

GREATER MANCHESTER COMBINED AUTHORITY

DATE: Friday, 26th May, 2023

TIME: 10.30am

VENUE: Banqueting Suite, Leigh Sports Village, Leigh Stadium,
Atherleigh Way, Sale Way, Leigh, WN7 4GY

AGENDA

1. **Apologies**
2. **Chairs Announcements and Urgent Business**
3. **Declarations of Interest** 1 - 4
To receive declarations of interest in any item for discussion at the meeting. A blank form for declaring interests has been circulated with the agenda; please ensure that this is returned to the Governance & Scrutiny Officer at least 48 hours before the start of the meeting.
4. **Minutes of the GMCA meeting held on 24 March 2023** 5 - 32
To consider the approval of the minute of the GMCA meeting held on 24 March 2023.
5. **GMCA Resources Committee Minutes - 24 March 2023** 33 - 36
To consider the approval of the minutes of the GMCA Resources

BOLTON	MANCHESTER	ROCHDALE	STOCKPORT	TRAFFORD
BURY	OLDHAM	SALFORD	TAMESIDE	WIGAN

Committee held on 24 March 2023.

- 6. GMCA Overview & Scrutiny Committee Minutes - 22 March 2023** 37 - 46

To note the minutes of the GMCA Overview & Scrutiny Committee held on 22 March 2023.
- 7. Appointments to Greater Manchester Bodies - To Follow**

Report of Gillian Duckworth, GMCA Monitoring Officer.
- 8. The Bee Network - Improving Greater Manchester's Transport Governance** 47 - 80

Report of Eamonn Boylan, Chief Executive Officer, GMCA & TfGM and Gillian Duckworth, GMCA Monitoring Officer.
- 9. GMCA Overview & Scrutiny Committee Task and Finish Report on Integrated Water Management** 81 - 126

Report of Councillor Mandie Shilton-Godwin, Chair of the Task and Finish Group and Councillor John Walsh, Chair of the GMCA Overview & Scrutiny Committee.
- 10. Armed Forces Covenant Delivery in Greater Manchester** 127 - 140

Report of Andy Burnham, Mayor of Greater Manchester.
- 11. Closure of Bridging Hotels for Afghan Refugees and the Impact of Wider Asylum-Migration Policymaking on Homelessness in Greater Manchester** 141 - 148

Report of Paul Dennett, Portfolio Lead for Housing, Homelessness and Infrastructure .
- 12. Social Housing Quality Fund - Item Withdrawn**

Item withdrawn from agenda

13.	Cost of Living and Economic Resilience Report of Cllr Bev Craig, Portfolio Leader for Economy.	149 - 196
14.	Proposal for an Inclusive Ownership Platform to support community wealth building in Greater Manchester Report of Councillor Bev Craig, Portfolio Lead for Economy and Cllr Ged Cooney, Portfolio Lead for Co-operatives and Communities.	197 - 210
15.	GMCA Sustainability Strategy 2022-26 Update Report of Harry Catherall, Portfolio Lead Chief Executive, Green City Region.	211 - 222
16.	Salford Partnership Report of Steve Rumbelow, Portfolio Lead Chief Executive for Housing, Homelessness and Infrastructure.	223 - 236
17.	Transport Capital Programme Report of Andy Burnham, Mayor of Greater Manchester, Portfolio Lead for Transport and Eammon Boylan, Chief Executive Officer, GMCA & TfGM.	237 - 258
18.	Greater Manchester Active Travel Programme Report of Andy Burnham, Mayor of Greater Manchester, Portfolio Lead for Transport and Eamonn Boylan, Chief Executive Officer, GMCA & TfGM.	
19.	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.	259 - 268
20.	GM Housing Investment Loans Fund - Investment Approval Recommendations	269 - 278

Report of Steve Rumbelow, Portfolio Lead Chief Executive for Housing, Homelessness and Infrastructure.

21. 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

22. GM Investment Framework, Conditional Project Approval 279 - 290

Report of Councillor David Molyneux, Portfolio Lead for Investment and Resources and Steve Wilson, Portfolio Lead Chief Executive for Investment.

23. GM Housing Investment Loans Fund - Investment Approval Recommendations 291 - 298

Report of Steve Rumbelow, Portfolio Lead Chief Executive for Housing, Homelessness & Infrastructure.

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

Governance & Scrutiny Officer: Sylvia Welsh

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

This agenda was issued on 18 May 2023 on behalf of Julie Connor, Secretary to the Greater Manchester Combined Authority, Broadhurst House, 56 Oxford Street, Manchester M1 6EU

Declaration of Councillors' Interests in Items Appearing on the Agenda

Name and Date of Committee.....>

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

Quick Guide to Declaring Interests at GMCA Meetings

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

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

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

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

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

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

Failure to disclose this information is a criminal offence

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

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

Step Two: Determining if your interest is prejudicial

A personal interest becomes a prejudicial interest:

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

For a non-prejudicial interest, you must:

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

To note:

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

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

For prejudicial interests, you must:

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

You must not:

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

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**MINUTES OF THE MEETING OF THE GREATER MANCHESTER COMBINED
AUTHORITY HELD ON
FRIDAY 24TH MARCH 2023 AT BOLTON TOWN HALL**

PRESENT

GM Mayor	Andy Burnham (in the Chair)
GM Deputy Mayor	Kate Green
Bolton	Councillor Martyn Cox
Bury	Councillor Eamonn O'Brien
Manchester	Councillor Bev Craig
Rochdale	Councillor Neil Emmott
Salford	City Mayor Paul Dennett
Stockport	Councillor Mark Hunter
Tameside	Councillor Bill Fairfoull
Trafford	Councillor Tom Ross
Wigan	Councillor David Molyneux

OFFICERS IN ATTENDANCE:

Chief Executive Officer, GMCA & TfGM	Eamonn Boylan
GMCA Deputy Chief Executive	Andrew Lightfoot
GMCA Monitoring Officer	Gillian Duckworth
GMCA Treasurer	Steve Wilson
Bolton	Sue Johnson
Bury	Lynne Ridsdale
Manchester	Joanne Roney

Oldham	Harry Catherall
Rochdale	Steve Rumbelow
Salford	Tom Stannard
Stockport	Caroline Simpson
Tameside	Stephanie Butterworth
Trafford	Sarah Saleh
Wigan	Alison McKenzie-Folan
Office of the GM Mayor	Kevin Lee
GMCA	Lee Teasdale
GMCA	Elaine Mottershead

ALSO IN ATTENDANCE:

Chair of GMCA Overview & Scrutiny Cllr John Walsh

GMCA 39/23 APOLOGIES

That apologies be received and noted from Councillor Amanda Chadderton (Oldham), Councillor Ged Cooney (Tameside) (represented by Councillor Bill Fairfoull), Sara Todd (Trafford) (represented by Sarah Salah) and Sandra Stewart (Tameside) (represented by Stephanie Butterworth).

GMCA 40/23 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS

The GM Mayor opened by welcomed Lynne Ridsdale to her first meeting after taking over the role of Chief Executive of Bury Council following the retirement of Geoff Little.

The Mayor together with the Deputy Mayor, highlighted the announcement made by Greater Manchester Police to launch its new Neighbourhood Policing Offer. This was the biggest change to policing in GM in a generation, with the force moving to a model of neighbourhood policing where teams would be ringfenced in communities and not

drawn away as seen in the past. This was a direct response to what the public of GM had explicitly stated that they wished to see.

The Mayor noted that as part of this process, over 260 neighbourhood policing officers would be introduced into neighbourhoods and that PCSO numbers would reduce accordingly. However, it was made clear that this in no way was an indictment of the significant value that PCSO's had brought to neighbourhoods in recent times as the backbone of the community presence, and that there was a great appreciation for their work, and many would be invited to apply to become warranted officers.

It was agreed that Chief Constable Stephen Watson would be invited to a meeting of the GMCA at the appropriate time to provide an update on the ongoing implementation of this model, and other improvements in GMP performance.

RESOLVED /-

1. That the GMCA welcomed Lynne Ridsdale to her first meeting as the Chief Executive of Bury Council.
2. That the update on the launch of GMP's Neighbourhood Policing Offer be received.
3. That GMP Chief Constable Stephen Watson be invited to a meeting of the Combined Authority to provide an update on the implementation of the Neighbourhood Policing Offer at the appropriate time.

GMCA 41/23 DECLARATIONS OF INTEREST

That Mayor Andy Burnham declared an interest in item 28b (Electric Vehicles Charging Infrastructure Delivery) and would vacate the Chair for that item.

GMCA 42/23 GMCA 9 JUNE 2023 ADDITIONAL MEETING DATE

RESOLVED /-

That approval be given for an additional meeting of the GMCA to be held on 9 June 2023 to consider Bus Franchising Tranche 2.

**GMCA 43/23 MINUTES OF THE GMCA MEETING HELD ON 10 FEBRUARY
2023**

RESOLVED /-

That the minutes of the GMCA meeting held on 10 February 2023 be approved as a correct record.

**GMCA 44/23 GMCA RESOURCES COMMITTEE – MINUTES OF THE
MEETING HELD ON 27 JANUARY 2023**

RESOLVED /-

That the minutes of the GMCA Resources Committee held on Friday 27 January 2023 be approved.

**GMCA 45/23 GMCA OVERVIEW AND SCRUTINY COMMITTEE – MINUTES
OF THE MEETINGS HELD ON 8 FEBRUARY AND 8 MARCH
2023**

RESOLVED /-

That the minutes of the meetings of the GMCA Overview and Scrutiny Committee held on 8 February 2023 and 8 March 2023 be noted.

**GMCA 46/23 GMCA STANDARDS COMMITTEE - MINUTES OF THE
MEETING HELD ON 10 FEBRUARY 2023**

RESOLVED /-

That the minutes of the meeting of the GMCA Standards Committee held on 10 February 2023 be approved.

**GMCA 47/23 GMCA AUDIT COMMITTEE – MINUTES OF THE MEETING
HELD ON 15 MARCH 2023**

RESOLVED /-

That the minutes of the meeting of the GMCA Audit Committee held on 15 March 2023 be noted.

**GMCA 48/23 GMCA WASTE & RECYCLING COMMITTEE – MINUTES OF
THE MEETING HELD ON 16 MARCH 2023**

RESOLVED /-

That the minutes of the meeting of the GMCA Waste & Recycling Committee held on 16 March 2023 be noted.

GMCA 49/23 GMCA TRAILBLAZER DEVOLUTION DEAL

The GM Mayor introduced the item, stating that Tuesday 21st March had been a very significant day for the future of the city region and thanks were given to all Leaders and Chief Executives who had joined the Mayor and Deputy Mayor for the signing of the deal. The report presented provided an overview of the additional powers, functions and flexibilities awarded to Greater Manchester as part of the Trailblazer Devolution Deal announced in the Spring 2023 Budget, and requested that the GMCA endorse the Deal, and give its authorisation to begin the preparation for a Governance Review and Scheme.

The additional powers around transport would be of particular benefit, allowing for the further expansion of the Bee Network to include rail services by 2030 and bringing integrated travel to all areas of GM, not just those covered by Metrolink.

On housing, a range of new responsibilities would allow for further meaning behind the Good Landlord Charter, raising rental standards across the region.

On Post-16 Education, there were huge opportunities, with the region now being able to provide assurances around this to investors into the region.

John Walsh, Chair of the GM Overview & Scrutiny Committee was invited to feed back on the Committee's recent analysis of the Deal. It was advised that members of the Scrutiny Committee had been pleased to see that a number of their comments and suggested amendments raised during the draft process had appeared in the final version. Members had fully welcomed the great deal on work officers had put into getting this deal over the line, however, the greatest issue raised from their point of view was the robustness of the scrutiny process going forward, and the need to avoid duplication whilst also ensuring that scrutiny had sufficient capacity to be fully robust in its role as a critical friend.

The Mayor drew the item to a close, asking that the GMCA also note the amendment to the report highlighted at paragraph 2.1, bullet point 4, which had previously read £100m of Brownfield Funding, but should actually read £150m on Brownfield Funding.

RESOLVED /-

1. That the amendment to the report at Para 2.1, bullet 4 be noted.
2. That the Trailblazer Devolution Deal as set out at Annex A to the report be endorsed.
3. That authority be delegated to the Chief Executive Officer, GMCA & TfGM and GMCA Solicitor & Monitoring Officer to commence the statutory process by carrying out the governance review referred to in the report and to report back to the GMCA with the outcomes, including any recommendations for a proposed Scheme.
4. That authority be delegated to the Chief Executive Officer, GMCA & TfGM and GMCA Solicitor & Monitoring Officer to do anything required to enable consideration, as part of the governance review referred to in recommendation 2, of any parts of the Trailblazer Devolution Deal that are not bound by the statutory process.
5. That the comments of the GM Overview & Scrutiny Committee as fed back by Chair Councillor John Walsh be received and noted.

The GM Mayor introduced the second progress report on the Greater Manchester Strategy (GMS), as previously agreed, at the twelve-month delivery mark. The Mayor invited John Walsh, as Chair of the GM Overview and Scrutiny Committee, to provide the feedback of its members.

Cllr Walsh advised that the main concern raised by the Panel was the ability to achieve the 2038 target for carbon reduction and had asked that this be carefully monitored. The GM Mayor advised that the pandemic had caused setbacks in terms of some of the original planned timescales, however there were suggestions within the plan as to how expediting workstreams could take place. If the Trailblazer opportunities were able to come to fruition, this would greatly aid such acceleration.

RESOLVED /-

1. That the progress report be approved.
2. That the strategic opportunities presented to Greater Manchester right now, and how these can be used to maximise the potential to achieve GMS ambitions, be noted.
3. That it be noted that insufficient detail of programme delivery has been gathered to assess specific impacts arising from delivery in support of GM Strategy ambition. That it be noted that the assessment completed takes an overview approach, considering the strategic intent of the GMS and forming a view from the overall approaches, understanding and intent.
4. That the comments of the GM Overview & Scrutiny Committee as fed back by Chair Councillor John Walsh be received and noted.

**GMCA 51/23 GREATER MANCHESTER DEVOLVED ADULT EDUCATION
BUDGET (AEB) UPDATE AND KEY DECISIONS (KEY
DECISION)**

Councillor Eamonn O'Brien (Portfolio Lead for Digital, Education, Skills, Work and Apprenticeships) was invited to provide the GMCA with an update on the closure and performance of the academic year (2021/2022) of GM's devolved Adult Education Budget (AEB), and an ask to approve cost of delivery support approaches to devolved AEB Skills Providers for 2022/2023 and 2023/2024 academic years.

RESOLVED /-

1. That the update on the closure and performance of the 2021/2022 academic year, set out in Section 2 of the report, be considered and noted.
2. That the proposed cost of delivery exceptional payment to devolved AEB Skills Providers for the 2022/2023 academic year, and the granting of delegated authority to the Chief Executive Officer, GMCA & TfGM, GMCA Treasurer and GMCA Monitoring Officer, in consultation with the Portfolio Leader and Portfolio Lead Chief Executive for Education, Skills, Work, Apprenticeships and Digital be approved. This will enable the taking forward of the appropriate approach for the 2023/2024 academic year.
3. That it be noted that the proposed commissioning approach and the progressing of the developments including for the second phase of commissioning, and the granting of delegated authority to the Chief Executive Officer, GMCA & TfGM, GMCA Treasurer and GMCA Monitoring Officer, in consultation with the Portfolio Leader and Portfolio Lead Chief Executive for Education, Skills, Work, Apprenticeships and Digital will allow for taking forward the AEB commissioning to contract award.
4. That approval be given to the proposed indicative devolved AEB allocations, 'Level 3 Single Pot' and subsequent expenditure for the GM grant-funded further education institutions, and that authority be delegated to the GMCA

Treasurer to agree any minor changes that arise during discussions between each institution and GMCA.

5. That support be continued for the administration and management costs at 1.8% of the overall devolved AEB funding for the 2023/2024 academic year.
6. That GMCA Officers and wider stakeholders be allowed to agree a GM offer for traineeships which now forms part of the funding under the devolved AEB allocation and that authority be delegated to the GMCA Treasurer to take forward any commissioning, including to contract award where relevant.
7. That the Mayor of Greater Manchester approved the proposed indicative devolved AEB allocations, 'Level 3 Single Pot' and subsequent expenditure for the GM grant-funded local authorities, and that authority be delegated to the GMCA Treasurer to approve any minor changes that arise in the course of discussions between each local authority and GMCA.
8. That the Mayor of Greater Manchester approved the continuation of the AEB LA Grant Programme to each of the ten local authorities, supporting alleviating barriers to adult skills, improving digital inclusion through skills, and continue the support of the GM ESOL Advice Service for 2023/2024.

**GMCA 52/23 GREATER MANCHESTER INDIVIDUAL PLACEMENT &
SUPPORT IN PRIMARY CARE (IPSPC) SERVICE
COMMISSIONING (KEY DECISION)**

Councillor Eamonn O'Brien (Portfolio Lead for Digital, Education, Skills, Work and Apprenticeships) was invited to present a report outlining the intention to commission the Greater Manchester Individual Placement and Support in Primary Care (IPSPC) Service and to request delegated authority for the GMCA Treasurer and GMCA Monitoring Officer.

The aim of this was not just to support those currently out of work, but also to provide reassurance and support to those who were at risk of becoming out of work due to health or disability issues.

This work was a national priority and the DWP had been tasked with identifying six key areas across the country in which to pilot the scheme, one of which was Greater Manchester.

RESOLVED /-

1. That the proposals and timeline as set out in Section 2 of the report be approved.
2. That authority be delegated to the GMCA Treasurer and Monitoring Officer for the commissioning of the IPSPC Service, including to contract award.

**GMCA 53/23 GREATER MANCHESTER'S RECYCLED LOCAL GROWTH
FUND MONIES & UK SHARED PROSPERITY FUND (UKSPF):
FURTHER DEVELOPMENT (KEY DECISION)**

Councillor David Molyneux, Portfolio Lead for Resources, presented a report seeking approval for proposed development work on the use of GM's Recycled Local Growth Fund monies and UK Shared Prosperity Fund (UKSPF) (People & Skills Investment Priority).

RESOLVED /-

1. That the match funding approach for the use of recycled LGF & UKSPF be approved.
2. That the two programmes of work, as set out in this report, to proceed to development phase over the next 6 months be approved.
3. That authority be delegated to the GMCA Treasurer and GMCA Monitoring Officer in consultation with the Portfolio Lead for the Education, Skills, Work & Apprenticeships and Digital to agree the commissioning route and award of individual contracts including any subsequent contract extensions.

**GMCA 54/23 PREPARATION OF A GREATER MANCHESTER LOCAL
NATURE RECOVERY STRATEGY**

Councillor Martyn Cox, Portfolio Holder for Green City Region, was invited to present a report that sought the support of the GMCA for the proposed appointment of the Mayor as the responsible authority for the preparation of a Local Nature Recovery Strategy for Greater Manchester, following the requirements arising from Section 105 of the Environment Act 2021.

It was advised that monies were being made available by the government to fund the Strategy.

RESOLVED /-

1. That the contents of the report be noted.
2. That the proposed appointment (by the Secretary of State for Environment, Food and Rural Affairs) of the Mayor as the responsible authority for the preparation of a Local Nature Recovery Strategy for Greater Manchester be supported.
3. That the Mayor accepts the above appointment.

GMCA 55/23 #BEEWELL YEAR 2

Councillor Mark Hunter, Portfolio Holder for Children and Young People, was invited to present a report outlining the key findings of the survey results, ahead of publication in late March 2023, and providing an overview of next steps.

The survey had been a significant undertaking, collating the opinions of 60,000 young people across 187 different GM secondary schools following the second year of the programme.

The report's findings had shown that the mental wellbeing of GM's younger residents had remained stable over the past two years, albeit with a decline showing for students moving from year 8 into year 9. The report also showed that there were still a

number of inequalities that needed to be addressed, with girls and LGBTQ+ students in particular reporting lower levels of wellbeing.

The BeeWell Youth Steering Group also highlighted that almost 42% of the average class of Year 9 pupils were not getting enough sleep to be always able to stay awake in class. There were also concerns about students not having enough good quality locations in which to spend time.

These findings were also going to be shared with all the individual districts of GM over the coming months, and it was urged that each LA looks to make best use of the information providing to work towards addressing the key findings.

RESOLVED /-

1. That the key findings of the second year of the #BeeWell survey results be noted.
2. That advice on how to encourage a system-wide response to the findings and ensure young people's voices are leading the response the survey findings be noted.
3. That shared examples of where #BeeWell data has been utilised and had impact locally be noted.

GMCA 56/23 AN INTEGRATED APPROACH TO DELIVERING OUR AMBITION FOR CHILDREN AND YOUNG PEOPLE IN GREATER MANCHESTER

Councillor Mark Hunter, Portfolio Holder for Children and Young People, was invited to present a report which made the case for children & young people's health to be a central focus over the next few years, and to provide an update on the ambitions to improve health outcomes for GM children & young people through greater integration.

The headline from the paper was that the health and wellbeing of young people must be addressed now to help reduce future pressures upon a health system already under significant pressure, and that an integrated approach across the system must

be the way forward, ensuring that this was not the sole responsibility of a single organisation.

It was highlighted that one in every four young people within GM lived within the current definition of poverty. The evidence showed clear correlation between this and poor health outcomes. Therefore, it was vital to view this work through the lens of inequality.

The ongoing impact of the pandemic upon young people was also drawn out within the report. Discussion took place about how school readiness had suffered a significant impact and it was agreed that a meeting of the Wider Reform Board should be convened in order to further consider the impact of the pandemic on young children entering the education system.

RESOLVED /-

1. That the foundations for an integrated approach to improving health outcomes for GM children & young people be noted.
2. That the recommendations for how we might strengthen governance arrangements in section 4 of the paper be endorsed.
3. That the set of commitments listed in section 5 of the paper for taking an integrated approach to improve health outcomes for GM children & young people and tackling inequality be endorsed.
4. That the set of priorities identified in section 6 of the paper and note the ambitions to develop a set of measures that will enable us to assess progress as a GM system be endorsed.
5. That Members be requested to feed back any further comments they have outside of the meeting.
6. That it be noted that a meeting of the Wider Reform Board will be convened to specifically consider the impact of the pandemic on young children entering the education system.

GMCA 57/23 COST OF LIVING AND ECONOMIC RESILIENCE

Councillor Bev Craig, Portfolio Lead for Economy & Business was invited to present the latest update on the cost-of-living pressures on residents and businesses in Greater Manchester, and some of the measures being put in place by the GMCA and partners to respond.

The latest feedback had shown that 80% of residents were still worried about the cost-of-living crisis and their ability to cover the cost of basic essentials. The number of people within the region not within work and not currently seeking work remained stubbornly high. Also, 36% of businesses reported that they had faced rising costs for a second consecutive month, which was having a particular impact upon SMEs.

RESOLVED /-

That the latest assessment and emerging response and give views on the next steps in that response be noted.

**GMCA 58/23 DRIVING SOCIAL VALUE IN GREATER MANCHESTER
PUBLIC PROCUREMENT**

Councillor Bev Craig, Portfolio Lead for Economy & Business was invited to provide an update on the progress made with the implementing of the principles set out in last year's paper on leveraging greater Social Value from Greater Manchester public sector spending.

From 1st April there would be a move to adopt the basic principles that govern how money was spent in the GM region, ensuring that social value was embedded in procurement exercises. A further update would be brought as this approach became more established, to advise how much money had been kept within the local economy due to this approach, and other impacts such as related apprenticeship numbers.

RESOLVED /-

1. That the considerable progress in implementing the March 2022 agreed recommendations on social value in procurement be welcomed and noted.
2. That the forward plan of work to operationalise and further develop this work during 2023/24 be approved.
3. That a further report be submitted to the GMCA in 12 months' time summarising progress across GM Local Authorities / public bodies.

**GMCA 59/23 UK SHARED PROSPERITY FUND (UKSPF) PROPOSAL FOR
LOCAL BUSINESS INTERVENTION E23: STRENGTHENING
LOCAL ENTREPRENEURIAL ECOSYSTEMS (KEY DECISION)**

Councillor David Molyneux, Portfolio Lead for Resources, presented a report outlining the background and proposal for the £7.5m core business support element of UKSPF, following the recommendations of the GM UKSPF Local Partnership Board to GMCA on the strategic fit and deliverability of the proposal.

The programme of activity for E23 would collectively deliver the agreed output and outcome targets as agreed in the GM UKSPF Investment Plan as a minimum, alongside local additions aligned with the overarching objectives of the GM Investment Plan agreed by the GMCA in July 2022.

RESOLVED /-

1. That the recommendations of the GM UKSPF Local Partnership Board on the strategic fit and deliverability of this UKSPF proposal be approved.
2. That the call for proposals, as set out in the report, be approved.
3. That authority be delegated to the GMCA Treasurer, in consultation with the Portfolio Lead for the Economy, Business and International and Portfolio Lead for Resources and Investment, to agree the award of individual contracts as a result of this proposal.

GMCA 60/23 UK MANCHESTER DIGITAL BLUEPRINT 2023-26 (KEY DECISION)

Councillor Eamonn O’Brien, Portfolio Lead for GM Digital was invited to present the draft GM Digital Blueprint for 2023-26 for approval.

The Blueprint refresh focussed upon updating all partners on the progress made, and mapping out where things could now be taken further. It also addressed the vital issue of ensuring that digital exclusion did not become embedded.

Key changes in the refresh included bringing out how much more of a role digital could play in helping the region to achieve its net zero ambitions; ways to improve inclusivity; a stronger community focus; and relationships around business and the digital economy.

The Mayor welcomed the Blueprint refresh, stating how the original version had galvanised the tech sector across the region, and that it was vital that the new Blueprint was in place to take full advantage of the opportunities that would be opened up via the Trailblazer devolution deal.

RESOLVED /-

That the refreshed GM Digital Blueprint’s priorities and commitment statements and their contribution towards the strategic ambitions set out in the Greater Manchester Strategy “A New Era” be approved.

GMCA 61/23 RETAINED BUSINESS RATES UPDATE (KEY DECISION)

Councillor David Molyneux, Portfolio Lead for Resources & Investment was invited to provide an update on the position in respect of the 100% retained business rate pilot including the current GM business rates funded schemes, the latest forecasts for 2022/23 and 2023/24 income, and sought support for the proposed 2023/24 schemes funded from the income expected to be received in 2022/23.

Councillor John Walsh was then invited to feedback on the comments raised by the GM Overview and Scrutiny Committee. It was advised that the Committee had been happy to accept the principles of the report but had noted that the 75/25 split of retained business rates would be in place for the current financial year and 23/24 but requested that this be reviewed and revised as necessary in the years to come.

RESOLVED /-

1. That the forecast, as at the end of quarter 3, for 2022/23 business rates income including the 75:25 split between districts and GM investment be noted.
2. That the planned income for 2023/24 be noted.
3. That the proposed 2023/24 GM use of the 2022/23 business rates income (set at 25% of total benefit) be approved.
4. That the proposal to bring back any further in-year commitments should the year end income exceed that forecast at quarter 3 be approved.
5. That the position in respect of the devolution trailblazer deal for Greater Manchester be noted.
6. That the comments of the GM Overview & Scrutiny Committee as fed back by Chair Councillor John Walsh be received and noted.

GMCA 62/23 2023/24 GMCA CAPITAL STRATEGY (KEY DECISION)

Councillor David Molyneux, Portfolio Lead for Resources & Investment was invited to present a report that detailed how the Capital Strategy set out the over-arching principles and processes by which the capital and investment decisions set out in the Capital Programme would be prioritised against the key aims of the Greater Manchester Strategy (GMS).

RESOLVED /-

That the Capital Strategy for 2023/24 be approved.

**GMCA 63/23 TREASURY MANAGEMENT STRATEGY STATEMENT,
MINIMUM REVENUE PROVISION POLICY STATEMENT AND
ANNUAL INVESTMENT STRATEGY 2023/24**

Councillor David Molyneux, Portfolio Lead for Resources & Investment was invited to set out the proposed Treasury Management Strategy Statement, Borrowing Limits and Prudential Indicators for 2023/24 to 2025/26 for the Authority. The strategy reflected the 2022-2026 capital programme for Transport, Economic Development, Fire and Rescue, Waste and Police.

RESOLVED /-

1. That the proposed Treasury Management Strategy Statement and Annual Investment Strategy be approved to apply from the 1 April 2023, in particular:
 - a) The Treasury and Prudential Indicators listed in Section 2.
 - b) The Minimum Revenue Provision (MRP) Strategy in Section 2.
 - c) The Treasury Management Scheme of Delegation at Appendix F.
 - d) The Borrowing Strategy outlined in Section 3.
 - e) The Annual Investment Strategy detailed in Section 4.
 - f) Delegation to the Treasurer to step outside of the investment limits to safeguard the GMCA's position as outlined in section 4.7.

GMCA 64/23 HALLÉ PENSION FUND

Councillor David Molyneux, Portfolio Lead for Investment and Resources presented a report which sought approval in principle to support the potential transfer of some of the Hallé pension fund members to the Greater Manchester Pension Fund, with the ongoing liabilities to be funded from the GMCA.

RESOLVED /-

That, approval be given in principle, to support the potential transfer of some of the Hallé pension fund members to GMPF, recognising that this will require the GMCA to accept responsibility for the liabilities on an ongoing basis. The agreement to be subject to the detailed work confirming that there is a commercial benefit to the GMCA from the transfer.

GMCA 65/23 IN YEAR CAPITAL ALLOCATION, DEPARTMENT OF LEVELLING UP, HOUSING AND COMMUNITIES (KEY DECISION)

Councillor David Molyneux, Portfolio Lead for Investment and Resources presented a report detailing the allocation of, and spending commitments against, an in-year capital grant from the Department of Levelling-Up Housing and Communities.

A capital grant allocation was received by GMCA on 23rd February following an invitation in December to submit “bids” for capital in 2022/23. GMCA received an allocation of £20m for three specific projects which were described within the report.

Steve Wilson, City Treasurer, provided detail pertaining to two additional recommendations that the GMCA had been asked to approve.

RESOLVED /-

1. That the proposed investments from the £20m DLUHC allocation and delegation of final sign off to the GMCA Treasurer be approved.
2. That it be noted that the report was exempt from Scrutiny Committee call-in procedures to enable the allocation of the funds before the 31 March 2023.
3. That approval be given to the purchase of the land required for the E-Depot for a consideration of £10.5m. This will be funded from the £7.5m grant allocation

together with borrowing of £3m which will be funded as part of the overall bus reform business case.

4. That the changes to the GMCA capital programme to reflect the above decisions be approved.

GMCA 66/23 HOMELESSNESS CAPITAL PROJECTS (KEY DECISION)

Mayor Paul Dennett, Portfolio Lead for Housing, Homelessness and Infrastructure was invited to provide an update on the wide range of capital projects occurring across Homelessness at a GMCA and Local Authority level, approved proposed recommendations and, where possible, allocation of funding.

A lot of learning had been taken from the rough sleeper accommodation programme and in many respects, GM was well placed to draw down further funding from central government.

The GMCA needed to add value in supporting the various initiatives being led by the local authorities of GM, assessing scope and demand, providing advice and support, and linking them with delivery partners.

Councillor John Walsh was then invited to feedback on the comments raised by the GM Overview and Scrutiny Committee. It was requested that a clarification be made in reference to page 7 of the report, which stated that the paper had not been brought to Overview & Scrutiny due to its meeting being cancelled, which was not the case.

RESOLVED /-

1. That the allocation of £8.9million to GM Local Authorities under the Homeless Families Leasing Scheme for the purpose of leasing temporary accommodation, as described in Table 2, be approved.
2. That approval be given to the following approaches to bidding for the Single Homelessness Accommodation Programme ("SHAP"):

Adults: Proceed on the basis that a GM-wide bid for this cohort is not viable and work with eligible local authorities to understand if there is a gap to which a GMCA bid would add value.

Young People: Work with an investor and Registered Provider of Social Housing to draw up a shared accommodation model with a provider specialising in supporting young people;

3. That the allocations to GM Local Authorities and ongoing work to progress the Local Authority Housing Fund (“LAHF”) be noted.
4. That the challenges on the Rough Sleeping Accommodation Programme (“RSAP”) and potential to change the model to deliver the most outcomes for the cohort be noted.
5. That it be noted that the report was exempt from Scrutiny Committee call-in procedures to enable the execution of grant agreements with Local Authorities and allocation of the funds before the 31 March 2023.
6. That it be acknowledged and noted that page 7 of the report contains an error referencing the March 2023 meeting of the Overview & Scrutiny Committee as having been cancelled.

GMCA 67/23 HEALTHY HOMES SERVICES IN GREATER MANCHESTER

Mayor Paul Dennett, Portfolio Holder for Homelessness, Healthy Lives and Quality Care, was invited to outline work to date supporting the development of sustainable, coherent Healthy Homes services across Greater Manchester.

The report presented the recommendations arising from a 2022 consultation exercise, namely a proposal for coherent services to be delivered by localities across GM, and a programme of activity required at both locality and GM level to progress the work.

RESOLVED /-

1. That the contents of the report be noted.
2. That support be given to the recommendations of the arc4 consultancy work.
3. That support be given to the proposal for GMCA and NHS GMIC to scope the resource requirement and model of delivery for this programme of work with local authority, health and care and housing provider colleagues, with a view to reporting back in Summer 2023.

GMCA 68/23 SOCIAL HOUSING FUND

This item was withdrawn from the agenda.

**GMCA 69/23 GREATER MANCHESTER HOUSING INVESTMENT LOANS
(KEY DECISION)**

Steve Rumbelow, Portfolio Lead Chief Executive for Housing, Homelessness and Infrastructure was invited to present a report seeking the Combined Authority’s approval to the GM Housing Investment Loans Fund (“GMHILF”) loan detailed within the recommendation below.

It was advised that the item also contained a request that delegation be given to the GMCA Chief Executive to approve projects for funding during the upcoming pre and post-election period.

RESOLVED /-

1. That approval be given to 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

Stubshaw Gardens (Woods Lane) Ltd	Stubshaw Gardens	Wigan	£2.154m
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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.
3. That authority be delegated to the Chief Executive Officer, GMCA & TfGM to approve projects for GMHILF funding and agree urgent variations to the terms of GMHILF funding in the period 25 March 2023 to 25 May 2023.
4. That it be noted that any recommendations that are approved under the delegation will be reported to the next available meeting of the Combined Authority.

**GMCA 70/23 GREATER MANCHESTER INVESTMENT FRAMEWORK
APPROVALS (KEY DECISION)**

Councillor David Molyneux, Portfolio Lead for Investment and Resources was invited to present a report seeking approval for loans to Holiform Limited and Shaping Cloud Limited. It was confirmed that the loans would be made from recycled funds.

RESOLVED /-

1. That approval be granted for a loan of up to £2m to Holiform Limited.
2. That approval be granted for a loan of up to £200k to Shaping Cloud Limited.
3. That authority be delegated to the Combined Authority Treasurer and Combined Authority Monitoring Officer to review the due diligence information in respect of the above investments, and, subject to their satisfactory review and agreement of the due diligence information and the overall detailed

commercial terms of the investments, to sign off any outstanding conditions, issue final approvals and complete any necessary related documentation in respect of the investments noted above.

4. That authority be delegated to the Chief Executive Officer, GMCA & TfGM and the GMCA Treasurer, in consultation with the Portfolio Lead for Investment and Resources, to approve projects for funding and agree urgent variations to the terms of funding in the period 25 March 2023 to 25 May 2023.
5. That it be noted that any recommendations that are approved under the delegation will be reported to the next available meeting of the Combined Authority.

GMCA 71/23 ACTIVE TRAVEL FUNDING REQUIREMENTS (KEY DECISION)

The GM Mayor Andy Burnham presented a reporting seeking approval of the delivery funding requirements for the Greater Manchester Active Neighbourhoods, Manchester Northern Quarter Area 2 and Chorlton Area 2 schemes and to note and approve the addition of Active Travel England Capability Funding to the 2023/24 GMCA Transport Revenue budget, and to note GM's recent submission to the fourth round of the national Active Travel Fund.

RESOLVED /-

1. That approval be granted for the release of up to £1.04 million of MCF development cost funding for the Greater Manchester Active Neighbourhoods scheme.
2. That approval be granted for the release of up to £3.43 million of MCF delivery funding for the Manchester Northern Quarter Area 2 scheme.
3. That approval be granted for the release of up to £1.0 million of additional MCF delivery funding for the Manchester Chorlton Phase 2 scheme.

4. That the award to GM of £3.4 million of Active Travel England Capability Funding (second round) be noted and that approval be granted for the addition of the funding to the 2023/2024 GMCA Transport Revenue Budget, as set out in section 4 of the report.
5. That GM's submission of its Active Travel Fund Round 4 (ATF4) bid to Active Travel England be noted.

**GMCA 72/23 ELECTRIC VEHICLES CHARGING INFRASTRUCTURE
DELIVERY (KEY DECISION)**

The GM Mayor Andy Burnham withdrew from this item following the declaration of an interest, the Deputy Mayor, Mayor Paul Dennett took the Chair for the item.

Mayor Paul Dennett presented the report which set out the recommendations of the study that considered how the public sector could best influence and optimise the future rollout of Electric Vehicle Charging Infrastructure (EVCI) and how these recommendations could be implemented.

It was noted that there were currently around 600 charging points across GM with circa 1100 charging points. However, modelling suggested that by 2025 this needed to grow to 2700 fast charging points and 300 rapid charging points. The number of charging points available was currently a key barrier to the growth of electric vehicle adoption across the region. Studies had found that the numbers needed could not be met alone through public sector funding, and that there would be a need to work with private sector partners, and that this was likely to become the model favoured nationally.

RESOLVED /-

1. That the study recommendations summarised in the report and included in full at Appendix 1 be noted.
2. That approval be granted for the draw-down of £200,000 of CRSTS funding to support EVCI delivery.

3. That approval be granted for the draw-down of £750,000 of CRSTS funding for TfGM to support EVCI charging at Travel Hubs throughout the conurbation.
4. That the funding distribution model, as set out at Appendix 2 be endorsed, noting that requests for EVCI delivery funding will be brought to GMCA in line with the agreed CRSTS drawdown process, and only where it can be shown it helps deliver charging in underserved or otherwise uncommercial areas as part of a commercial deal with a Charge Point Operator (CPO) partner.
5. That it be noted that the Office for Zero Emission Vehicles (OZEV) have launched the Local Electric Vehicle Infrastructure Fund (LEVI) to deliver a step change in the deployment of local infrastructure across England.
6. That it be noted that Greater Manchester Combined Authority's capability funding allocation for the LEVI scheme in 22/23 is £259,200.
7. That the updates to the GM Electric Vehicle Charging Infrastructure Strategy, as outlined in Section 4 be approved.

GMCA/73/23 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.

GMCA 74/23 HALLÉ PENSION FUND

Clerk's Note: This item was considered in support of the report considered in Part A of the agenda (minute 64/23)

RESOLVED /-

That the contents of the report be noted.

GMCA 75/23 GREATER MANCHESTER HOUSING INVESTMENT LOANS

Clerk's Note: This item was considered in support of the report considered in Part A of the agenda (minute 69/23)

RESOLVED /-

That the contents of the report be noted.

**GMCA 76/23 GREATER MANCHESTER 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 70/23)

RESOLVED /-

That the contents of the report be noted.

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MINUTES OF THE MEETING OF THE GMCA RESOURCES COMMITTEE HELD ON FRIDAY 24 MARCH 2023

PRESENT:

Andy Burnham (In the Chair)	Mayor of Greater Manchester
Councillor Martyn Cox	Bolton
Councillor Bev Craig	Manchester
City Mayor, Paul Dennett	Salford
Councillor Mark Hunter	Stockport
Councillor David Molyneux	Wigan

ALSO PRESENT:

Eamonn Boylan	Chief Executive Officer, GMCA & TfGM
Andrew Lightfoot	Deputy Chief Executive, GMCA
Gill Duckworth	Monitoring Officer, GMCA
Kevin Lee	GM Mayor's Office
Steve Wilson	Treasurer, GMCA
Lee Teasdale	Senior Governance & Scrutiny Officer, GMCA

RC/05/23 APOLOGIES

Apologies were received from Councillor Amanda Chadderton (Oldham).

RC/06/23 DECLARATIONS OF INTEREST

RESOLVED/-

There were no declarations of interest.

**RC/07/23 APPOINTMENT OF COUNCILLOR AMANDA CHADDERTON TO THE
GMCA RESOURCES COMMITTEE**

RESOLVED/-

That the Committee notes the appointment of Councillor Amanda Chadderton to the GMCA Resources Committee, as agreed at the GMCA meeting held on 27 January 2023.

RC/08/23 MINUTES OF THE MEETING HELD ON 27 JANUARY 2023

RESOLVED/-

That the minutes of the meeting held on 27 January 2023 be approved as a correct record.

**RC/09/23 GMCA GENDER AND ETHNICITY PAY GAP REPORTING MARCH
2022**

Eamonn Boylan introduced a report setting out the legislative reporting arrangements in relation to Gender Pay Gap and sought approval and authorisation to publish the report on the GMCA internet site and update the Government Gender Pay Gap website.

For the first time the GMCA was also voluntarily sharing its GMCA wide Ethnicity Pay Gap. This was not a legislative requirement at this stage. But by publishing the ethnicity pay gap annually it was hoped that it would drive progression in diversifying its staff groups ethnicity representation and be used as a reporting tool to assist with embedding a diverse and inclusive culture within the GMCA.

The results in terms of the gender pay gap were looking very positive and was in fact a reversal of national trends. Mean hourly earnings for female staff were 6.7% higher

than for male staff and median hourly pay was 9.8% higher for female staff compared to male staff.

The results in terms of the ethnicity pay gap however were less positive. The Mean Ethnicity Pay Gap has widened from 4.4% in favour of the majority staff group in 2021 to 4.7% in 2022. The Median Ethnicity Pay Gap has increased considerably, from 1.3% in favour of the majority staff group in 2021 to 3.6% in 2022.

It was noted that a request had been made to see if metrics could be included which would compare pay grades to socio-economic backgrounds.

Comments and Questions

A query was raised about the next steps that would be taken in order to address the widening of the ethnicity pay grade gap. It was advised that a piece of work was being done by Salford City Council around representation which had kicked off a conversation between the 10 district leads and the GMCA about what could be done collectively to improve representation, particularly around race. Proposals arising from these discussions were expected to be prepared within the next two months.

RESOLVED/-

1. That the publication of the GMCA Gender Pay Gap on the GMCA website on an annual basis based on snapshot of data as at 31 March 2022, to comply with the legislative requirement for employers with more than 250 employees, be approved.
2. That the proposal to publish the GMCA wide Ethnicity Pay Gap be endorsed.

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**MINUTES OF THE MEETING OF THE
GMCA OVERVIEW & SCRUTINY COMMITTEE HELD ON 22 MARCH 2023 AT
THE GMCA OFFICES, TOOTAL BUILDINGS, OXFORD STREET, MANCHESTER**

PRESENT:

Bolton	John Walsh (Chair)
Bolton	Champak Mistry
Bolton	Hamid Khurram
Bury	Nathan Boroda
Bury	Mary Whitby
Oldham	Colin McLaren
Oldham	Umar Nasheen
Oldham	Sam Al Hamdani
Rochdale	Ashley Dearnley
Rochdale	Tom Besford
Salford	John Mullen
Stockport	Elise Wilson
Trafford	Jill Axford
Trafford	Barry Brotherton

OFFICERS IN ATTENDANCE:

GMCA	Eamonn Boylan
GMCA	Steve Wilson
GMCA	Nicola Ward
GMCA	Ninoshka Martins

O&SC 79/23

APOLOGIES

Apologies for absence were received from Councillors Greg Stanton (Manchester), Mandie Shilton Godwin (Manchester), John Leech (Manchester), Mike Hurleston (Stockport), Joanne Marshall (Wigan) and Naila Sharif (Tameside).

