new sources of funding from both public and private sector partners to support the next phase of infrastructure and development in Town Centre West. Discussions are now underway

with public sector partners and institutional investors around the appetite for significant investment in Stockport and potential funding structures.

**Delivery Commitment No. 6**

***The MDC will explore private and public sector investment appetite in the 8 acre King Street West development opportunity and work up an outline investment proposal based on retention of growth in local taxation receipts arising from development in Town Centre West for discussion with local partners and HMG.***

**Objective 7 - Innovation & Future-Proofing**

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

The built environment innovation agenda is rapidly changing and one that has evolved in line with market conditions in cities – often global mega-cities – rather than towns. In the broadest terms, the built environment innovation agenda divides into the categories of:

- Tech solutions for building management
- New engineering and construction materials
- Intelligent public service delivery (e.g. data-driven waste management, street lighting, and traffic management)

- Responsive and adaptive public realm based on data capture and patterns of usage
- Connectivity infrastructure (e.g. 5G mobile connectivity, Bluetooth 5.0)
- Energy storage and management

The commercial case for adopting cutting-edge innovative technologies, materials, and techniques in a town centre context is still poorly defined. The challenge for the MDC is therefore to identify a range of tangible, commercially-viable solutions that ultimately either drive efficiency across built environment lifecycles or support deeper relationships between places and people through which residents' and visitors' requirements are anticipated and fulfilled efficiently.

The MDC is engaging with a range of experts on different aspects of innovation in the built environment and infrastructure to identify scaleable and replicable solutions which could be delivered in Town Centre West either as requirements of the MDC's future development partners or as public realm interventions delivered in partnership with Stockport Council, GMCA, and TfGM.

**Delivery Commitment No. 7**

***The MDC will progress engagement currently underway with external built environment and infrastructure innovation experts to identify a range of feasible, viable, and deliverable innovation solutions for Town Centre West across both the public realm and individual development schemes.***

## **Objective 8 - Employment & Economic Growth**

The MDC is firmly committed to ensuring there is no net loss of employment in Town Centre West as a result of its regeneration plans. The provision of new employment floorspace – as is already being created at Stockport Exchange by Stockport Council and Muse - is crucial to delivering on that commitment. But the MDC will play a key role in ensuring that place-shaping, infrastructure, and new residential development redefines Stockport's potential as a place of innovation, employment, and enterprise.

Successful delivery of the MDC's development and infrastructure ambitions for Stockport will have a significant economic impact on the town as a centre of employment and as a strategic growth location for Greater Manchester. In the post-COVID economic recovery enhancing Stockport's potential for employment growth will become increasingly urgent both as a policy priority and as a fundamental part of the future viability of the town centre.

### **Delivery Commitment No. 8**

***Through its commitment to delivering new employment floorspace the MDC will contribute to both job creation and the inclusive economic growth of Stockport Town Centre as a strategic growth location within Greater Manchester. We will also seek to match the provision of employment floorspace with new inward investment opportunities as they come forward (e.g. Whitehall relocation) and strategic growth initiatives such as Innovation GM.***







## Governance & Finance

The operating model of the Stockport Town Centre West MDC has been designed to complement local political circumstances and to operate with as streamlined a bureaucracy as possible requiring minimal financial support. Its operating model is informed by the enabling legislation for Mayoral Development Corporations (Localism Act 2011) and its own detailed Constitution. All MDC partners have committed to ensuring the MDC Board is politically balanced, gender balanced, has the right level of seniority, and has private sector representation to maximise its delivery capacity and credibility. We also wish to ensure it is inclusive and diverse as an organisation.

The MDC has a legal obligation to publish an externally audited Annual Governance and Accountability Return which includes its annual Statement of Accounts and a summary report on the MCC's governance arrangements prepared by Stockport Council's internal audit function. The MDC Board may undertake periodic internal reviews of its own governance arrangements or invite external corporate governance specialists to carry out an independent governance review at its discretion.

Stockport Council has made a long-term commitment to funding the MDC's running costs and set aside a cash-limit revenue budget of £0.5m per annum. This funding allows the MDC to cover its anticipated costs which include: Board member remuneration and salary costs for the MDC's executive team; communications, marketing, and branding support; and commissioning of specialist consultancy support across workstreams set out in the Strategic Business Plan.