O&SC 80/23

CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS

The Chair advised members that feedback and recommendations from the Committee's previous discussions on the GM Trailblazer Devolution Deal had been submitted to GM Leaders ahead of their final conversations with Government.

O&SC 81/23

DECLARATIONS OF INTEREST

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

O&SC 82/23

**THE MINUTES OF THE MEETING HELD ON 8 MARCH
2023**

O&SC 78/23

**GREATER MANCHESTER TRAILBLAZER
DEVOLUTION DEAL**

The Chief Executive thanked members for their input and reported that the formal deal had now been signed. The key features of the deal remain unchanged including the commitment by government for a single settlement from the next spending review which would also include funding for local growth and place transport, housing and regeneration adult skills and retrofit net zero expenditure.

Alongside that, the deal also included the following elements:

- greater control over post-16 technical education, setting us firmly on the path to become the UK's first technical education city-region.
- new levers and responsibilities to achieve fully integrated public transport, including rail, through the Bee Network by 2030.

- new responsibilities over housing that will allow us to crack down on rogue landlords and control over £150m brownfield funding.
- a single block grant that will allow us to go further and faster in growing our economy, reducing inequalities, and providing opportunities for all.
- collaboration on a range of net zero, nature recovery and climate change adaptation measures, with some net zero spending decisions to be made locally.
- strengthened accountability arrangements.

Members noted the positive step forward and thanked officers for their work in delivering this piece of work.

In response to a member's query on as to whether there would be an oyster card facility for payment on the transport network. Members were advised that the intention was for a wider roll out of contactless payment on the network similar to London with plans to start contactless payment through the introduction of franchising later this year.

In discussing the accountability arrangements, the timely review of scrutiny was noted. In return for more responsibilities, Greater Manchester's existing scrutiny committees would see the development of an enhanced and active role in defining the outcomes that would be delivered.

In response to a member's query regarding the position of Northern Powerhouse Rail and HS2 in relation to the deal, it was reported that the deal referenced the partnership which was fundamentally around the integration of the suburban network and that GM would continue to push for the delivery of Northern powerhouse Rail. In relation to HS2, it was reported that the indication from government was that it remained committed to delivering HS2 to Manchester therefore work was underway looking at the delivery of HS2 in respect of the physical impact, particularly on Manchester city centre, and the delivery of the Airport station, which was seen as critical to GM's economy but also to the wider North.

TB: You mentioned investment zones and enterprise zones and these new these new areas. I don't know if you know the answer yet, but to what extent are we going to try and overlap with the existing growth locations that saw in the GMS, or is this going to be about creating new and additional areas?

JM: I was just wondering to what extent would it affect going forward things like step-free access, heavy rail, I think you've alluded to and integration of of GM I think you've again alluded to in terms of ticketing,

RESOLVED /-

1. That the update in relation to minute reference O&SC 78/23 be noted.
2. That the minutes of the meeting held on 8 March 2023 be approved as a correct record.

O&SC 83/23

RETAINED BUSINESS RATES PILOT UPDATE

Cllr David Molyneux, GM Portfolio Holder for Resources and Steve Wilson, GMCA Treasurer introduced the report that provided an update on the position in respect of the 100% retained business rate pilot including the current GM business rates funded schemes, the latest forecasts for 2022/23 and 2023/24 income and sought support for proposed 2023/24 schemes funded from the income expected to be received in 2022/23.

In discussing the schemes proposed for 2023/24, it was noted that the scheme focused on developing the Night-Time Economy would provide a platform to re-build the economy whilst developing a skills pathways and career development opportunities within the sector.

In response to a member's query regarding the fluctuating forecast benefit of the pilot for 2022/23, it was clarified that these were projected figures at this stage and no

commitments would be made until 2024/25. It was noted that these figures were based on a 100% growth benefit and would be influenced by economic conditions. One of the benefits of a 10-year extension would be that the variances and that volatility described between different authorities would even out allowing for a consistent and steady growth in the amount retained by GM.

In discussing the arrangement that would likely be put in place through the trailblazer, officers advised that the arrangement would need to reflect the unique arrangements agreed with GM by HMG at the start of the pilot in relation to any future reset of the baseline by which growth is assessed against. It was added that national resets were always part of the plan for the pilot, although none have happened since the introduction of the scheme, and this is likely to continue to be the case for any new deal. However, the “partial reset” mechanism agreed with GM and as set out in the original Memorandum of Understanding (MoU) would allow GM authorities to retain part of the achieved growth and maintain the growth incentive principle which is fundamental to the rates retention system.

In response to a member’s query whether the Growth and Investment Zones would be subject to a national re-set, it was clarified that the Growth and Investment Zones there were exempt from that re-set, and that there was a partial exemption in Greater Manchester for local investments. Therefore, it was seen essential to link the incentive to the levers to allow GM to retain maximum benefit of local investment.

In conclusion, members thanked officers for their work in developing this piece of work and requested that this item be added as to the work programme.

RESOLVED /-

1. That the Overview and Scrutiny Committee endorse the following recommendations to the GMCA:
 - a) Note the forecast, as at the end of quarter 3, for 2022/23 business rates income including the 75:25 split between districts and GM investment.

- b) Note the planned income for 2023/24.
 - c) Approve the proposed 2023/24 GM use of the 2022/23 business rates income (set at 25% of total benefit).
 - d) Approve the proposal to bring back any further in-year commitments should the year end income exceed that forecast at quarter 3.
 - e) Note the position in respect of the devolution trailblazer deal for Greater Manchester.
2. That the Business Rates retention Pilot be included in the Committees work programme for the forthcoming municipal year.

O&SC 84/23

**GREATER MANCHESTER STRATEGY: PROGRESS
REPORT SPRING 2023**

Simon Nokes, Executive Director, GMCA introduced the report and provided an overview of the progress made at 12 months into delivery of the Greater Manchester Strategy, noting the updating of the performance dashboards which underpin the GMS performance framework.

The report focused on key strategic opportunities presented to Greater Manchester, raising visibility of how whole system responses, and applying GMS ways of working could support maximisation of opportunities.

It was noted that energy efficient homes were important to achieving the environmental ambitions for GM and therefore a member sought to understand what was being done at a GM level to support the delivery of GM's environmental ambitions. Officers advised of the work that was being done at a GM level to develop the existing housing stock. Further to that a task and finish group had been set up under the Green City Region Partnership to identify challenges and suitable intervention as part of the 5-year environmental plan. It was also reported that as part of the devolution deal further funding and powers had been secured to support GM authorities to tackle poor quality private rented sector properties.

It was noted that GM's objective to be carbon neutral by 2038 was still considered achievable, however the pathway towards that, was reported to likely exceed the carbon budget, by a considerable margin unless decarbonisation would be accelerated. In support of achieving carbon neutral targets and to understand the impact of decisions, the GMCA had launched an assessment tool that would assist in the scrutiny process and in the development of policies and interventions in order to drive significant progress in support of attaining the wider GMS ambitions.

In response to a member's query regarding the alignment of the Integrated Care Partnership to the GMS, it was highlighted that this allowed for a whole system approach which would create a better opportunity to improve the health and wellbeing of GM residents whilst minimising environmental impacts through the delivery of sustainable healthcare.

Concerns were raised around the digitalisation of the UK's telephone network and the impact on older residents. In acknowledging the concerns raised, officers advised that the old copper network was coming to the end of its life and therefore plans were underway to switch off the network by the end of 2025 as such landline would instead work via a broadband connection and therefore officers noted that there was a need to ensure that residents were made aware of these upcoming changes.

Members thanked officers for the report and welcomed the opportunity to explore the key themes highlighted within the report and to receive a detailed delivery programme.

RESOLVED /-

1. That the report and the progress made since the launch of the strategy, including the current strategic opportunities presented to Greater Manchester, and how these could be used to maximise the potential to achieve the GMS ambitions be noted.

2. That it be noted that insufficient detail of programme delivery had been gathered to assess specific impacts arising from delivery in support of GMS ambition.
3. That it be noted that the assessment completed took an overview approach, considering the strategic intent of the GMS and forming a view from the overall approaches, understanding and intent.
4. That it be noted that the Committee would welcome the opportunity to explore the key themes highlighted within the report and to receive a detailed delivery programme.

**O&SC 85/23 GMCA OVERVIEW & SCRUTINY COMMITTEE TASK AND
FINISH REVIEW - AN INVESTIGATION INTO THE WIDER
DETERMINANTS OF EFFECTIVE INTEGRATED WATER
MANAGEMENT IN GREATER MANCHESTER.**

Councillor Mandie Shilton-Godwin, Chair of the Task and Finish Group, introduced the report and provided an overview of the findings of the GMCA Overview and Scrutiny Task & Finish Review into the wider determinants of effective integrated water management in Greater Manchester.

Members welcomed the report and were supportive of the recommendations as outlined within the report. There was broad agreement from members around the need for an integrated water management approach to mitigating future flood risk in GM.

The importance of ensuring adequate planning policies were in place was highlighted. It was felt that that integrated water management should be predominant consideration for all new planning developments.

A member highlighted that certain green belt sites earmarked for development under Places for Everyone were subject to flood risk and noted that current drainage system

was not suitable to accommodate these additional new developments. Therefore, the need to manage surface water sustainably and incorporating planning requirements to design solutions into new developments was seen as essential in reducing flood risk.

In response to a member's query on as to whether the funding being received through the Trailblazer Deal would see a reduction in houses being built on greenbelt sites, it was stated that the specification of the funding allowed for the sole delivery of existing brownfield sites and not the creation of new sites and therefore would not meet the housing targets for GM.

In conclusion, the Chair thanked all those that were involved in the development of the report and recognised the importance of bringing the issues to the attention of political leads to ensure that adequate support would be provided to Local Authorities.

RESOLVED /-

1. That the report and its contents be noted.
2. That the recommendations within the report for consideration by the GMCA be noted.

Signed by the Chair: (to be printed off and signed by the Chair at the next meeting)

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Greater Manchester Combined Authority

Date: 26 May 2023
Subject: The Bee Network - Improving Greater Manchester's Transport Governance
Report of: Eamonn Boylan, GMCA Chief Executive and Gillian Duckworth, GMCA
Monitoring Officer

Purpose of Report

To propose new governance arrangements to enable a more coordinated and integrated approach to transport governance.

Recommendations:

The GMCA is requested to:

1. Agree to the establishment of a new joint transport committee (the Bee Network Committee) of the GMCA, the Mayor and the ten Greater Manchester constituent councils,
2. Approve the appointment of members to the Bee Network Committee as set out in Appendix 1
3. Approve the Terms of Reference of the Bee Network Committee as set out in Appendix 2
4. Delegate the functions of GMCA as set out in the Terms of Reference to the Bee Network Committee and note the delegation of Mayoral functions as set out in the Terms of Reference, attached at Appendix 2.
5. Approve the Rules of Procedure for the Bee Network Committee as set out in Appendix 3
6. Recommend the above to the ten Greater Manchester constituent councils

Contact Officers

Gillian Duckworth, Monitoring Officer – GMCA

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Gwynne Williams, Deputy Monitoring Officer – GMCA

williamsg@manchesterfire.gov.uk

Equalities Impact, Carbon and Sustainability Assessment:

No implications arising directly from this report

Risk Management

No implications arising directly from this report

Legal Considerations

Legal and constitutional implications are set out in the report

Financial Consequences – Revenue

No implications arising directly from this report

Financial Consequences – Capital

No implications arising directly from this report

Number of attachments to the report: 3

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

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/Background

- 1.1. The creation of Greater Manchester's (GM's) integrated transport system, the Bee Network, will require a more coordinated and integrated approach to transport governance, that places accountability to local people at its heart.
- 1.2. Local control of the GM transport network, and bus franchising in particular, will change the type and number of decisions being made. GM therefore needs to change the make-up of its decision-making bodies so as to ensure GM's new responsibilities are discharged in an effective and transparent way.

2. Current Arrangements

- 2.1. GMCA, the Mayor and the 10 GM Constituent Councils have delegated some of their functions to the GM Transport Committee (GMTC). The functions delegated provide limited opportunities for GMTC to influence strategic decision-making and therefore transport policy. Its role combines elements of both decision-making around relatively minor issues and performance monitoring which is usually considered to be a scrutiny committee function. This has led to a lack of clarity both within and outside of the GM system.

3. Principles for Future Governance

- 3.1. To help shape future governance, seven principles that set out the requirements of any new structures have been identified. They should:
 - Support shared ownership of the transport agenda across GM, informed by local priorities and driven by consensus.
 - Support an integrated approach to policy development to support the delivery of an integrated network.
 - Separate decision-making and policy development from oversight and scrutiny.
 - Strengthen decision-making, scrutiny and local involvement.
 - Be simplified and transparent.
 - Support enhanced member and public engagement.
 - Ensure delegation to officers to enable operational flexibility, as appropriate.

4. The Way Forward

- 4.1. In alignment with these principles, the proposal is:

- A new, smaller, and more strategically focussed 'Bee Network Committee' (BNC), which would lead transport decision-making at a regional level, taking greater ownership and responsibility for the GM integrated transport network.
- Strengthened local engagement by increasing opportunities for local councillors and members of the public to contribute to and influence transport policy and services in their area.
- Formal scrutiny of the Bee Network Committee being part of the work programme of the newly strengthened GM Overview & Scrutiny Committee.

4.2 Although the new committee itself would have greater delegated powers, no additional constituent council functions are to be transferred or delegated to the GMCA.

4.3 The GMCA would delegate additional functions that are already conferred on or delegated to it, to TfGM. Such functions would be of a day-to-day operational nature, for example, local bus information, consultation procedures, transport and road safety studies. This will require corresponding amendments to the GMCA constitution which will be included in the annual review of the constitution.

5. The Bee Network Committee (BNC)

5.1. As with the present GMTTC, the BNC would be structured as a joint committee, able to exercise decision-making powers and develop policy on behalf of the CA, the Mayor and constituent councils.

5.2. It is anticipated that the new committee would have no more than 15 members, as set out below:

- GM constituent councils appoint one member each to ten places (expected to be the transport portfolio holder – see below)
- GMCA appoints to one place
- The Mayor
- Additional members appointed by Mayor for political balance (up to a maximum committee size of 15).

5.3. The constituent councils would be expected to nominate their cabinet member with transport responsibility to the committee, or another councillor with decision-making responsibility where more appropriate

5.4. By bringing together executive members from across the city region, the BNC will be able to take a holistic and integrated view of transport in GM, and can better support and co-ordinate activity across district boundaries e.g. co-ordination of highways management.

5.5. Functions of the new committee could include:

- a) Decision-Making – Approving significant changes to transport network operations, and the draw down of funding to invest in transport infrastructure and operations.
- b) Performance Monitoring – Oversight of the performance and financial sustainability of the transport network, holding transport operators and TfGM to account.
- c) Policy Development – Developing transport policy to support the delivery of the Local Transport Plan (Greater Manchester 2040 Transport Strategy) and the Greater Manchester Strategy, within the parameters of the budgets set by GMCA.
- d) Local Coordination – Facilitating coordination between the Constituent Councils to support effective highways management and infrastructure delivery. . For example, oversight of the coordination of road works through the Greater Manchester Road Activity Permit Scheme (GMRAPS).

6.6 The GMCA would continue to approve:

- Transport Budgets
- The Local Transport Plan and any sub-strategies
- Metrolink and Bus Franchise contract awards
- TfGM Executive and Non-Executive Appointments

6.7 TfGM would make day-to-day operational decisions within agreed parameters and policies.

6.8 The TfGM Executive Board would retain responsibility for ensuring TfGM has or develops the organisational capabilities and culture to deliver the transport strategies, policies and interventions of the Transport Authority as directed by the Mayor, the GMCA, GM constituent councils and BNC.

6. Strengthened Member and Public Engagement

6.1 A key part of these new governance arrangements will be an increased number of opportunities for local councillors and members of the public to influence transport policy and services in their area and better hold TfGM and other agencies to account for the

operational performance of the network (e.g. around safety and personal security). These will include:

- Opportunities for local members to inform reviews of the transport network, including regular reviews of the franchised bus network, through direct engagement and consultation.
- Virtual and in-person drop-ins established for local members to raise issues/concerns directly with TfGM officers.
- Opportunities for local members to input via Transport Executive Members represented on Bee Network Committee.
- Opportunities for constituent councils to refer petitions regarding the transport network to the Bee Network Committee, providing they comply with the requirements of that constituent council's petitions scheme.

7. Clear Scrutiny Arrangements

7.1 As GM takes on new responsibilities and functions, it is important that scrutiny arrangements are appropriately strong. Under these proposals, the GMCA's single, integrated Overview & Scrutiny Committee will consider transport matters in one place, alongside other policy areas, allowing for integrated consideration of issues. This approach has been highlighted within the Government's recently published English Devolution Accountability Framework as an example of good practice.

7.2 The Overview & Scrutiny Committee will scrutinise the decisions of the BNC and will be able to call in Decisions as it feels appropriate. It may also initiate task and finish groups, which can provide greater opportunity to focus on a particular issue.

8. Implementation

8.1. The attached draft Terms of Reference (Appendix 2) set out the proposed functions of and delegations to the Bee Network Committee. Appendix 3 sets out a draft of the proposed Rules of Procedure.

8.2. If agreed by the GMCA and the Mayor, each GM constituent council will then need to agree to the establishment of the new Bee Network Committee, approve the proposed terms of reference and rules of procedure and appoint an appropriate representative and substitute to the committee.

8.3. On conclusion of this process, it would be the intention to hold the first meeting of the new Bee Network Committee in July 2023, prior to the first franchised bus services entering operation in September 2023.

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Appendix 1

Bee Network Committee – Joint Committee of the Mayor, the GMCA and the Constituent Councils pursuant to the Greater Manchester Combined Authority (Functions and Amendment) Order 2019 (the GM Transport Order)

1. The number of members of the Bee Network Committee shall not exceed 16.
2. Each Constituent Council shall appoint one of their elected members to be a member of Bee Network Committee.
3. Each of the Constituent Councils is expected to appoint their district's executive member with responsibility for transport to be a member of the Bee Network Committee.
4. Each Constituent Council shall appoint one of their elected members to act as substitute member of the Bee Network Committee in the absence of the member appointed in accordance with clause 3 above.
5. The GMCA will appoint one member of the GMCA to be a member of the Bee Network Committee.
6. The GMCA will appoint one member or substitute member of the GMCA to act as substitute member of the Bee Network Committee in the absence of the member appointed in accordance with clause 5 above.
7. The Mayor will be a member of the Bee Network Committee.
8. The Mayor will appoint, one member or one substitute member of the GMCA (insofar as is reasonably practicable) or (if not reasonably practicable) an elected member of one of the constituent councils to act as substitute member of the Bee Network Committee in the Mayor's absence.
9. The Mayor will appoint up to 4 additional members to the Bee Network Committee, from the elected members of the Constituent Councils. The appointments to the Bee Network Committee made by the Mayor under this clause 9 will be made so as to ensure that the members of the Bee Network Committee, taken as a whole, reflect as far as reasonably practicable the balance of political parties for the time being prevailing among the Constituent Councils when taken together. The appointments to the Bee Network Committee made by the Mayor under this clause 9 will reflect the wishes of the relevant political group as to the members to be appointed to any seat on the Bee Network Committee allocated to that political group.
10. The GMCA will appoint elected members of the Constituent Councils to act as substitute members of the Bee Network Committee in the absence of the members appointed in accordance with clause 9 above.

Bee Network Committee – Terms of Reference

1. Overview

- 1.1 As a joint committee of the ten Greater Manchester district councils ('the Constituent Councils'), the GMCA and the Mayor, the Bee Network Committee brings together the principal transport decision-makers in Greater Manchester, allowing a holistic, integrated view of transport to be taken.
- 1.2 The Bee Network Committee is responsible for overseeing delivery of Greater Manchester Local Transport Plan set by GMCA and within the transport budgets set by the GMCA.
- 1.3 The Committee leads transport decision-making at a city regional level, and is responsible for monitoring the performance of Greater Manchester's transport network, and the performance of Transport for Greater Manchester (TfGM), the local government body responsible for delivering Greater Manchester's transport strategy and commitments.
- 1.4 The Committee has an important role in developing transport policy, and advising and supporting the Constituent Councils, the GMCA and Mayor on specific transport issues.
- 1.5 The Committee also supports shared ownership of the transport agenda across the city region, informed by local priorities and driven by consensus. It facilitates an integrated approach to policy development to support the delivery of Greater Manchester's fully integrated transport system, the 'Bee Network', which will change the way people travel across the city region.
- 1.6 In summary, the four key roles for the Bee Network Committee are:
 - a) **Decision-Making** – Determining changes to transport network operations as set out in Part 2, and the draw down of funding to invest in transport infrastructure and operations.

- b) **Performance Monitoring** – Oversight of the performance and financial sustainability of the transport network, holding transport operators and TfGM to account.
- c) **Policy Development** – Developing transport policy to support the delivery of the Local Transport Plan and the Greater Manchester Strategy, within the parameters of the budgets set by GMCA.
- d) **Local Coordination** – Facilitating coordination between the Constituent Councils to support effective highways management and infrastructure delivery.

2. **Transport functions of the GMCA delegated or referred to the Bee Network Committee**

2.1 The following transport functions of the GMCA are delegated or (where indicated) referred for the making of recommendations, by the GMCA or, as the case may be, the Mayor to the Bee Network Committee, without prejudice to the GMCA's or, as the case may be, the Mayor's right to discharge such functions directly, and subject to the Bee Network Committee exercising these functions in accordance with any transport policies of the GMCA and the Mayor, the Local Transport Plan and the agreed transport budget and borrowing limits:

- a) Determining a programme of reviews to inform changes to the transport network;
- b) Determining any proposed changes to the transport network resulting from the programme of network reviews, subject to compliance with any statutory requirements. For example, the introduction of new routes, withdrawal of existing routes, or major changes to routes, frequencies or vehicle specifications;
- c) Receiving updates, where appropriate, on other operational changes to the transport network, such as: schedule changes to improve reliability, minor route changes, capacity changes, changes in response to emergency events and planned temporary changes;

- d) Determining the operation of subsidised bus services in Greater Manchester;
- e) Determining the operation of the GMCA's accessible transport provision pursuant to Sections 106(1) and 106(2) of the Transport Act 1985;
- f) Approving the draw down of capital funds to invest in transport infrastructure, services and operations in accordance with the budgets set and the capital programme/s approved by the GMCA;
- g) Monitoring the performance of Greater Manchester's transport network, including the parts of the network which are not within the control of the Mayor, the GMCA or local authorities such as rail services and the strategic highways network managed by National Highways;
- h) Monitoring delivery of the Local Transport Plan and other transport policies of the Mayor and the GMCA;
- i) Monitoring delivery of key transport programme including, but not limited to, the transport capital programme;
- j) Monitoring and overseeing the activities and performance of TfGM (and where appropriate recommending that the GMCA exercise the power pursuant to Section 15(6) of the Transport Act 1968 to give to TfGM such directions as appear to the Bee Network Committee to be appropriate to secure the observance of the rights of the GMCA);
- k) Ensuring that TfGM secures the provision of appropriate public passenger transport services pursuant to Section 9A(3) of the Transport Act 1968 and monitoring the operation and performance of these services and initiating appropriate action, including making recommendations to the GMCA and/or the Mayor;
- l) Ensuring that TfGM implements those actions delegated to it for promoting the economic, social and environmental well-being of Greater Manchester and its residents pursuant to Section 99 of the Local Transport Act 2008;

- m) Undertaking policy reviews and development, to support the delivery of the Local Transport Plan and the Greater Manchester Strategy, in accordance with any transport policies of the GMCA or Mayor, and the GMCA's agreed transport budget and borrowing limits;
- n) Reviewing fares, tariffs, charges and concessions functions and making recommendations to the GMCA, in accordance with any transport policies of the GMCA and the Mayor, the Local Transport Plan and the agreed transport budget and borrowing limits;
- o) Considering proposals by TfGM to promote or oppose any Bill in Parliament pursuant to Section 10(1)(xxix) of the Transport Act 1968 and making recommendations to the GMCA as to whether it should approve such proposals; and
- p) Promotion of Greater Manchester's transport and travel interests as set by the GMCA and the Mayor.

2.2 In respect of functions under section 39(2) and (3) of the Road Traffic Act 1988 ('the road safety function'), which may be exercised concurrently with Constituent Councils, the GMCA delegates to the Bee Network Committee responsibility for:

- a) Producing and developing policies in relation to the road safety function;
- b) Drawing up budgets in relation to the road safety function insofar as it is exercised by the TfGM. Determining the tasks to be carried out in relation to the road safety function by TfGM;
- c) Making recommendations to the GMCA and the Mayor in respect of the development of policies for the promotion and encouragement of safe transport to, from and within its area under s108 Transport Act 2000; and
- d) Monitoring and overseeing the activities and performance of TfGM, in respect of the road safety function.

3. Transport functions of the Constituent Councils delegated directly to the Bee Network Committee

3.1 The following transport related functions of the Constituent Councils are delegated directly to the Bee Network Committee subject to the Bee Network Committee exercising these functions in accordance with any policies of the GMCA (as local transport authority), the Local Transport Plan and the terms of the delegation from the Constituent Councils:

- a) Carrying out actions to facilitate the performance by local traffic authorities of their duty to manage their road traffic on their own roads and facilitating the same on other local authorities' roads pursuant to Sections 16 and 17 (except for sub-sections 17 (2) and (3)) of the Traffic Management Act 2004, including in particular –
 - i. establishing processes for identifying things (including future occurrences) which are causing or have the potential to cause road congestion or other disruption to the movement of traffic on the road network;
 - ii. determining specific policies and objectives in relation to strategic roads; and
 - iii. monitoring the effectiveness of traffic authorities in managing their road network.

3.2 The delegated functions referred to in paragraph 3.1 enable the Bee Network Committee to coordinate local authority transport responsibilities, where cross border cooperation is required.

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Bee Network Committee

Rules of Procedure

1. Interpretation, Suspension and Variation/Revocation of Rules of Procedure

- 1.1 These Rules shall apply to the Bee Network Committee.
- 1.2 The ruling of the Chair on the interpretation of these Rules in relation to all questions of order and matters arising in debate shall be final.
- 1.3 References in these Rules to the “Chair” mean the member of the Bee Network Committee for the time being presiding at the meeting of the Bee Network Committee. References in these Rules to the “Secretary” means the officer of the GMCA who is appointed to discharge the role of the Secretary to the Bee Network Committee.
- 1.4 * Except for those provisions which accord with the provisions of the Local Government Acts (and which are indicated with an asterisk *) any Rule may be suspended at a meeting of the Bee Network Committee with the consent of the majority of the whole number of members of the Bee Network Committee but not otherwise.
- 1.5 * These Rules (except for those Rules marked with asterisk*) may be varied or revoked by a decision of a two-thirds majority of the Bee Network Committee and any motion to vary or revoke any of these Rules shall, when proposed and seconded, stand adjourned without discussion to the next ordinary meeting of the Bee Network Committee which shall determine the matter having considered a report of the Secretary to the Bee Network Committee on the proposed variation or revocation.

2. Chair

2.1*The Chair of the Bee Network Committee will be appointed annually by the Mayor from among its members and shall, unless they resign, cease to be members of the Bee Network Committee or become disqualified, act until their successor becomes entitled to act as Chair.

2.2The appointment of the Chair, for recommendation to the Mayor shall be the first business transacted at the Annual Meeting of the Bee Network Committee.

2.3* On a vacancy arising in the office of Chair for whatever reason, the Bee Network Committee shall recommend an appointment to fill the vacancy at the next ordinary meeting of the Bee Network Committee held after the date on which the vacancy occurs, or, if that meeting is held within 14 days after that date, then not later than the next following meeting. The member appointed shall hold such office for the remainder of the year in which such vacancy occurred.

3. Meetings

3.1 The Annual Meeting of the Bee Network Committee shall be held in June
* or the month after local elections on a date and at a time determined by the Bee Network Committee.

3.2 Ordinary meetings of the Bee Network Committee for the transaction of
* general business shall be held on such dates and at such times as the Bee Network Committee shall determine.

3.3 An Extraordinary Meeting of the Bee Network Committee may be called
* at any time by the Chair.

4. Notice of Meetings

4.1 At least five clear days before a meeting of the Bee Network Committee:

- (a) notice of the time and place of the intended meeting shall be published by the Secretary and posted at Broadhurst House, Oxford Street, Manchester, M1 6EU; and
- (b) a summons to attend the meeting, specifying an agenda for the meeting, shall be sent by electronic email to the usual email address of each member of the Bee Network Committee, or any other email address notified to notified to the Secretary by a member of the Bee Network Committee.

4.2 Lack of service on a member of the Bee Network Committee of the
* summons shall not affect the validity of a meeting of the Bee Network Committee.

4.3 A member of the Bee Network Committee may require a particular item
* of business, including any motion, which is relevant to the powers of the Bee Network Committee, to be discussed at an ordinary meeting of the Bee Network Committee subject to at least eight clear days' notice of such intention being given to the Secretary in writing, signed by the member concerned and specifying the business to be discussed. The Secretary shall set out in the agenda for each meeting of the Bee Network Committee the items of business requested by members (if any) in the order in which they have been received, unless the member concerned has given prior written notice to the Secretary prior to the issue of the agenda for the meeting, for it to be withdrawn. If the member concerned is not present at the meeting when an item of which they have given notice comes up for discussion, this item shall, unless the Bee

Network Committee decides otherwise, be treated as withdrawn. A member shall not have more than one item of business, or motion, standing in their name to be discussed at any meeting of the Bee Network Committee.

4.4 No motion by way of notice to rescind any resolution which has been passed within the preceding six months, nor any motion by way of notice to the same effect as any motion which has been negated within the preceding six months, shall be in order, unless the notice thereof shall have been given in time for inclusion on the agenda for the meeting, in accordance with paragraph 4.3 above, and the notice shall have been signed by four other members in addition to the member who is to propose the motion.

4.5 * Except in the case of business required by these Rules to be transacted at a meeting of the Bee Network Committee, and other business brought before the meeting as a matter of urgency, and of which the Secretary shall have prior notice and which the Chair considers should be discussed at the meeting, no business shall be transacted at a meeting of the Bee Network Committee other than that specified in the agenda for the meeting.

5. Chair of Meeting

5.1 * At each meeting of the Bee Network Committee the Chair, if present, shall preside.

5.2 * If the Chair is absent from a meeting of the Bee Network Committee, the Secretary shall invite the members present to elect a member to preside for the duration of the meeting or until such time as the Chair joins the meeting.

5.3 Any power or function of the Chair in relation to the conduct of a meeting shall be exercised by the person presiding at the meeting.

6. Quorum

6.1 * No business shall be transacted at any meeting of the full Bee Network Committee unless at least 6 of the members are present).

6.2 If at the time for which a meeting is called, and for 15 minutes thereafter, a quorum is not present, then no meeting shall take place.

6.3 If during any meeting of the Bee Network Committee the Chair, after counting the number of members present, declares that there is not a quorum present, the meeting shall stand adjourned to a time fixed by the Chair. If there is no quorum and the Chair does not fix a time for the reconvened meeting, the meeting shall stand adjourned to the next ordinary meeting of the Bee Network Committee.

7. Order of Business

7.1 At every meeting of the Bee Network Committee the order of business shall be to select a person to preside if the Chair is absent and thereafter shall be in accordance with the order specified in the agenda for the meeting, except that such order may be varied -

- (a) by the Chair at his/her discretion, or
- (b) on a request agreed to by the Bee Network Committee

7.2 The Chair may bring before the Bee Network Committee at their discretion any matter that they consider appropriate to bring before the Bee Network Committee as a matter of urgency.

8. Rules of Debate

Motions

- 8.1 A Motion (or amendment) shall not be discussed unless it has been proposed and seconded. It shall, if required by the Chair, be put in writing and handed to the Chair, who shall determine whether it is in order before it is further discussed or put to the meeting.
- 8.2 A member when seconding a Motion or amendment may, if they then declare their intention to do so, reserve their speech until a later period of the debate. No member may, except at the discretion of the Chair, address the Bee Network Committee more than once on any Motion. The mover of the original Motion may reply but shall confine such reply to answering previous speakers and shall not introduce any new matter into the debate. After the reply the question shall be put forthwith.
- 8.3 A member when speaking shall address the Chair. If two or more members signify their desire to speak, the Chair shall call on one to speak: the other or others shall then remain silent. While a member is speaking no other member shall intervene unless to raise a point of order or by way of personal explanation.
- 8.4 A member shall direct his/her speech to the question under discussion or to a personal explanation or to a point of order. No speech shall exceed five minutes except by consent of the Chair.

Amendments to Motions

- 8.5 An amendment shall be relevant to the Motion and shall be:-

- (a) (i) to leave out words from the Motion
- (ii) to leave out words from, and insert or add others to, the Motion:
- (iii) to insert words in, or add words to, the Motion:

but such omission, insertion or addition of words shall not have the effect of negating the Motion before the Bee Network Committee.

8.6 Only one amendment may be moved and discussed at a time and no further amendment shall be moved until the amendment under discussion has been disposed of. The mover of an amendment shall read the same before speaking to it.

8.7 If an amendment is rejected, other amendments may be moved on the original Motion. If an amendment is carried, the Motion as amended shall take the place of the original Motion and shall become the substantive Motion upon which any further amendment may be moved, except any amendment which would be inconsistent with that already carried. The right of reply under paragraph 9.2 above shall not extend to the mover of an amendment which, having been carried, has become the substantive Motion. No member shall move more than one amendment on any Motion.

8.8 A member with the consent of the Bee Network Committee, signified without discussion:-

- (a) alter a Motion of which they have given notice
- (b) with the consent of their seconder alter a Motion which they have moved:

if in either case the alteration is one which could be made as an amendment thereto.

8.9A Motion or amendment may be withdrawn by the mover with the consent of the Bee Network Committee (which shall be signified without discussion) and no member may speak upon it after the mover has asked permission for its withdrawal, unless such permission has been refused.

8.10 When a Motion is under debate no other Motion shall be moved except the following:-

- (a) That the Motion be amended
- (b) That the Bee Network Committee proceed to the next business
- (c) That the question be put
- (d) That the debate be adjourned
- (e) That the meeting be adjourned
- (f) That the member named be warned
- (g) (By the Chair under paragraph 11.2 below) That the member named leave the meeting, or
- (h) That the press and public be excluded (in accordance with Section 100A of the Local Government Act, 1972)

8.11 A member who has not already spoken on the item under consideration may move without comment at the conclusion of a speech of another member “That the Bee Network Committee proceed to the next business”, “That the question be put”, “That the debate be adjourned” or “That this meeting of the Bee Network Committee be adjourned” and on the seconding of that Motion the Chair shall proceed as follows:

- (a) on a Motion to proceed to the next business, unless in their opinion the original Motion or amendment has been insufficiently discussed, they shall first give the mover of the original Motion a right of reply, and then put to the vote the Motion to proceed to the next business; if this latter

Motion is carried, the original Motion or amendment under discussion shall be deemed to be withdrawn

- (b) on a Motion that the question be put, unless in their opinion the Motion or amendment before the meeting has not been sufficiently discussed, they shall first put to the vote the Motion that the question be put and, if it is carried, they shall then give the mover of the original Motion their right of reply under paragraph 9.2 above, before putting the Motion or any amendment then under discussion to the vote
- (c) on a Motion to adjourn the debate, if, in the Chair's opinion, the Motion or amendment before the meeting has not been sufficiently discussed, and cannot reasonably be sufficiently discussed on that occasion, they shall put to the vote a Motion to adjourn the debate to the next meeting of the Bee Network Committee, or to a time stated, without giving the mover of the original Motion their right of reply on that occasion; if the adjournment Motion is carried, then, on the resumption of the debate, the Chair shall reintroduce the Motion or amendment before the meeting at the time the debate was adjourned, and the member who moved the adjournment of the debate shall be entitled to speak first
- (d) on a Motion to adjourn a meeting of the Bee Network Committee until a specified date and time, the Chair shall forthwith put such a Motion to the vote without giving any right of reply to the mover of any Motion under discussion and, if the Motion is carried, the remaining business of the day shall stand adjourned until the date and time stated in the Motion. On the resumption of the meeting of the Bee Network Committee the procedure in paragraph 9.11(c) above shall apply

8.12 No member may move any of the Motions in paragraph 9.11 above on more than one occasion at each meeting and, when such a Motion is not carried, a

second Motion of the like nature shall not be made within half an hour unless, in the opinion of the Chair, the circumstances of the question are materially altered.

Points of Order

- 8.13 A member may, with the permission of the Chair, raise a point of order or in personal explanation, and shall be entitled to be heard forthwith. A point of order shall relate only to an alleged breach of the Rules of Procedure or statutory provision and the member shall specify which part of the Rules of Procedure or statutory provision and the way in which they consider it has been broken. A personal explanation shall be confined to some material part of a former speech by the member which they consider to have been misunderstood in the present debate.
- 8.14 The ruling of the Chair on a point of order, or the admissibility of a personal explanation, shall not be open to discussion.
- 8.15 Whenever the Chair intervenes during a debate a member then speaking or offering to speak shall give way.

Motion to exclude the Press and Public

- 8.16 A Motion to exclude the press and public in accordance with Section 100A of the Local Government Act, 1972 may be moved, without notice, at any meeting of the Bee Network Committee during an item of business whenever it is likely that if members of the public were present during that item there would be disclosure to them of confidential or exempt information as defined in Section 100A of the Local Government Act 1972.

9. **Voting**

- 9.1 Whenever a vote is taken at meetings of the Bee Network Committee it shall be by a show of hands. On the requisition of any member of the Bee Network Committee, supported by four other members who signify their support by rising in their places, and before the vote is taken, the voting on any question shall be recorded so as to show whether each member present gave their vote for or against that question or abstained from voting.
- 9.2 * In the case of an equality of votes, the Chair shall have a second, or casting, vote.
- 9.3 *A member may demand that his/her vote be recorded in the Minutes of the meeting.

10. **Conduct of Members at meetings**

- 10.1 If at a meeting any member of the Bee Network Committee, misconducts him or herself by persistently disregarding the ruling of the Chair, or by behaving irregularly, improperly or offensively, or by wilfully obstructing the business of the Bee Network Committee, the Chair or any other member may move "That the member named be warned" and the Motion if seconded shall be put and determined without discussion.
- 10.2 If the member named continues such misconduct after a Motion under the foregoing paragraph has been carried, the Chair shall either:-
- (a) move "That the member named leave the meeting" (in which case the Motion shall be put and determined without seconding or discussion)
 - (b) adjourn the meeting of the Bee Network Committee for such period as they consider expedient

10.3 In the event of general disturbance, which in the opinion of the Chair, renders the due and orderly dispatch of business impossible the Chair, in addition to any other power vested in him or her may, without question put, adjourn the meeting of the Bee Network Committee for such period as he or she considers expedient.

11. Disturbance by Members of the Public

11.1 If a member of the public interrupts the proceedings at any meeting the Chair shall warn him or her. If they continue the interruption the Chair shall order his or her removal from the room. In the case of general disturbance in any part of the room open to the public the Chair shall order that part to be cleared.

12. Interests of Members

12.1 * A member must have regard to the Code of Conduct for Members of the local authority for which they are an elected member and their obligations in relation to the disclosures of, and possible withdrawal from a meeting, for reason of personal, prejudicial interests and disclosable pecuniary interests.

13. Publication of Reports

13.1 * Reports or other documents for the consideration of the Bee Network Committee shall be marked "Private & Confidential Not for Publication" only if the Secretary, as Proper Officer under Section 100B(2) of the Local Government Act 1972 determines that this should be done on one or more of the grounds specified in the Act.

13.2 A Member of the Bee Network Committee or a member of the public may request that an item of business containing exempt information should be taken in public and such a request should be dealt with by the meeting at

which the item is to be considered in private as the first item on the agenda. The procedure for dealing with such requests is set out in Rules 14 and 15 below.

13.3 * Copies of the agenda of meetings of the Bee Network Committee, including prints of reports or other documents to be submitted to the Bee Network Committee (other than reports or other documents marked “Not for Publication”) shall be furnished prior to the meeting to representatives of the press, radio and television and shall also be furnished at the meeting to members of the public attending such meetings. Such documents shall also be made available for public inspection, at least five clear days before any meeting, at Broadhurst House, Oxford Street, the Town Hall, Manchester, M1 6EU.

13.4 * Where an item or report has been added to an agenda, any revised agenda or additional report shall be available for public inspection as soon as the item or report has been added to the agenda, provided copies are also, at that time, available to members of the Bee Network Committee.

14. Access to Information Procedure Rules

14.1 Except as otherwise indicated, these rules apply to all meetings of the Bee Network Committee.

14.2 The Rules in Section 14 do not affect any more specific rights to information contained elsewhere in these Rules of Procedure or the law.

14.3 The Bee Network Committee will supply copies of:

(a) any agenda and reports that are open to public inspection

- (b) any further statements or particulars, if any, as are necessary to indicate the nature of the items in the agenda
- (c) if the Secretary thinks fit, copies of any other documents supplied to members in connection with an item
- (d) to any person on payment of a charge for postage and any other costs.

14.4 The Bee Network Committee will make available copies of the following for six years after a meeting:

- (a) the minutes of the meeting, excluding any part of the minutes of proceedings when the meeting was not open to the public or which disclose exempt or confidential information
- (b) a summary of any proceedings not open to the public where the minutes open to inspection would not provide a reasonably fair and coherent record;
- (c) the agenda for the meeting
- (d) reports relating to items when the meeting was open to the public

14.5 The relevant Chief Officer will set out in every report a list of those documents (called background papers) relating to the subject matter of the report that in his/her opinion:

- (a) disclose any facts or matters on which the report or an important part of the report is based
- (b) which have been relied on to a material extent in preparing the report but does not include published works or those which disclose exempt or confidential information

15. Admission of the Public

15.1 *All meetings of the Bee Network Committee shall be open to the public (including the press) except to the extent that they are excluded whether during the whole or part of the proceedings either:

- a. In accordance with Section 100A(2) of the Local Government Act 1972;
or
- b. By resolution passed to exclude the public on the grounds that it is likely, in view of the nature of the proceedings, that if members of the public were present there would be disclosure to them of exempt information as defined in Section 100I of the Local Government Act 1972. Any such Resolution shall identify the proceedings or the part of the proceedings to which it applies and state the description, in terms of Schedule 12A to the Local Government Act 1972 of the exempt information giving rise to the exclusion of the public.

15.2 Exclusion of access by the public to meetings

(a) Confidential information – requirement to exclude public

15.2.1 The public must be excluded from meetings whenever it is likely in view of the nature of the business to be transacted or the nature of the proceedings that confidential information would be disclosed.

15.2.2 Where the meeting will determine any person's civil rights or obligations, or adversely affect their possessions, Article 6 of the Human Rights Act establishes a presumption that the meeting will be held in public unless a private hearing is necessary for one of the reasons stated in Article 6.