The existing governance arrangements and financial structure have been implemented in light of the level of risk associated with the MDC but will be subject to change should the MDC's funding or operating model change significantly.





## Appendix – Summary of 2022-2027 Objectives & Commitments

#	Objective	Delivery Commitment
<b>Community</b>		
1	<b>Housing a Growing Community</b>	The MDC will, as a minimum, bring forward 1,000 new homes by 2024. It will aim to continue this pace of delivery by completing at least 250 new homes - of all types and tenures for all income groups - per year through this Strategic Business Plan period to 2027.
2	<b>Putting People at the Heart of Regeneration</b>	Working in partnership with Stockport Council, the MDC will bring forward credible scheme proposals for new social infrastructure investment and ensure that accessibility and quality are designed into scheme delivery.
3	<b>Communications, External Relations &amp; Engagement</b>	Through its communications partners and the GMCA external relations function, the MDC will raise its profile as an exemplar regeneration delivery vehicle and scale-up its community engagement work.
4	<b>Sustainability &amp; Carbon Reduction</b>	The MDC will progress ongoing feasibility work across the themes of sustainable heat and energy generation, sustainable transport, and green infrastructure into a range of deliverable project interventions that deliver significant carbon reductions and support the MDC's ambition in making Town Centre West an exemplar green urban neighbourhood.

#	Objective	Delivery Commitment
<b>Community</b>		
5	<b>Enhancing Connectivity</b>	Working with Stockport Council, TfGM, and the wider Rail Industry Working Group established in 2021, the MDC will support delivery of the Outline Business Cases for Metrolink Extension, Stockport Station Redevelopment, and a comprehensive package of highways improvements across Town Centre West.
6	<b>Investment</b>	The MDC will explore private and public sector investment appetite in the 8 acre King Street West development opportunity and work up an outline investment proposal based on retention of growth in local taxation receipts arising from development in Town Centre West for discussion with local partners and HMG.
7	<b>Innovation &amp; Future-Proofing</b>	The MDC will progress engagement currently underway with external built environment innovation experts to identify a range of feasible, viable, and deliverable innovation solutions for Town Centre West across both the public realm and individual development schemes.
8	<b>Increasing Employment &amp; Economic Growth</b>	Through its commitment to delivering new employment floorspace the MDC will contribute to both job creation and the inclusive economic growth of Stockport Town Centre as a strategic growth location within Greater Manchester. We will also seek to match the provision of employment floorspace with new inward investment opportunities as they come forward (e.g. Whitehall relocation) and strategic growth initiatives such as Innovation GM.



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**GMCA**

Date: 24 June 2022

Subject: GM Housing Investment Loans Fund - Investment Approval  
Recommendations

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

**Purpose of Report**

This report seeks the Combined Authority’s approval to the GM Housing Investment Loans Fund (“GMHILF”) loan 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
Gingerbread Properties Ltd	Various	GM Wide	£1.000m

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](mailto:bill.enevoldson@greatermanchester-ca.gov.uk)





**Laura Blakey:** [laura.blakey@greatermanchester-ca.gov.uk](mailto:laura.blakey@greatermanchester-ca.gov.uk)

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


The Equalities Impact and Carbon & Sustainability Assessment for the proposal is given below:


# GINGERBREAD PROPERTIES

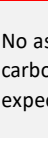



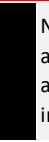
### Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion		
Health		
Resilience and Adaptation		
Housing	G	Bringing homes back to safe and decent standards, then provided to those experiencing homelessness and other cohorts with acute housing need.
Economy	G	The development will support employment within the local construction sector.
Mobility and Connectivity		
Carbon, Nature and Environment		
Consumption and Production		
Contribution to achieving the GM Carbon Neutral 2038 target		
<b>Further Assessment(s):</b>	Equalities Impact Assessment and Carbon Assessment	
 <b>Positive impacts overall, whether long or short term.</b>	 <b>Mix of positive and negative impacts. Trade-offs to consider.</b>	 <b>Mostly negative, with at least one positive aspect. Trade-offs to consider.</b>
		 <b>Negative impacts overall.</b>

### Carbon Assessment

**Overall Score** 

Buildings	Result	Justification/Mitigation
New Build residential	N/A	
Residential building(s) renovation/maintenance		Bringing properties back to a safe and decent standard, including improvements where necessary on insulation, draft exclusion and efficient heating.
New Build Commercial/Industrial	N/A	
<b>Transport</b>		
Active travel and public transport	N/A	
Roads, Parking and Vehicle Access	N/A	
Access to amenities	N/A	
Vehicle procurement	N/A	
<b>Land Use</b>		
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.
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## **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 to 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**

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 £601.6m and the total value of approved equity investments is £26.3m<sup>1</sup>. The loans and equity investments approved by the Combined Authority will deliver 7,965 new homes. If the recommendation set out in this report is agreed, the value of loan offers will increase to £602.6m, with the number of new homes supported rising to 8,001.
- 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.