(b) Meaning of confidential information

15.3 Confidential information means information given to the Bee Network Committee by a Government department on terms that forbid its public disclosure or information that cannot be publicly disclosed by reason of a Court Order or any enactment.

(c) Meaning of exempt information

15.4 Exempt information means information falling within the following categories (subject to any qualifications):

- (i) information relating to any individual
- (ii) information which is likely to reveal the identity of any individual
- (iii) information relating to the financial or business affairs of any particular person (including the authority holding that information)
- (iv) information relating to any consultations or negotiations, or contemplated consultations or negotiations in connection with any labour relations matter arising between the Bee Network Committee or a Minister of the Crown and employees of, or office holders under, the Bee Network Committee
- (v) information in respect of which a claim to legal professional privilege could be maintained in legal proceedings
- (vi) information which reveals that the Bee Network Committee proposes a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; or b) to make an order or direction under any enactment
- (vii) information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime

In each case, information is exempt information if and so long, as in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

(d) Exclusion of Access by the public to reports

- 15.5 If the Secretary thinks fit, the Bee Network Committee may exclude access by the public to reports which in his/her opinion relate to items during which the meeting is likely not to be open to the public. Such reports will be marked "Not for Publication" together with the category of information likely to be disclosed.

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Greater Manchester Combined Authority

Date: 26 May 2023

Subject: GMCA Overview & Scrutiny Committee Task and Finish Report on
Integrated Water Management

Report of: Councillor Mandie Shilton-Godwin, Chair of the Task and Finish Group and
Councillor John Walsh, Chair of the GMCA Overview & Scrutiny Committee

Purpose of Report

To inform the Combined Authority of the recent task and finish exercise undertaken by the GMCA Overview & Scrutiny Committee in relation to Integrated Water Management, its key recommendations and next steps.

Recommendations:

The GMCA is requested to:

1. Endorse the recommendations within the report.
2. Seek opportunities where the GMCA can support the delivery of the recommendations, specifically -
 - a. To continue to lobby for adequate national resources to support effective water management across GM (Recommendation 4),
 - b. To request that Government seeks guidance from GM Local Authorities as to how best to review current planning policy to ensure that integrated water management is a predominant consideration for all new planning developments (Recommendation 6) and
 - c. To request that DLUHC (Department of Levelling Up, Housing and Communities) implement Schedule 3 of the Flood and Water Management Act 2010 in line with the outcome of the consultation to ensure effective delivery with an appropriate level of central government funding provided to enable the work to be resourced at a regional level (Recommendation 6).

3. Note that this report will now be shared with GM Local Authority Councillors, Planning Committees, Scrutiny Committees and MPs for their information and appropriate action.
4. Note that at the following meeting the GMCA will receive the GM Integrated Water Management Plan which will also pick up a number of the recommendations in the report.

Contact Officers

Nicola Ward, Statutory Scrutiny Officer, GMCA Nicola.ward@greatermanchester-ca.gov.uk

Number of attachments to the report: 1

1. Background

Flooding is an issue that many of our communities in Greater Manchester face, and therefore members of the GMCA Overview & Scrutiny Committee selected it as an area for more detailed scrutiny through a task and finish exercise.

However, it soon became apparent that flooding was just one outcome of poor integrated water management and therefore it should not be looked at in isolation. The review highlighted that the scale of the issue is immense and with precipitation levels expected to rise significantly over the next 25 years, action is needed now to minimise further impact to local residents and businesses. Solutions need to be innovative, sustainable and predominately nature-based with the supporting planning regulations and guidelines to offer the best chance in mitigating the future effects of flooding and drought.

Over a six-month period, a group of seven elected members met with expert witnesses in order to seek information to inform their review. Appended is their final report and a small number of tangible recommendations as extracted below.

2. Recommendations

Recommendation One – Increase awareness

Use the roundtable discussions with the GM Mayor and other key partners to highlight the scale of the problem ahead publicising the projected scale of increased rainfall on Greater Manchester and the impact it will have on residents and communities if no action is taken.

Share this report with Local Scrutiny Committees to ensure they are aware of its findings and can make recommendations to their Local Authority as appropriate.

Agree how GMCA Overview & Scrutiny will monitor the implementation of the recommendations of this review in future.

Recommendation Two – A clear co-owned plan

Co-create a GM Integrated Water Management Plan with all responsible partner agencies, establishing a set of shared objectives, agreed outcomes against metrics, with clear lines of responsibility and accountability.

Recommendation Three – Strong governance framework

Ensure that there are clear lines of accountability at GM level through an improved governance framework that actively engages with the relevant GMCA Portfolio Leads and ultimately reports to the GMCA.

Create a specific thematic board to oversee integrated water management, recognising its significance, building on from round table discussions and creating a mechanism to ensure that the objectives of the Integrated Water Management Plan are delivered.

Recommendation Four – Effective use of knowledge, skills and resources

Continue to lobby for adequate additional national resources to support Local Authorities to manage and mitigate the issues arising as a result of a poor legacy of integrated water management and to develop and strengthen the resources available at GM level to offer Local Authorities support, additional specialised advice and guidance and provide capacity for better collaboration to enable the effective delivery of projects.

Recommendation Five – Ensuring social justice is at the heart of action

Ensure that the co-owned strategy provides clear guidance to all partner organisations that all GM schemes must be viewed through the lens of social justice.

Recommendation Six – Influencing planning laws and guidance

Request that DLUHC seeks guidance from GM Local Authorities as to how best to review current planning policy to ensure that integrated water management is a predominant consideration for all new planning developments.

Request that DLUHC implement Schedule 3 of the Flood and Water Management Act 2010 in line with the outcome of the consultation to ensure effective delivery with an appropriate level of central government resource devolved.

Recommendation Seven– Improving advice and information

Provide briefings, supported by a portal of information for all GM councillors, MPs, Council Leaders, portfolio holders, and planning committees.

Raise citizen awareness of the situation, and the role that everyone can play to manage water, by launching a calendar of campaign messages as part of the Integrated Water Management Plan.

Recommendation Eight – Effective measures

Introduce more effective ways of measuring the impact of improved integrated water management with a focus on wider benefits such as carbon sequestration or improved biodiversity over the number of homes at risk of flooding.

Develop mechanisms by which these and others can be used as a more appropriate metric to measure progress towards the successful delivery of the Greater Manchester Strategy.

Recommendation Nine – Learn from others

Seeking the experience of other areas of the UK will expand the awareness of good practice and collaboration in Greater Manchester. Developing relationships with Greater London Authority (and other highlighted examples) in order to share best practice, innovation and common messaging is recommended.

Recommendation Ten – Further areas for scrutiny review

Consider how the issue of water quality objectives from the North West River Basin Management Plan are integrated into future work plans for the GMCA Overview and Scrutiny Committee.

Integrated Water Management

An investigation into the wider determinants of effective integrated water management in Greater Manchester.



Greater Manchester Combined Authority Overview & Scrutiny Committee
February 2023

Chairs foreword, thanks and acknowledgements and timeline of the review

Chairs Foreword

One of the key recommendations contained within the Independent Review of the GMCA scrutiny function was to use Task and Finish Groups to undertake more in-depth investigations, for which under the previous arrangements, there was insufficient capacity. This is the first review to be undertaken under these new governance arrangements.

The topic of 'flood risk' was initially chosen as a subject considered by most members of the committee to be amongst those that most concerned them.

We became aware at the outset that localised flooding was the product of the much wider issue of integrated water management (IWM) and so began to take a broader approach to the review.

The general misconception that flood risk was largely attributable to riverbank bursts immediately emerged, as the group learned of the more significant risk relating to surface water flooding across Greater Manchester.

It was also apparent that the issue of water management was not the responsibility of one single person or agency, creating a complex governance and accountability situation.

With floods already predicted for early 2023, we determined that it was important that this review should highlight the current challenges, barriers, manageable causes and impacts in relation to integrated water management for immediate action.

We were also made aware of the very significant challenges associated with addressing water quality pressures particularly in the urban area and how this

impacts the environment. Unfortunately, time did not allow for significant exploration of this matter, but it is critical and needs to remain high on the agenda.

This review does not attempt to provide a detailed subject briefing but brings together all the evidence and information we have gathered throughout its duration which have shaped our recommendations as outlined in section 1.

Those of us who have heard this evidence over the last few months are determined to bring it to the attention of the GMCA, our Local Authorities, and to the wider public, recognising that all have a role to play in addressing improved integrated water management.

We know that the climate emergency is with us now. Increased flooding is one of the ways that it will affect our future lives and those of our children here in Greater Manchester, by acting now, there is much that we can do to address this. We urge that our recommendations are brought to the attention of all those with the power to act on them so that we can improve the lives of all our citizens, not just those at greatest risk.

Members of the Task and Finish Group

Cllr Mandie Shilton Godwin, Manchester	Chair
Cllr Colin McLaren, Oldham	
Cllr Tom Besford, Rochdale	
Cllr John Leech, Manchester	
Cllr Mike Hurleston, Stockport	
Cllr Jill Axford, Trafford	
Cllr Joanne Marshall, Wigan	

Acknowledgements

Members of the group would like to extend their thanks to those who contributed to this review, including –

- David Hodcroft, Infrastructure Lead, GMCA
- Jill Holden, Greater Manchester Flood and Water Management Programme Manager, GMCA
- Councillor Alan Quinn, Greater Manchester representative on the Regional Flood and Coastal Committee
- Helen Telfer, Growth and Infrastructure Advisor, Environment Agency
- Dee Grahamslaw, Place Based Planning Pilot Lead, United Utilities
- Andrew Leysens, Planning Manager, United Utilities
- Robert Woods, Principal Engineer, Bolton Council
- Andy Southgate, Group Engineer, Bury MBC
- Richard Thomas, Flood Risk and Highway Development Control Manager, Manchester City Council
- Laura Peacock, Flood Risk Engineer, Manchester City Council
- Talha Esmail, Flood Risk Engineer, Manchester City Council
- Gareth Owen, Lead Local Flood Authority Senior Engineer, Trafford Council
- Laura Morrison, Flood Risk Engineer, Wigan Council
- Andrew Vincent, Environmental Services Manager, Tameside MBC
- Ben Scott, Area Flood Risk Manager, Environment Agency
- Sam Evans, Head of Natural Environment Strategy & Policy, GMCA
- Johnny Phillips, Surface Water Strategy Manager, United Utilities
- Nicola Ward, Statutory Scrutiny Officer, GMCA

Review timeline

The review was structured over a series of meetings between October 2022 and February 2023 as set out below –

17 October 2022	Initial scoping session
23 November 2022	Meeting with representative from the NW Regional Flood and Coastal Committee
14 December 2022	Meeting with representative from the Environment Agency

6 January 2023	Meeting with representative from United Utilities
16 January 2023	Meeting with Local Authority leads
8 February 2023	Draft report to GMCA Overview & Scrutiny Committee
8 February 2023	Meeting to explore further the potential of nature-based solutions
22 March 2023	Final report to GMCA Overview & Scrutiny Committee

1. Executive summary and recommendations

- 1.1 Most of Greater Manchester sits in a bowl surrounded by the Pennines to the North and the Peak District to the East. It is subject to run off from this higher ground in addition to rain that falls within the conurbation. It also consists of a complex hydrological network that connects the ten local authorities and intersects four river catchments; Irwell, Upper and Lower Mersey and Douglas which cross administrative boundaries incorporating parts of Lancashire, Derbyshire and Cheshire.
- 1.2 The Irwell and Mersey catchments account for 78% of the total GM catchment area and Glaze Brook, the River Bollin, Sinderland Brook and the River Douglas make up the remainder of the fluvial catchments. All catchments within the sub-region, apart from the River Douglas, drain into the Manchester Ship Canal.
- 1.3 Future climate change projections evidence a potential precipitation rise of 59% by 2050¹ even if we are able to meet our carbon reduction targets, with the Northwest projected to have the highest percentage increase in rainfall in the country. Winters will be wetter and summers drier. Rainfall will be more intense.
- 1.4 Flooding can come from many sources including rivers, 'fluvial', or surface water, sewers and ground water; 'pluvial'. Flooding is one of the greatest risks identified on the Greater Manchester Community Risk Register.

¹ [Future-Flooding-Main-Report-Sayers-1.pdf \(ukclimaterisk.org\)](#)

- 1.5 In Greater Manchester, there are 63,478 properties at risk from river flooding. However, there are also currently 162,979 properties at risk from surface water flooding². Surface water is the greater and more complex risk and, in some areas of GM is this risk that increases the most significantly due to increased rainfall levels and at a greater intensity.
- 1.6 Historically the drainage system in the UK was designed for less intensive rainfall and to convey water quickly from the urban development via the drainage system into the main rivers. It is already clear that current drainage and flood management infrastructure is struggling to cope with increasing weather volatility in Greater Manchester even now, let alone that predicted for the future.
- 1.7 To address the shortcomings of our legacy drainage systems would require significant investment and significant land capacity. United Utilities have estimated that using conventional water storage solutions would require a modelled volume equivalent to 35 Beetham Towers to ensure that all the predicted rainfall between now and 2050 could be managed in compliance with the Environment Act.
- 1.8 Ensuring new buildings and developments incorporate integrated water management into their initial design phase is one of the most effective approaches to managing Greater Manchester future flood risk. Conventional and hard engineered water storage options, which are traditionally below ground would require significant disruption, land, cost and carbon. Above ground Sustainable Drainage Systems and nature-based solutions will provide multifunctional benefits including carbon sequestration and biodiversity net gain. As increased levels of rain are now unavoidable and climate risks increase, more sustainable options must be used.
- 1.9 Research from the University of Manchester has shown that green and blue spaces currently make up half of the city region³. Every year the natural

² [Economic Development \(greatermanchester-ca.gov.uk\)](https://www.greatermanchester-ca.gov.uk/economic-development)

³ [Measuring Greater Manchester's Green and Blue Spaces: Creating an Urban Green Infrastructure Baseline - GM Green City](#)

environment in GM reduces the financial risk of flooding by £6m. Deploying nature-based solutions ⁴ at scale will be our strongest defence against the impact of increased levels of water in the future. However, these can not deliver the required outcomes in isolation and there needs investment at significant scale, alongside other solutions.

- 1.10 The climate is already changing, and we have a responsibility to act. We urgently need to rapidly scale up and deploy every tool that we can to mitigate the risks for our children and grandchildren from flood and drought brought about by the human-induced heating of the planet.

Recommendations

Recommendation One – Increase awareness

Use the roundtable discussions with the GM Mayor and other key partners to highlight the scale of the problem ahead publicising the projected scale of increased rainfall on Greater Manchester and the impact it will have on residents and communities if no action is taken.

Share this report with Local Scrutiny Committees to ensure they are aware of its findings and can make recommendations to their Local Authority as appropriate.

Agree how GMCA Overview & Scrutiny will monitor the implementation of the recommendations of this review in future.

Recommendation Two – A clear co-owned plan

Co-create a GM Integrated Water Management Plan with all responsible partner agencies, establishing a set of shared objectives, agreed outcomes against metrics, with clear lines of responsibility and accountability.

Recommendation Three – Strong governance framework

⁴ [Nature-based solutions: using the power of nature | IUCN NL](#)

Ensure that there are clear lines of accountability at GM level through an improved governance framework that actively engages with the relevant GMCA Portfolio Leads and ultimately reports to the GMCA.

Create a specific thematic board to oversee integrated water management, recognising its significance, building on from round table discussions and creating a mechanism to ensure that the objectives of the Integrated Water Management Plan are delivered.

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Develop mechanisms by which these and others can be used as a more appropriate metric to measure progress towards the successful delivery of the Greater Manchester Strategy.

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Seeking the experience of other areas of the UK will expand the awareness of good practice and collaboration in Greater Manchester. Developing relationships with Greater London Authority (and other highlighted examples) in order to share best practice, innovation and common messaging is recommended.

Recommendation Ten – Further areas for scrutiny review

Consider how the issue of water quality objectives from the North West River Basin Management Plan are integrated into future work plans for the GMCA Overview and Scrutiny Committee.

2. Introduction, purpose and scope of the review

- 2.1 The issue of flood management was raised by a number of members of the GMCA Overview & Scrutiny Committee as an area of concern across the city region and for many residents. It was considered that the most efficient way to scrutinise the current landscape surrounding this issue would be through a task and finish exercise.

Objective one – to investigate the effectiveness of integrated water management across Greater Manchester, including organisational responsibilities, current governance, funding and resourcing arrangements.

Objective two – to consider the effectiveness of the current Memorandum of Understanding between the GMCA, United Utilities and the Environment Agency and determine where there are any areas that should be strengthened through Greater Manchester's forthcoming Integrated Water Management Plan.

3. Context

Climate Emergency

- 3.1 On Friday 26 July 2019 the GMCA declared a climate emergency alongside the creation of a Five-Year Environment Plan⁵ to address climate change risks across GM.
- 3.2 Assuring population resilience in the face of the climate crisis is recognised as a key role for the GMCA, and the role of water management a significant challenge to achieving population resilience. Water supply will come under increasing pressure from periods of dry weather. The risk of flooding is also increasing significantly, impacting communities, infrastructure and pollution.
- 3.3 The fundamental issue is that the planet is warming. This results in higher levels of rainfall and more frequent flash flooding, amongst other outcomes, which some of the existing flood defences, such as those around the river Irwell, cannot withstand. 12% of flood defences in GM currently require improvements. There is insufficient funding to strengthen the resilience of existing assets, build new defences and address the growing risk from surface water.
- 3.4 This was evidenced⁶ in Radcliffe on Boxing Day in 2015 when over 2250 properties and £11.5m of critical infrastructure in GM were damaged by flooding caused by storm Eva and river heights rose to the highest seen for 80 years. Significant rainfall and increased surface water and river levels have become a more regular occurrence. In January 2022 over 300 properties in Didsbury were 20mm off being flooded following storm Franklin.
- 3.5 Although our region is wetter than some other parts of the UK, droughts and other extreme events are a natural feature of the region's climate. United Utilities

⁵ [Five-Year Environment Plan - Greater Manchester Combined Authority \(greatermanchester-ca.gov.uk\)](https://www.greatermanchester-ca.gov.uk)

⁶ [Boxing Day floods 2015: six years on from when Storm Eva battered the boroughs of Greater Manchester | ManchesterWorld](#)

Drought Plan⁷ cites the measures by which the risk of drought is mitigated and states that there is enough water in the Northwest to meet demand up until 2045 and beyond unless there is a significant change to the plan. Although there had been reports⁸ of low reservoir levels during 2022, the current risk level of a Drought Permit, whereby the Environment Agency gives permission to UU to take an increased level of water from specific sources, remained at 2.5%, which equates to one in 40 years.

The Greater Manchester Strategy (GMS)

- 3.6 How we manage water is already of key importance to achieving a fairer, more prosperous and greener city region.
- 3.7 The Greater Manchester Strategy⁹ provides a vision of “a place where everyone can live a good life, growing up, getting on and growing old in a greener, fairer, more prosperous city region.”
- 3.8 It is now unavoidable that climate change will bring about more extreme and unpredictable weather patterns increasing risk of flood, heat and drought.
- 3.9 The Greater Manchester Strategy refers to the Greater Manchester resilience Strategy, stating: “We will use our Resilience Strategy to build the capacity of individuals, communities, institutions, businesses and systems within a city to survive, adapt and grow no matter what kinds of chronic stresses and acute shocks they experience”. In the Strategy, progress towards mitigating flood risk is measured by the number of properties at risk of flooding.
- 3.10 The data which contributes to this GMS performance measure of ‘number of properties at risk of flooding’ focuses on both river and surface water flooding –

⁷ https://www.unitedutilities.com/globalassets/z_corporate-site/about-us-pdfs/final-drought-plan-2022/drought-plan-2022-customer-summary---english-v5.pdf

⁸ [Greater Manchester reservoir is 'lowest ever seen' as drought declared in eight areas of England - Manchester Evening News](#)

⁹ [Greater Manchester Strategy - Greater Manchester Combined Authority \(greatermanchester-ca.gov.uk\)](https://www.greatermanchester-ca.gov.uk)

the GM Flood Risk Investment Programme is aiming to reduce the risk of both across the city region. Evidence¹⁰ suggests that properties in more deprived communities are less resilient: at greater risk from extreme weather events and most vulnerable to shocks and stresses. This data does not capture flood risk to infrastructure, or risk from sewer flooding or reservoirs.

3.11 The GMS Progress Report (July 2022) stated that “Resilience and Adaptation work is underway to support this agenda, however the progress report has found further, and faster activity is needed in this area.”

3.12 Progressive policy commitments include –

- Taking an integrated catchment-based approach to managing flood risk.
- Expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible.
- Working with natural processes and adopting a natural flood management approach to slow the speed of water drainage and intercept water pollutants.
- Securing the remediation of contaminated land and the careful design of developments to minimise the potential for urban diffuse pollution to affect the water environment.
- Conserving water and maximising water efficiency in new development.
- Ensuring Net Zero carbon development by 2028.
- Achieving 10% ‘Net Gain’ in biodiversity.

Greener GM

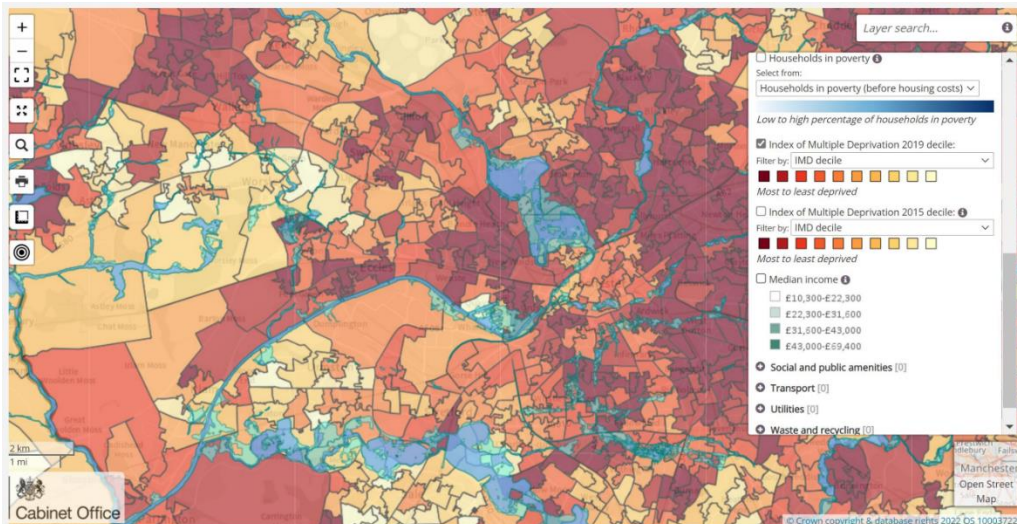
3.13 Pressures on water resources are increasing due to urbanisation, population growth, increased living standards, growing competition for water and pollution, all aggravated by climate change. Water is pumped around the network in GM requiring a significant amount of energy and generating energy, and where this is not green energy, carbon.

¹⁰ [Heading 1 \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

3.14 To create a region more resistant to climate change will take more than one intervention e.g., flood risk management, biodiversity net gain and carbon reduction. Conventional approaches to water management infrastructure known as ‘grey’ solutions, such as dams, drains and sewers, were built to supply water to the population then remove it as efficiently as possible. It is now appreciated that this approach has serious limitations and that there are real benefits to using alternative approaches through working with nature. ‘Green’ solutions range from restored ecosystems mitigating flood risk, to trees in urban areas improving water absorption. These approaches in themselves also have the benefit of supporting carbon sequestration.

Fairer GM

3.15 As the map below illustrates, many of Greater Manchester’s least affluent communities already live in areas at higher risk of flooding. It is imperative that impact on equalities is a central consideration when mitigation programmes are developed and prioritised, not least as these communities often have less access to personal resources to recover their position.



3.16 If more deprived communities are less resilient: at greater risk from extreme weather events and most vulnerable to shocks and stresses, its vital that these areas are prioritised for investment of integrated water management solutions,

however reducing the risk of flooding is just one outcome of such interventions as there are many health, environmental, well-being and social benefits.

3.17 The most vulnerable are more likely to be disproportionately affected by high CO2 emissions. Carefully planned place management can not only provide solutions for improving water management and air quality but provide natural habitats and access to green spaces for people, enhancing the social capital of a community.

More Prosperous GM

3.18 The economic losses from the winter 2019/20 flooding across the country were estimated to be about £333m¹¹.

3.19 In urban centres, natural watercourses have a significant role for generating and sustaining economic growth as well as providing a unique opportunity to contribute to the quality of the local natural environment. They also provide critical ecosystem services in reducing the urban heat island effect and mitigating air pollution, particularly when enhanced by the planting of appropriate species.

3.20 The natural capital approach values nature as an asset, or a set of assets, which benefit people. Life depends on water. Having plentiful supplies of water for our people and our economy, ensuring the quality of water for wildlife and recreational use, and managing flood risk all underpin the wider objectives outlined in the Greater Manchester Strategy. However, benefits are difficult to calculate and quantify in direct comparison to traditional 'grey' infrastructure solutions as outputs are very situation-specific dependent upon the intervention, situation, location, surroundings, soil type etc. The government published guidance (2021) on [Enabling a Natural Capital Approach \(ENCA\)](#) for policy and decision makers to help them consider the value of a natural capital approach. The guidance is supplementary guidance to HM Treasury Green Book.

¹¹ [Counting the cost of flooding - GOV.UK \(www.gov.uk\)](#)

3.21 Modelling has been able to illustrate that the baseline natural capital accounts for Greater Manchester¹² show that current natural assets provide £1bn in annual benefits from the ecosystem provided.

3.22 In relation to jobs and skills, the sector also provides an opportunity for significant skills growth as there is a high demand for specialist integrated water management knowledge both in the public and private sector. In improving the skills offer in Greater Manchester there is the potential to increase the talent pool available and ensure that it ultimately contributes to economic growth.

4. Key issues

Current roles and responsibilities

- 4.1 Roles and responsibilities for the water environment are complex.
- United Utilities provide potable water and treat wastewater and is a significant landowner in the North West.
 - The Government provides policy direction to Ofwat through statutory regulation.
 - The Department for Environment, Food and Rural Affairs (Defra) is the policy lead for flood and coastal erosion risk management in England.
 - The Department for Levelling Up Housing and Communities provides funding to the Lead Local Flood Authorities and sets policy for planning and regeneration.
 - Local Authorities are responsible for new development, managing local flood risk i.e., surface water, ground water and ordinary watercourses and highways drainage and they have a legal duty in exercising their functions, to have regard to River Basin Management Plans which contain the main issues for the water environment and the actions needed to tackle them.
 - The Environment Agency have strategic overview of all sources of flooding (as defined in the Flood and Water Management Act 2010), responsibility for

¹² [MergedFile \(gmgreencity.com\)](https://www.gmgreencity.com)

risk management activities on main rivers and reservoir safety as well as being the responsible body for producing River Basin Management Plans.

- There are catchment partnership groups delivering a more integrated and inclusive approach to managing the water environment at the catchment scale, working with charities, NGOs, public and private sector organisations that contribute to River Basin Management Plan objectives.
- Public and private landowners and infrastructure providers are instrumental in unlocking areas that can facilitate nature-based solutions. Landowners are responsible for maintaining the assets on their land and may not choose to do this.
- Homes, individuals and businesses create demand on the water environment from both a water abstraction and also impact water quality from their actions, such as creating litter, and disposing of pharmaceuticals, contaminants, either voluntarily or involuntarily.

4.2 There are no clear lines of accountability within GMCA governance in relation to integrated water management in GM. Work on the agenda crosses three portfolios at GM level, and also many portfolios at individual Local Authority level. There are a wide range of projects delivering on the ground, but there is no clarity to shared objectives or effective partnership arrangements, therefore there still remains a lack of integration across the Environment Agency, United Utilities, Local Highways Authorities, Local Planning Authorities, Lead Local Flood Authorities and Local Resilience Forums.

4.3 There are three Greater Manchester representatives on the North West Regional Flood and Coastal Committee. They are able to vote on the local levy, which provides an invaluable resource to help fund local priorities. It has already provided large contributions to major schemes, including Radcliffe and Redvales, and Rochdale and Littleborough.

4.4 Unlike many other public finances, local levy balances can be carried forward across financial years and earmarked for use in future years, providing flexibility to respond to evolving needs and programme changes, however further devolved

powers and responsibilities could enable them to prioritise funding and resources to the right places.

- 4.5 The North West Flood Risk Management Plan has recently been published, which is a requirement of the Flood Risk Regulations (2009). These are published every six years and are reviewed by Local Authorities. They contain national measures and special measures for identified flood risk areas. In GM only Ashton Under Lyne in Tameside is recognised by these criteria.
- 4.6 Policy direction is set nationally by different Government departments with guidance and detailed directions provided by government regulators such as Ofwat. Recently the Government published their Environment Improvement Plan that attempts to streamline national plans and offer further opportunities for devolved funding. It also references new surface water models the creation of Sustainable Approval Bodies (SaBs), and guidance on 'water positive' or 'net zero water' developments and roles for developers and water companies, however at the time of the review there was no clear indication as to how this would be delivered on the ground.
- 4.7 Each GM Local Authority is responsible for and has produced its own Flood Risk Management Strategy, but most have been done in isolation. Local Authority funding is not ringfenced to integrated water management which provides a further challenge for programme delivery. Grant Aid requires the ability to provide match funding to secure drawdown.
- 4.8 At local level, capacity is highly limited and constrained. In relation to flooding incidents, support is also outsourced in some instances.
- 4.9 Each investment programme for the GMCA, United Utilities (UU) and the EA run against different programme cycles and as a result are difficult to align. There have been a number of further identified opportunities for the potential alignment of programmes, but these are often restrained by current funding frameworks.

4.10 For example, the Flood and Coastal Erosion Risk Management (FCERM) six-year capital programme where capital investment is prioritised to the most economically deprived communities. Their current programme has an associated cost of £142m but requires £40m match funding which is often challenging to source. The Environment Agency also report that there is also circa £3m annual maintenance costs for infrastructure repairs to EA assets.

4.11 The GMCA agreed in September 2021¹³ to enter a Memorandum of Understanding with UU and the EA to strengthen partnership working in recognition that:

- Geographical boundaries did not fit and there was no place for water management to be brought together at a political or strategic/regional level.
- There were overlapping responsibilities and a lack of sufficient clarity regarding is decisions-making powers and responsibilities.
- Siloed policy and objectives were driving siloed decision-making via siloed planning and funding mechanisms, with insufficient time spent locating issues within a broader context and enabling the most effective and efficient measures funding to be identified and deployed.
- Lack of long-term strategic policy direction, with often short- term policy objectives and funding uncertainty, mean that we are in a stop-start competitive bidding processes, attempting to make funding bids meet govt criteria which may or may not be appropriate, and we lack the certainty to make and deliver long-term plans. There remains the challenge of multiple funding pots with different rules being applied by different departments that don't align.
- There were a plethora of activity and projects working across different elements of water management with different ways of working resulting in duplication of effort and inefficiencies and that at a time of such scarce resources, we can ill afford duplication of resources.

¹³ [GMCA agrees Environment Agency and United Utilities partnership to manage water differently - Greater Manchester Combined Authority \(greatermanchester-ca.gov.uk\)](https://www.greatermanchester-ca.gov.uk/news/gmca-agrees-environment-agency-and-united-utilities-partnership-to-manage-water-differently)

- 4.12 There was a consensus that the MOU would allow a number of different strategies to be brought together in order to deliver integrated water management more strategically and there would be greater efficiencies through collaboration.
- 4.13 Following the introduction of the MOU, both UU and the EA have allocated additional resources to support its integration and provide further focus on integrated water management across GM. Regular tri-lateral meetings take place with the GMCA to identify strategic issues and monitor the delivery of agreed actions.
- 4.14 The partnership through the MOU has also enabled joint sessions with Government departments to be held in order to influence change and provided a source of support across projects and funding bids. Greater Manchester is considered to be at the forefront of other sub-regional partnerships as many do not have arrangements in place to work with the Environment Agency or water companies as the GM MOU allows. However, there is further good practice that Greater Manchester could reflect on, such as the arrangements within the Greater London Authority.
- 4.15 The MOU has provided a clear mandate for partnership delivery and improved collaboration across three agencies involved. This forms the foundation from which to build a clear set of shared objectives within an Integrated Water Management Plan. It is clear that partners recognise the benefits of aligning delivery programmes to maximise outcomes.
- 4.16 Previous successful partnership working had been evident through programmes including Urban Pioneer, Natural Course and the Ignition Project. However, these were short term, specifically funded schemes without ongoing legacy arrangements. A clear example of this is the Green Recovery Programme¹⁴ (overseen by the Ofwat) within which there is a project for Sustainable Drainage Systems (SuDS) and Natural Flood Management (NFM) equating to £9.1m investment in sustainable drainage and natural flood risk management schemes

¹⁴ [Green Recovery 2022.pdf](#)

within the target areas of Eden, Fylde coast and Greater Manchester to reduce flood risk and mitigate the impact of climate change. The potential of such a scheme is enormous, however as funding is time limited and application deadlines too short, some the projects selected may not actually be able to bring about the widest benefits.

- 4.17 Individual Local Authorities are the Lead Local Flood Authorities. GMCA is not a regulator and does not hold Local Authorities to account. However, although the GMCA is not a Lead Local Flood Authority and has no statutory duties under the Flood and Water Management Act (2010), it can provide support to Local Authorities in terms of policy and leveraging of investment, convene partners to facilitate cross-sector, multi-agency working on this agenda and assist in influencing and shaping national policy, advocating on behalf of GM as mandated by the districts.
- 4.18 Within the Greater Manchester Combined Authority responsibility is dispersed across a number of portfolio areas and governance structures, including the Planning and Housing Commission, Green City Region Partnership, Resilience Forum and Strategic Infrastructure Board. Water management is a subset of many other issues rather than a strategic theme in its own right. Until recently there has been little challenge or opportunity for review against current good practice. Nor has a gap analysis been undertaken or any shared aspirational standards been developed, therefore it is difficult to prioritise projects as to which are required to achieve a determined target. As it stands the GMCA can only react to those projects led by the Local Authority, Lead Flood Authority, EA or UU with no overarching objectives for improved integrated water management.
- 4.19 Given the complexities and interdependencies that are apparent, a long-term co-ordinated approach to governance and accountability needs to be developed which involves all stakeholders.

Surface water

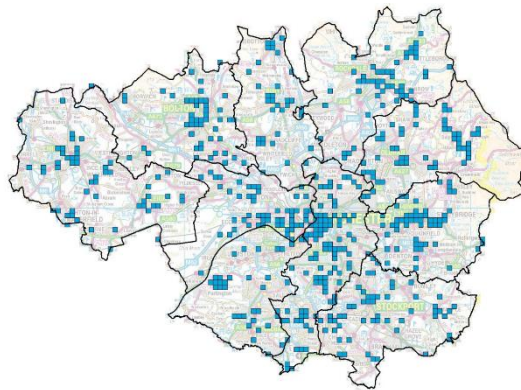
- 4.20 The increased risk from 'pluvial' (surface water) flooding is significantly higher than fluvial, in the urban areas of Greater Manchester. Much of our drainage system is a legacy of the Victorian era during which industrialisation significantly began to increase the population across the sub region. Its primary function was to transfer waste away from dwellings as quickly as possible in order to reduce the risk of disease and it was not designed to cope with the increased density of development, let alone increased rainfall levels, rainfall intensity and a reduction in Local Authority gully cleaning programmes.
- 4.21 There is still a lack of understanding as to how climate change is impacting our weather patterns, leading to flash rainfall, increased storms and levels of water that were not anticipated when drainage systems and flood defences were designed and installed in GM.
- 4.22 Pluvial flooding does not just affect homes and businesses but impacts on transport networks and utilities. An increase in intense rainfall events, population growth and the need to build new homes will further exacerbate this problem, as more of the land is covered with impermeable surface. This reduces the ability for the rainfall to drain away naturally putting additional pressure on the existing drainage network.
- 4.23 55% of sewers in Greater Manchester are combined, that is foul and surface water combined. The national average is 33%. Analysis of Met Office data¹⁵ shows that average annual water runoff in the North West is 28% higher than the average for England and Wales which means more water runs into our sewers.
- 4.24 Sustainable urban drainage (SuDS) provides a slow-release water and filtration management solution and helps to reduce the risk of surface water flooding and containments in town and city landscapes. This approach is still not widely adopted as standard in relation to new planning applications or highways developments. However, there is some work underway with Transport for Greater Manchester (TfGM) to develop a SuDS design guide which, it is hoped will be

¹⁵ [United Utilities - Storm overflows](#)

available for adoption across Local Authorities and partner organisations imminently. Currently there is a requirement for new builds to consider SuDS as a key component to their development. However, its utility is dependent on location and ground conditions and is not always the best method of diverting water. Developers can use 'viability' as a reason not to deliver the most effective SuDS.

4.25 Trees also provide effective water sequestration; however, encroaching Ash die-back is likely to cost 10% of the trees in Greater Manchester. The consequence is that a very significant level of sequestration will be lost, and it is unlikely that this will quickly be restored in the short term by smaller, younger trees.

4.26 The Surface Water Management Plan (2013) led by the Association of Greater Manchester Authorities included data from a Defra study which highlighted a number of areas in GM where 129 people or more are at risk of flooding from surface water within one 500m square.



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4.27 In current planning guidance homeowners are allowed to pave up to five square metres using traditional materials under permitted development, or over that level if the surface used is permeable or drains away within their curtilage, for example, to a lawn or flower bed. However, many people are not aware of this and pave over greater areas. Residents are unlikely to be very aware of the impact on public drainage, for example, resin driveways, property extensions and artificial grass all reduce the overall amount of permeable surface. Stipulating the extent of permeable ground on a development site may be beneficial, but this is dependent on many other factors including soil type. Many Greater Manchester

boroughs have clay-based soil, which does not effectively aid natural drainage. Swales or tree pits are considered as more effective types of sustainable drainage and should be a preferred approach considered for any part of a new development.



Swales - [West Gorton, Manchester, gets a new park that drinks water - GrowGreen \(growgreenproject.eu\)](https://www.growgreenproject.eu/)



Tree pits - Bloom Street, Salford

Funding and resources

- 4.28 In the 2020 spending review the Government confirmed a £5.2b multi-year Grant Aid settlement for investment in flood and coastal defences to offer better protection for some 336,000 properties in England by 2027.
- 4.29 Since 2016 several million pounds have been spent in Greater Manchester on asset repair work and defence schemes for Salford, Bury, Radcliffe and Redvales.
- 4.30 Whilst these schemes help reduce the risk c. 57,000 homes remain at risk of flooding from both rivers and surface water across Greater Manchester, as the table below highlights:

Table 1 - Properties at risk of flooding in GM:

Flooding source	≤ 1:100 yr.	≤ 1:1000 yr.
Rivers(fluvial)	19,000 properties	60,500 properties
Surface water (pluvial)	25,000 properties	118,000 properties

- 4.31 The Grant Aid funding often requires partnership funding to unlock the money which is often challenging to acquire. There is also an expectation that Local Authorities will make significant financial match funding contributions but given continuing austerity that impacts heavily on local budgets.
- 4.32 Within GM, Lead Local Flood Authorities resource and capacity is limited. In some instances, there is just one flood risk officer per Local Authority and just one strategic Flood and Water Manager post sits within the GMCA. Therefore, there is a significant shortfall in resources to support Local Authorities to address planning breaches etc. In a recent Defra Select Committee Flooding Report¹⁶ (February 2021) there was a recommendation that Government should fund an expansion of local resourcing. This has not materialised to date.
- 4.33 Currently the Government also have access to the EU Solidarity Fund¹⁷ to provide financial support following natural disasters, however the majority of grants had been awarded outside of the UK due to the requirement for prompt applications from Government directly.

Skills and knowledge

- 4.34 With cuts across Local Authorities and partner organisations, together with the fragmentation of responsibilities, there is often insufficient skilled knowledgeable and experienced people resource for strategic proactive water management at

¹⁶ [Flooding \(parliament.uk\)](https://www.parliament.uk/business/committees/committees-a-z/commons-select/defra-select-committee/committees-reports-and-publications/committees-reports-and-publications/2021-22/2021-22-flooding-report/)

¹⁷ [Inforegio - EU Solidarity Fund \(europa.eu\)](https://ec.europa.eu/info/eu-solidarity-fund_en)

LA level. In addition, such skill sets are also highly sought after by private companies, resulting in real difficulty attracting and retaining staff.

- 4.35 More collaborative working, using the knowledge and skills held across GM would facilitate increased support for Local Authorities and other partners. For example, TfGM have used the knowledge of colleagues in the GMCA to support the development of their recent SuDS guidance document.
- 4.36 As well as additional capacity, effective leadership is also needed to ensure that an integrated approach is not only applied to new developments, but to all place-making activities across Local Authorities and partner organisations, especially within Greater Manchester's growth location areas.

Planning laws and guidance

- 4.37 Places for Everyone, the GM Spatial Framework, is likely to result in circa 180,000 more houses alone in the city region. The current drainage system will not be able to accommodate these additional new developments unless surface water is managed sustainably. Current planning requirements expect developers to design solutions into their developments to ensure there is no increase in flood risk, but this does not always happen.
- 4.38 Ensuring peat land and flood plains are not used for building land is vital to maximise remaining natural drainage routes. However, that alone is not sufficient to deal with current levels of heavy rainfall.
- 4.39 Current national planning policy frameworks need to be strengthened in relation to water management. The forthcoming introduction of Schedule 3 under the Flood and Water Management Act from Government would introduce the requirement to implement SuDS as a legal requirement in the planning process for new developments. Under the current arrangements Lead Local Flood Authorities can comment on a planning application, however once they reach the planning approval stage this comment is often excluded from the application pack submitted to the Committee. Schedule 3 would be a formal pre-requisite to a

planning application being granted, alongside a requirement to consider water efficiency and therefore together, ensures that an integrated water management approach cannot be overlooked.

- 4.40 The EA is currently a statutory consultee on planning applications, under the Town and Country Planning Act 1990, but for flood risk this relates to fluvial matters only when as we know pluvial risk is greater and increasing. Water companies are currently not a statutory consultee for drainage matters so it is difficult for them to influence development decisions.
- 4.41 Current building regulations require sewage to be kept separate from surface water until the last manhole on a development, where they can both be taken into the combined sewer. Ideally surface water should be diverted from the combined public sewer. and currently there are three options open to achieve this known as the drainage hierarchy) Developers however do actually have the right in law to connect to the public sewer. Schedule 3, if implemented, will remove this automatic right to connect making other options in the drainage hierarchy more appealing. Diverting to the natural water course is a preferred option in the drainage hierarchy but legally can be blocked by other landowners downstream or other ownership issues. There is currently no legal requirement for access to be granted across land for drainage and there are no incentives for landowners to cooperate. Legislative changes are needed for landowners to consider factors such as bio-diversity net gain or carbon offsetting.
- 4.42 All GM Local Authorities currently work under the Strategic Flood Risk Assessments (SFRAs) which inform policy and are useful in determining permissible discharge rates for new developments. When approving planning applications, integrated water management is considered so far as any runoff is required to be no more than the current run off rate, unless there is specific policy within Local Plans for a betterment following recommendations from the SFRA evidence.
- 4.43 All current new builds are charged to connect to the combined sewer at £300 per dwelling by United Utilities, a statutory charge, unchanged since the 1990's.

United Utilities offer a 90% charge reduction as an incentive to connect only foul water, but this sum is tiny in relation to the cost of improving infrastructure or installing alternative surrounding sustainable drainage, solutions that often do not fall to the developer. A financial incentive for new builds to consider sustainable drainage options first is required, and a change in legislation which enhances developers' rights access natural water courses.

- 4.44 Retaining water on site, 'water harvesting', is another, often overlooked alternative in the drainage hierarchy, as it can be expensive. This is when rainfall is collected onsite and used for internal or other non-potable uses such as watering plants or for flushing toilets. One of the greatest benefits of this method is to slow water into the combined sewer at the point of heavy rainfall.

Natural capital

- 4.45 Climate resilience should have nature recovery at its heart. Nature-based solutions can offer immense co-benefits including improved health and wellbeing, homes for wildlife, enhanced water quality and, depending on the type of nature-based solution, quite considerable carbon sequestration. A natural capital approach is a key tool in integrated water management, with the further benefit of slowing and managing water flow. Restoring peatland and wetland is particularly effective at carbon sequestration. The Peak District is one of the most degraded peat sites in the world. However recent work has demonstrated some amazing possibilities using sphagnum moss.¹⁸
- 4.46 DLUHC are currently consulting on a step change in relation to national planning policy which would see any future highways development being required to be tree lined.
- 4.47 Greater Manchester already has £1bn worth of natural capital benefits per year, which is not widely acknowledged and recognised.

¹⁸ <https://www.theguardian.com/environment/2022/sep/30/superhero-sphagnum-moss-save-communities-flooding>

4.48 Some recent examples of place-making in GM with natural capital and integrated water management at its heart include Mayfield Park, plans for Stockport Interchange and proposals for the River Irk. The Nature Recovery Initiative¹⁹ planned for 2023 would also support the delivery of IWM with nature recovery at its heart.



River Medlock and New City Park - Mayfield



Plan for green roof at Stockport Interchange

¹⁹ [Biggest ever nationwide initiative to restore nature in England set for launch - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/biggest-ever-nationwide-initiative-to-restore-nature-in-england-set-for-launch)



Proposals for River Irk Park – Northern Gateway

Water quality

- 4.49 Improving water quality across Greater Manchester is a priority recognised in the Five-Year Environment Plan. 97% of GM rivers are failing to meet the statutory requirements under the Water Management Directive Regulations (2017)²⁰.
- 4.50 The majority of waterbodies in GM are recognised as moderate status but a small number are classified as poor.
- 4.51 There are over 2400 km of river valleys within Greater Manchester, in addition to over 150 km of canals, which form a central component of the landscape, making a major contribution to biodiversity, geodiversity, wider green infrastructure, local identity, the sense of place and heritage.
- 4.52 Poor river quality is one of the direct outcomes of ineffective water management as a result of agricultural land contamination, surcharges from the combined sewer network and run off from highways. This is a significant issue however,

²⁰ [The Water Environment \(Water Framework Directive\) \(England and Wales\) Regulations 2017 \(legislation.gov.uk\)](https://www.legislation.gov.uk)

unfortunately time constraints for this review did not allow for the detailed consideration that this topic does require.

5. Conclusions

5.1 An integrated water management approach should consider a mix of solutions, e.g., green infrastructure, sustainable urban drainage and other nature-based catchment solutions to become standard, making space for water whilst slowing the flow. Small scale projects in GM have shown how these approaches can be delivered, including through:

- River Roch - approximately 6.72 million inward investment over the 10 years²¹ as a result of the town centre improvements. Which has reduced flood risk for 40 properties in the town centre bringing money into the local economy and increasing employment opportunities for local residents.



- Peatland restoration in upper catchments – such as around Dovestone (Oldham), which has increased the capacity for water storage in the Upper Mersey catchment alongside storing more carbon.

²¹ [Reopening the River Roch in Rochdale and reducing flood risk - Creating a better place \(blog.gov.uk\)](https://www.blog.gov.uk/2018/06/21/reopening-the-river-roch-in-rochdale-and-reducing-flood-risk-creating-a-better-place/)

- Slow the flow projects – such as Smithills Estate (Bolton) where natural “leaky dams” have slowed the flow of water in the upland areas of the Irwell catchment and provide local biodiversity benefits.



- Sustainable Urban Drainage – such as implemented in highways in parts of Salford (as per the image on the front cover of this review), reducing surface water and providing natural spaces in urban areas.
- Salford Wetlands - The £10 million Salford flood scheme will reduce flood risk to almost 2,000 homes and businesses. In addition, it has created more than 5 hectares of urban wetland, bringing attractive landscapes for people and wildlife.



5.2 The wider benefits of effective integrated water management need to be shared. There are a number of projects that have already been delivered in Greater Manchester or are currently planned or being delivered which have not only contributed to reducing the risk of flooding but have provided a wealth of other benefits which are not widely recognised.

5.3 Gorton 'Sponge' Park in Manchester has been specifically designed to manage the flow of rainwater into the existing drainage system. Design features such as swales, wide shallow trenches planted with aquatic vegetation, will help capture excess water from nearby roads and slow the rate at which it flows into drains.



5.4 Often residents are not aware of the impact of their home improvements, such as the installation of resin driveways or artificial grass on surface water drainage. Information is available on the [Flood Hub Website](#), but not actively promoted. If

this issue is to be effectively addressed, this must be brought to residents' attention. We must all play our part.

6. Recommendations

Recommendation One – Increase awareness

- 6.1 Currently, flood and water management is not progressing at the pace of the rapidly changing climate. Therefore, first recommendation of this review is to raise awareness wherever possible of the scale of the problem we face and potential consequences for not taking action now.
- 6.2 An initial roundtable discussion has been held with the GM Mayor and key stakeholders to enable this agenda to be stepped up. However, this level of engagement is an ongoing requirement to ensure that the potential impact of poorly managed water and the need to act at scale attracts the level of attention it requires.
- 6.3 This review shall also be shared with local MPs and the Minister for Environmental Quality and Resilience to ensure that Government are aware of the recommendations it sets out for them to consider and highlights the issue as prominently as possible.
- 6.4 We also recommend that this review is shared with each GM Local Authorities through their relevant Overview & Scrutiny Committee in order for them to be made aware of its findings and discuss any relevant actions for each authority.
- 6.5 To ensure that the recommendations of this review are taken on board by the relevant organisations, it is suggested that a follow up report be brought to the GMCA Overview & Scrutiny Committee in 12 months' time to provide such evidence.

Recommendation Two – A Clear Co-Owned Plan

- 6.6 There is currently no vision or strategy for Integrated Water Management across Greater Manchester. The proposed Integrated Water Management Plan is anticipated to be co-owned and to co-ordinate strategy and plans for delivery over the next 10-15 years, within which SMART objectives and responsibilities are clearly defined. This is the next natural step to follow the introduction of the MOU with United Utilities and the Environment Agency which has been useful in building relationships and trust and created a mandate for increased opportunities for collaboration.
- 6.7 The Plan should be a high-level document that sets out –
- The current stage of the water environment in GM, key issues and challenges, and very much highlighting the scope and scale of the challenges ahead and the urgency of the need for action.
 - A long-term vision and aims for integrated water management for the next 10 years.
 - A framework of the key actions that need to be delivered.
 - The existing metrics and targets (and gaps) that relevant stakeholders are working towards to that the size of the challenge can be fully understood, and progress towards better management can be measured.
 - Quick win actions that can be progressed in the short term whilst working in parallel to address more longer-term goals.
 - Investment mechanisms and co-investment opportunities.
 - A 5-year initial delivery plan with annual milestones, ensuring that the plan is monitored, revised and reviewed on a regular basis.
 - An appropriate high level governance structure, identifying who has responsibility and accountability for delivery of the outputs as set out in the delivery plan, as well as how and to whom it is held accountable.
- 6.8 Commitment to a shared evidence base is also a prerequisite for providing modelling forecasts from a universal platform. This will lead to a framework of issues, required action, key stages, milestones, maturity requirements and metrics to challenge and measure performance. This will also enable a funding

strategy to be developed in order to enable GM to have access to as much available funding as possible.

- 6.9 It is also important to align the strategy with Greater Manchester's proposals for growth locations and future planning strategies to ensure that any new developments do not increase flood risk.
- 6.10 It is positive that the Greater Manchester trailblazer proposals make reference to nature recovery and improved planning guidance, however they also need to recognise that the proposed Integrated Water Management Plan requires accountability in order to build on from the successful partnership arrangements that have been created through the MOU.

Recommendation Three – Strong governance framework

- 6.11 With ten Local Authorities, ten Local Planning Authorities, ten Local Flood Authorities and a range of partner organisations with a role and remit surrounding water management it is important to ensure a strong governance framework with clear lines of accountability.
- 6.12 There needs to be a review of governance at a GM level to ensure that there are clear lines of accountability and reporting mechanisms that include the GMCA Portfolio Leads.
- 6.13 Creating a specific thematic board specifically for integrated water management would strengthen accountability, scrutiny and provide clarity of responsibility for all contributory partners. It would also create a mechanism by which the objectives of the Integrated Water Management Plan could be held to account for their delivery.

Recommendation Four – Effective use of knowledge, skills and resources

- 6.14 There is currently no central funding source, with all Local Authorities bidding for the same pot of Grant Aid with little ability to raise match funding. Other

Government funding to Local Authorities is not ring fenced, so often is used against other budgetary pressures.

- 6.15 LA funding should be fully devolved and encapsulated within a costed joint investment plan with oversight from the Regional Flood and Coastal Committee and regulated by the most appropriate body. Funding should be reviewed every 5 years, in line with single joint plan cycles in order to ensure coherency across investment plans.
- 6.16 Further devolution would enable projects to be completed quickly and efficiently without additional levels of bureaucracy. It would also enable Local Authorities and partner agencies to deliver more than their statutory duty and take a more holistic view to integrated water management solutions.
- 6.17 Once a flooding incident had occurred, a Government funding stream similar to the EU Solidarity Fund would enable areas of the UK to access funding to address national disasters. At the present time, this requires Government to promptly apply against other countries and therefore funding has not been forthcoming in recent years.
- 6.18 It is imperative that the current knowledge base is used as effectively as possible. Connecting Local Authorities to share knowledge and best practice across Greater Manchester and holding specific expertise at GM level will allow local authorities and partners to access this as required, rather than attempting to build their own detailed knowledge base with no additional support.

Recommendation Five - Ensuring that equality impact is prioritised

- 6.19 As with any of the other human-made issues that we face such as global heating, poor air quality, etc, we know that those with the least are often first in line to experience the worst issues. The Greater Manchester Combined Authority has social justice at the core of its values, and this means that schemes that also work towards the closing the gap between the best and worst off in our communities should be prioritised.

6.20 Improving social justice requires broader thinking than just focusing on the delivery of individual projects. It means targeting the education, work and skills opportunities that will arise in this sector at less advantaged communities to promote and encourage access to good jobs and rewarding and meaningful careers. A one-size-fits-all approach to integrated water management would result in inequalities for communities whereby it does not meet their needs. Therefore a 'place based' solution to every individual issue is required. This will ensure that the outcomes can be modelled against a very specific location to ensure that the most appropriate solution is found for that community.

Recommendation Six – Influencing planning laws and guidance

- 6.21 Planning policies are out of date in some areas, therefore DLUHC (Department for Levelling Up, Housing and Communities) should take advice and guidance from GM Local Authorities to review current planning policy to ensure that integrated water management is a predominant consideration for all new planning developments, with no adverse effect to local housing targets.
- 6.22 Furthermore, following the consultation, ensure that the amendments to Schedule 3 to enable it to be delivered effectively within Local Authorities are taken into account and that the right level of resources are provided from Central Government in order to enable delivery.

Recommendation Six – Improving advice and information

- 6.23 There are a number of general misconceptions amongst the public regarding effective water management, the first being the lack of awareness of the legacy infrastructure that is often the main cause of poor water management, secondly the blame culture that is often attributed to new developments which have met all the drainage requirements but can often be cited as the only cause of longer standing drainage issues.

- 6.24 However, there are also developments which do not follow planning guidance, often small-scale home improvements including tarmacking of drives and pathways which cover permeable surfaces. There are also larger scale developments which also do not comply, however with limited resources in Local Authorities to address these, they remain a contributing factor to poor integrated water management.
- 6.25 Improved promotion of planning and building advice should be made available to residents at all stages of the planning process, advising them about SuDS solutions and pointing them to further sources of information.
- 6.26 Furthermore, the provision of advice to all residents on how to make best use of water that falls on their property should also be increased, to ensure that all homeowners are aware of the benefits of water harvesting, drainage diversion and rain beds for their own gardens, green spaces and the wider benefits to the drainage network.
- 6.27 This information and additional briefings on the importance of integrated water management should also be easily available to elected councillors, especially those on Planning Committees taking decisions regarding proposed planning applications.
- 6.28 It is not right that the lack of consistency across Greater Manchester makes it difficult for residents and councillors alike to navigate the system in order to seek information that should be readily provided to them.
- 6.29 All of these elements should be considered when developing the communications plan for the Integrated Water Management Plan as this would be an ideal opportunity to seek greater engagement on the subject and increase awareness of the impact of not considering sustainable drainage solutions.

Recommendation Eight – More focus on effective measurement to ensure progress

- 6.30 The delivery measurable against this ambition in the Greater Manchester Strategy is the number of homes at risk of flooding. However, this is a very one-dimensional approach and does not fully capture the issue nor the solutions which have been put in place.
- 6.31 The measurable outcome for the current EA scheme Littleborough flood basin is the number of properties protected from flooding. This is clearly positive, but there are other measures which could have been used to fully capture the wider benefits of such a project.
- 6.32 A fully developed Integrated Water Management Plan will require a range of key performance indicators against which the scale and scope of the challenge as well as progress toward the shared vision can be monitored. Some of this will be very specific, for example might include the rate of waterflow; restored peatlands might include depth, volume of retained water number of species; or volume of carbon sequestered; and a new housing development on a brownfield site might look at the % of rainwater captured on site rather than diverted into the combined sewer network. The work currently being undertaken by the University of Manchester in relation to the Biggershaw Colliery may further support future projects in being able to quantify the value added through natural flood management solutions.
- 6.33 This should be considered in detail by lead officers to ensure that the most appropriate measures are included in the Greater Manchester Strategy performance monitoring going forward.

Recommendation Nine – Learn from others

- 6.34 Undertaking this review has illustrated the depth of the issue of integrated water management, and the more knowledge gained, the more knowledge it was apparent could be sought.

- 6.35 Although GM are noted as advanced in their partnership arrangements following the introduction of the MOU, there is still so much good practice to be learnt from across the UK and further afield.
- 6.36 Continual learning, sharing and collaboration will enable Greater Manchester to introduce improved measures within our City Region, so this is greatly encouraged.

Recommendation Ten – Further areas for scrutiny review

- 6.37 There were many areas that this review could have gone on to consider, however its scope and timeframe did not allow. Therefore, consideration should be given as to how to provide scrutiny to these topics in alternative ways.
- 6.38 Specifically, the GMCA Overview and Scrutiny Committee is asked to consider how the issue of water quality, in particular the spillage of sewage into water courses and run off from agricultural land and highways could be integrated into their future work programme.

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Greater Manchester Combined Authority

Date: 26th May 2023

Subject: Armed Forces Covenant Delivery in Greater Manchester

Report of: Andy Burnham Portfolio Lead for Armed Forces Covenant Delivery

Purpose of Report

GMCA Members have consistently made strong commitments to transforming the offer for the Armed Forces Community in Greater Manchester. This report presents a brief update on the work that has subsequently taken place. This report also presents information about key future initiatives that have been developed using the expertise of the GM Armed Forces Leads across the localities and partners.

Importantly, the report proposes that GMCA seeks to enhance delivery and its national position in the lead of developing a coherent regional approach to provide a Gold Standard Offer to the Armed Forces Community. Recently enacted legislation (Armed Forces Bill 2021) is having an impact on public sector delivery of the Armed Forces Covenant and this report seeks to highlight the next steps for the city region to move to the next level of support for those that are serving, have served and their families.

Recommendations:

The GMCA is requested to:

1. Note the updates provided on progress made to deliver against the Armed Forces Covenant coherently across GM.
2. Agree the intent to develop a 5-year Roadmap, including Health outputs.
3. Recognise the determination across Greater Manchester to meet recent legislation but go even further to deliver a Gold Standard Offer for our Armed Forces Community, to be enshrined in a new GM Armed Forces Covenant.
4. Recognise the Armed Forces Community as a key Community of Identity that should be prioritised accordingly.

Contact Officers

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Equalities Impact, Carbon and Sustainability Assessment:

Green

Risk Management

N/A

Legal Considerations

Nil

Financial Consequences – Revenue

Nil

Financial Consequences – Capital

Nil

Number of attachments to the report: 1

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

- Included in report.

Tracking/ Process

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

No

Exemption from call in

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

No

GM Transport Committee

N/A

Overview and Scrutiny Committee

N/A

1. BACKGROUND

- 1.1 In Greater Manchester, the Armed Forces Covenant is a commitment by local authorities and their partners from across all sectors to support members of the Armed Forces community in their area. The aim is to embed and sustain activity, ensuring that members of the Armed Forces community receive the support they need in their local communities in recognition of their dedication and sacrifice. Additionally, there have and continue to be significant efforts made to nurture public understanding and awareness of the issues affecting the Armed Forces community and encourage activities which help to integrate the armed forces community into local life.
- 1.2 For the Combined Authority, the Covenant is the vehicle to bring knowledge, experience and expertise to bear on the provision of help and advice to members of the Armed Forces Community. It is also an opportunity to build upon existing good work on other initiatives. In that way, a common approach to meeting the needs of this identifiable community within Greater Manchester is being adopted, ensuring that the three underpinning principles of the Armed Forces Covenant are upheld:
- Those who serve or have served in the Armed Forces, and their families, are treated fairly.
 - The Armed Forces Community should not face disadvantage compared to other citizens in the provision of services.
 - Military service and the sacrifice inherent in it should be recognised.
- 1.3 Across Greater Manchester, each local authority has a lead officer. In October 2019, GMCA took the innovative step to have a permanent programme manager supporting and coordinating delivery of the Armed Forces Covenant across the city region. The GMCA and local authority leads form the strategic group to deliver the GM Armed Forces Programme which also incorporates the DWP, GMP, GMFRS and Health leads. Additionally, GMCA has instigated a quarterly Armed Forces partnership Forum that brings together the public and VCSE partners operating in support of the community in GM.

2. KEY UPDATES

2.1 **GMCA.** The importance of the Armed Forces Covenant was illuminated by the pledge made in the Mayor of GM's manifesto pledge:

'We will continue to improve support for people who have served in our armed forces. We are proud that Greater Manchester is the country's strongest recruiting ground for our Armed Forces and we accept the responsibility that comes with that to provide the best possible support to people who have served our country. We remain strongly committed to the Armed Forces Covenant and will support more of our councils to achieve the Gold Standard under it. We believe the Wigan Veterans Hub represents outstanding practice and will support other boroughs to replicate it.

2.2 **Partnerships.** The last 5 years has seen the development of a working level partnership that is held up as best practice nationally, most recently in the LGA-commissioned report into Armed Forces Covenant efficacy. GMCA is lauded for investing in Covenant delivery by supporting local authorities and other public sector organisations through a focal point in the Public Service Reform directorate. This allows for a coherent approach across GM and an effective network of partners who work together to deliver.

2.3 **Legislation.** The Armed Forces Act 2021 introduced a new requirement for some public bodies, including the NHS and local authorities, to pay due regard to the principles of the Covenant when carrying out specific public functions in the areas of housing, healthcare and education. During the passage of the Armed Forces Act 2021 the Government resisted calls by opposition parties and military charities to expand this requirement to every area of public policy and to apply it to national government and devolved administrations. Statutory guidance was laid in secondary legislation (the Armed Forces (Covenant) Regulations 2022) and was published on 8 November 2022. The Government will review the operation of the new duty across the UK in its 2023 Covenant annual report.

2.4 **Working Alongside HMG.** In a recent meeting between the GM Mayor and the Cabinet Office Minister for Veterans, Rt Hon Johnny Mercer MP, it was agreed that GMCA

would lead on a piece of work to develop a strategy with commensurate action plan that seeks to enshrine existing best practice in GM and elsewhere. The strategy will seek to demonstrate a roadmap that takes all partners on a 5-year journey to move Covenant delivery across all sectors to the next level. Workshops have since taken place to create a Local Standards Framework that drives action plans in the following areas:

- a. Housing and Homelessness.
- b. Health.
- c. Education for Service Children.
- d. Collaboration and Partnership.
- e. Employment, Skills and Finance.
- f. Criminal Justice System Partnership.

2.5 MOD Employer Recognition Scheme. GMCA currently holds 8 MOD Gold Awards and 3 Silver Awards. Two silver award holders are currently in the process of applying for Gold. Additionally, GMP, GMFRS and NWAS also hold Gold awards.

2.6 Organisational Development. In order to raise awareness of the Armed Forces Covenant in GM, 5 pieces of elearning, alongside face-to-face briefing templates and guided discussion frameworks are in production. The first elearning package has recently been launched with more detailed information for customer facing staff and housing staff following shortly.

3. FORTHCOMING WORK WITHIN THE PROGRAMME

3.1 Stakeholder Commitment. In order for the GM Strategy / Roadmap for our Armed Forces Community to be groundbreaking, it should, at the very start have buy in and ownership from all key strategic partners in the City Region. Following the formal creation of the GM ICB, a strategic lead has now been identified and there is a strong desire to mesh the significant emphasis placed on Health in legislation into a coherent, pan-GM strategy. Similarly, notwithstanding the focus on the transport infrastructure in GM, TfGM have identified a lead officer and work is underway to understand the capacity

of TfGM in this FY to engage. Therefore the co-production team for the forthcoming Roadmap will be as follows:

- a. 10 x LAs.
- b. GM ICS.
- c. DWP.
- d. GMP.
- e. GMFRS.
- f. TfGM.
- g. VCSE representation.

3.2 Key Reports and Information. The following reports and information set the framework for the GM Strategy for our Armed Forces Community and will be referred to in both co-design and final iteration of the paper:

- a. HMG Strategy for Our Veterans - [The Strategy for our Veterans \(publishing.service.gov.uk\)](#).
- b. HMG Strategy for our Veterans Action Plan - [Veterans' Strategy Action Plan 2022-2024 \(publishing.service.gov.uk\)](#).
- c. Forces in Mind Trust Report – A Decade of Covenant Delivery - [A-Decade-of-the-Covenant-Digital.pdf \(pcdn.co\)](#).
- d. Armed Forces Covenant Duty Statutory Guidance to the Armed Forces Act 2021 - [Armed Forces Covenant Duty Statutory Guidance.pdf \(publishing.service.gov.uk\)](#)

3.3 Timeline. As discussed, work has already commenced on the Local Standards Framework that will define the 5 year Roadmap has begun. The next phases of work are:

- a. Complete draft action plans – June 2023.
- b. Consultation and Engagement – July 2023.
- c. Finalise Roadmap and Action Plans following engagement – August / September 2023.
- d. Report to GMCA – End October 2023.

- e. Launch Roadmap at Armed Forces Covenant in GM Event – November / December 2023.

4. GM ARMED FORCES PROGRAMME FUTURE

- 4.1 In order to update it's commitment to the Armed Forces Community, it is proposed to demonstrate the City Region's determination to do more. This is enshrined in the draft Armed Forces Covenant document at Appendix 1 which is included for approval to resign later in the year, once the Roadmap has been completed.

5. RECOMMENDATIONS

- 5.1 Recommendations appear at the front of this report.

Greater Manchester Combined Authority

We, the undersigned, commit to honour the Armed Forces Covenant and support the Armed Forces Community. We recognise the value Serving Personnel, both Regular and Reservists, Veterans and military families contribute to our business and our country.

Signed on behalf of:

Greater Manchester Combined Authority

Signed: _____

Name: Andy Burnham _____

Position: Mayor of Greater Manchester _____

Date: _____

The Armed Forces Covenant

An Enduring Covenant Between

The People of the United Kingdom

Her Majesty's Government

– and –

All those who serve or have served in the Armed Forces of the Crown

And their Families

The first duty of Government is the defence of the realm. Our Armed Forces fulfil that responsibility on behalf of the Government, sacrificing some civilian freedoms, facing danger and, sometimes, suffering serious injury or death as a result of their duty. Families also play a vital role in supporting the operational effectiveness of our Armed Forces. In return, the whole nation has a moral obligation to the members of the Naval Service, the Army and the Royal Air Force, together with their families. They deserve our respect and support, and fair treatment.

Those who serve in the Armed Forces, whether Regular or Reserve, those who have served in the past, and their families, should face no disadvantage compared to other citizens in the provision of public and commercial services. Special consideration is

appropriate in some cases, especially for those who have given most such as the injured and the bereaved.

This obligation involves the whole of society: it includes voluntary and charitable bodies, private organisations, and the actions of individuals in supporting the Armed Forces. Recognising those who have performed military duty unites the country and demonstrates the value of their contribution. This has no greater expression than in upholding this Covenant.

Section 1: Principles Of The Armed Forces Covenant

1.1 We, Greater Manchester Combined Authority, will uphold the key principles of the Armed Forces Covenant, which are:

- *no member of the Armed Forces Community should face disadvantage in the provision of public and commercial services compared to any other citizen;*
- *in some circumstances special treatment may be appropriate especially for the injured or bereaved.*

Section 2: Demonstrating our Commitment

2.1 Greater Manchester Combined Authority recognises the value serving personnel, reservists, veterans and military families bring to Greater Manchester. We will seek to uphold the principles of the Armed Forces Covenant, by:

- *continuing to work in partnership across the ten local authorities of Greater Manchester and other public and third sector organisations to create a coherent gold standard of provision for the Armed Forces community;*
- *enshrining the Armed Forces Act 2021 in all appropriate policies and pathways across Greater Manchester, so that the duty of due regard to Service in the military is not only upheld, but a guiding principle in all we do;*
- *providing leadership, best practice and support to the transformation of the minimum guaranteed offer for the Armed Forces Community in Greater Manchester;*
- *create and adhere to a rolling 5 year roadmap, with inherent action-centred planning to ensure that our Armed Forces Community receives the utmost support when it needs it, from public sector bodies that are aware, responsive and determined to prevent disadvantage;*
- *continue to improve the Greater Manchester programme for the Armed Forces Community that delivers practical and tangible effect in delivering the Armed Forces Covenant;*
- *promoting the fact that we are an Armed Forces-friendly organisation;*
- *seeking to support the employment of veterans young and old and working with the Career Transition Partnership and other employment service*

providers, in order to establish a tailored employment pathway for Service Leavers;

- *striving to support the employment of Service spouses and partners, both within the organisation and promoting their employment through the wider Armed Forces Covenant action plan;*
- *endeavouring to offer a degree of flexibility in granting leave for Service spouses and partners before, during and after a partner's deployment;*
- *seeking to support our employees who choose to be members of the Reserve forces, including by accommodating their training and deployment;*
- *offering support to our local cadet units, either in our local community or in local schools;*
- *supporting the local authorities of Greater Manchester's participation in Armed Forces Day;*

2.2 We will publicise these commitments through our literature and/or on our website, setting out how we will seek to honour them and inviting feedback from the Service community and residents of Greater Manchester on how we are doing.

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Greater Manchester Combined Authority

Date: 26 May 2023

Subject: Closure of Bridging Hotels for Afghan refugees and the impact of wider asylum-migration policymaking on homelessness in Greater Manchester

Report of: Paul Dennett, Portfolio Lead for Housing, Homelessness and Infrastructure

Purpose of Report

To update on Government plans to close Afghan bridging hotels and Greater Manchester plans for a coordinated city-regional approach to the minimisation of homelessness impact, in addition to recommendations to Government for tackling the links between asylum and immigration policy and homelessness.

Recommendations:

The GMCA is requested to:

1. Acknowledge agreed measures to facilitate a coordinated and consistent approach across Greater Manchester's boroughs, in order to minimise the homelessness impact of Afghan Bridging hotel closures.
2. Support representations to Government aimed at minimising the impact of the Bridging hotel closures, restating our commitment to welcoming people seeking asylum and refugees and addressing the role of wider asylum and immigration policies in driving homelessness.

Contact Officers

Andrew Lightfoot, Deputy Chief Executive, GMCA
Andrew.Lightfoot@greatermanchester-ca.gov.uk

Jennie Corbett, Asylum and Migration Strategy Principal, GMCA
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Report authors must identify which paragraph relating to the following issues:

Equalities Impact, Carbon and Sustainability Assessment:

None. The report proposes a series of policy and legislative changes that if enacted will form part of a future decision report.

Risk Management

Risks associated with hotel closures and recommended actions are laid out in the report alongside recommended mitigations.

Legal Considerations

The Housing Authorities within GM have a duty under the Housing Act 1996 (as amended) to prevent and provide relief from homelessness

Financial Consequences – Revenue

N/A

Financial Consequences – Capital

N/A

Number of attachments to the report: 0

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

N/A

Tracking/ Process

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

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

Background: Bridging hotel closures

1. On 28th March 2023 the Government announced the end of temporary bridging accommodation for people who had arrived into the UK on ARAP/ACRS (Afghan Relocations and Assistance Policy/Afghan Citizens Resettlement Scheme) programmes, as well as the end of the Enhanced Matching Process, the two-offer process through which households in bridging hotels were being offered move-on accommodation across the country.
2. Residents will receive letters giving them 90 days' notice of hotel closure and informing them that they must secure alternative accommodation within this time period or risk homelessness. Those that do not secure accommodation and move on before the closure of hotels will have to make their own arrangements, including presenting as homeless to a Local Authority. As there is no Local Connection conferred by the bridging hotels, households may present at any Local authority.
3. Under the Find Your Own accommodation (FYO) pathway, Afghan households are encouraged to source their own accommodation in their location of choice nationally, with the support of local authority teams if they desire. No permission or support is needed from the receiving authority to make the move under FYO.
4. Government has also announced a new £35 million funding package for local authorities to support move-ons and cover the cost of homelessness pressures. With this new package, funding available to Local authorities that support moves into their areas includes a lump sum per-person payment for positive move-on, funding for property adaptations and three years' funding for integration support.

1. Greater Manchester Bridging hotels

1. Approximately 8,000 people are still living in Bridging hotels nationally, and approximately 880 of these are in hotels in Stockport and Manchester.
2. All Afghan Bridging hotels nationally are expected to close by the end of 2023, but the Home Office has provisionally indicated that GM's hotels will close by the end of August 2023.
3. A number of Greater Manchester local authorities are delivering properties under the Local Authority Housing Fund in 2023-24, some of which will be available to households in Bridging hotels, and several boroughs are already participating in the

resettlement of Afghan households under ARAP/ACRS, it is likely that only a small number of these properties, if any, will be ready by August.

4. Stockport and Manchester teams have been working intensively with residents since the opening of the hotels and have supported significant numbers into suitable, long-term properties. This individualised, targeted support work has been stepped up since the March announcement, in an effort to ensure that households in GM hotels will not face homelessness.
5. Progress with moves into the Private Rented Sector has faced a number of barriers, including inadequate Local Housing Allowance (LHA) rates; large household sizes and the effect of the benefit cap on affordability; adaptation needs for families with access needs related to disability or illness; landlord discrimination related to visa status, lack of credit history, employment status, language skills or other and; overall shortages of affordable accommodation, especially in the areas that families would like to settle.

2. Risks and issues

1. The Government's hotel closure policy and the speed with which it is being implemented presents a significant homelessness risk in Greater Manchester and nationally, which is likely to have negative impacts on vulnerable individuals, families and services.
2. As noted, households in hotels across the country may be supported to move to any other location nationally, with or without the support of the receiving local authority. While a choice-based approach is welcome, this presents a homelessness risk when households move into unaffordable properties, especially when funding available is used by the Bridging authority to subsidise rents in the short-term. GM local authorities have already begun to see these unaffordable moves taking place, including with the support of Bridging authorities from outside the region.
3. The challenge of finding suitable properties is exacerbated by inadequate Local Housing Allowance (LHA) rates and for larger households, the benefit cap. The obstacle presented by the benefit cap is shared by many other larger households in Greater Manchester, and is in addition to the other barriers to move-on outlined above.
4. In GM, these risks are being managed through a coordinated, city-regional approach to property offers and moves from Bridging hotels, facilitated by Stockport and

Manchester councils and via the North West Regional Strategic Migration Partnership (RSMP).

Intersection with wider asylum and homelessness pressures

1. The announcement of Bridging hotel closures comes at a time of severe and growing strain on local housing and homelessness provision. In addition, these pressures are already exacerbated by a range of asylum and immigration policies that drive vulnerability and homelessness and reduce local authorities' ability to tackle it.
2. Key amongst these are the continued inequitable increase in our region's share of asylum accommodation, the inadequate funding settlement provided for asylum contingency hotels, the inadequate notice periods provided to people required to leave Home Office accommodation, cuts to Legal Aid for immigration matters and the vulnerability created by the No Recourse to Public Funds (NRPF) policy.
3. The impact of these policies are visible in our homelessness services. At 3.2%, we have the highest share of people owed a homelessness duty due to being required to leave Home Office accommodation of any region nationally and almost double the national rate of 1.7%. In addition, approximately a quarter of people sleeping on our streets and in off-the-street accommodation month-on-month are non-UK nationals – 181 individuals in February 2023. This is highly disproportionate given that only approximately 10% of Greater Manchester's population reported a non-UK national identity in the last Census.
4. As with any housing intervention on a significant scale, the accommodation of Afghan households poses a risk to local housing markets. This is particularly concerning given current pressures on Temporary Accommodation (TA), with placements increasing year on year and 5,134 households living in TA at the end of October-December 2022.

Next steps and representations to Government

In order to minimise the homelessness impact from Bridging hotel closures, Greater Manchester local authorities have agreed to take the following approach:

1. Local authorities will take a coordinated and consistent city-regional approach, working with Bridging Local authorities and RSMP to facilitate and support appropriate moves of Afghan households into their boroughs, as needed.
2. Local authorities will utilise funding made available to invest in staffing and appropriate targeted interventions in order to reinforce their local offer to refugees

and support the delivery of expert and culturally competent integration support over the coming years.

In recognition of Greater Manchester's proud history of welcome to people seeking asylum and refugees and growing concerns in relation to national policymaking that looks set to undermine essential protections, the GMCA is asked to support representations to Government related to the following:

1. We are proud to welcome people seeking asylum and refugees to our city region, to celebrate our diverse communities and to work together to ensure that they can thrive.
2. We condemn divisive rhetoric which misrepresents international obligations to people seeking asylum and mischaracterises people seeking sanctuary on our shores because of the way they arrive.
3. We are deeply concerned about the direction of travel in asylum policymaking over the last number of years, in particular the Illegal Migration Bill which looks set to extinguish the right to seek refugee protection in the UK for those who arrive irregularly. In reducing central Government support and responsibility, it leaves local government and the voluntary sector to fill the gap after over a decade of successive cuts to public services. This too, in the context of ever-increasing demand as a result of the Cost of Living crisis and the continued long-term impact of COVID-19.

In order to address the unsustainable and urgent pressures being placed on local services by current Government asylum and immigration policy, the GMCA is also asked to support the following recommendations to Government:

1. Commission an urgent independent review of the role that asylum and immigration policies play in driving homelessness among residents of England.
2. Suspend the benefit cap for Afghan families in bridging hotels, which is creating insurmountable barriers to finding affordable accommodation for larger households.
3. Provide local authorities with a cross-Departmental and long-term funding package for asylum and refugee provision that can be spent flexibly to reflect response needs, including across homelessness, ESOL, schools and integration and employment support. As a minimum, provide funding for bedspaces in asylum contingency hotels in line with what is offered for dispersed accommodation.

4. End NRPF in order to end rough sleeping. Provide at least a minimum safety net so that all non-UK nationals facing homelessness with unknown or restricted eligibility for public funds can be accommodated and supported.
5. Step back from the Illegal Migration Bill, which in its current form promises to create further vulnerability by denying asylum-seekers and victims of Modern Slavery routes to support and protection.
6. Allow 56-day notice periods for cessations of Home Office asylum support, in line with the Homelessness Reduction Act and to facilitate homelessness prevention work.
7. Extend the 90-day notice periods offered to Afghan Bridging hotel residents, in order to enable local authorities to avail of the new funding and deliver enhanced intensive move-on support.
8. Allow people seeking asylum and their adult dependents to be given the right to work unconstrained by the Shortage Occupation List and from six months after their initial asylum claim or further submission, in line with the national Lift the Ban campaign.
9. Restore legal aid for early legal advice to pre-Legal Aid, Sentencing and Punishment of Offenders Act 2012 levels for immigration, welfare benefits and housing law.
10. Urgently increase the supply of Truly Affordable homes at net zero carbon standards, to support our Greater Manchester ambition to deliver 30,000 Truly Affordable Net Zero Homes by 2038 and tackle the housing and homelessness crisis. This is especially important in light of the devastating impacts of Right to Buy and the linked loss of social rented housing stock.

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Greater Manchester Combined Authority

Date: 26th May 2023

Subject: Cost of Living and Economic Resilience

Report of: Councillor Bev Craig, Portfolio Lead for Economy & Business.

Purpose of Report

To provide GMCA with an update on the cost of living pressures on residents and businesses in Greater Manchester, and some of the measures being put in place by the GMCA and partners to respond.

This report sets out the latest indicators and analysis on the Cost of Living and Economic Resilience. They include inflation and its direct impacts, but also some of the remaining impacts of the Covid-19 pandemic and changes due to the UK's exit from the European Union. It also summarises some of the emerging responses to those insights. The assessment is based on two dashboards: on the Cost of Living, and on Economic Resilience.

Recommendations:

That the GMCA note:

- The latest assessment and emerging response and give views on the next steps in that response.

Contact Officers

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Simon Nokes, Executive Director Policy & Strategy, GMCA

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Equalities Impact, Carbon and Sustainability Assessment:

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

No direct impacts arising from this report

Risk Management

None

Legal Considerations

None

Financial Consequences – Revenue

None

Financial Consequences – Capital

None

Number of attachments to the report: 1

Comments/recommendations from Overview & Scrutiny Committee

None

Background Papers

None

Tracking/ Process

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

No

Exemption from call in

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

N/A

GM Transport Committee

N/A

Overview and Scrutiny Committee

N/A

1. HEADLINES FROM THE COST OF LIVING DASHBOARD AND OTHER FEEDBACK

- 1.1 Through collaboration across the GMCA Research team and NHS GM, the GM Cost of Living dashboard now includes further metrics related to health and wellbeing of Greater Manchester residents in relation to rising cost of living, including a focus on mental health and on excess deaths.
- 1.2 National mental health charity [Mind speak of the two way link between money and mental health](#), the notion that poor mental health means managing money is harder and that simultaneously worrying about money can make an individuals' mental health worse. This link led to the inclusion of mental health related metrics into the GM Cost of Living dashboard.
- 1.3 Firstly, the number of calls made to the Greater Manchester Mental Health Crisis Line is consistently around 4,000 calls per month, across all GM boroughs going back to April 2021. When looking at particular periods of interest in relation to the cost of living crisis, we can see that there are peaks in calls at these times. For example, in Spring 2022 (when the energy price cap rise was announced and discourse around rising cost of living became more prevalent), there is a simultaneous increase in the number of calls to the Mental Health Crisis Line. There were 5,444 calls made to the crisis line in May 2022, the highest number calls made in one singular month on record, and this represented an increase of more than 1,000 from the previous month and a 28% increase when comparing with May 2021.

- 1.4 There was an average of 21,000 referrals made into secondary mental health services per month in the pre-pandemic period. As would be expected, there is a drop in the number of referrals made in the first year of the pandemic, but by March 2021 the number of referrals had steadily risen culminating in a peak of over 28,000 referrals made in March alone. Between March 2021 – July 2022 the average number of referrals made per month was over 25,000 (an increase from the pre-pandemic period).
- 1.5 As well as the number of referrals made per month increasing, on average over this period. The proportion of those made for GM residents under the age of 18 also increased. In the pre-pandemic period 19% of all referrals made were for those under the age of 18, in comparison to the March 2021 – July 2022 period when this had risen to 23%. This aligns with [research conducted by national charity Young Minds](#), who found that in August 2022 concerns over money and the cost of living were prevalent amongst young people. The research found that the cost of living was a major worry for over half of young people (56%), causing disruption to daily life, particularly their diet and sleep. The findings also showed that this was not confined to older children, with 21% of 11 year olds stating that money worries caused them stress, anxiety, unhappiness or anger.
- 1.6 Whilst the increases seen in mental health crisis calls and mental health referrals cannot be attributed directly to rising cost of living, [recent findings by the Resolution Foundation](#) show that nationally, not only is there an increase in those reporting a decline in their health due to the cost of living crisis, the ways in which they have coped with the crisis also influence the extent to which they have experienced a deterioration in health. For example, 14% of respondents reported feeling unhappy or depressed much more than usual between December 2022-March 2023. This increases to 19% among those who used their savings during the crisis, 29% for those that fell into bill arrears and 45% for those in severe food insecurity. Similarly, 30% of all respondents stated that their health had been negatively affected by rising cost of living but this rises to 71% among those who report that their financial situation is a lot worse than it used to be and 77% among those finding their debt a heavy burden.
- 1.7 As well as reflections on mental health to understand the rising cost of living, research by the [Marmot Review Team explores the effects of cold housing and fuel poverty on](#)

[excess winter deaths](#). Excess winter deaths are understood to be a direct impact of cold housing and fuel poverty, key factors in the cost of living crisis. The Marmot Review Team state that around 40% of excess winter deaths are attributable to cardio-vascular diseases and 33% are attributable to respiratory diseases, both of which have strong relationships with cold homes. In relation to excess winter deaths in Greater Manchester, there were 555 deaths categorised as excess deaths in December 2022 and 483 in January 2023, considerably higher than seen in either of the previous December-January periods, despite these being periods of peak Covid-19 activity.

1.8 The Cost of Living dashboard is designed to specifically track the cost-of-living in GM in comparison to England and the North West on a monthly basis. It allows for comparison between each Greater Manchester local authority, the city region as a whole, the North West and the whole of England.

1.9 The data are divided into eight sections:

- Housing and Homelessness provides data on housing support, rough sleeping and temporary accommodation use in GM.
- Employment, Finances and Welfare provides leading indicators on personal finances, financial support and living costs.
- Food provides data on food poverty and support in GM.
- Fuel provides the latest data on fuel prices and energy costs.
- Crime provides data on domestic abuse incidents, acquisitive crime and shoplifting in GM.
- Fire provides the data on the number of cost of living related incidents recorded by Greater Manchester Fire and Rescue Service.
- Digital Exclusion provides data from the GM Residents Survey which focuses on the level of digital exclusion felt by Greater Manchester residents.
- Health and Wellbeing provides data from the GM Residents Survey focused on the wellbeing of Greater Manchester residents and the impact the rise in cost of living has on this. This section also has a direct focus on mental health for Greater Manchester residents, in relation to calls made to the Greater Manchester Mental Health crisis line and the number of referrals made into secondary mental health services across Greater Manchester. Finally, the Health and Wellbeing section also includes a metric relating to excess deaths

in the city region, i.e. the number of deaths considered to be in excess of the expected number had the Covid-19 pandemic not occurred.