## 2. Loan approval sought

- 2.1 Gingerbread Properties Ltd is seeking a loan of £1m from the GM Housing Investment Loans Fund, in the form of a revolving credit facility, for the acquisition and refurbishment of properties across GM. Over the course of three years, the company is aiming to use the loan to bring around 12 properties per annum up to a safe and decent standard, following which they will be let to local authorities or

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

charities to provide housing to those experiencing acute housing need, including those experiencing homelessness. All properties will be provided on lease terms that will allow the partners to charge affordable rent.

- 2.2 Further details of the 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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## Greater Manchester Combined Authority

Date: 24<sup>th</sup> June 2022

Subject: GM Investment Framework, Conditional Project Approval

Report of: Councillor David Molyneux, Portfolio Lead for Investment and Resources and Steve Wilson, Portfolio Lead Chief Executive for Investment

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### Purpose of Report

This report seeks Greater Manchester Combined Authority (“Combined Authority” and “GMCA”) approval for loans to Romaco Limited (“Roma”) and Evergreen House Limited (“EH”) and a follow-on investment into Bankifi Limited (“Bankifi”). The investments will be made from recycled funds.

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

### Recommendations

The GMCA is requested to:

1. approve the loan facility of up to £3m to Romaco Limited;
2. approve the loan facility of up to £3.5m to Evergreen House Limited;
3. approve the follow-on investment into Bankifi Limited of up to £350,000;
4. delegate authority to the Combined Authority Treasurer and Combined Authority Monitoring Officer to review the due diligence information in respect of the above loans, and, subject to their satisfactory review and agreement of the due diligence information and the overall detailed commercial terms of the loans/investment, to sign off any outstanding conditions, issue final approvals and complete any necessary related documentation in respect of the loans/investment noted above.

### Contact Officers





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




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# Equalities Impact, Carbon and Sustainability Assessment


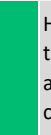


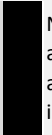
## A) Romaco Limited

Impacts Questionnaire			
Impact Indicator	Result	Justification/Mitigation	
Equality and Inclusion			
Health			
Resilience and Adaptation			
Housing	G	Access to finance will be key for the continuing development of housing in the region.	
Economy	G	The investment will lead to job creation and strong leverage financial returns for the region.	
Mobility and Connectivity			
Carbon, Nature and Environment			
Consumption and Production			
Contribution to achieving the GM Carbon Neutral 2038 target			
<b>Further Assessment(s):</b> 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		Details of onward investment schemes are unknown at this stage but will be in line with local planning regulations.		
Residential building(s) renovation/maintenance	N/A	Details of onward investments unknown at this stage		
New Build Commercial/Industrial	N/A			
<b>Transport</b>				
Active travel and public transport	N/A			
Roads, Parking and Vehicle Access	N/A			
Access to amenities	N/A			
Vehicle procurement	N/A			
<b>Land Use</b>				
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.





## B) Evergreen House Limited

Impacts Questionnaire				
Impact Indicator	Result	Justification/Mitigation		
Equality and Inclusion				
Health	G	The development of the app and platform should lead to innovation in the personal health and wellbeing sector.		
Resilience and Adaptation				
Housing				
Economy	G	The investment should lead to the creation of high quality jobs in the region.		
Mobility and Connectivity				
Carbon, Nature and Environment				
Consumption and Production				
Contribution to achieving the GM Carbon Neutral 2038 target				
<b>Further Assessment(s):</b> Equalities Impact 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	N/A				
Residential building(s) renovation/maintenance	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.