1.10 The dashboard also contains two direct links to:

- Citizens Advice Greater Manchester dashboard which provides data on the issues presented to Citizens Advice services by Greater Manchester residents. This data covers from April 2020 to October 2022 and can be broken down by types of issue, client demographics and the channel through which the client has accessed support.
- Cost of Living analysis focused on data from CACI. This dashboard presents CACI estimated predictions data that focuses on GM average spending on gas, electric and oil and mortgages, as well as, mean net disposable income. This data is presented at LSOA level and is a snapshot in time from Spring 2022.

1.11 The latest version of the dashboard can be viewed live at this link (and is attached as a PDF report): [Workbook: Cost of Living \(gmtableau.nhs.uk\)](https://gmtableau.nhs.uk)

2. HEADLINES FROM GM ECONOMIC RESILIENCE DASHBOARD

2.1 The UK economy saw no growth in February, following growth of 0.4% in January according to the Office for National Statistics (ONS). The ONS said growth in construction and retail activity had been offset by the impact of strike action by teachers and civil servants. High energy prices and rising interest rates have also had an impact on growth.

2.2 The IMF has predicted the UK economy will shrink by 0.3% in 2023 and grow by 1% in 2024. The UK's economic performance is predicted to be the worst among G20 countries in 2023, however, the forecast is slightly better than the IMF's previous prediction of a 0.6% contraction. The IMF said high energy prices, rising interest rates and poor trade performance are the key reasons for the UK's weak economic performance. The Office for Budget Responsibility (OBR) predicts the UK economy to contract by 0.2% this year but avoid a recession.

2.3 The IMF has also predicted that increases in borrowing costs are likely to be temporary once high inflation is brought under control but did not say when it

believes interest rates will begin to fall again. Interest rates are currently at 4.25% in the UK and the Bank of England has previously predicted they are likely to peak at 4.5%

- 2.4 The fall in economic inactivity appears to be consolidating. The inactivity rate in the North West was 22.6% in the three months to March 2023. Data for the three months to March 2023 shows that although the inactivity rate declined nationally, there was a very small increase in the North West (NW) of England. This disrupts the recent pattern of declines over recent months. However, further data releases will establish a clearer view.
- 2.5 There were more Universal Credit claimants in Greater Manchester (GM) than ever before in April 2023 (just over 327,000). Some GM districts – notably Bolton, Salford and Stockport – have witnessed increases in claims that are above both national and GM averages.
- 2.6 UK Consumer Confidence remains low as real wages are falling and high inflation continues to effect households. Consumer Confidence improved by 8 points to -30 in March.
- 2.7 The Economic Resilience Dashboard aims to provide up to date intelligence on the conditions in the Greater Manchester economy.

The data is divided into five sections:

- Labour Market provides leading indicators on employment and economic activity.
- Cost Pressures provides data on pay, debt and inflation.
- Business Outlook provides data gathered by GM based organisations on business sentiment and confidence.
- International Trade provides the most up to date information available on exports at different geographies.
- National Indicators provides leading indicators on the state of the economy nationally.

The latest version of the dashboard can be viewed live at this link (and is attached as a PDF report): [GM Economic Resilience Dashboard: About – Tableau Server \(gmtableau.nhs.uk\)](https://gmtableau.nhs.uk)

3. DEVELOPING RESPONSE TO THE IMPACT OF THE COST OF LIVING CRISIS ON RESIDENTS

Evaluation of the GM Warm Spaces Initiative Completed

- 3.1 A network of Warm Spaces was established across GM in recognition that the colder months would be challenging for some residents as we continue to tackle the rising cost of living. All Warm Spaces were free to access and designed to be a safe, warm, inclusive, and friendly environment.
- 3.2 During the period Oct- 2023 – March 2023, there were 481 participating venues across Greater Manchester provided by VCFSE, public and private sector organisations. A wide range of support and services were made available in the Warm Spaces ranging from Digital Skills, Benefit Advice, Free SIM cards, Hot Showers and Vaccinations.
- 3.3 The majority of venues were funded through the Household Support Fund and a number were bolstered with specific local grants. No standardised quantitative was data collated due to the Warm Spaces ethos of being a 'Dignified Space', The evaluation therefore focussed on qualitative insights drawing on experiences from those involved in the set-up and use of Warm Spaces across GM.
- 3.4 The most popular venues were those that provided food and drink and it was the gathering of a number of people in a community location that was referenced as a particular attraction. The best outcome cited by many organisations was the impact this offer had on tackling social isolation especially for older men and women. In the large majority of instances, the heat of the warm space was incidental to the social connectedness that they provided.
- 3.5 Localities are scaling back their offer over the Spring & Summer months with plans to review and potentially relaunch in the Autumn. However all of GM's Libraries, The Bread and Butter Thing and several other VCFSE organisations will continue to provide a welcoming and supportive space to sustain the positive impact they have seen on tackling social isolation.

Increasing Debt

- 3.6 The GM Money Advice Group Spring Survey has highlighted that debt is increasing considerably amongst residents. Of the Debt Advisors responding to the survey, 93% reported an increase in the number of people who cannot get their debt problems resolved with the top reason being no disposable income or a deficit household budget once essential bills have been paid.
- 3.7 The issue of debt was also highlighted in the 6th Wave of the GM Residents survey, particularly in relation to the mental health and wellbeing impacts of borrowing: around half (47%) of respondents who have borrowed more money are very or somewhat worried about being able to pay this back.

Parliamentary Inquiry on the Reach of Cost of Living Support Payments to those in Need of Help

- 3.8 The Parliamentary Work and Pensions Committee has launched a new inquiry into cost of living support payments. The aim of the inquiry is to explore whether these payments have met their intended policy objective of supporting the most vulnerable households, and whether the adequacy of support made available to eligible households was sufficient in helping them meet the basic cost of living.
- 3.9 The inquiry is predicated on concerns that the design and delivery of the support packages is unfair and may not provide sufficient support for all low-income families who need it. By linking cost of living support to existing benefits, the emergency measures risk missing those who aren't already claiming benefits they are entitled too. It can also act as a 'cliff-edge' where those who narrowly fail to meet eligibility criteria for a benefit will miss out on support entirely. This means that those earning £1 above the qualifying threshold lose out on hundreds of pounds of support.
- 3.10 The systems and processes used to make payments can also result in people missing out on payments, for example, people subject to sanctions for Universal Credit may effectively be punished twice by missing out on emergency support as a result.
- 3.11 A GM response to this inquiry is being collated through the GM Cost of Living Response Group and will be submitted as evidence.

Impact on Local Housing Options Services

3.12 Pressures have continued to mount on Local Authority Housing Options services, which manifest in a number of gradual, but significant ways. Data for 2022/23 shows:

- A steady rise in the number of families accommodated in Bed and Breakfast accommodation for 6 weeks or more. Measures are in place to reverse this trend, including mobilising a £9 million leasing scheme to provide 500 long term homes for families across GM
- On average, an increase of 30 people per month approaching Local Authorities in Greater Manchester for homelessness support as a result of a Section 21 eviction.
- A gradual increase in the number of children housed in Temporary Accommodation.

3.13 Notably, these trends do not appear to be as a result of a significant increase in the number of people presenting to their Local Authority for support to prevent or end their homelessness. The main challenge seems to be the growing difficulty in moving families and individuals out of Temporary Accommodation and other forms of emergency provision, due to the unaffordability of the housing market and lack of other available accommodation. A key driver of this trend is the diminishing number of properties in the private rental sector which are at or below Local Housing Allowance. This affordability bottleneck is not new, but its grip on homelessness services appears to be tightening as a result of the cost of living crisis and the wider economic impact.

4. DEVELOPING RESPONSE TO THE IMPACTS ON BUSINESSES

4.1 In response to the increased costs for businesses, partner organisations across Greater Manchester have mobilised activity and pivoted existing interventions in response, focused on helping businesses to manage increased costs and reduce their energy bills.

Cost of Doing Business

4.2 The Business Growth Hub has developed a suite of interventions to take a leading role in supporting businesses to manage the increasing costs of doing business. The creation of a dedicated website, the #HereForBusiness portal, provides businesses with a 'one-stop' central digital hub where they can find all the latest

news and resources to help them understand the current crisis, and to access practical support that is available. This support includes informing businesses of the Government's Energy Relief measure, energy related cost saving/ROI opportunities, along with wider cost of operations, access to finance, decarbonisation, restructuring, productivity, and leadership well-being support.

- 4.3 The campaign includes a series of webinars and workshops to help companies develop a plan to respond to the current economic situation. The sessions focus on areas including energy management, financial planning, and people and cost management. As part of the suite of activity, a series of drop-in clinics are being held in May across Greater Manchester, including in Salford, Oldham, Bury, and Trafford.

Good Employment and real Living Wage

- 4.4 Over 1,300 employers are engaged with the Charter Unit, with around 500 Supporters and 90 full Members. The Greater Manchester Good Employment Awards have been created by the Greater Manchester Good Employment Charter to celebrate employment excellence and were held on Thursday 27 April at Whitworth Hall. The awards saw eight winners recognised for their achievements over the last year and was hosted by Michael Taylor, editor of The Business Desk North West attended by business leaders from around Greater Manchester and local politicians.
- 4.5 There are close to 650 Living Wage accredited employers in Greater Manchester who have made the public commitment to pay all their staff and first line suppliers at least the real Living Wage. Over 20,000 employees in Greater Manchester have seen a pay rise to the real Living Wage as a result of the accreditation of their employer. The national annual Living Wage Awards are due to be hosted in Greater Manchester this July, taking place at the National Football Museum.

Foundational Economy Innovation Fund

- 4.6 The 40 projects receiving the first tranche of funding from the Foundational Economy Innovation Fund were announced in May. The Fund is targeted at businesses and innovators operating in the foundational or everyday economy and starts with four sectors: Health and Social Care, Early Education and Childcare (0-5

years), Retail and Personal Services, and Hospitality and Leisure. The fund supports projects that aim to lower carbon emissions and contribute to net zero, delivering more effective services, and support the workforce. Activity supported via the fund is due to take place across Greater Manchester.

Economic Resilience Dashboard

Tracking the Greater Manchester Economy



The Economic Resilience Dashboard aims to provide up to date intelligence on the conditions in the Greater Manchester (GM) economy, recovery from the Covid-19 crisis and other emerging issues.

The data is divided into five sections:

- **Labour Market** provides leading indicators on employment and economic activity.
- **Cost Pressures** provides data on pay, debt and inflation.
- **Business Outlook** provides data gathered by GM based organisations on business sentiment and confidence.
- **National Indicators** provides leading indicators on the state of the economy nationally.
- **International Trade** provides the most up to date information available on exports at different geographies.

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

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

Analysis



94,570

GM residents were in receipt of unemployment benefits in April, an increase of 2.9% since March.



22.6%

Total economic inactivity was 1,016,095 (22.6% of the working age population) in the NW in the three months to March 2023. This compares with 21.0% across the UK as a whole.



10.1%

UK Inflation as measured by the Consumer Price Index was 10.1% in the 12 months to March. This was a 0.3 percentage point decrease on the February figure of 10.4%.

The UK economy saw no growth in February, following growth of 0.4% in January according to the Office for National Statistics (ONS). The ONS said growth in construction and retail activity had been offset by the impact of strike action by teachers and civil servants. High energy prices and rising interest rates have also had an impact on growth.

The IMF has predicted the UK economy will shrink by 0.3% in 2023 and grow by 1% in 2024. The UK's economic performance is predicted to be the worst among G20 countries in 2023, however, the forecast is slightly better than the IMF's previous prediction of a 0.6% contraction. The IMF said high energy prices, rising interest rates and poor trade performance are the key reasons for the UK's weak economic performance. The Office for Budget Responsibility (OBR) predicts the UK economy to contract by 0.2% this year but avoid a recession.

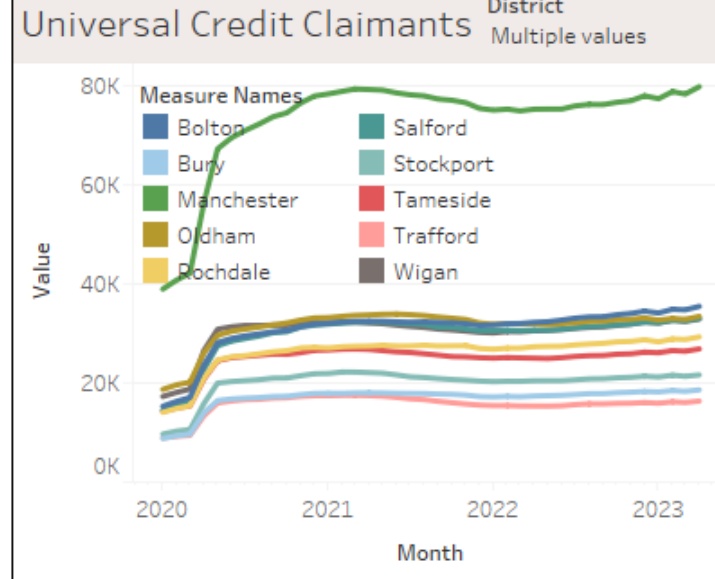
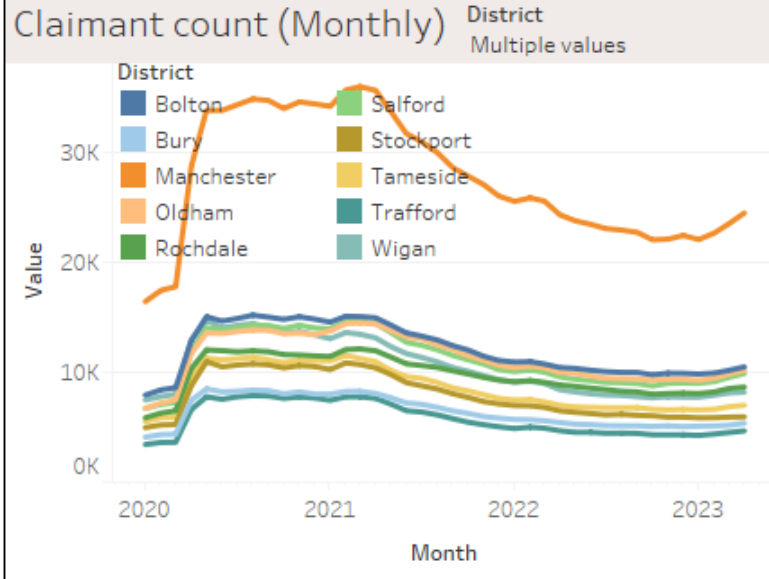
The IMF has also predicted that increases in borrowing costs are likely to be temporary once high inflation is brought under control but did not say when it believes interest rates will begin to fall again. Interest rates are currently at 4.25% in the UK and the Bank of England has previously predicted they are likely to peak at 4.5%

The fall in economic inactivity appears to be consolidating. The inactivity rate in the North West was 22.6% in the three months to March 2023. Data for the three months to March 2023 shows that although the inactivity rate declined nationally, there was a very small increase in the North West (NW) of England. This disrupts the recent pattern of declines over recent months. However, further data releases will establish a clearer view.

There were more Universal Credit claimants in Greater Manchester (GM) than ever before in April 2023 (just over 327,000). Some GM districts – notably Bolton, Salford and Stockport – have witnessed increases in claims that are above both national and GM averages.

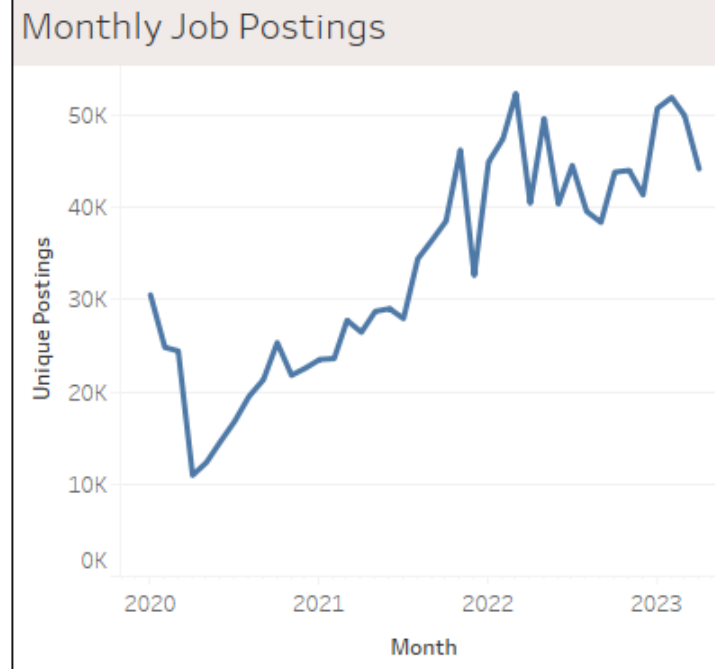
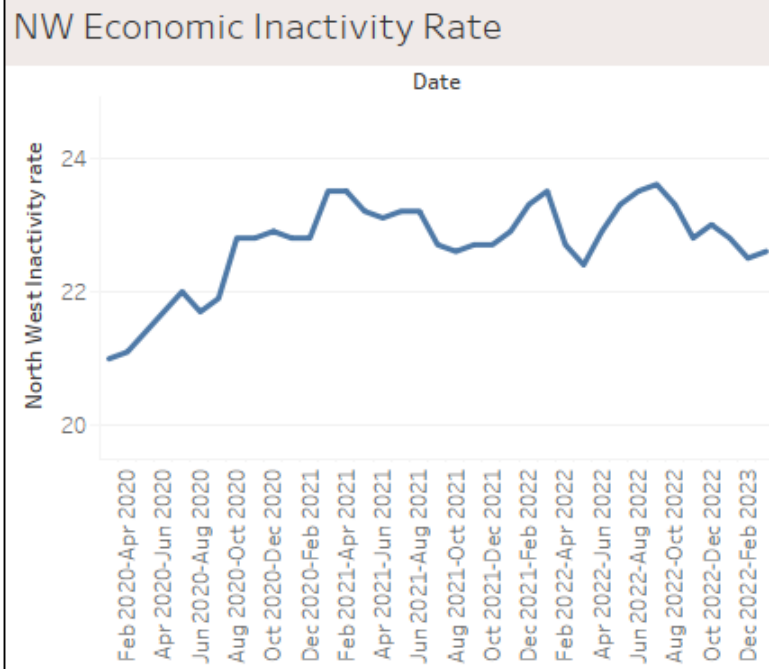
UK Consumer Confidence remains low as real wages are falling and high inflation continues to effect households. Consumer Confidence improved by 8 points to -30 in March.

Labour Market



The number of claimants increased by 2.9% to 94,570 between March and April. Between April 2022 and April 2023, claimants have fallen by 0.3% in GM.

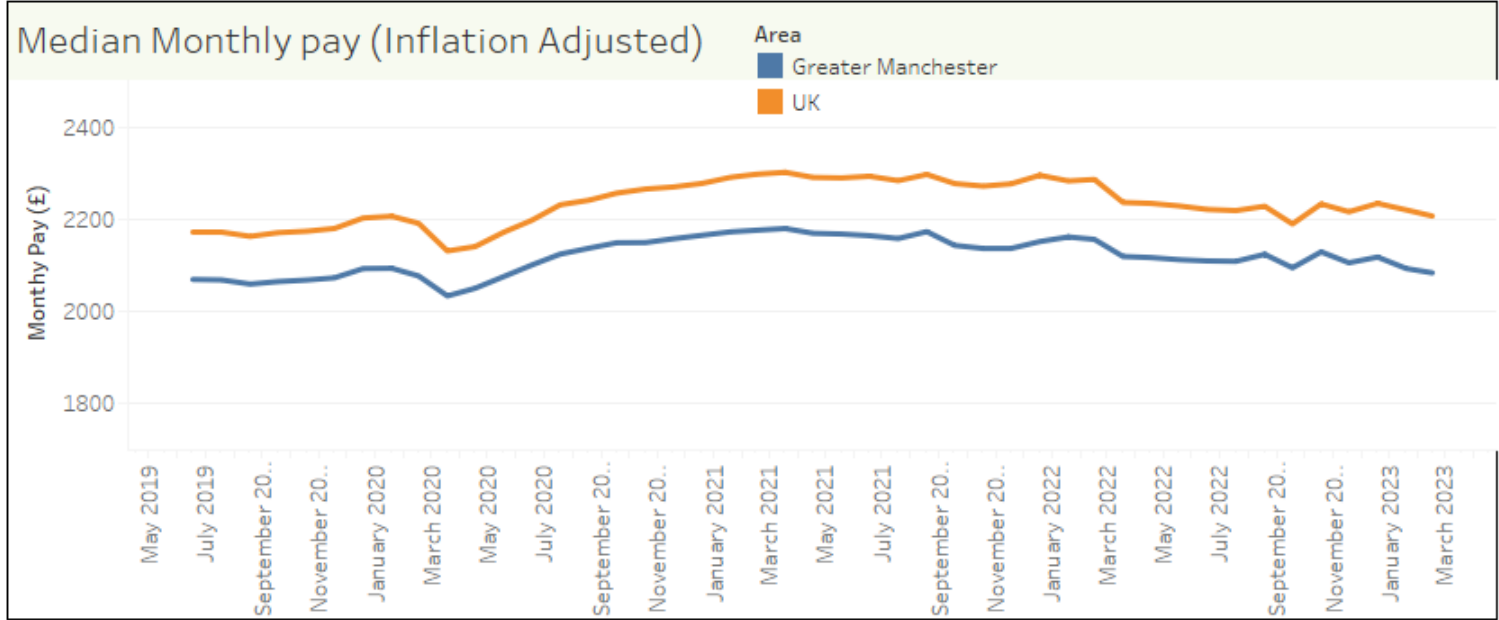
There were 327,268 Universal Credit claimants in GM in April. This is an increase of 1.7% compared to the previous month, 0.1 percentage points more than the increase across the UK as a whole.



Total economic inactivity was 1,016,095 (22.6% of the working age population) in the NW in the three months to March 2023. This compares with 21.0% across the UK as a whole.

There were 44,209 job postings in April, an decrease of 12% from March. The number of job postings was 9% above April 2022.

Cost Pressures

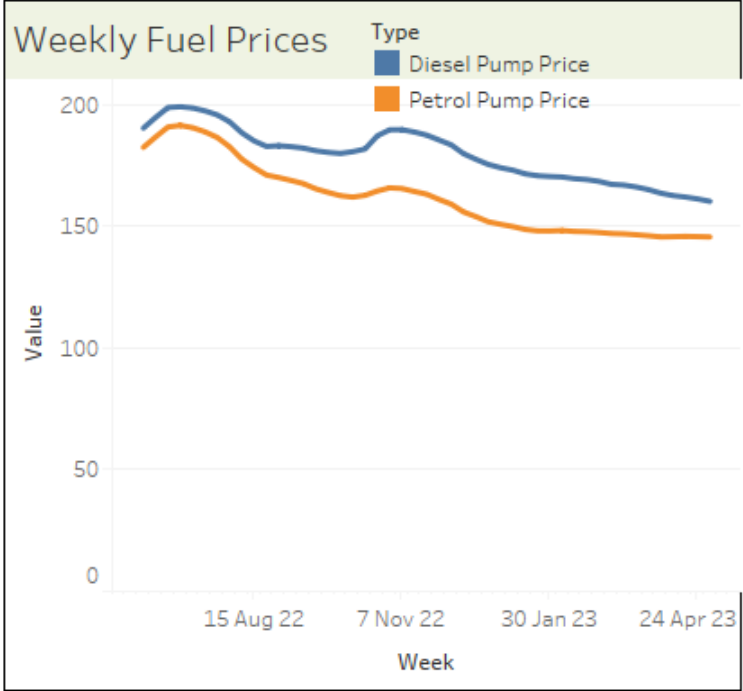
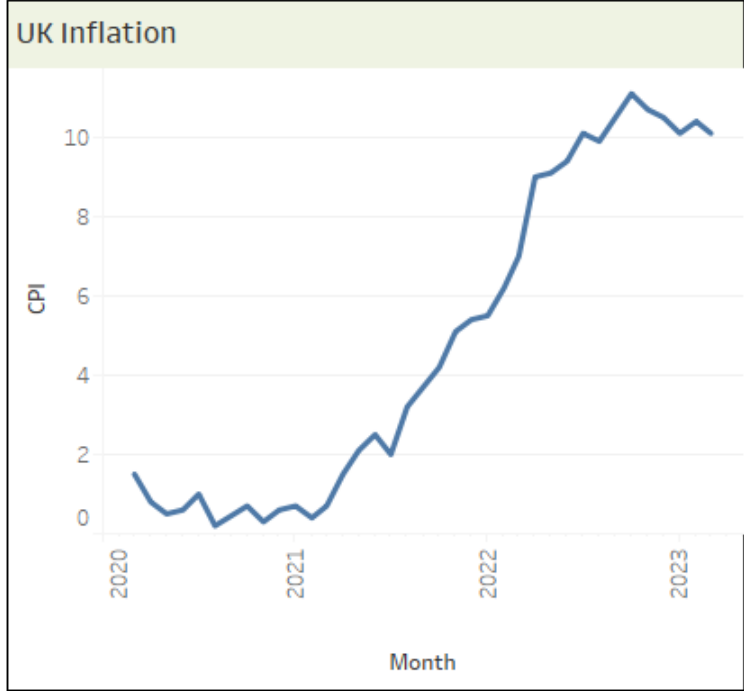


Key Facts

Median monthly pay adjusted for inflation in Greater Manchester was £2,084 in March, compared to £2,207 for the UK, according to PAYE RTI data. Median monthly pay in GM has decreased 3.4% since March 2022, compared to 3.5% for the UK as a whole.

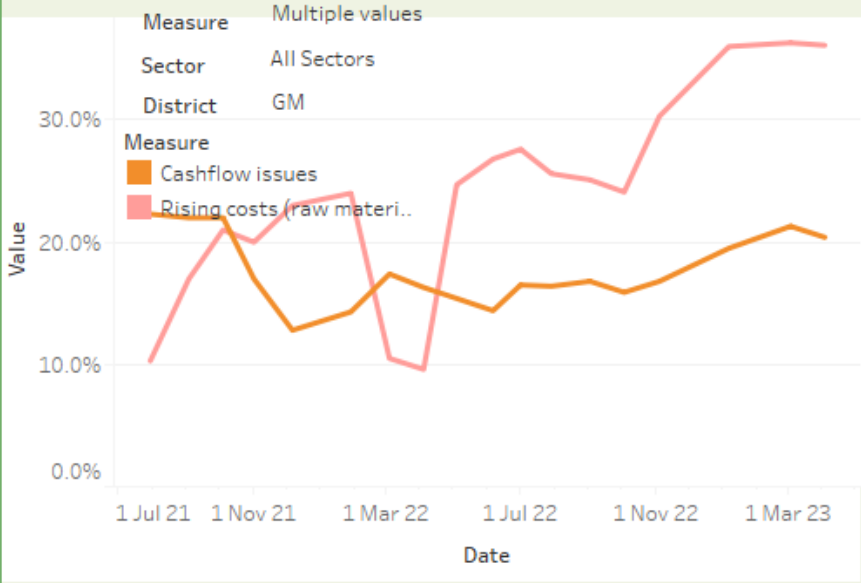
UK inflation as measured by the Consumer Price Index was 10.1% in the 12 months to March 2023. This was a 0.3 percentage point decrease from the February figure of 10.4%. Inflation including housing costs was 8.9% in March.

Petrol pump prices were 145.7p per litre in week commencing 1st May 2023, -0.1% lower than a month earlier. Diesel pump prices were 160.35p per litre, -0.6% lower than a month earlier.

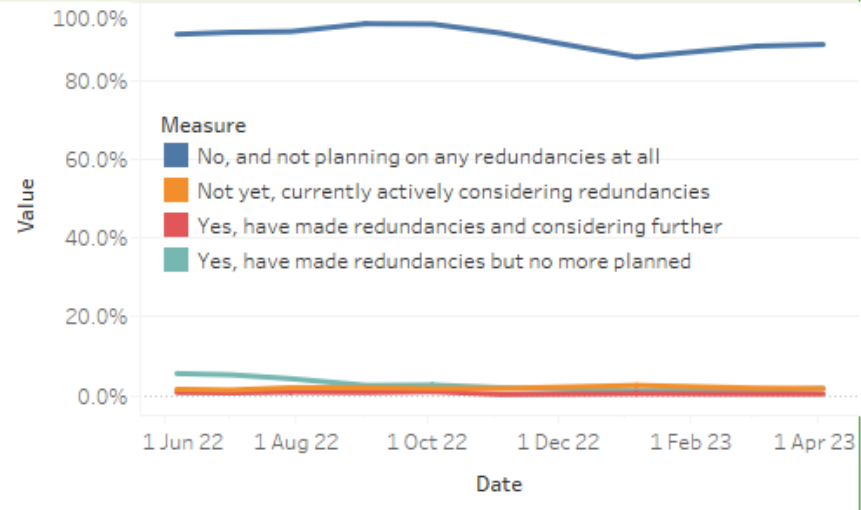


Business Outlook

Business Growth Hub Survey



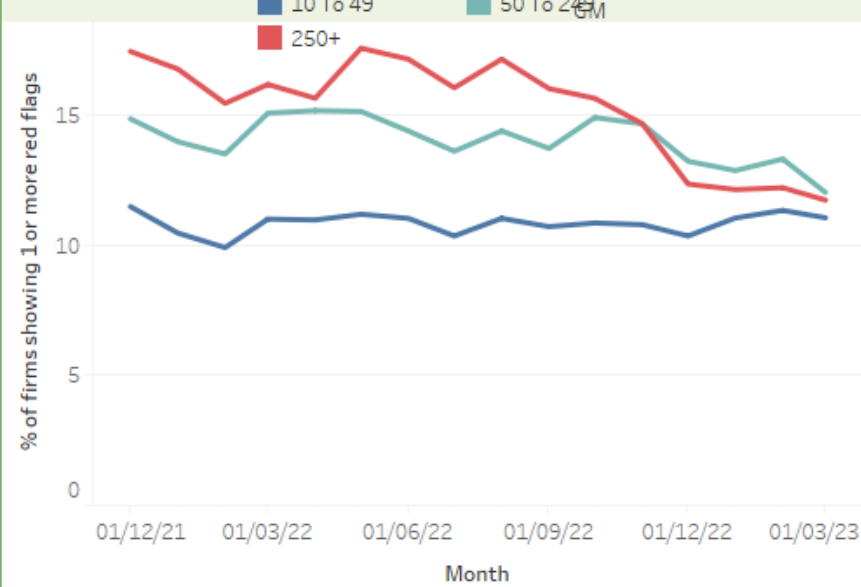
Business Growth Hub Survey: Business planning to make redundancies



36% of businesses reported rising costs in the 12 weeks to 3rd April, according to the Growth Hub's Business Survey. This is equal to the percentage of businesses that reported rising costs in the 12 weeks to 3rd March. 20.4% of businesses reported cashflow issues over the period, compared to 21.3% in the 12 weeks to 3rd March.

The number of firms that said they were considering making redundancies was 2.2% in the 12 weeks up to 3rd April. 2.2% of firms said they had already made redundancies.

Credit Risk



GM Index (Quarterly)

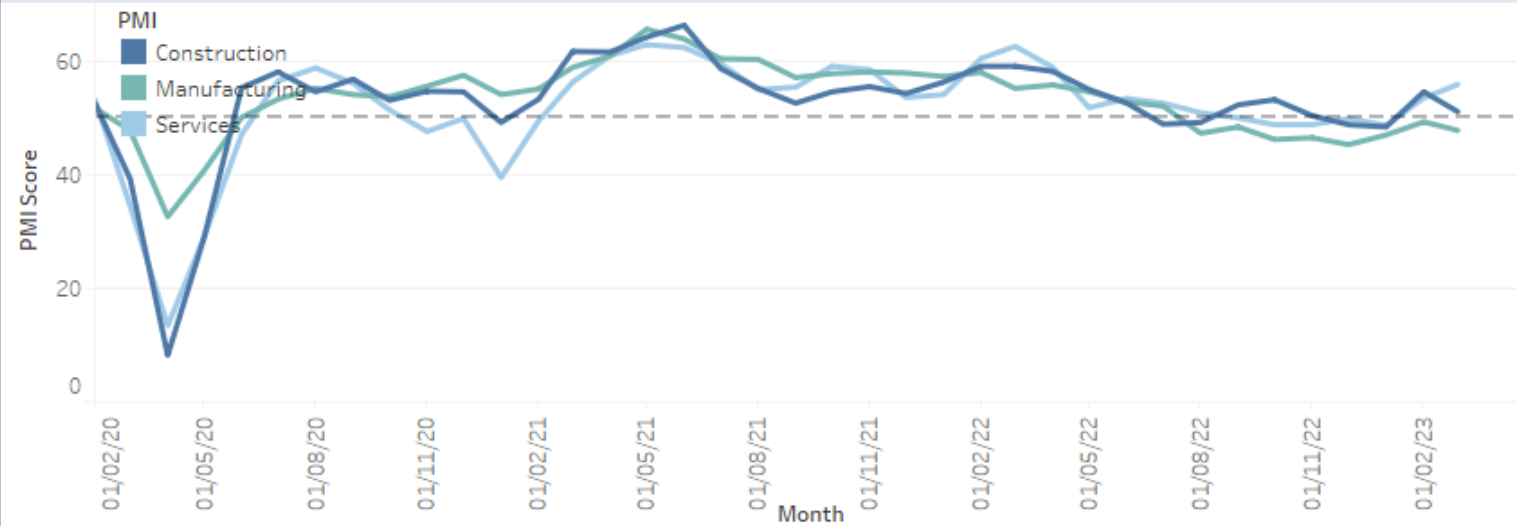


11.3% of all firms with 10 or more employees in GM had 1 or more red flags in the month to 1st March, compared to 10.2% for the North West and 10.6% for the UK as a whole. Previously, 11.7% of firms in GM had 1 more red flags in the month to 1st February.

GM Chamber's GM Index increased from 13.5 in Q3 2022 to 17.8 in Q4 2022.

National Indicators

UK purchasing managers index (Monthly)

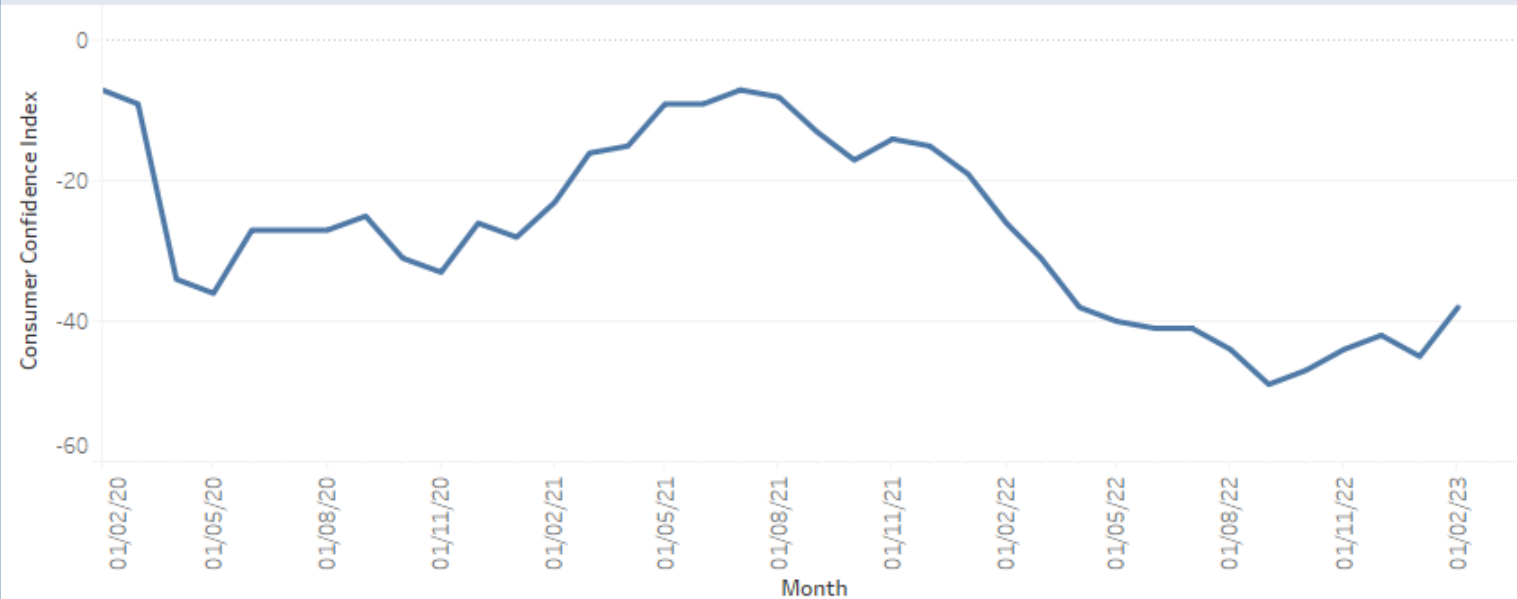


Key Facts

Two out of three sectoral PMI's decreased in March. Manufacturing PMI decreased from 49.3 to 47.8, Services PMI increased from 53.5 to 55.9 and Construction PMI decreased from 54.6 to 51.1. Services and Construction PMI's are above the 50.0 threshold that indicates growth.

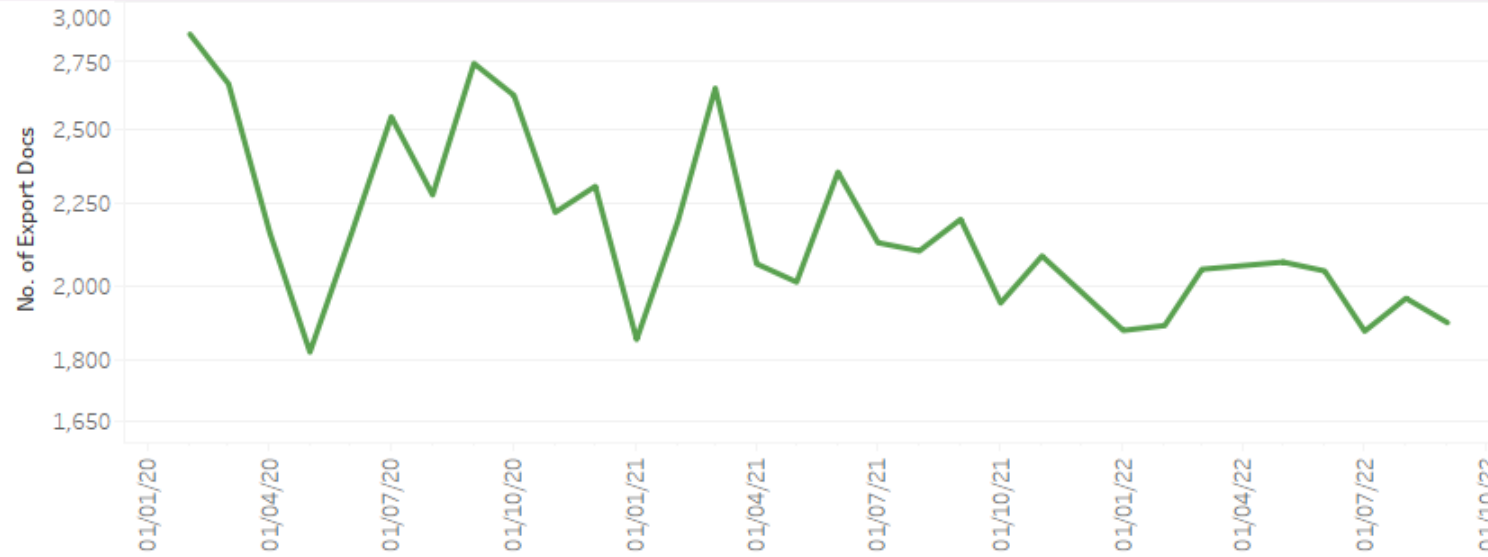
The UK Consumer Confidence Index increased from -38 in to -30 in March.

UK consumer confidence (Monthly)



International Trade

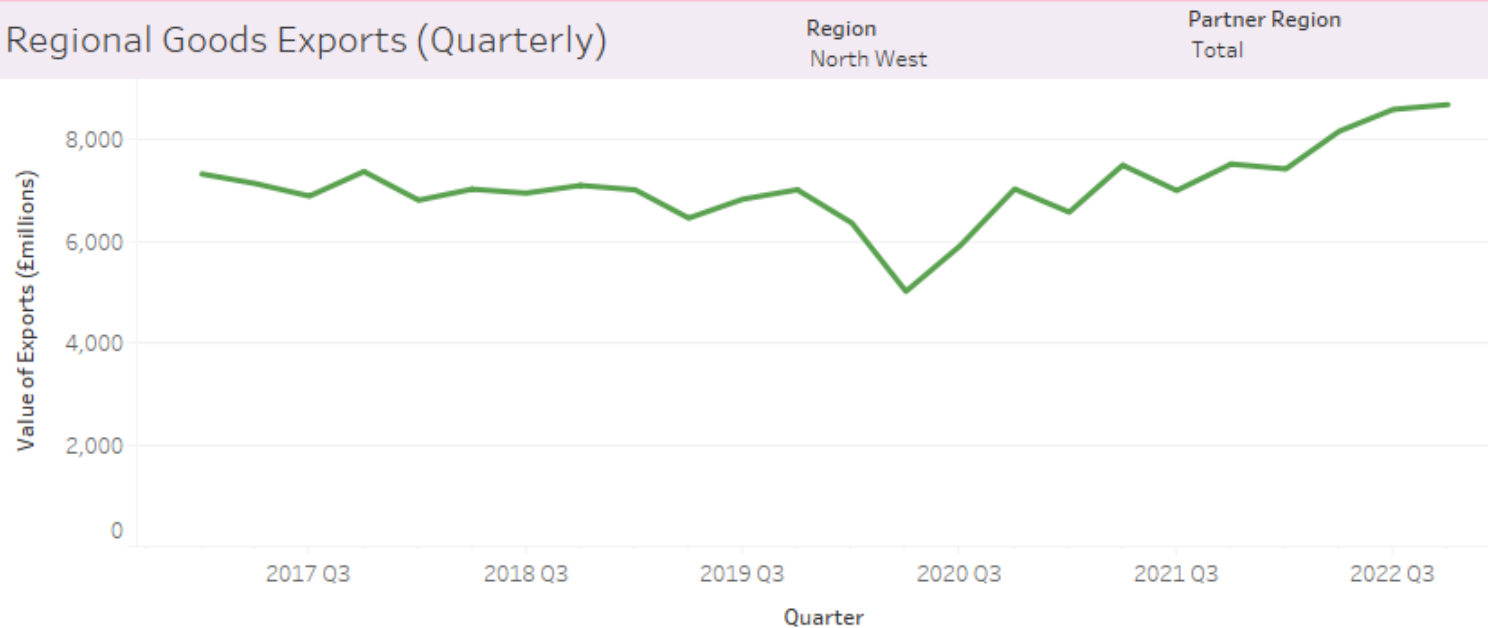
Export Documents (Monthly)



Key Facts

Export documents processed by the GM Chamber of Commerce decreased by 8.4% between January and February, from 1,599 to 1,741. The total number of export documents is down 15.4% since February 2022. (Please note October figure was modelled due to missing data).

Regional Goods Exports (Quarterly)



The total value of goods exports from the North West was £8.7 billion in Q4 2022, 15.5% more than Q4 2021. The total value of UK exports was £98.4 billion in Q4 2022, 14.8% more than Q4 2021.