## C) Bankifi Limited

## Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion		
Health		
Resilience and Adaptation		
Housing		
Economy	G	
Mobility and Connectivity		
Carbon, Nature and Environment		
Consumption and Production		
Contribution to achieving the GM Carbon Neutral 2038 target		
<b>Further Assessment(s):</b>	Equalities Impact 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

<b>Overall Score</b>	<input type="text"/>	
<b>Buildings</b>	<b>Result</b>	<b>Justification/Mitigation</b>
New Build residential	N/A	
Residential building(s) renovation/maintenance	N/A	
New Build Commercial/Industrial	N/A	
<b>Transport</b>		
Active travel and public transport	N/A	
Roads, Parking and Vehicle Access	N/A	
Access to amenities	N/A	
Vehicle procurement	N/A	
<b>Land Use</b>		
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 loans/investment recommended in this paper will be governed under the existing investment framework which includes several levels of review and ongoing monitoring of performance.

## **Legal Considerations**

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

## **Financial Consequences – Revenue**

There are no revenue implications.

## **Financial Consequences – Capital**

The proposed loans/investment will be made from recycled funds.

## **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?

No.

## **GM Transport Committee**

N/A

## **Overview and Scrutiny Committee**

N/A

# 1. Introduction/Background

## 1.1. Background:

- 1.1.1. The Combined Authority maintains and develops a pipeline of projects submitted by applicants seeking funding from the Combined Authority's Core Investment Funds allocation. These projects are assessed against criteria based on the GM Investment Strategy, developed to underpin the economic growth of Greater Manchester. A condition of investment is that the companies sign up as (at a minimum) a supporter of the Greater Manchester Good Employment Charter.
- 1.1.2. This assessment incorporated:
  - an appraisal by the GM Core Investment Team; and
  - a review by a sub-group of GM Chief Executives.

# 2. Investments Recommended for Approval in Principle

## 2.1. Romaco Limited, Manchester

### Sector: Financial Services

- 2.1.1. The business case in respect of a £3m development loan facility to Romaco Limited ("Roma") has been submitted to and appraised by the Core Investment Team and is recommended to the Combined Authority for conditional approval.
- 2.1.2. Roma are a specialist finance provider, offering commercial property and residential buy to let mortgages. The business is well established and has received funding from the British Business Bank, amongst others to on-lend to customers.
- 2.1.3. The GMCA loan will be used to provide additional capacity for the business to continue to lend to regional SME borrowers. Roma already employs 37 at its base in Manchester and expects to grow the workforce by 15 over the next three years.
- 2.1.4. Further details regarding the loan are included in the accompanying Part B report to be considered in the confidential part of the agenda due to the commercially sensitive nature of the information.

## **2.2. Evergreen House Limited, Salford**

### **Sector: Digital & Creative**

- 2.2.1. The business case in respect of a loan up to £3.5m (part of the £5m overall raise) to Evergreen House Limited (“EH”) has been submitted to, and appraised by, the Core Investment Team and is recommended to the Combined Authority for conditional approval.
- 2.2.2. EH is part of the Evergreen group of companies, based in GM, which specialises in healthcare and low carbon technologies. The funding will be used to support the ongoing development of a digital platform which provides information and software solutions to healthcare providers. The wider business also operates its own healthcare services through a network of GP practices.
- 2.2.3. The loan will be secured by commercial property owned by EH. The Evergreen group of companies already employs 65 people in GM and the funding will support the creation of over 60 jobs in the region over the next two years.
- 2.2.4. Further details regarding the loan are included in the accompanying Part B report to be considered in the confidential part of the agenda due to the commercially sensitive nature of the information.

## **2.3. Bankifi Limited – phase 2, Manchester**

### **Sector: Financial Services**

- 2.3.1. The business case in respect of a follow-on investment of up to £350,000, as part of a minimum round of £2.5m, to Bankifi Limited (“Bankifi”) has been submitted to, and appraised by, the Core Investment Team and is recommended to the Combined Authority for conditional approval.
- 2.3.2. Bankifi provide products to banks which can then be sold onto customers to assist with financial management. GMCA invested £700k in Summer 2021 as part of total fundraising of £2.2m.
- 2.3.3. The business performance has been very strong and they are now seeking to grow the business further. The funding will be used to support the growth of the sales team in the UK, Europe and particularly America as well as further product development.

- 2.3.4. Bankifi currently employs 20 staff in the region and expect the funding to create another 8 roles based at their head office in Manchester over the next 18 months.
- 2.3.5. Further details regarding the investment are included in the accompanying Part B report to be considered in the confidential part of the agenda due to the commercially sensitive nature of the information.

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