Definitions

Labour Market

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

Economic Inactivity - This data is taken from a quarterly release by the ONS. Economic inactivity refers to people who are not participating in the labour market: they are neither working nor seeking employment.

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

Cost Pressures

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

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

Weekly Fuel Prices - This data is taken from a weekly release by the Department for Business, Energy and Industrial Strategy. It provides average UK retail pump prices.

Business Outlook

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

Credit Risk - This data is provided on a monthly basis by RedFlag, a provider of real-time business intelligence. The data shows businesses that have 1 or more 'red flags', this means that they are at risk of potential insolvency.

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

National Indicators

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

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

International Trade

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

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

Cost of Living Dashboard

[Housing and Homelessness](#)

[Employment, Finances and Welfare Support](#)

[Food](#)

[Fuel](#)

[Fire](#)

[Crime and Incidents](#)

[Digital Exclusion](#)

[Health and Wellbeing](#)

[Contact Us](#)

[Glossary](#)

The Cost of Living Dashboard aims to provide insight and evidence into the rising cost of living in Greater Manchester. The dashboard allows for comparison between each Greater Manchester local authority, the city region as a whole, the North West region and the whole of England. The indicators that are included in this dashboard, cover between April 2019 and the present day, each showing monthly changes, which have contributed to the rising cost of living.

Data presented in the dashboard comes from a variety of sources, such as national data sources, council provided data, data from the Greater Manchester Residents Survey, NHS data and more. Each page in the dashboard that presents data contains a link to the metadata page which details the origin of the data.

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Page last updated: 10.05.2023

Page next update: 09.06.2023

RAG Ratings - to show comparisons with previous months for the same metrics.

March 2023	March 2023	April 2023	April 2023
20	8.9%	66%	£1.46
Individuals experiencing rough sleeping for the first time	CPIH Rate	Uptake of Healthy Start vouchers in GM	Average pay at the pump price for petrol per litre

Citizens Advice, Greater Manchester

A dashboard has been created to analyse the requests received by Citizens Advice teams across Greater Manchester. This allows breakdown by local authority and ward, as well as, demographic breakdowns by age group, disability, ethnicity and gender. The dashboard also allows for a breakdown of access channel used by residents.

Issues are presented in the dashboard as main issues such as, fuel debts, housing or employment and then broken down further into level 2 and level 3 issues. This dashboard allows for analysis of change over time, with monthly updated data dating back to April 2020.

[Click here to access the Citizens Advice dashboard for Greater Manchester.](#)

CACI

A dashboard has been created which presents LSOA level outputs of estimate paycheck level data, for LSOA's across Greater Manchester. This data has been used to create estimates of mortgage payments, energy payments and mean disposable income.

[Click here to access the CACI dashboard for Greater Manchester...](#)

Other Relevant Dashboards

There are other highly relevant and insightful dashboards that are interlinked to the cost of living crisis, such as:

GM Economic Resilience Dashboard - GM economy, pandemic recovery and other emerging issues.

- In Feb 2023, Consumer Confidence Index stood at -38, a 7 point increase from Jan 2023.



GM Housing Market Monitor - Provides an overview of the housing market in Greater Manchester.

- 40% of homes in Greater Manchester are in band C, in relation to their Energy Performance Certificate



GM Poverty Action Dashboard - A multi-dimensional picture of poverty in GM across topics including child poverty, debt, education, fuel and so on.

- 1 in 4 children in the city region are living in poverty, equating to 144,784 children.



GM Parity Dashboard - Provides a modelled housing stock baseline for GM.

In 2020, a modelled housing stock baseline was produced for GM providing an assessment of all housing stock, predictions of risks in the homes as well as an Energy Query Builder and Housing Query Builder.



GM Strategy Dashboard - Central hub for the progress measures of the GM Strategy to monitor collective progress and assess changes within the region, across all Shared Outcomes and Shared Commitments.

- 26.8% of households reported that they had experienced some form of digital exclusion in February 2022.



GM Welfare and Benefits Dashboard - A monthly update of data on Claimant Count, Universal Credit claimants, the employment status of UC claimants as well as their gender and conditionality.

- The GM claimant share in May 2022 was 5.2%, higher than the North West and UK averages (4.4% and 3.8%).





Cost of Living Dashboard - CACI Data

Gas, electricity and oil

Housing costs

Mean net disposable income

The CACI paycheck level data is made up of estimated predictions of households incomes and outgoings based on a range of data including data from Ocean, CACI's lifestyle database and the ONS Average Weekly Earnings and Living Costs and Food Survey.

The data held by Greater Manchester Combined Authority is recorded at postcode level and has been aggregated at LSOA level for the purpose of these presentations. The data is a snapshot in time from Spring 2022.

At present, the GMCA Research Team have used the CACI data to understand households energy costs, housing costs and disposable income at LSOA level. We are keen to expand these first steps and would welcome any requests for us to action (please see our contact details on the original GM Cost of Living dashboard).

This analysis for this CACI data is very much a work in progress and there are some issues with the data that we are trying to resolve, for example some LSOAs are not currently appearing on the CACI analysis maps. This is currently being investigated and will be resolved as soon as possible.

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DO

- Use CACI analysis to get an understanding of likely characteristics for an area
- Use CACI to target communications and engagement at an area level, including communication channel preferences
- Consider CACI as a 'best guess' of the types of households within an area - based on multiple proprietary data sources and CACI categories
- Complement CACI analysis with official statistics and local intelligence from officers 'on the ground'

DON'T

- Take CACI 'as fact' - it is modelled data, based on probability and likelihood
- Cite specific characteristics engaging with households (i.e. 'our analysis indicates that you are x, y, z')
- Use CACI to try and identify or link to individuals as this is not possible
- Link CACI with other data sources, we can look for associations in different places (i.e. wards) but we cannot link individual records or households



Cost of Living Dashboard - CACI Data

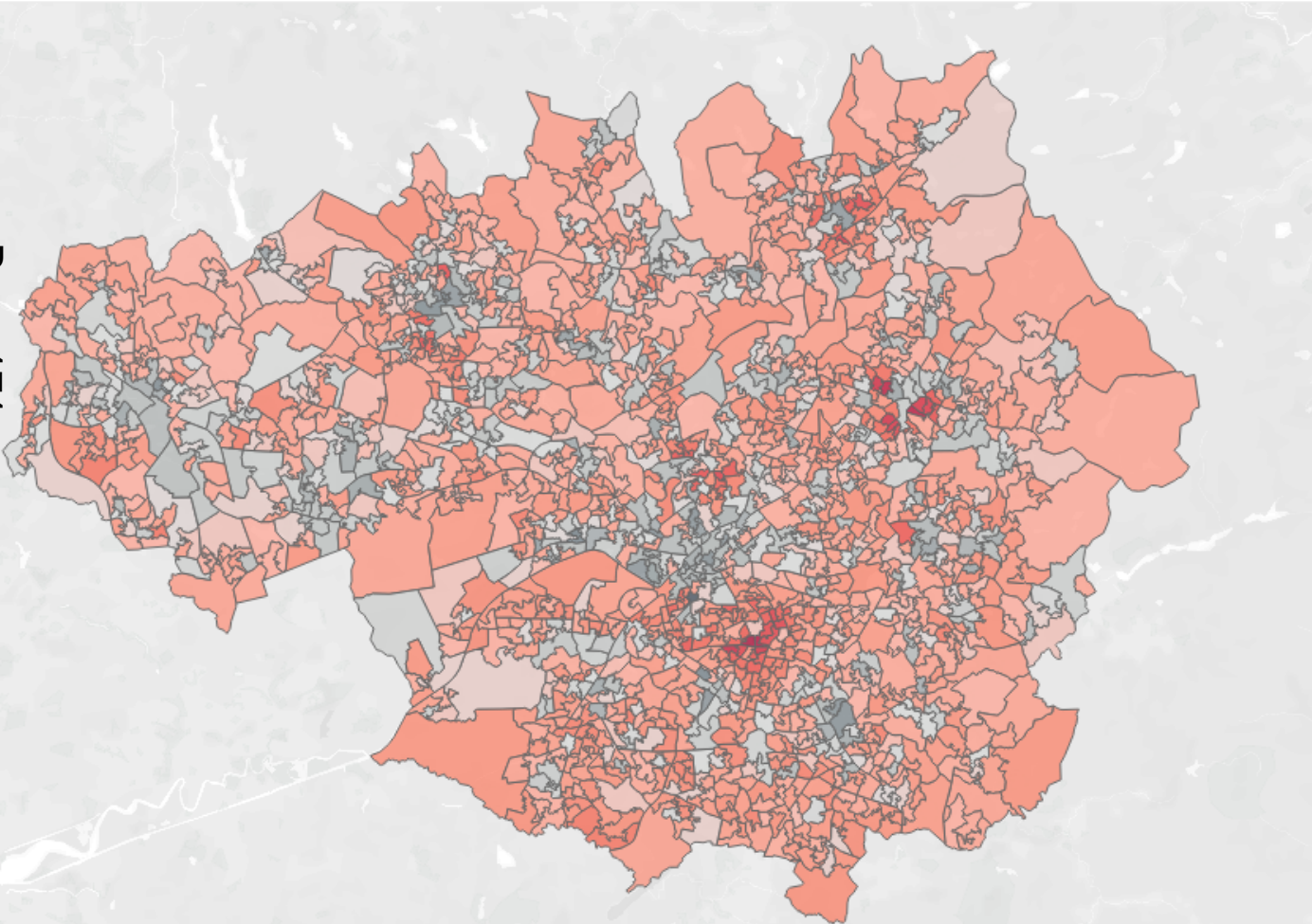
Gas, electricity and oil

Mortgages

Mean net disposable income

Gas, electricity and oil payments

Page 171



This visualisation presents the average amount spent on gas electricity and oil in each LSOA across Greater Manchester.

Reminder:

- this is modelled data and should not be taken as fact
- it cannot be used to identify specific people or households
- should not be referred to when engaging with specific people or communities, i.e. 'we know your energy bills account for X amount as you live in Y LSOA'

Council

- Bolton
- Bury
- Manchester
- Oldham
- Rochdale
- Salford
- Stockport
- Tameside
- Trafford
- Wigan

Neighbourhood

- Bolton : Brightm..
- Bolton : Central & ..
- Bolton : Chorley R..
- Bolton : Crompton ..
- Bolton : Farnwort..
- Bolton : Horwich
- Bolton : Rumworth
- Bolton : Turton
- Bolton : Westhoug..
- Bury : East
- Bury : North
- Bury : Prestwich
- Bury : West
- Bury : Whitefield
- Manchester : Anco..
- Manchester : Ard..
- Manchester : Regu..

Avg. Gas, electricity, oil (Relevant)





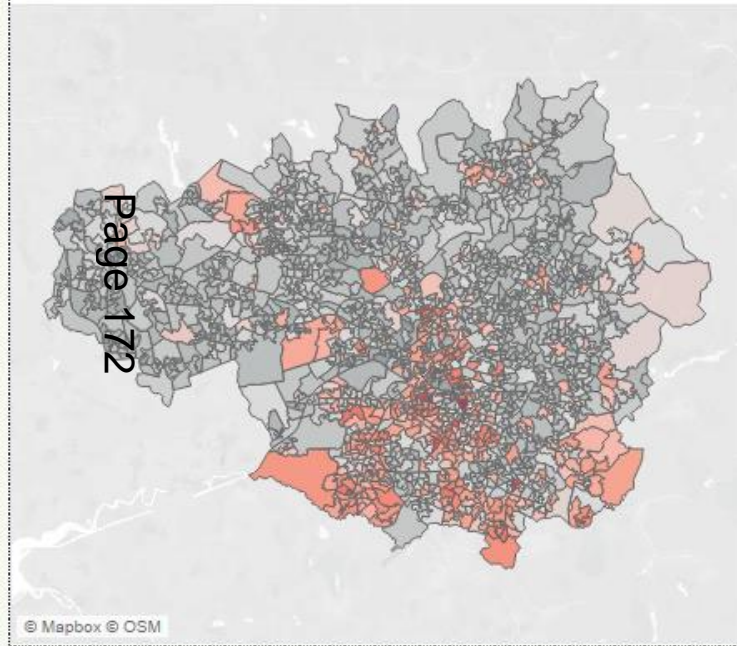
Cost of Living Dashboard - CACI Data

Gas, electricity and oil

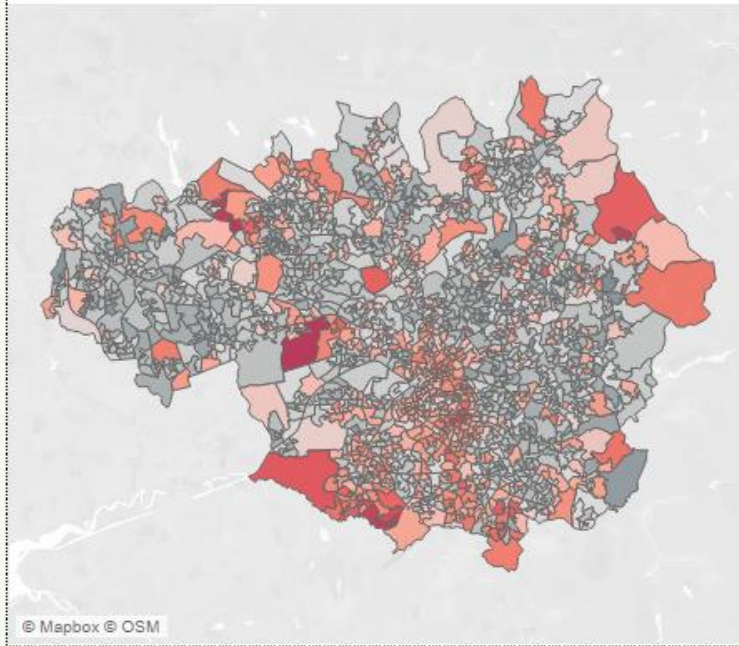
Housing costs

Mean net disposable income

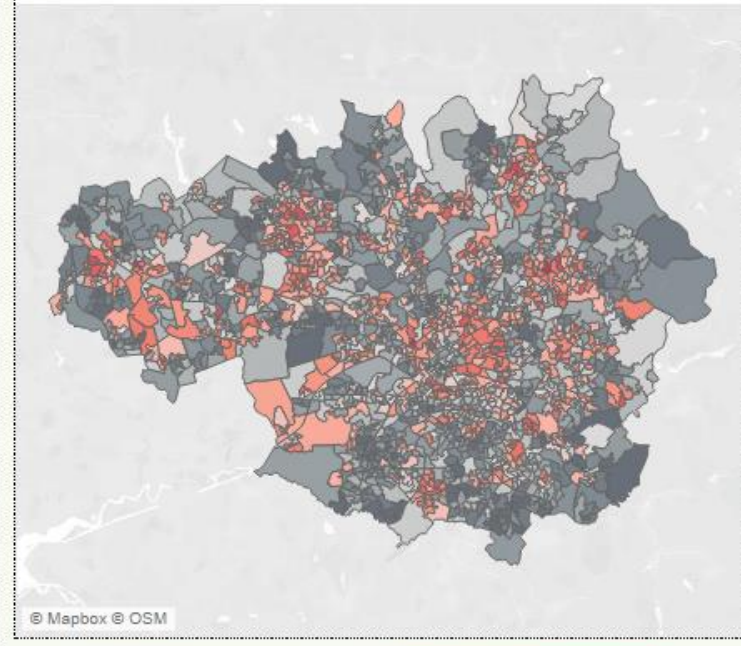
Proportion of mean incomes spent on mortgages



Proportion of mean incomes spent on private rent



Proportion of mean incomes spent on social rent



- Council**
- Bolton
 - Bury
 - Manchester
 - Oldham
 - Rochdale
 - Salford
 - Stockport
 - Tameside
 - Trafford
 - Wigan

- Neighbourhood**
- Bolton : Brightmet..
 - Bolton : Central & Gr..
 - Bolton : Chorley Roa..
 - Bolton : Crompton & ..
 - Bolton : Farnworth & ..
 - Bolton : Horwich
 - Bolton : Rumworth
 - Bolton : Turton
 - Bolton : Westthoug..
 - Bury : East
 - Bury : North
 - Bury : Prestwich
 - Bury : West
 - Bury : Whitefield
 - Manchester : Ancoat..
 - Manchester : Ardwic..
 - Manchester : Bagule..



These visualisations present the proportion of income spent on housing payments in each LSOA across Greater Manchester.

Reminder:

- this is modelled data and should not be taken as fact
- it cannot be used to identify specific people or households
- should not be referred to when engaging with specific people or communities, i.e. 'we know your mortgage bills cost X amount as you live in Y LSOA'



Cost of Living Dashboard - CACI Data

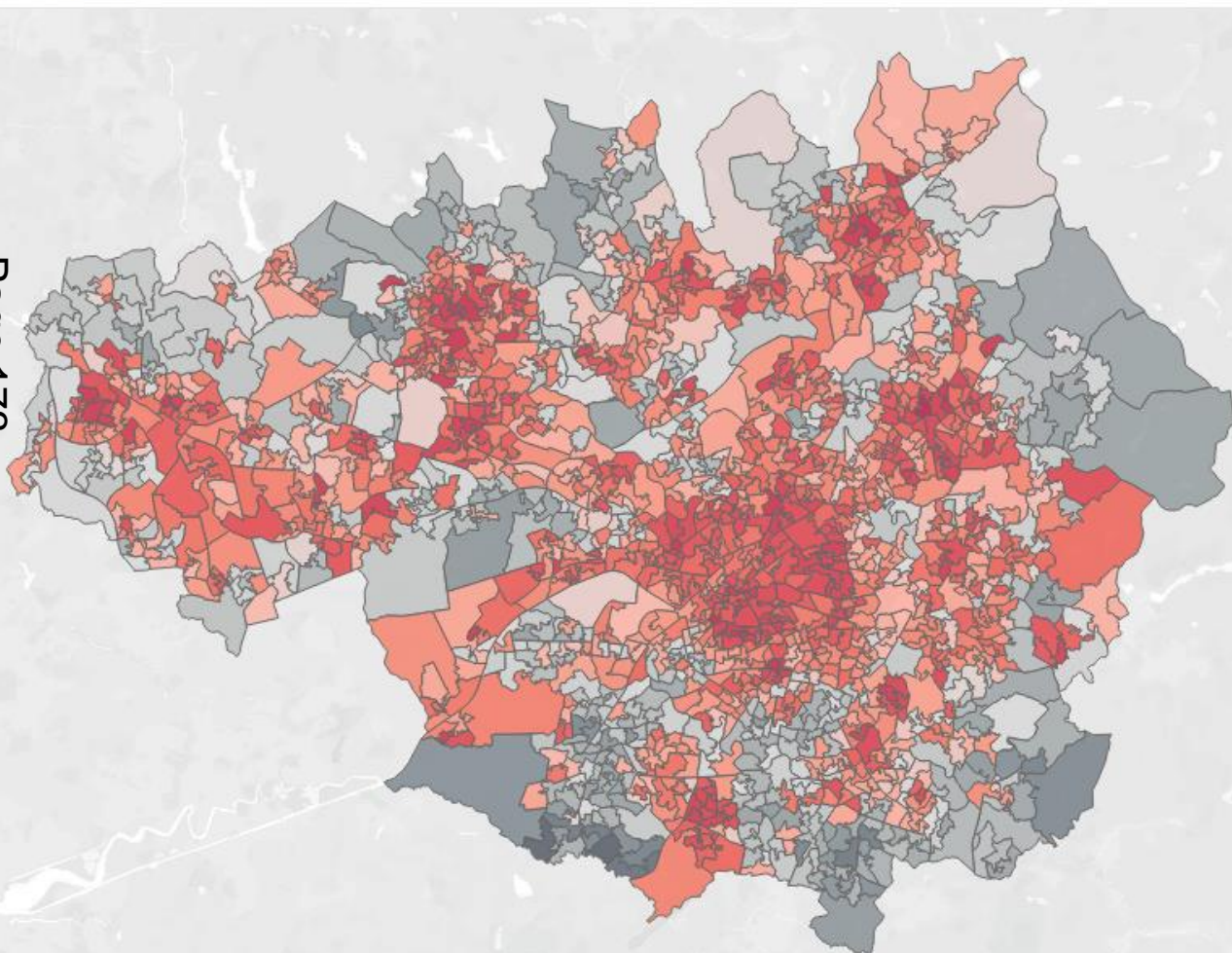
Gas, electricity and oil

Mortgages

Mean net disposable income

Net disposable income

Page 173



This visualisation presents the average amount of net disposable incomes households have after a income tax, national insurance and other non-discretionary outgoings. These non-discretionary outgoings include mortgage payments, rent, council tax, utilities, water bills, insurance, food, clothing costs, childcare, students loans, pension contributions and travel to work costs.

Reminder:

- this is modelled data and should not be taken as fact
- it cannot be used to identify specific people or households
- should not be referred to when engaging with specific people or communities, i.e. 'we know you have X disposable income as you live in Y LSOA'

Council

- Bolton
- Bury
- Manchester
- Oldham
- Rochdale
- Salford
- Stockport
- Tameside
- Trafford
- Wigan

Neighbourhood

- Bolton : Brightmet & ...
- Bolton : Central & Gre...
- Bolton : Chorley Roads
- Bolton : Crompton & H...
- Bolton : Farnworth & ...
- Bolton : Horwich
- Bolton : Rumworth
- Bolton : Turton
- Bolton : Westhoughton
- Bury : East
- Bury : North
- Bury : Prestwich
- Bury : West
- Bury : Whitefield
- Manchester : Ancoats ...
- Manchester : Ardwick ...
- Manchester : Raouley

Avg. Mean Net Disposable Income (£k)





Housing and Homelessness

Housing and Homelessness

Employment, Finances and Welfare Support

Food

Fuel

Fire

Crime and Incidents

Digital Exclusion

Health and Wellbeing

Contact Us

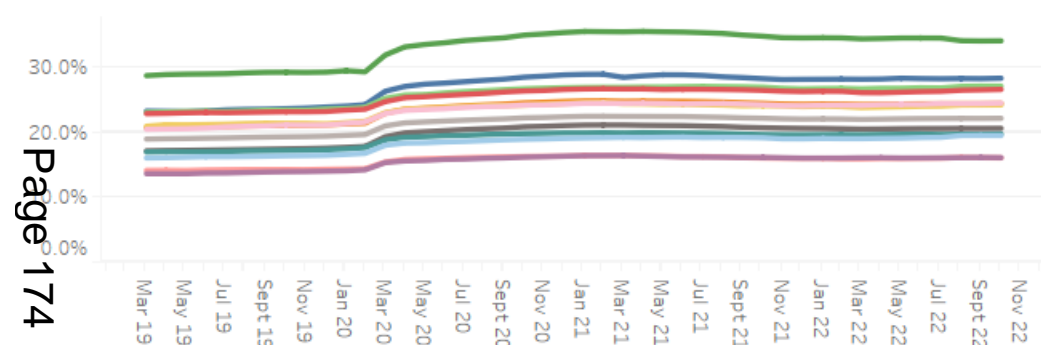
Glossary

Housing costs account for a significant proportion of household expense and so understanding the trends that are occurring in this area and the effect changes are having, is key to understanding the cost of living crisis. For the most vulnerable in society, becoming homeless and/or residing in temporary accommodation is a real risk of the cost of living crisis and so these metrics have also been included to give a full understanding of the situation. Whilst a relevant data source has not been identified, it is key to note that housing condition, safety and suitability are also key areas to understand in relation to housing and rising cost of living.

Page last updated: 10.05.2023

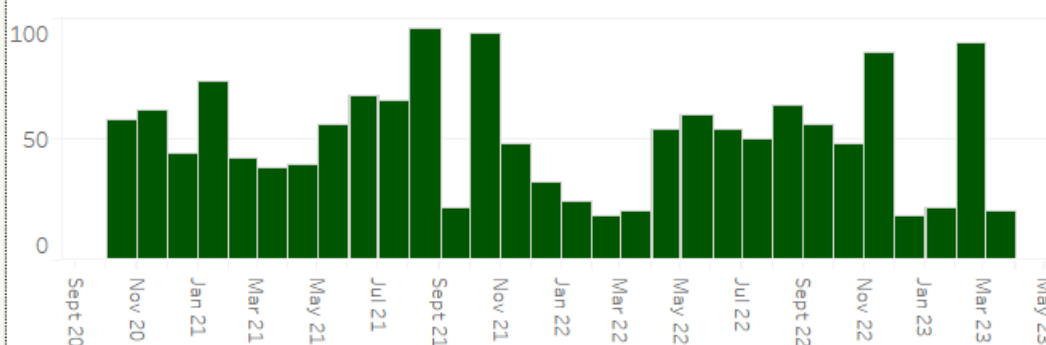
Page next update: 09.06.2023

Housing Support Share



Page 174

New to rough sleeping



Housing Support Share - ..

- Bolton
- Bury
- England
- Greater Manchester
- Manchester
- North West
- Oldham
- Rochdale
- Salford
- Stockport
- Tameside

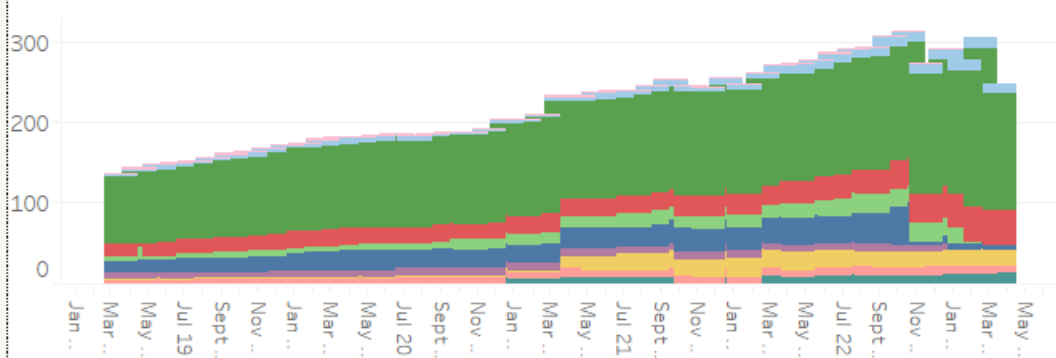
The percentage of households receiving Housing Support. A combination of the number of households receiving Housing Benefit and the housing element of Universal Credit.

The number of individuals sleeping rough across Greater Manchester, for the first time in that local authority. There is a further breakdown of this by local authority via the link to th...

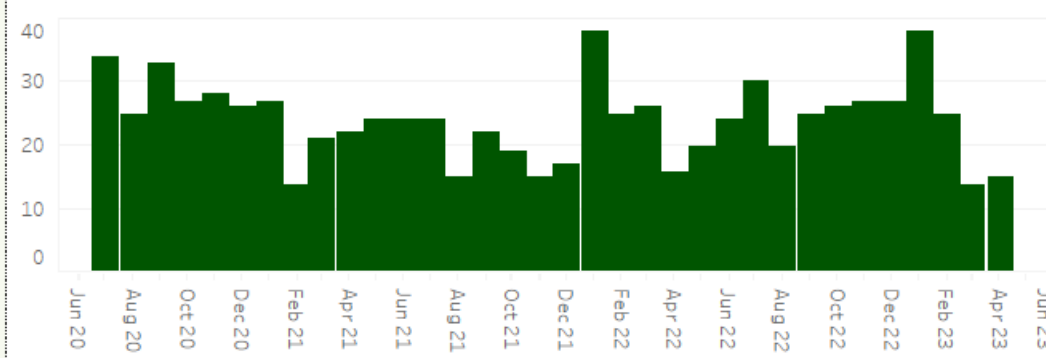


Where is this data from?

Temporary Accommodation, per 10,000 households



Employed Individuals referred to A Bed Every Night



Area

- Bolton
- Bury
- Manchester
- Oldham
- Rochdale
- Salford
- Stockport
- Tameside
- Trafford
- Wigan
- Greater Manchester
- North West

Temporary accommodation placements, across GM localities as per 10,000 households.

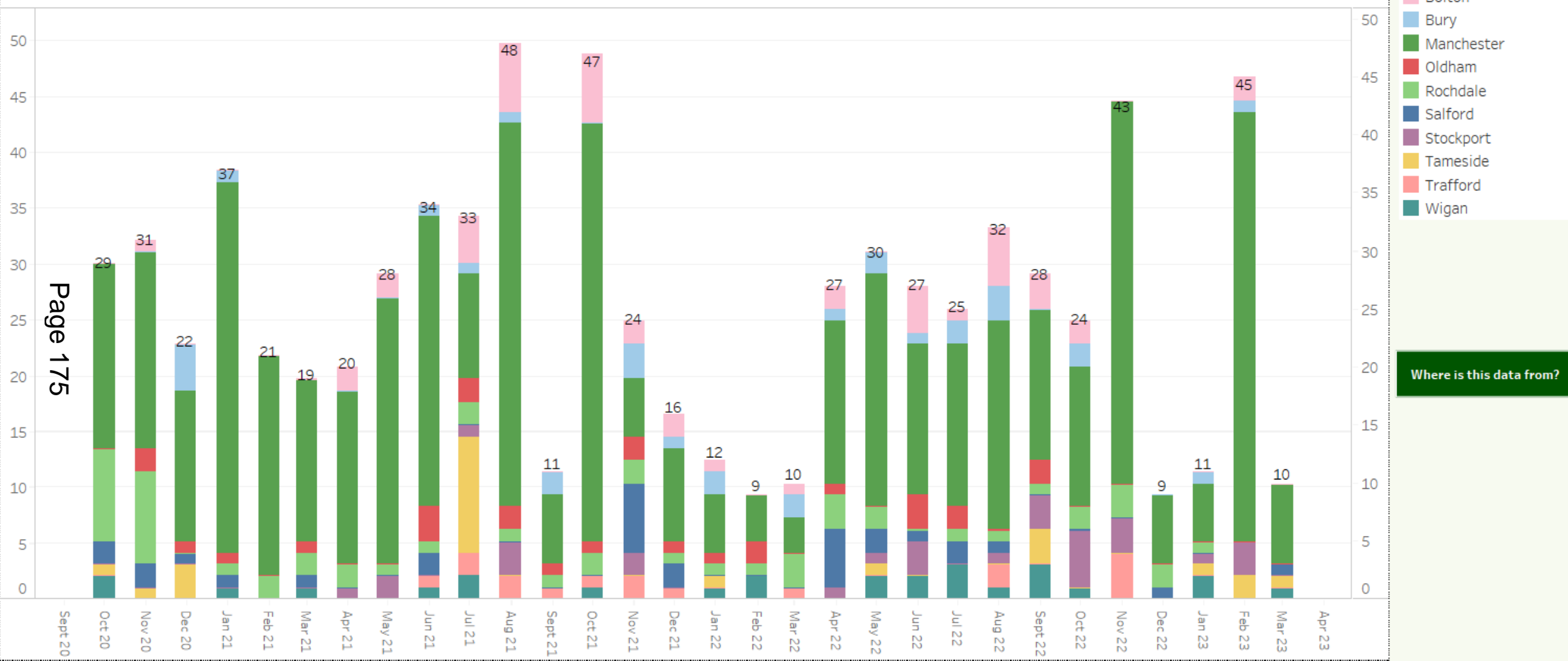
The number of people referred to A Bed Every Night, each month, who are in employment. There is a further breakdown of this by local authority via the link to the right.





Housing and Homelessness

New to rough sleeping by local authority



Page 175

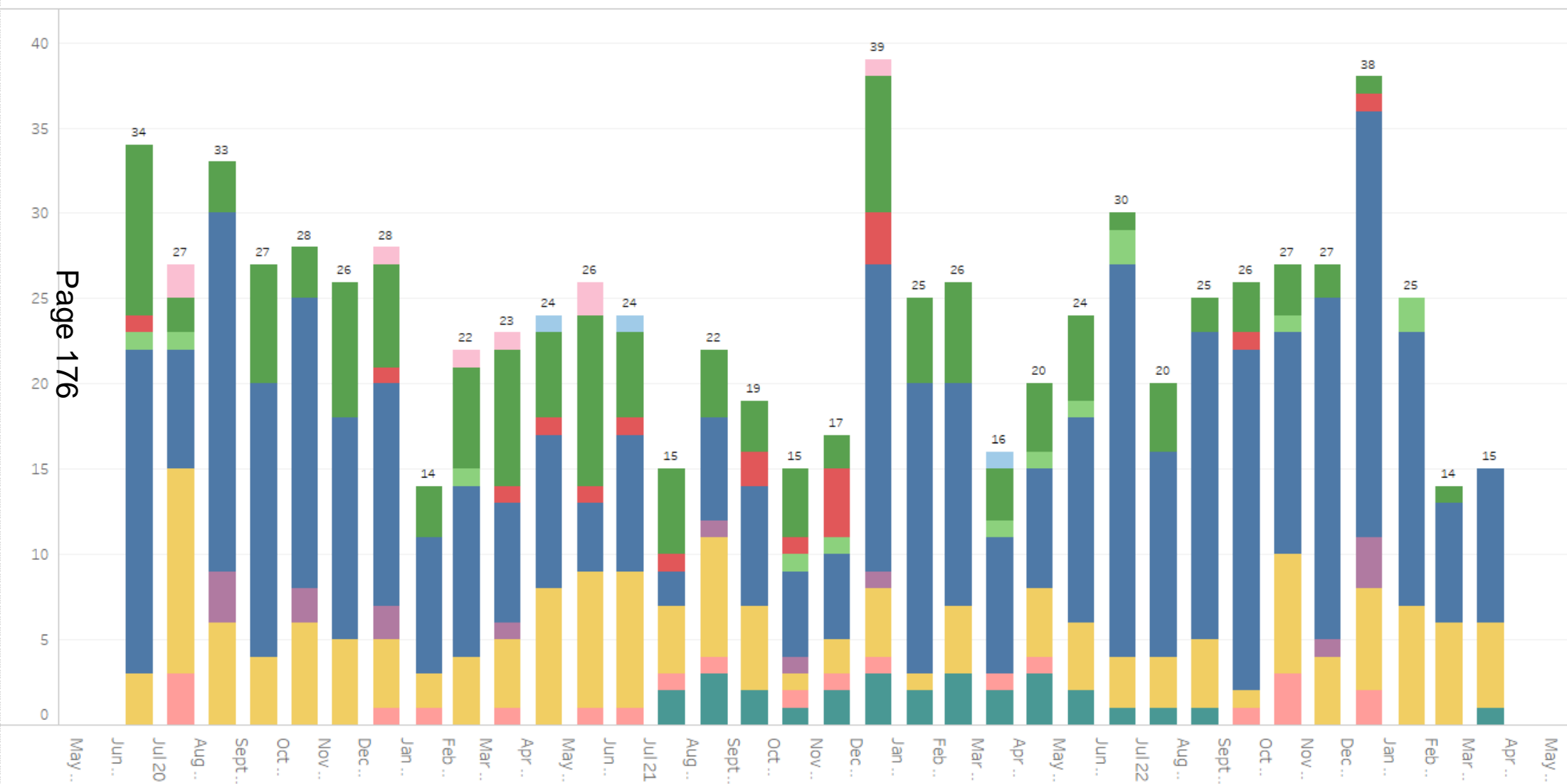
Where is this data from?

The number of people across Greater Manchester, who are new to sleeping rough in that local authority (we do not have insight into whether they have previously slept rough in another LA). Broken down further to examine the number of people in each local authority.



Housing and Homelessness

Employed Individuals referred to A Bed Every Night



- Area
- Bolton
 - Bury
 - Manchester
 - Oldham
 - Rochdale
 - Salford
 - Stockport
 - Tameside
 - Trafford
 - Wigan

Page 176

Where is this data from?

The number of people referred to A Bed Every Night, each month, who are in employment. Broken down further to examine the proportion of those referred in each local authority.



Employment, Finances and Welfare Support

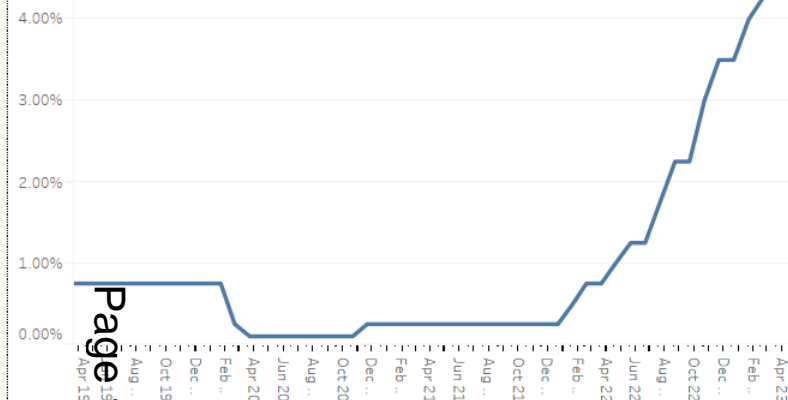
[Housing and Homelessness](#)[Employment, Finances and Welfare Support](#)[Food](#)[Fuel](#)[Fire](#)[Crime and Incidents](#)[Digital Exclusion](#)[Health and Wellbeing](#)[Contact Us](#)[Glossary](#)

Understanding the economic context in which people are experiencing the cost of living crisis is key, hence why the Bank of England Interest rate and CPI and CPIH rates are included on this page. It is also crucial to understand the effects this is having on the personal finances of everyday people, hence the inclusion of universal credit claimant share and median monthly pay (adjusted for inflation) as well as specific council tax measures.

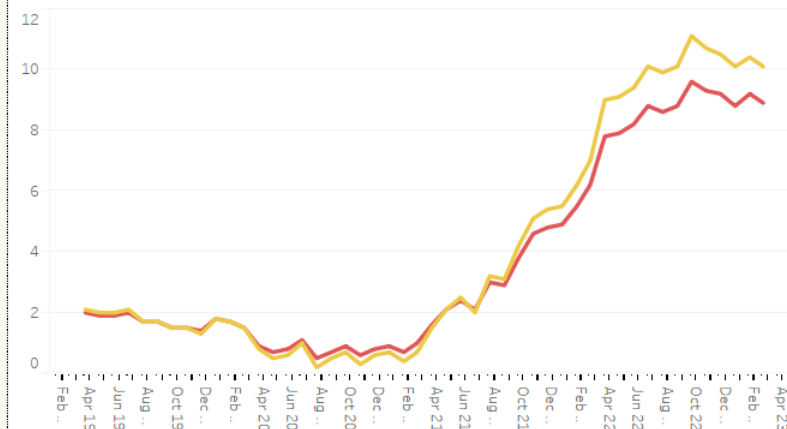
Page last updated: 10.05.2023

Page next update: 09.06.2023

Bank of England Interest Rate



Inflation Rate



Inflation Rate

- CPI
- CPIH

Universal Credit Share - C..

- Bolton
- Bury
- England
- Greater Manchester
- Manchester
- North West
- Oldham
- Rochdale
- Salford
- Stockport
- Tameside
- Trafford
- Wigan

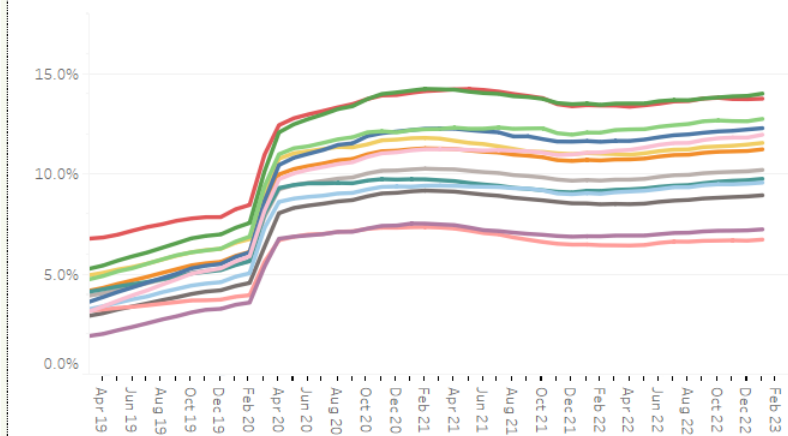
The interest rate set by the Bank of England to influence spending and inflation in the UK.

Consumer Price Index is the official measure of inflation of consumer prices in the UK. Consumer Price Index, including Housing costs extends the CPI to include the costs of maintaining a household.

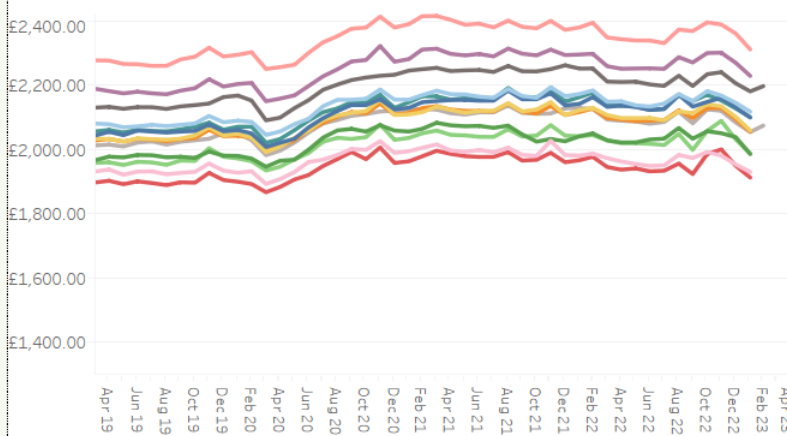
Median Monthly Pay - Cho..

- Bolton
- Bury
- Greater Manchester
- Manchester
- North West
- Oldham
- Rochdale
- Salford
- Stockport
- Tameside
- Trafford
- UK
- Wigan

Universal Credit Share



Median Monthly Pay, Adjusted for Inflation



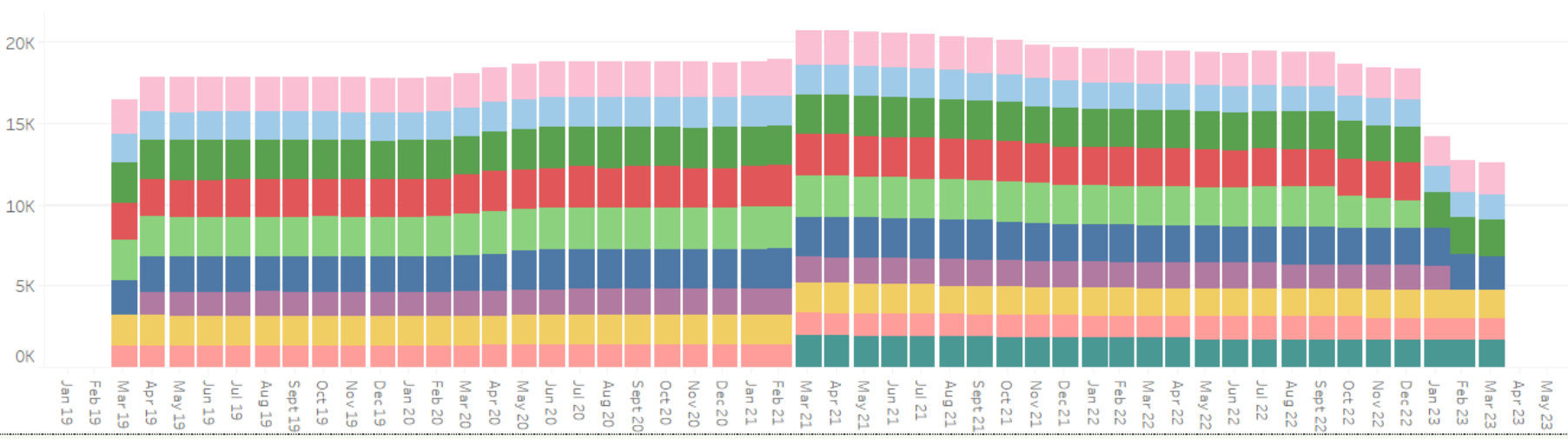
The percentage of Universal Credit claimants in each local authority. There is a breakdown of this graph and further explanation via the link to the right.



Median monthly pay, adjusted for inflation for each local authority, Greater Manchester, North West and UK.

[Where is this data from?](#)

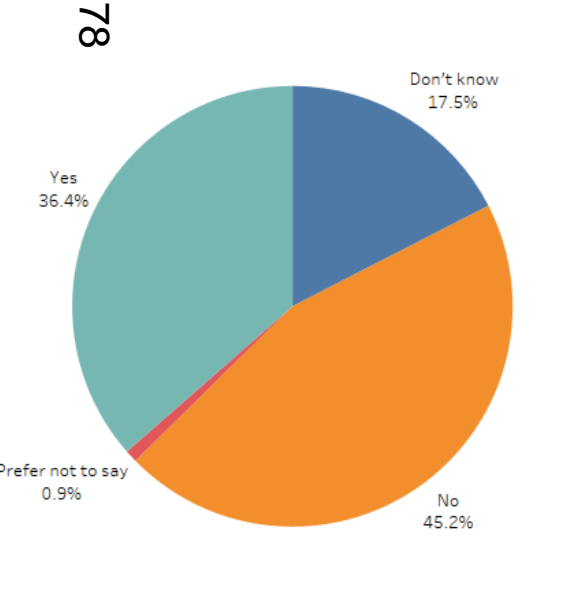
Number of households in receipt of council tax support, per 10,000 households



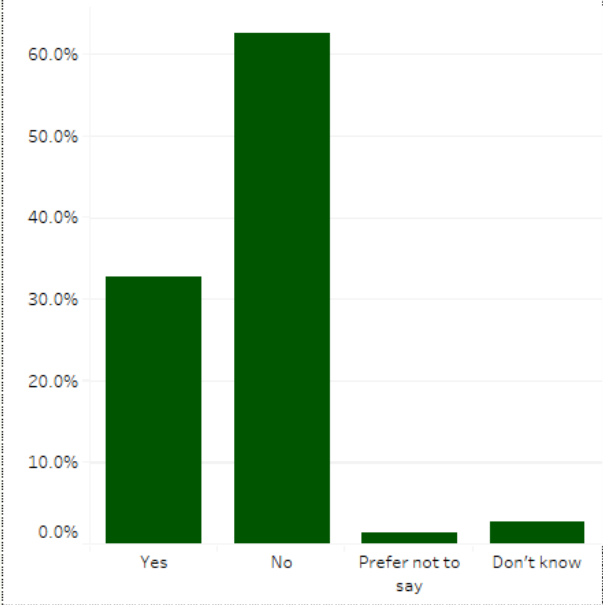
- Area
- Bolton
 - Bury
 - Manchester
 - Oldham
 - Rochdale
 - Salford
 - Stockport
 - Tameside
 - Trafford
 - Wigan
 - Greater Manchester
 - North West
 - England

The number of households in receipt of council tax support (sometimes referred to as council tax reduction), per month, per 10,000 households. It should be noted that changes in claims can be affected by team capacity rather than just resident need.

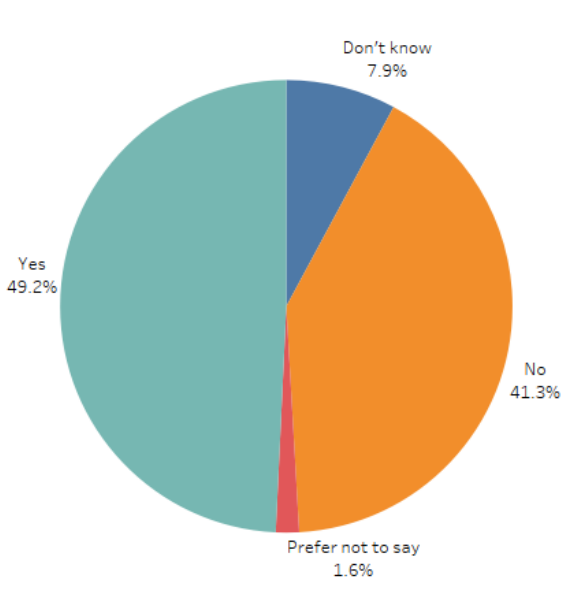
In view of the general economic situation, do you think you will be able to save any money in the next 12 months?



Have you had to borrow more money or use credit than usual in the last month, compared to a year ago?



Could your household afford to pay an unexpected, but necessary, expense of £850?

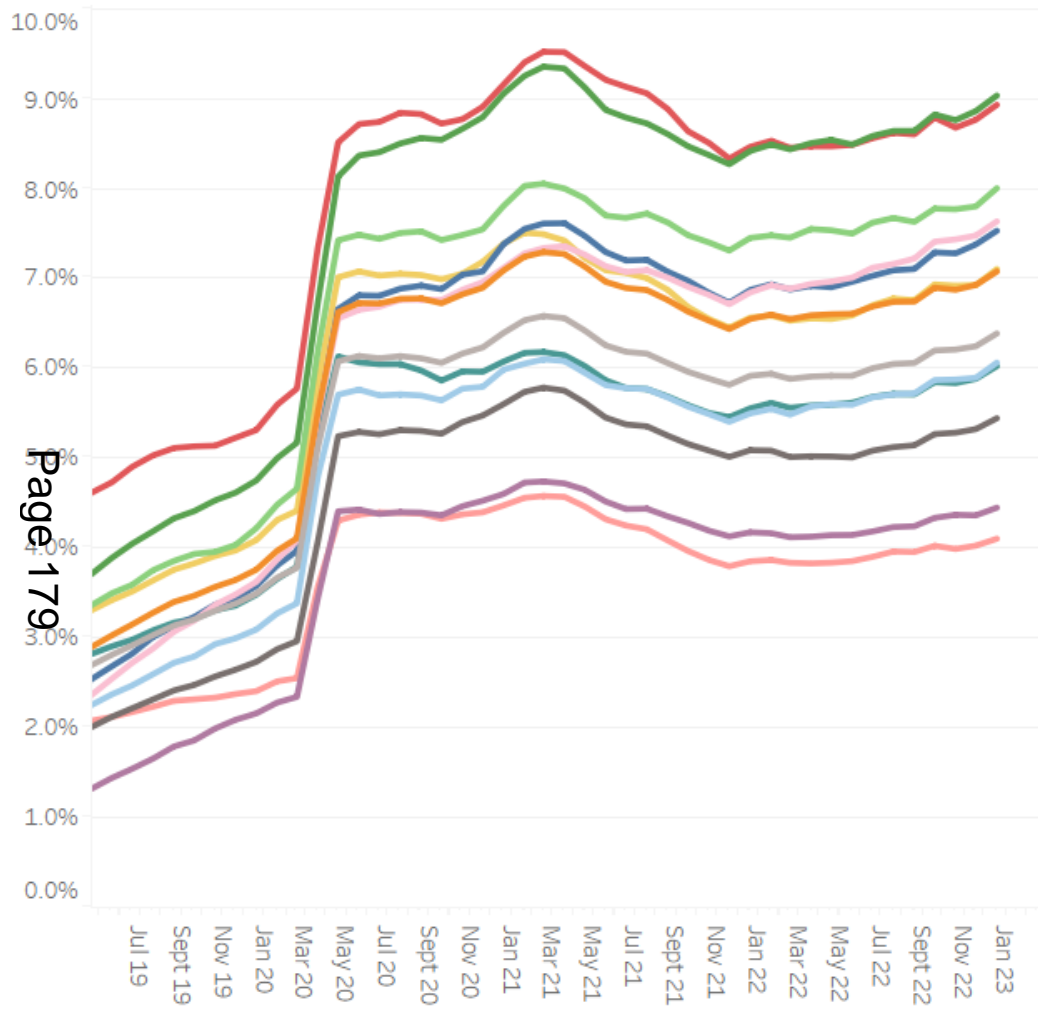


Questions from Wave 3, 4 and 5 of the Greater Manchester Residents' Survey, conducted in September, October and December 2022. These questions were asked online and over the phone to a total of 4,738 respondents.

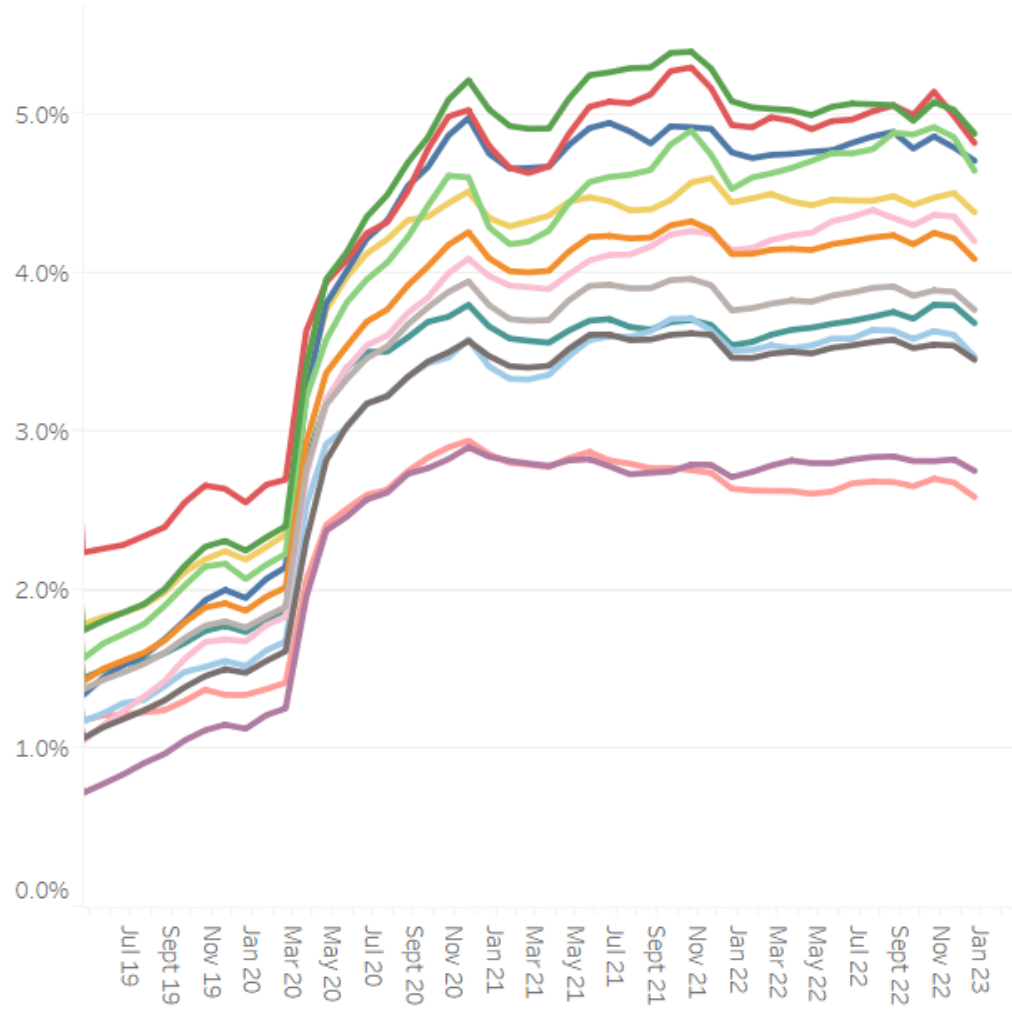


Employment, Finances and Welfare Support

Universal Credit Claimant Share - Not Employed



Universal Credit Claimant Share - Employed



- Area
- Bolton
 - Bury
 - England
 - Greater Manchester
 - Manchester
 - North West
 - Oldham
 - Rochdale
 - Salford
 - Stockport
 - Tameside
 - Trafford
 - Wigan

Where is this data from?

A breakdown of universal credit claimant share by those who are in and out of employment. Universal credit is a payment made up of a standard allowance and any extra amounts that apply to an individual. In this context 'share' refers to the proportion of each locality's population who claim universal credit.



Food

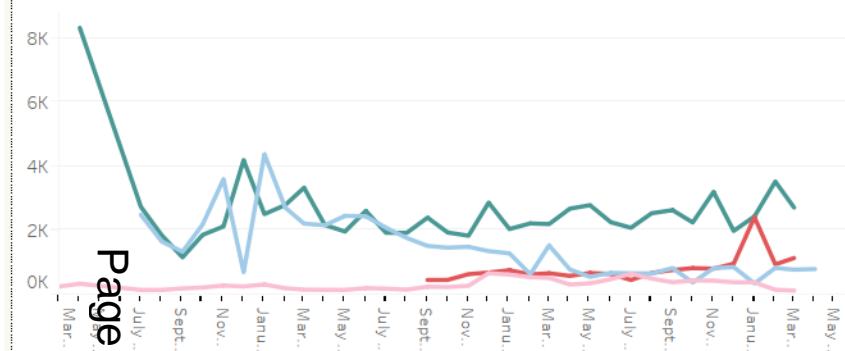
[Housing and Homelessness](#)[Employment, Finances and Welfare Support](#)[Food](#)[Fuel](#)[Fire](#)[Crime and Incidents](#)[Digital Exclusion](#)[Health and Wellbeing](#)[Contact Us](#)[Glossary](#)

As inflation rises and households struggle to pay bills, the cost of food can become a stressor for some and so it is key to track how the cost of living crisis is affecting food distribution services and recognise where peaks are forming and intervention may be necessary. It is also of great value to track trends in eligibility and claimant levels for government schemes in place which aim to support citizens with food costs, such as free school meals and healthy start vouchers.

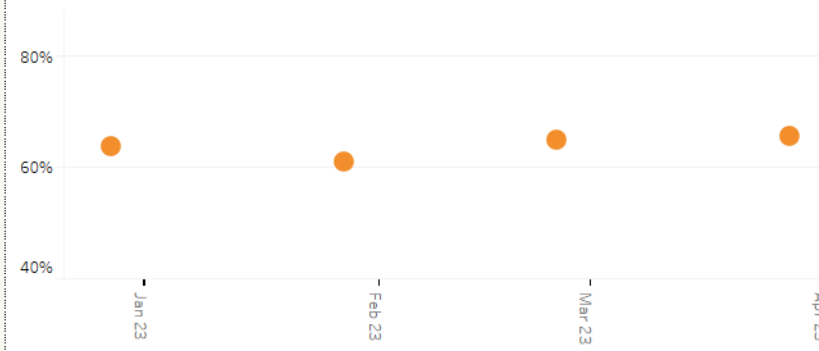
Page last updated: 10.05.2023

Page next update: 09.06.2023

Food Parcel and Voucher Distribution Levels



Healthy Start Vouchers Uptake



Healthy Start - Choose Ar..

- Bolton
- Bury
- Greater Manchester
- Manchester
- Oldham
- Rochdale
- Salford
- Stockport
- Tameside
- Trafford
- Wigan

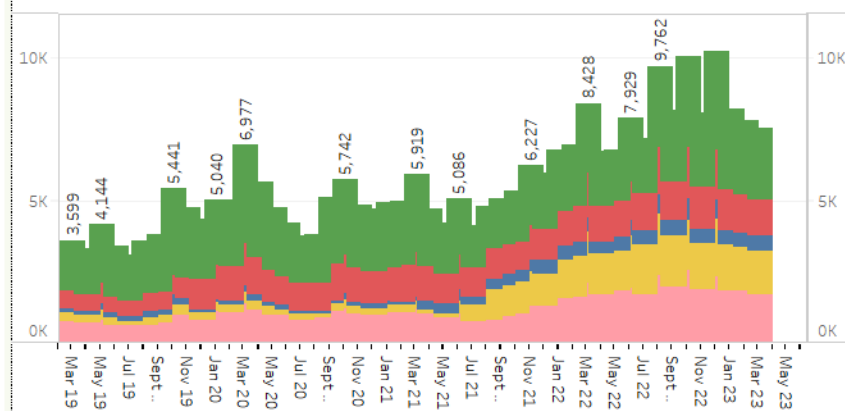
Area

- Greater Manchester

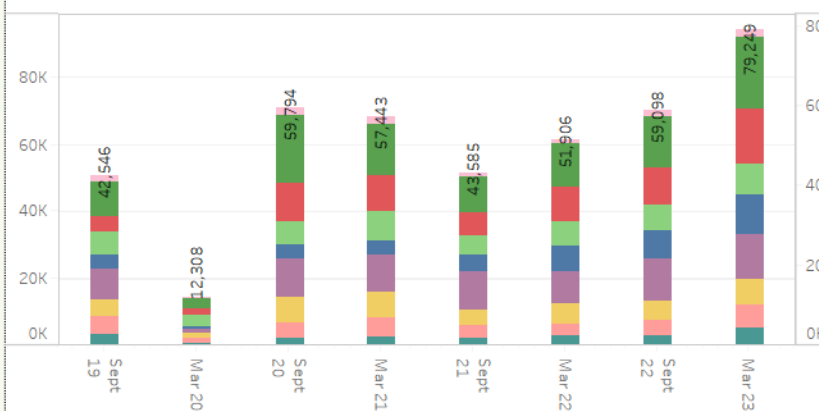
The number of food parcels distributed across Bolton, Bury and Wigan, as well as the number of vouchers distributed across Oldham (further food services are included for Oldham from January 2023). Not all local authorities are able to collect this data due to the set up of food distribution services in their locality. These figures also do not represent a full picture in any authority due to missing submissions from food providers.

The percentage of healthy start vouchers taken up by those eligible across each local authority in GM, in comparison with the GM average. Due to a change in the management of the system, the newest data for 2023 cannot be compared with previous data for April 2019-March 2022 and there is no available data prior to January 2023.

That Bread and Butter Thing - Transaction Levels



Trussell Trust Food Parcels distributed

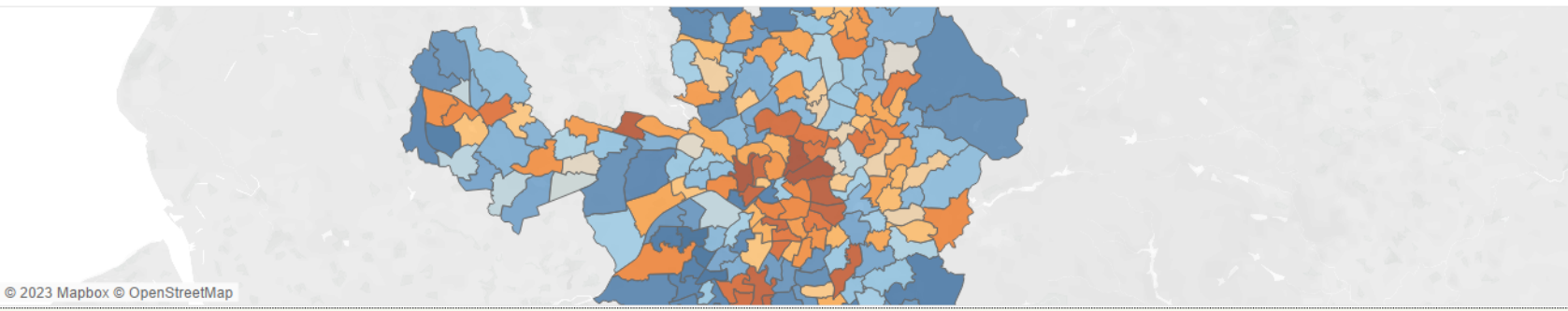


The number of transactions, per month, in the 5 local authorities that 'That Bread and Butter Thing' operate in. TBBT is a food provision service which offers 3 bags of varied food for £7.50.

The total number of food parcels distributed by food banks from within the Trussell Trust network, across GM using mid-year statistics. As of September 2022 there were 61 food banks as part of the Trussell Trust network across GM.

[Where is this data from?](#)

Free School Meal Eligibility



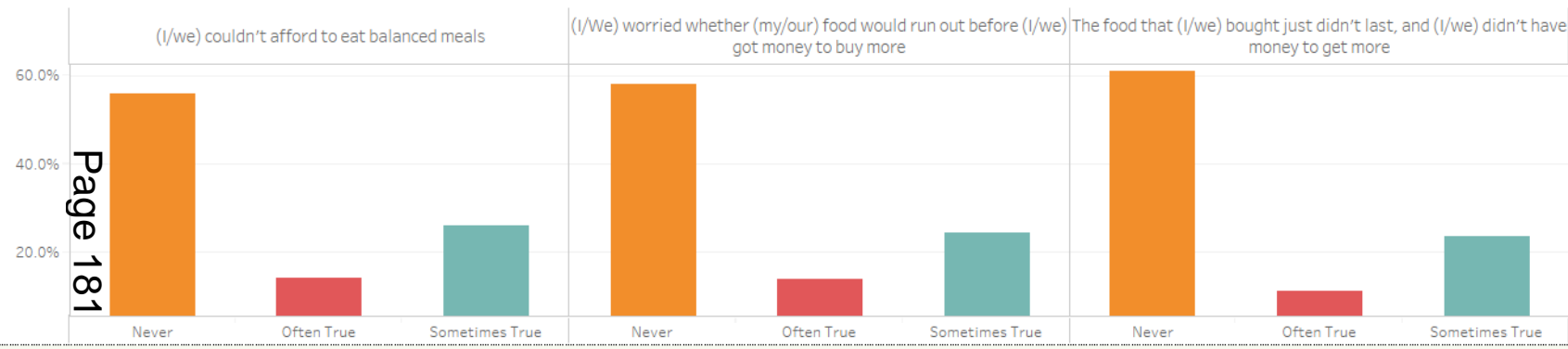
- FSM - Choose month
- May 2019
 - October 2019
 - January 2020
 - October 2020
 - January 2021
 - May 2021
 - October 2021
 - January 2022
 - May 2022
 - October 2022

- FSM - Choose authority
- Bury
 - Manchester
 - Oldham
 - Rochdale
 - Salford
 - Stockport
 - Tameside
 - Trafford
 - Wigan

The percentage of children eligible for free school meals. There is a further breakdown of this graph and a further graph showing FSM uptake across localities, via the link to the right.



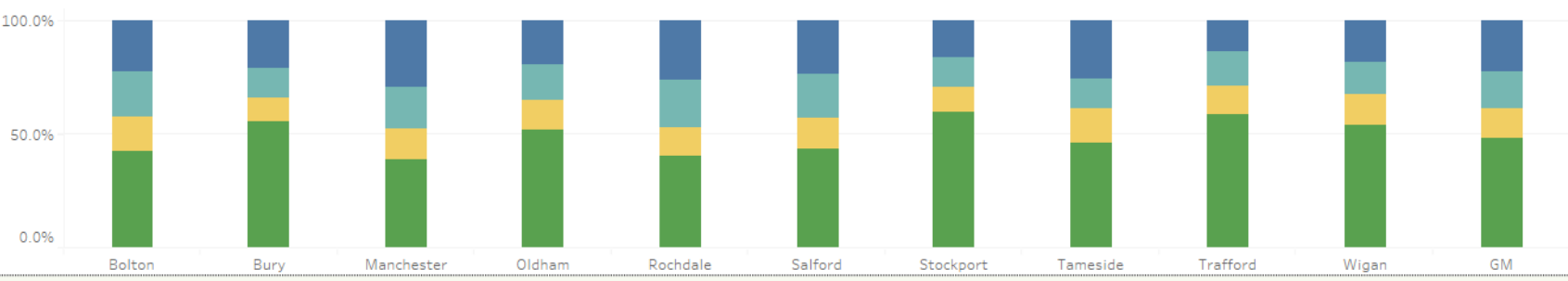
Food Security Questions



Page 181

Questions from waves 1-5 of the Greater Manchester Residents' Survey, conducted in February, April, September, October and December 2022. These questions were asked online to a total of 6,380 respondents.

Food Security by Local Authority



- Level of Food Security
- Very low
 - Low
 - Marginal
 - High

Food security scores are calculated through responses to the questions that respondents are asked during the Food Security section of the GM Residents' Survey. These questions were asked in waves 1-5 of the GM Residents' Survey, which were conducted in February, April, September, October and December 2022. There is a further breakdown of this graph and further explanation on how these score are calculated and the meanings behind the scores via the link to the right.

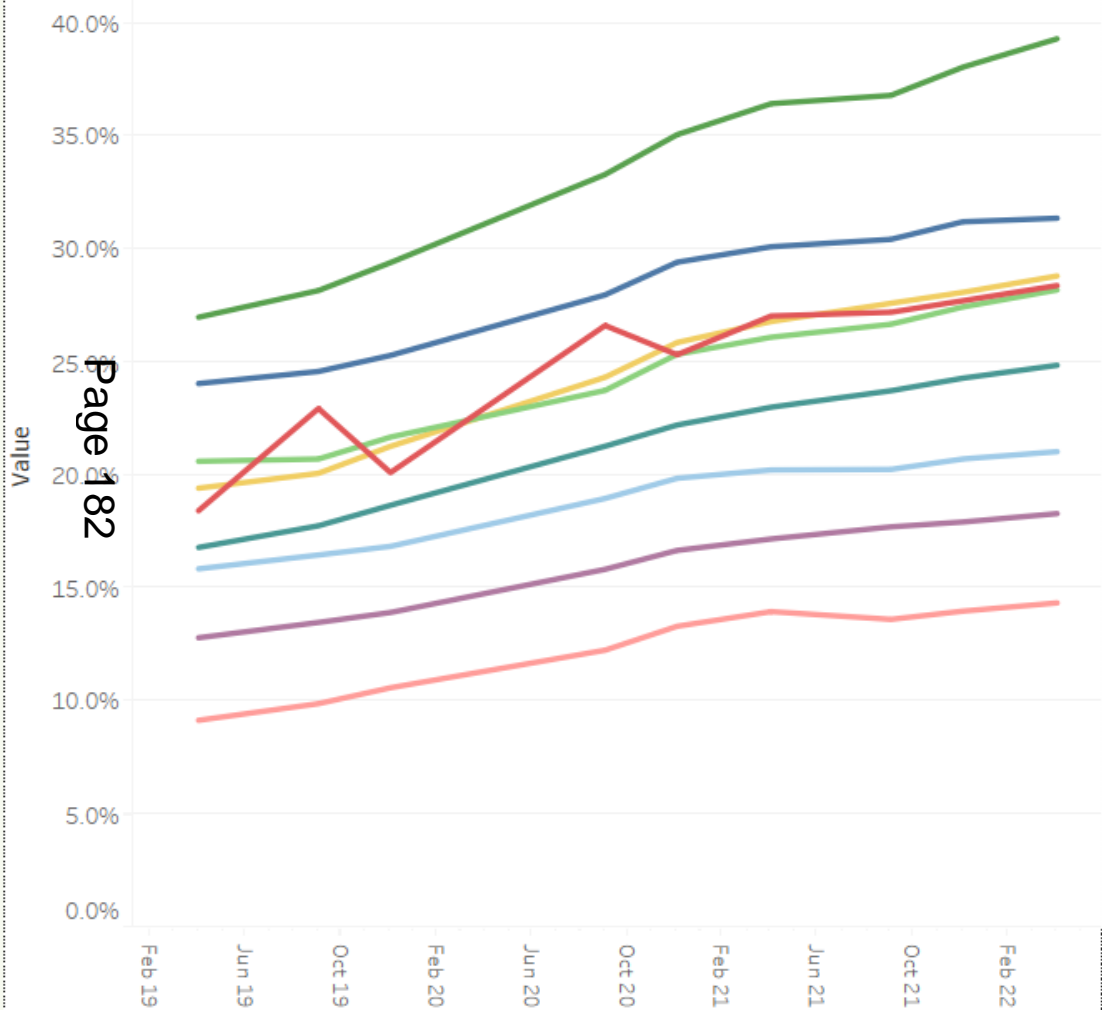




Food

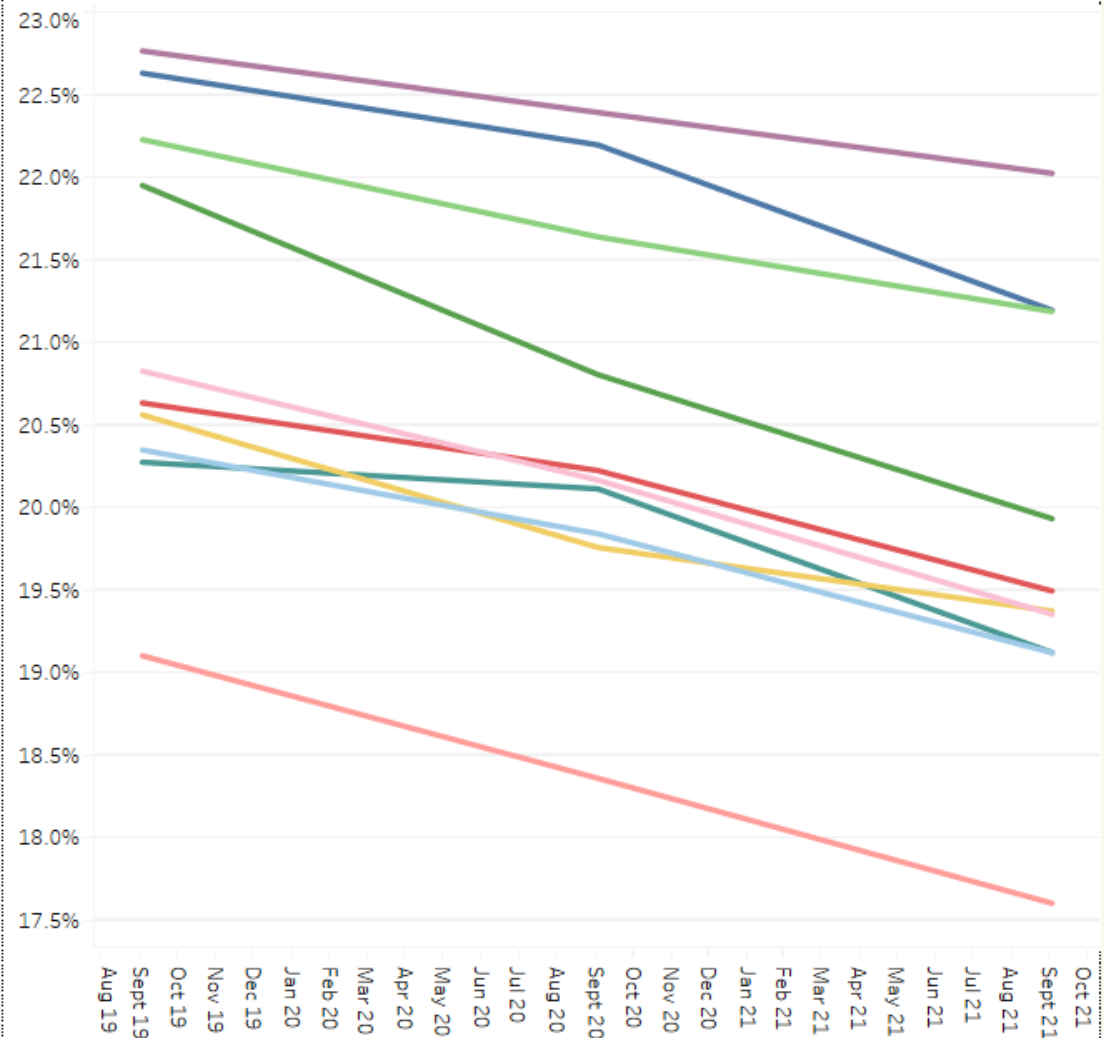
- Area
- Bolton
 - Bury
 - Manchester
 - Oldham
 - Rochdale
 - Salford
 - Stockport
 - Tameside
 - Trafford
 - Wigan

Free School Meal Eligibility Average Local Authorities



The average proportion of students eligible for free school meals in each local authority, in order to show change overtime.

Free School Meal uptake



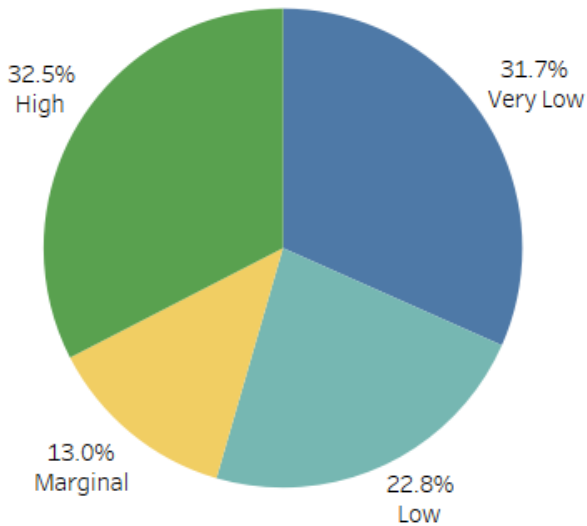
The percentage of infants in each local authority who took a free school meal on each census day, in the Autumn of each year.

Where is this data from?

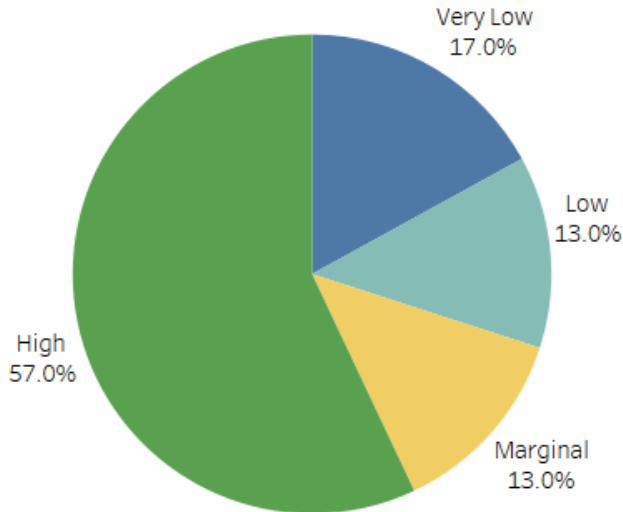


Food

Food security for respondents in households with children



Food security for respondents in households without children



Where is this data from?

Food security score is calculated through responses to the questions that respondents are asked during the Food Security section of the GM Residents' Survey. A food security score can be calculated for each household, based on respondents' answer to a suite of questions, with the ability to report findings both for households with and households without children. Food Insecurity reflects a situation where there is a material impact on the overall level of food available to a household, as well as an impact on things like nutritional value. Any household that is assigned a food security score of "low" or "very low" is classified as a household experience food insecurity.

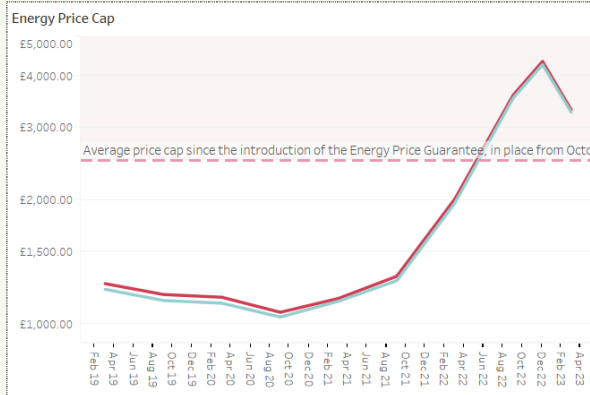
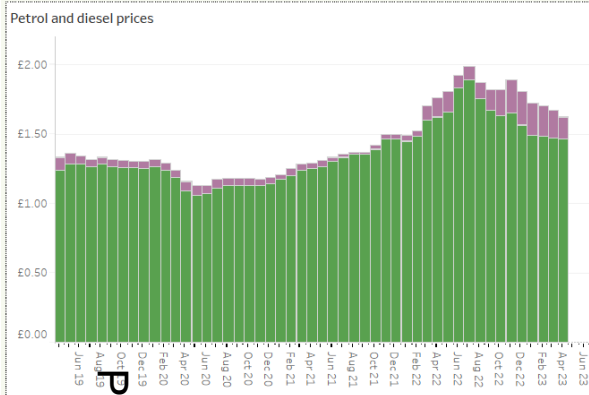


Fuel

The historically high prices of fuel, on an international basis, have had a direct effect on the cost of living for households. Effecting both pay at the pump petrol and diesel prices and energy costs for running a household. It is also key to recognise government intervention in this area, for example the energy price guarantee and how this has an effect on household costs.

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Fuel Type
 Diesel Prices
 Petrol Prices

Payment Methods
 Direct Debit Payment
 Pre-Payment

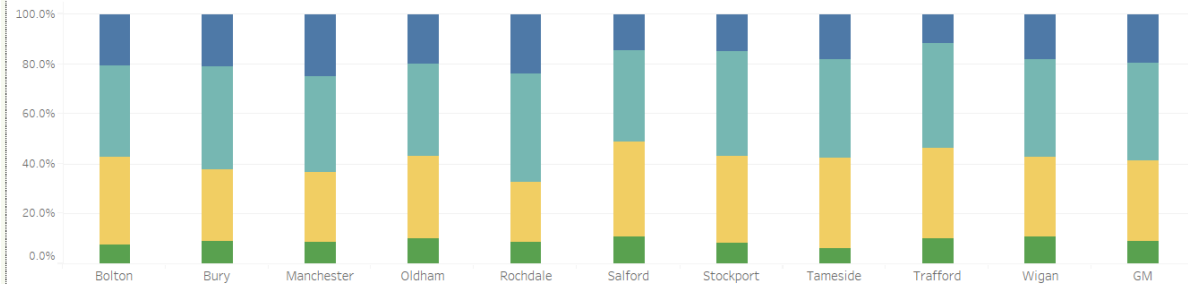
Monthly average pay at the pump prices for petrol and diesel, per litre, in the UK.

A backstop protection for those on a default energy tariff set by Ofgem. This graph includes an indication of the average yearly price, following the introduction of the Energy Price Guarantee (from 01/10/2022).

Pre-payment meters require users to pay in advance before they use energy, as well as a standing charge (so even if no power is used, a payment will still be required). Whilst there are a multitude of reasons a household may have a pre-payment meter for their energy, it is generally the case that they are most expensive.

Where is this data from?

How easy or difficult is it to afford your energy costs?



Level of difficulty
 Very difficult
 Somewhat difficult
 Somewhat easy
 Very easy

Question from waves 3-5 of the Greater Manchester Residents' Survey, conducted in September, October and December 2022. This question was asked online and over the phone to a total of 4,390 respondents.

Whilst this question captures an understanding of those who find it difficult to afford their energy costs, it does not capture all vulnerabilities in this area. For example, those who use dangerously low levels of energy (in an effort to reduce costs) may not report that they are having difficulty in affording, because their costs are low, but they are still struggling greatly.

Different support measures are being used to help with the rising costs of fuel and energy for households across Greater Manchester. Due to the variety in measures being used, there is understandably difference in how these are recorded, tracked and measured and so availability of data in this area varies. As with all council provided data, lack of data for any of the 10 local authorities does not indicate that support is not being provided.

[Click here to navigate to a fuel and energy support measures.](#)



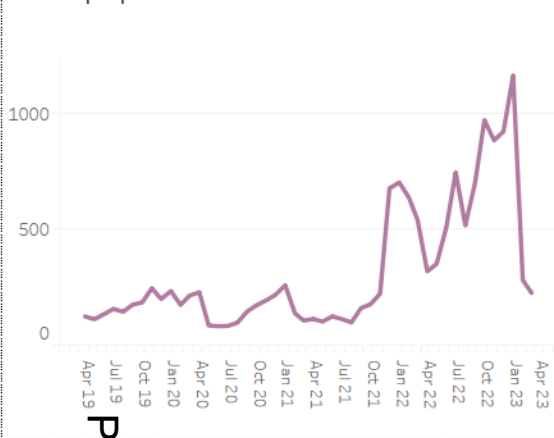
Fuel

As households feel the effect of rising fuel and energy costs, councils are implementing support packages, on top of government measures. This page details some of these support packages in place. This is not an exhaustive collection of all measures in place by GM local authorities.

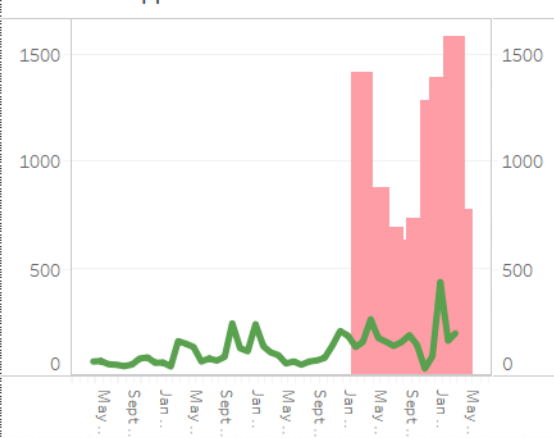
Page last updated: 10.05.2023

Page next update: 09.06.2023

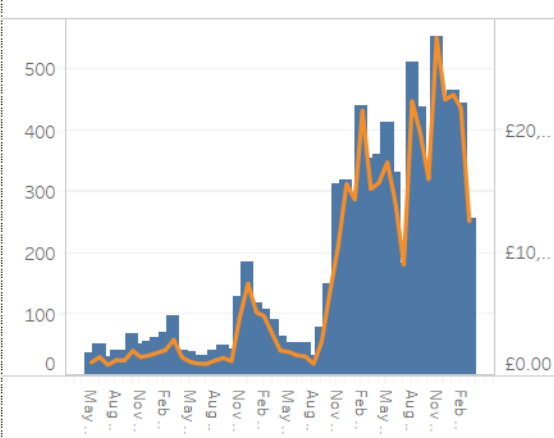
Fuel Top Up Cards - Bolton



Fuel Grant Approvals - Manchester and Trafford



Warm Homes - Oldham



Warm Homes
 No families claiming h...
 Value £

Fuel Grant Approvals
 Manchester
 Trafford

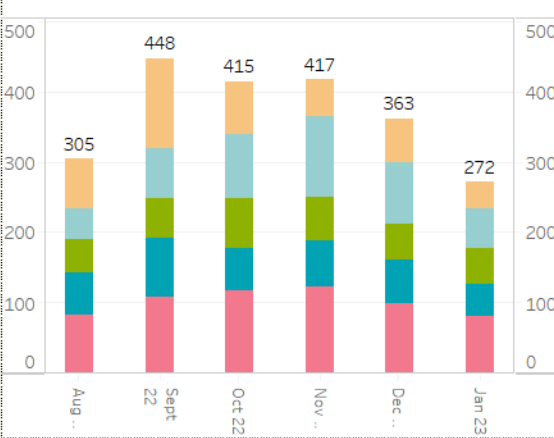
The number of eligible households who have received top up cards for gas and electric key or card meters.

The number of unique approvals of fuel grant applications in Manchester and Trafford. These are available for some who are struggling with their fuel bills or at risk of being disconnected and who use pre-paid meter cards.

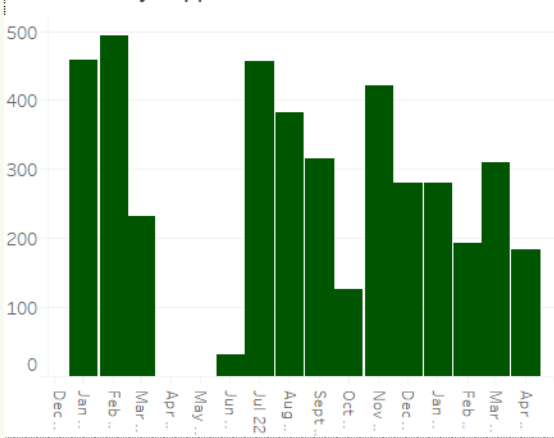
The number of families helped via the Warm Homes scheme in Oldham and the monetary value of the support provided. Warm Homes started in 2013 as an advice service to help with Fuel Poverty offering advice and since 2019 the service has also been providing financial support in the wa...

Where is this data from?

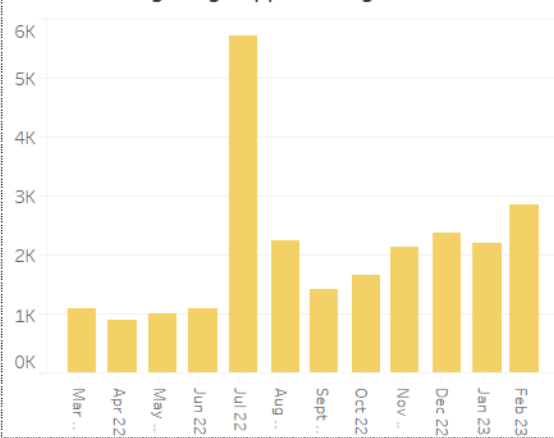
Fuel vouchers - Rochdale



Fuel Poverty Support - Tameside



Personal Budgeting Support - Wigan



Rochdale Fuel Vouchers - ..
 Heywood
 Middleton
 Pennines
 Rochdale North
 Rochdale South

The number of fuel vouchers distributed across Rochdale, broken down to township level. These vouchers are paid for through the Household Support Fund.

programmes in Tameside, please note due to these being utility related, this could include water bills. Please also note, there is recognition from Tameside council that the volume is likely limited by available funding rather than the number of households in need.

Funding provided to households in the most need across Wigan, to support with food, energy and water bills as well as other wider essential costs. This is funded through the Household Support Fund.



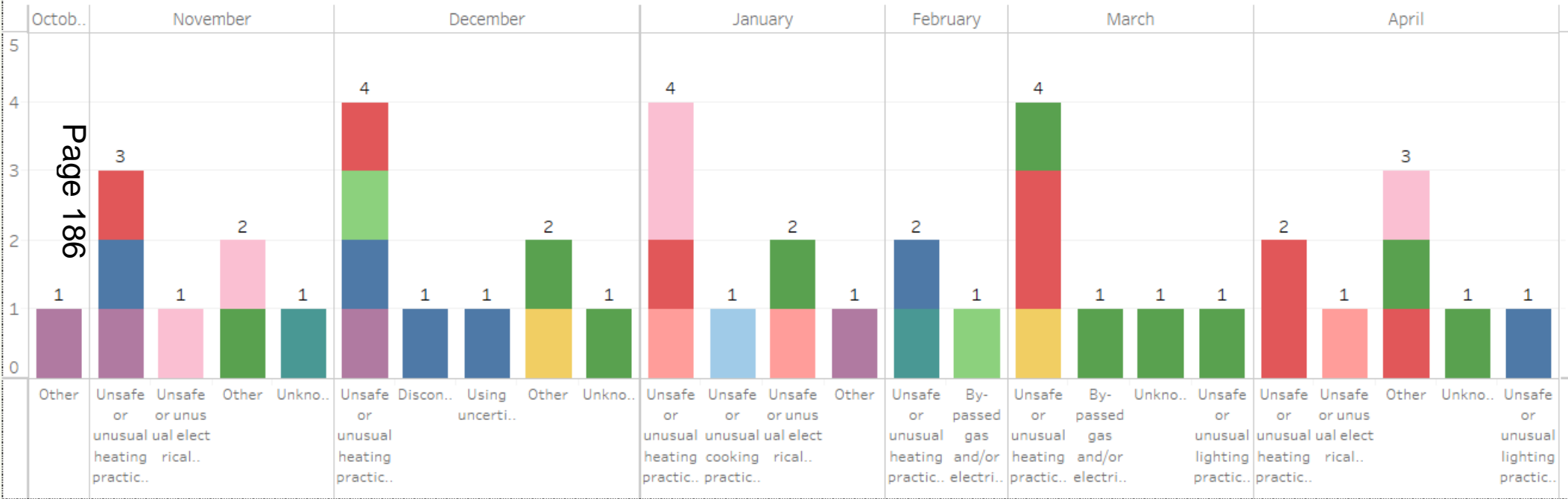


As the cost of living is rising for Greater Manchester residents, there is concern that we could see a rise in the number of cost of living related fire incidents. Cost of living related questions have been added to the Incident Recording System at Greater Manchester Fire and Rescue Service and we will track these any related incidents as recorded.

Page last updated: 10.05.2023

Page next update: 09.06.2023

Cost of Living related incidents recorded by Greater Manchester Fire and Rescue Service



- Area
- Bolton
 - Bury
 - Manchester
 - Oldham
 - Rochdale
 - Salford
 - Stockport
 - Tameside
 - Trafford
 - Wigan

Where does this data come ..

- Choose Area
- Bolton
 - Bury
 - Manchester
 - Oldham
 - Rochdale
 - Salford
 - Stockport
 - Tameside
 - Trafford
 - Wigan

A cost of living related incident refers to an incident that has resulted from unusual, unsafe or risky personal behaviour and/or neglect of, or adaptations to, the dwelling/premises due to factors related to financial hardship or poverty.

This visualisation reflects the number of these incidents recorded by the Greater Manchester Fire and Rescue service across all localities in GM. The incidents reflected here are based on the subjective judgement of the crews attending the incident and are recorded as either 'Yes' whereby it was clear to the crews that the incident was cost of living related, or 'Don't know' where they believe this to be the case based on something they've seen or been told but aren't as confident.

Incidents classified as 'other' can include a range of fire and personal safety related issues, unspecified on the GMFRS Incident Recording System. 'Unknown' incidents are when the crews have not answered relevant question on the incident recording system.



Crime and Incidents

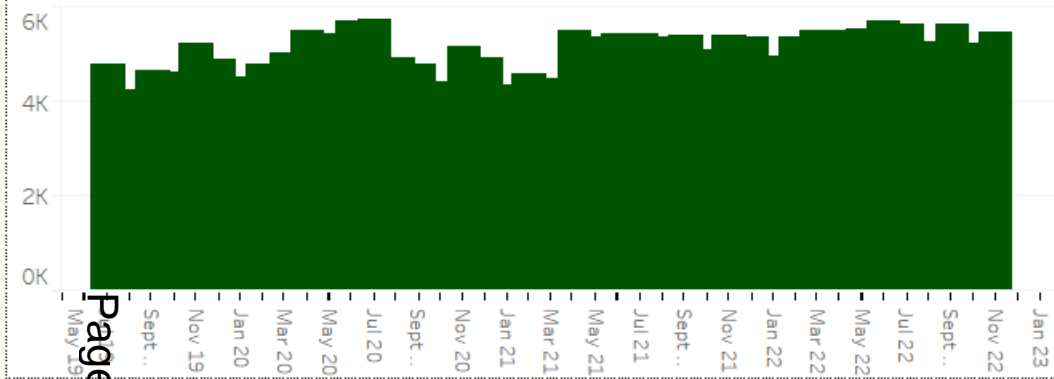
[Housing and Homelessness](#)[Employment, Finances and Welfare Support](#)[Food](#)[Fuel](#)[Fire](#)[Crime and Incidents](#)[Digital Exclusion](#)[Health and Wellbeing](#)[Contact Us](#)[Glossary](#)

As we experience a rising cost of living, concern is increasing that we could see a rise in crime as a result. This is particularly the case for acquisitive crime and domestic abuse incidents. This theme aims to explore these metrics in further depth.

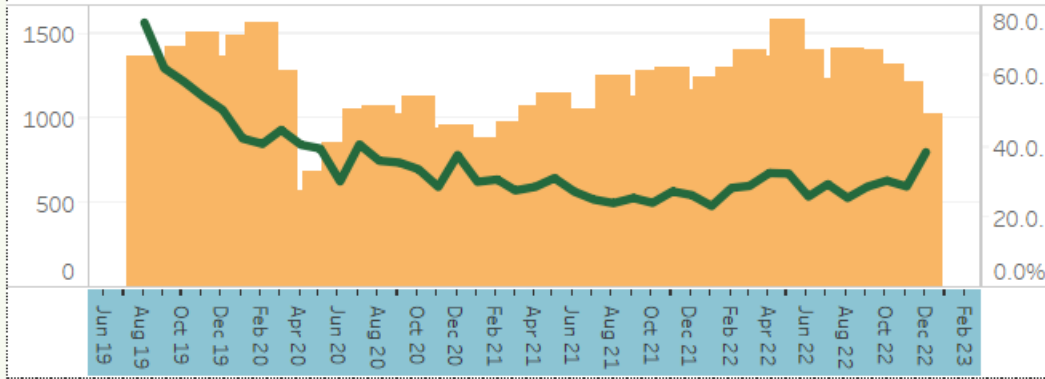
Page last updated: 08.03.2023

Page next update: 09.06.2023

Domestic Abuse Incidents



Shoplifting



Shoplifting

- % Of Crimes By First time offenders
- Total shoplifting offences

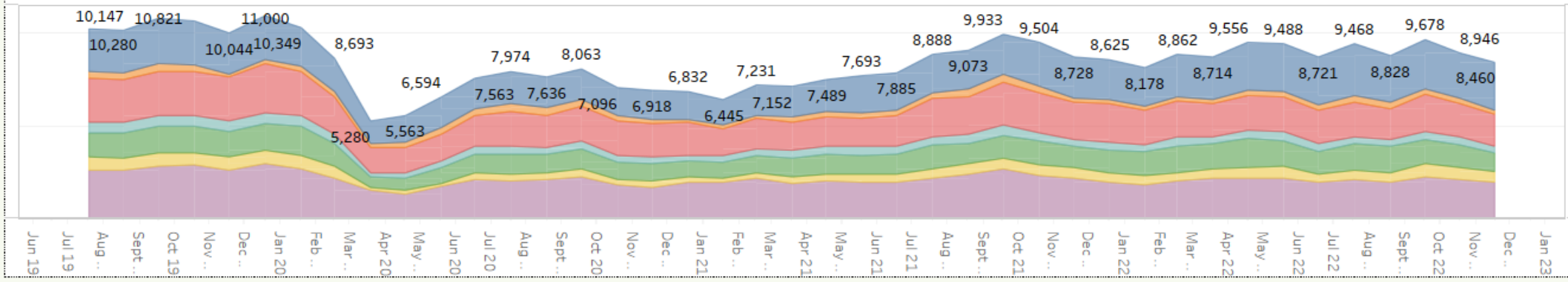
The number of domestic abuse incidents, across Greater Manchester. Click the button to the right for a breakdown of this graph by local authority.



The number of shoplifting offences across Greater Manchester, alongside the percentage of shoplifting crimes committed by first time offenders. The first few months of the metric relating to first time offenders should be ignored as at this point, they were all unknown and so this doesn't represent a particular peak of first time offending.

Where is this data from?

Acquisitive Crime



Crimes Recorded

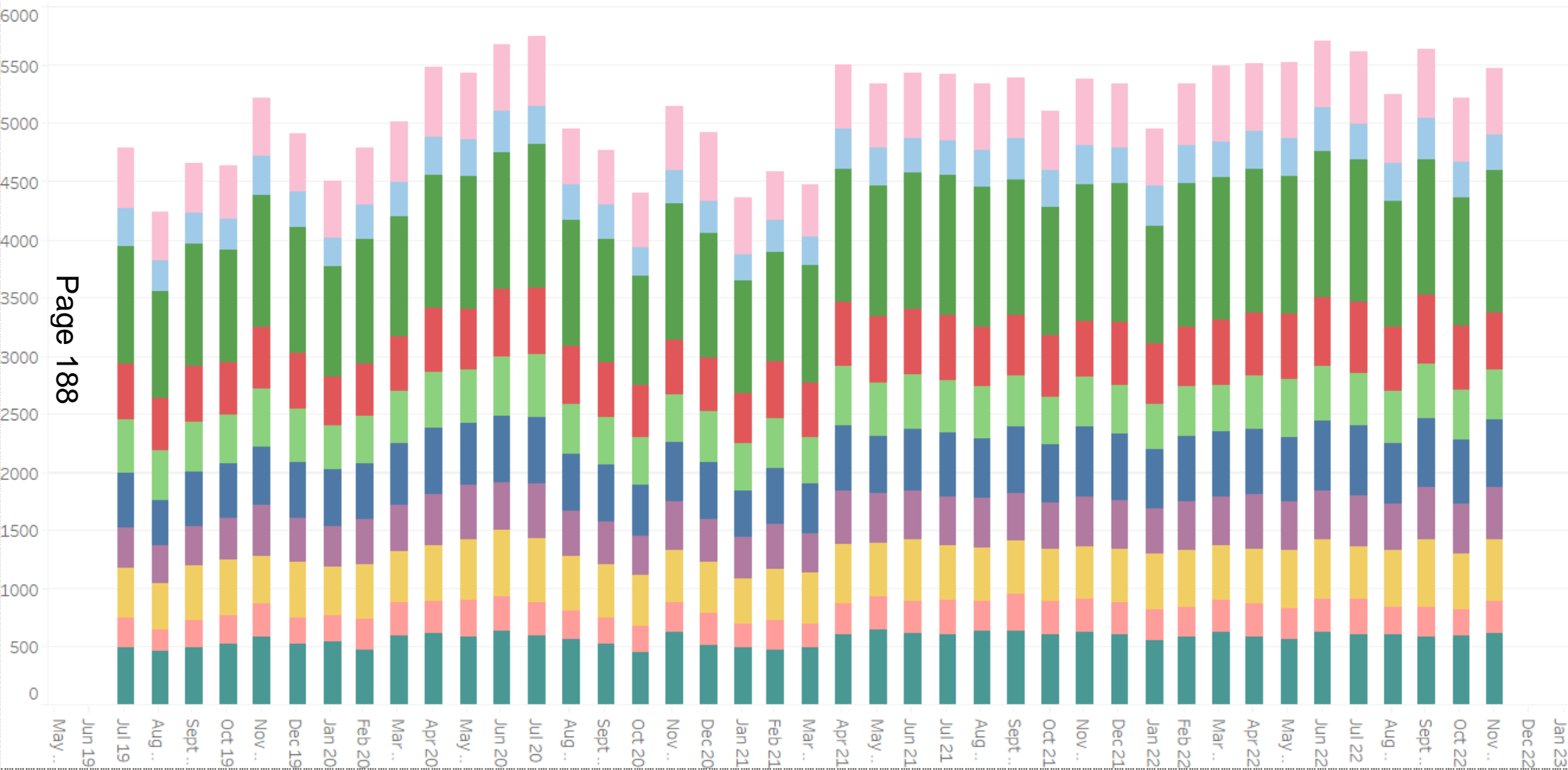
- All other theft offences
- Bicycle theft
- Burglary
- Robbery
- Shoplifting
- Theft from the person
- Vehicle offences

A breakdown of all acquisitive crimes reported in Greater Manchester, by the type of crime.



Crime and Incidents

Domestic Abuse Incidents



- Area
- Bolton
 - Bury
 - Manchester
 - Oldham
 - Rochdale
 - Salford
 - Stockport
 - Tameside
 - Trafford
 - Wigan

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Where is this data from?

The number of domestic abuse incidents. Broken down further to examine the proportion of those referred in each local authority.



Digital Exclusion

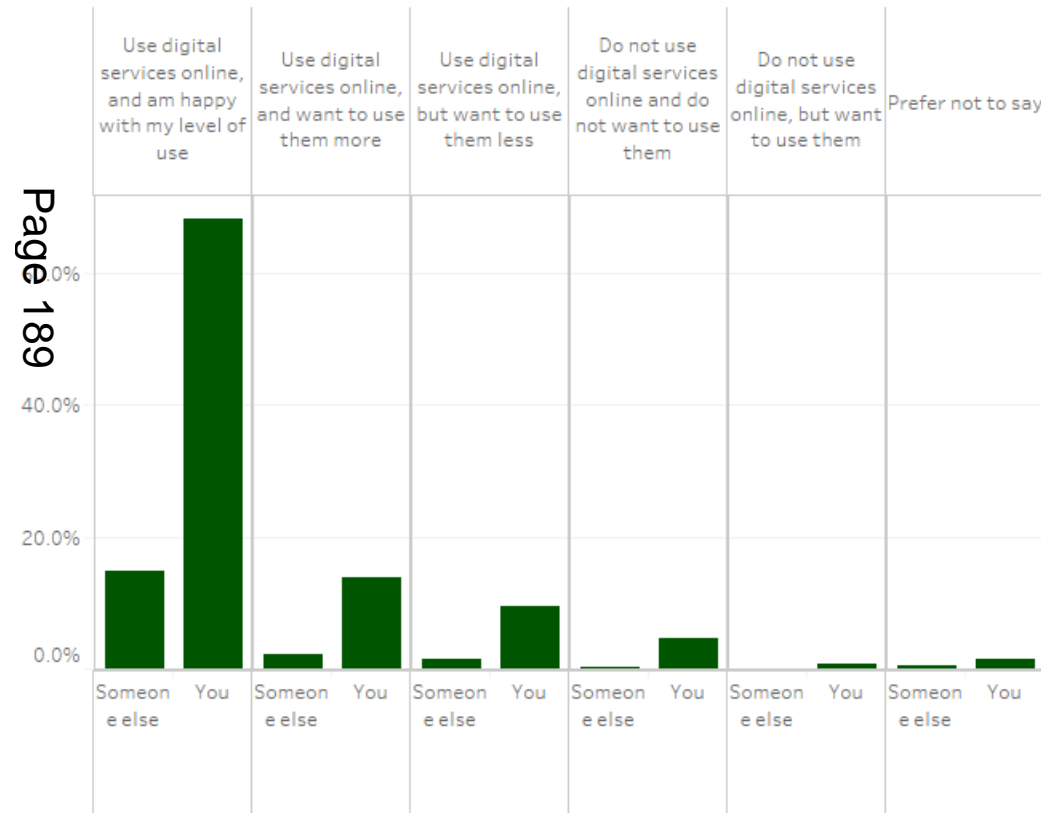
[Housing and Homelessness](#)[Employment, Finances and Welfare Support](#)[Food](#)[Fuel](#)[Fire](#)[Crime and Incidents](#)[Digital Exclusion](#)[Health and Wellbeing](#)[Contact Us](#)[Glossary](#)

It is crucial to reflect upon the effects of digital exclusion when assessing the rising cost of living for Greater Manchester residents. Digital exclusion is simultaneously a product of and a contributor to poverty. Greater access to digital services and capability and confidence when using these, allows for better use of online money management tools, avoidance of online harm and scams and simplified engagement with health services.

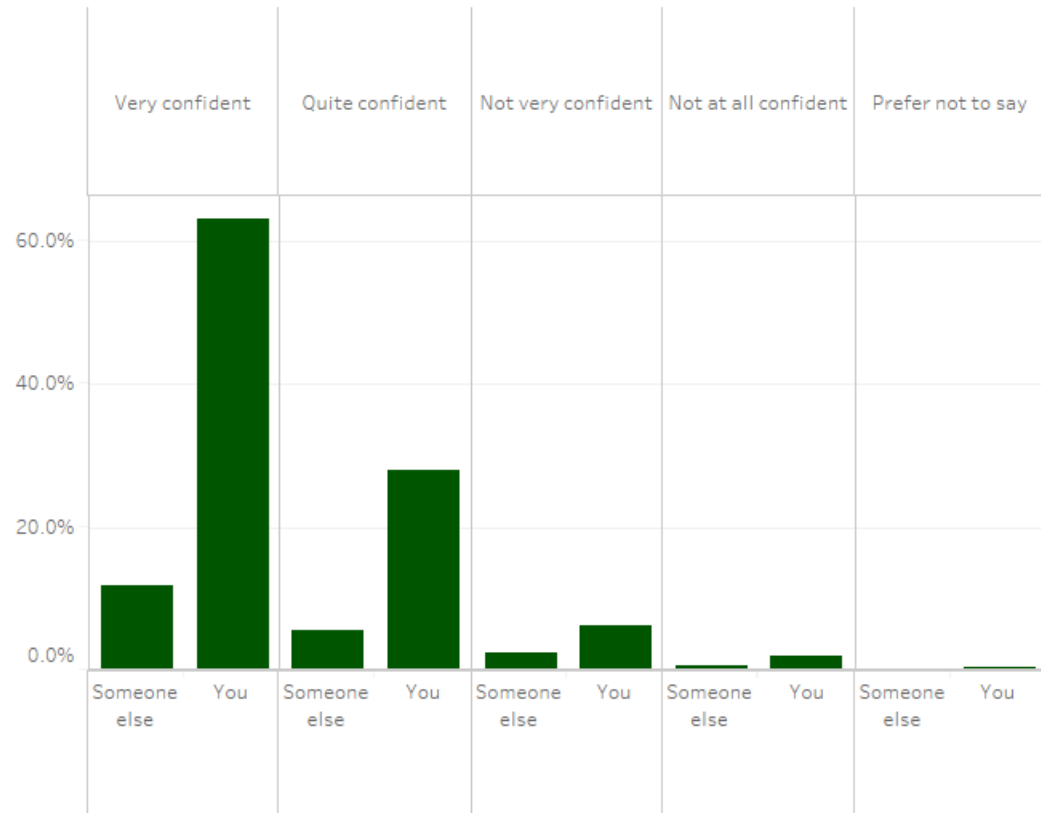
Page last updated: 09.11.2022

Page next update: 09.06.2023

How would you describe your own, and others in your households current and future intended use of digital services online?



How confident are you, and others in your household in using the digital services online that you need and want?



Where is this data from?

These questions were asked in waves 1, 2 and 3 of the Greater Manchester Residents' Survey, conducted in February, April and September 2022. These questions were asked to a total of 735 respondents. These questions were only asked on the phone due to the digital nature of the questions.



Health and Wellbeing

[Housing and Homelessness](#)[Employment, Finances and Welfare Support](#)[Food](#)[Fuel](#)[Fire](#)[Crime and Incidents](#)[Digital Exclusion](#)[Health and Wellbeing](#)[Contact Us](#)[Glossary](#)

The rising cost of living risks many being unable to afford essentials to maintain their health and bring increased stress and anxiety as residents try to make ends meet. The metrics included under this theme aim to describe some of the headline health impacts of rising costs for GM residents. This includes an account of their own self-perceived worries and anxieties, their engagement with mental health services, their experience of crisis and, in the most severe cases, the effects on excess deaths in the city region.

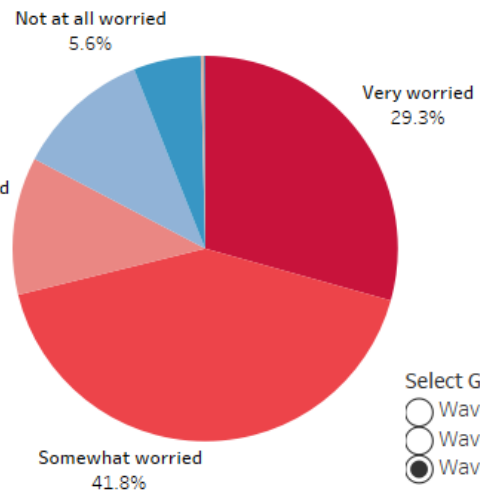
Page last updated: 10.05.2023

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In the past two weeks, how worried or not have you been about the rising costs of living?

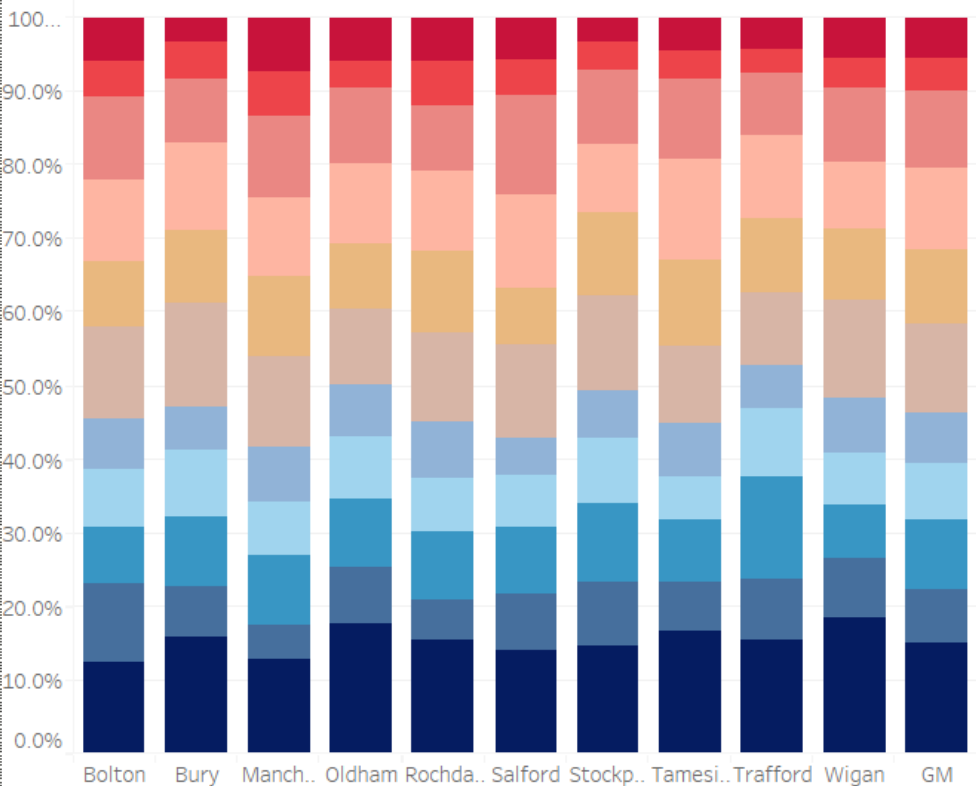
Overall, how anxious did you feel yesterday, on a scale where 0 is "not at all anxious" and 10 is "completely anxious"?

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Select GM Residents Survey ..

- Wave 3
- Wave 4
- Wave 5



Worry - Answer

- Very worried
- Somewhat worried
- Neither worried nor n..
- Not that worried
- Not at all worried
- Don't know
- Prefer not to say

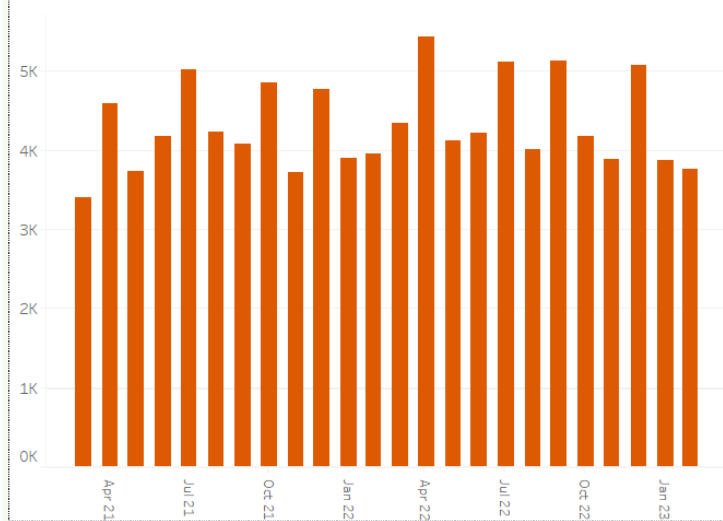
Anxious - Ranking

- 10
- 9
- 8
- 7
- 6
- 5
- 4
- 3
- 2
- 1
- 0

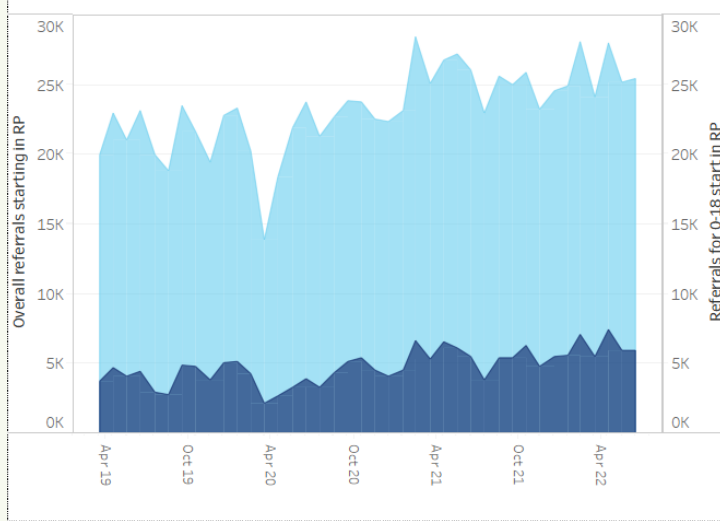
Thousands of GM residents are regularly surveyed, as part of the GM Residents' Survey, about their worry and anxiety. The most recent waves of the Residents' Survey took place in September, October and December 2022.

In the most recent survey (March 2023), more than two thirds (71%) of residents stated that they were "somewhat or very worried" about the rising cost of living. 2 in 5 (41%) respondents said they were highly anxious, when asked how anxious they felt yesterday.

Number of calls to the Greater Manchester Mental Health Crisis Line



Mental health referrals in Greater Manchester



Mental Health service ref..



Where is this data from?

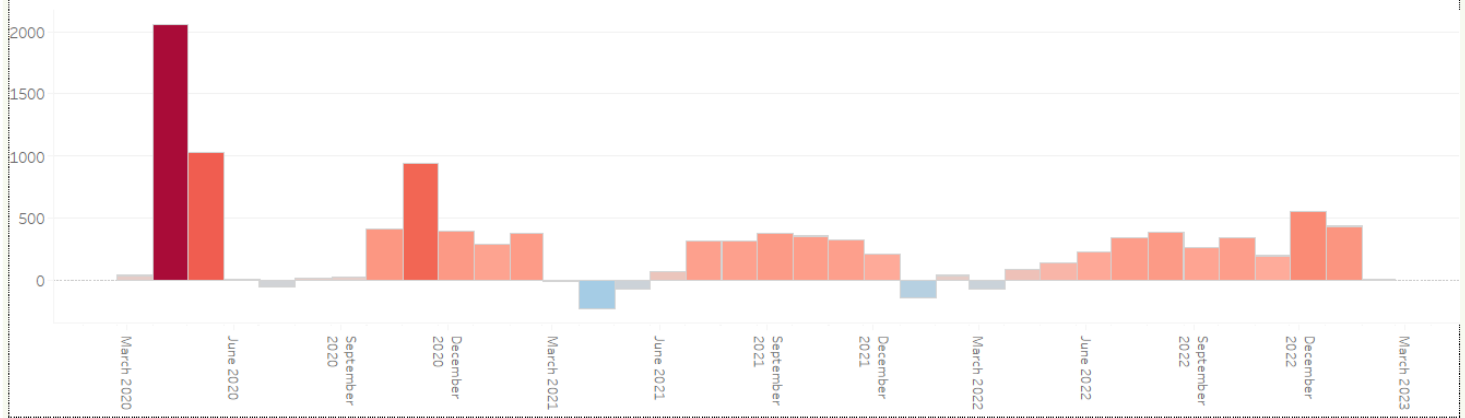
A Mental Health Crisis Line is available across all of GM to provide urgent support to those experiencing crisis. Because it is free and available on a 24/7 basis, it is a useful barometer of the extent to which the wider population (not just those engaged in support services) feel overwhelmed and at a point of crisis.

The total number of referrals made in each month, for access to secondary mental health services across Greater Manchester, as well as, the total number of referrals made for those aged between 0-18. Click the button to the right for a further breakdown of this graph, by locality.



Poor mental health can make earning and managing money harder. And worrying about money can make mental health worse. This can act as a vicious cycle, as mental health charity Mind refer to the 'two way link' between money and mental health. At its worst, this can culminate in referrals into mental health services.

Excess deaths in Greater Manchester



The number of deaths recorded each month, considered to be in excess of the expected number had the Covid-19 pandemic not occurred. Click the button to the right for a further breakdown of this graph, by locality.

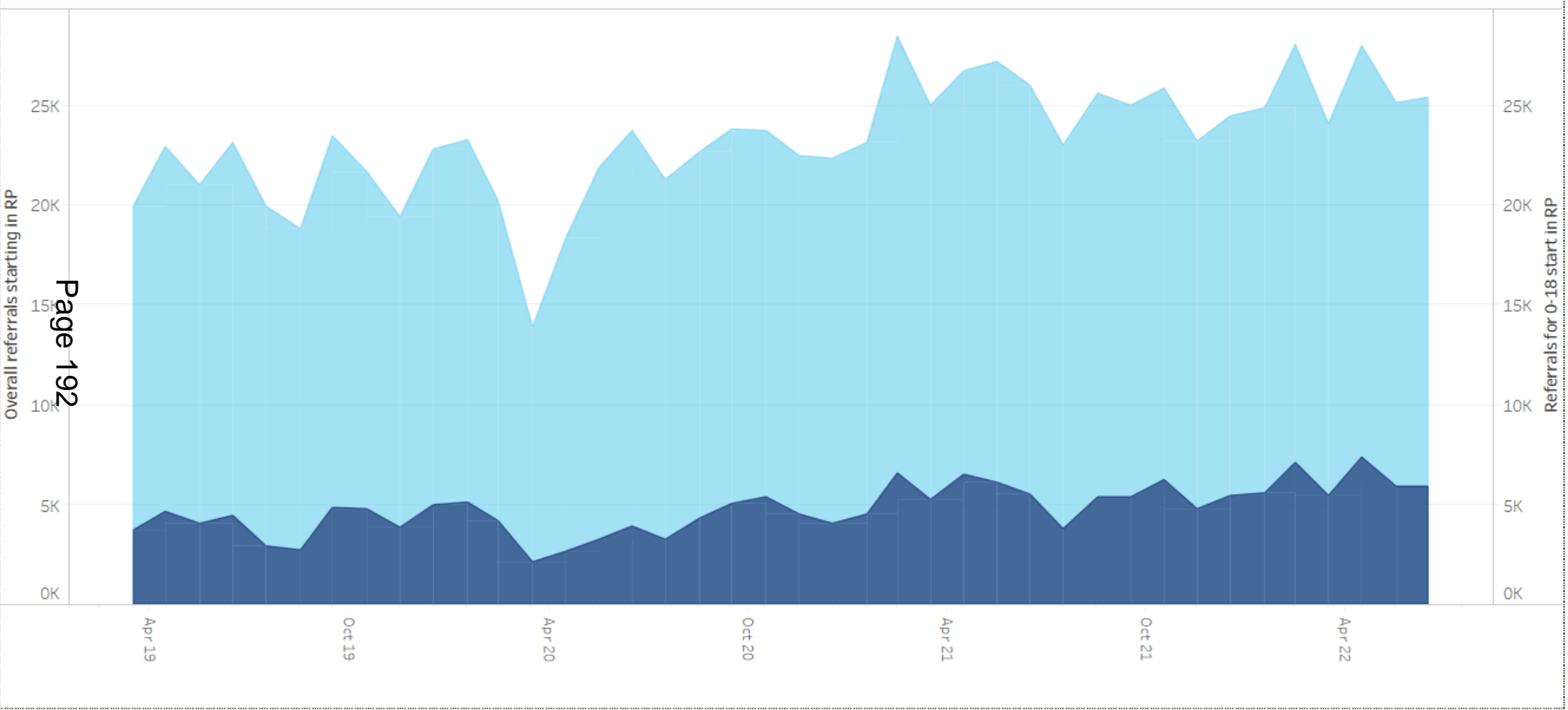


Analysis undertaken by the Marmot Review Team shows excess winter deaths to be a direct impact of cold housing and fuel poverty. Around 40% of excess winter deaths are attributable to cardio-vascular diseases and 33% are attributable to respiratory diseases, both of which have strong relationships with cold temperatures in homes.



Health and Wellbeing

Mental health referrals in Greater Manchester



CCG All

Page 192

Where is this data from?

Mental Health service ref..

- Overall referrals star..
- Referrals for 0-18 sta..

The number of mental health referrals, further broken down by the Clinical Commissioning Group in which the referral took place.

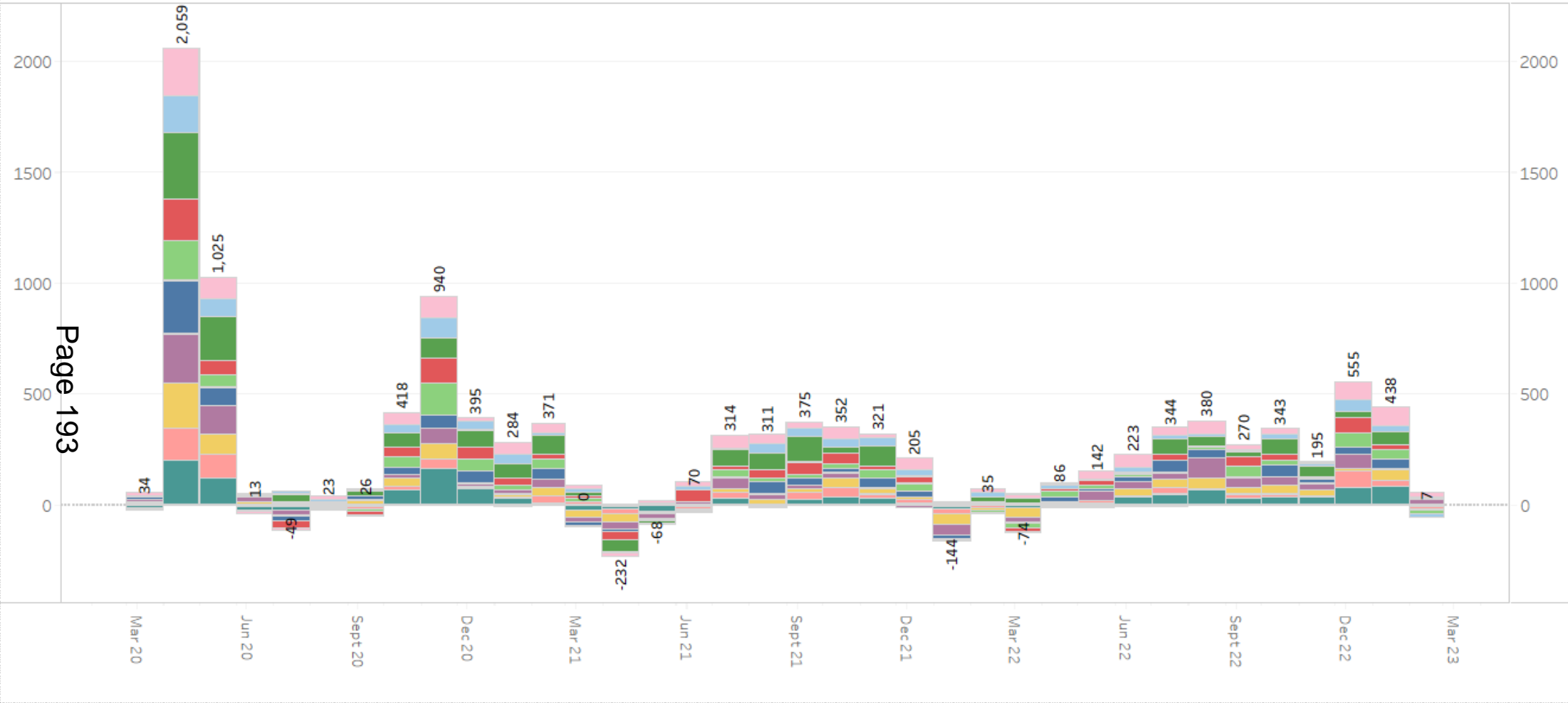
This graph also shows the amount of referrals made for those below the age of 18. A survey conducted by children's mental health charity, Young Minds, showed that 21% of 11 year olds said money worries had caused them stress, anxiety, unhappiness or anger in January 2022, whilst 56% of young people had reported that the cost of living was a major worry for them.





Health and Wellbeing

Excess deaths in Greater Manchester



Choose area

- Bolton
- Bury
- Manchester
- Oldham
- Rochdale
- Salford
- Stockport
- Tameside
- Trafford
- Wigan

Where is this data from?

- Area
- Bolton
 - Bury
 - Manchester
 - Oldham
 - Rochdale
 - Salford
 - Stockport
 - Tameside
 - Trafford

The number of deaths recorded each month, considered to be in excess of the expected number had the Covid-19 pandemic not occurred.

Analysis from the Marmot Review Team provides insight into explanations for excess winter deaths, linked to the impact of cold homes due to associations with cardio-vascular and respiratory diseases. When comparing homes, excess winter deaths are three times higher in the coldest quarter of housing in comparison with the warmest quarter.





Contact Us

Housing and Homelessness

Employment, Finances and Welfare Support

Food

Fuel

Fire

Crime and Incidents

Digital Exclusion

Health and Wellbeing

Contact Us

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Any feedback on how this dashboard could be changed or expanded is more than welcome. I am also available to take any relevant queries or suggestions, I am contactable via beth.kilheaney@greatermanchester-ca.gov.uk



Glossary

[Housing and Homelessness](#)[Employment, Finances and Welfare Support](#)[Food](#)[Fuel](#)[Fire](#)[Crime and Incidents](#)[Digital Exclusion](#)[Health and Wellbeing](#)[Contact Us](#)[Glossary](#)

As the cost of living crisis has progressed, more resources and tools have been created to further understand or help support those in need. This page acts as a glossary for these resources. We welcome any suggestions or recommendations on links to be added to this page - please see our details on the Contact Us page.

Page last updated: 09.11.2022

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Helping Hand

Advice for all those affected by the cost of living crisis across Greater Manchester. A directory of help and support, broken down by locality.

[Greater Manchester Combined Authority: Helping Hand](#)



Cost of Living Hub

A hub sharing best practice and help focused on councils supporting their residents with the rise in cost of living.

[Local Government Association: Cost of Living Hub](#)



Cost of Living Data Dashboard

A dashboard sharing insights gained from across the Citizens Advice service focused on the cost of living crisis, with monthly updates.

[Citizens Advice: CA cost of living data dashboard](#)



Tracking Financial Vulnerability in the UK

UK Financial Vulnerability Index using publicly available measures and unique consumer data from Lowell, one of Europe's largest credit management services companies. Tracking financial vulnerability since 2017, at a parliamentary constituency level.

[Urban Institute: Tracking Financial Vulnerability in the UK](#)



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Greater Manchester Combined Authority

Date: 26th May 2023

Subject: Proposal for an Inclusive Ownership Platform to support community wealth building in Greater Manchester

Report of: Councillor Bev Craig, Portfolio Lead for Economy and Cllr Ged Cooney, Portfolio Lead for Co-operatives and Communities, and Tom Stannard, Portfolio Lead Chief Executive for Economy and Andrew Lightfoot, Portfolio Chief Executive for Co-operatives and Communities.

Purpose of Report

The report of the GM Independent Inequalities Commission, published in March 2021, included the recommendation that Greater Manchester should: *Create a Community Wealth Hub to support and grow co-operatives, mutuals, social and community enterprises, staffed by people from the co-operative and community sector who understand the market.*

The purpose of this recommendation was to concentrate efforts to increase the share of socially trading organisations in the GM economy in order to generate more community wealth, increase social impact, empower communities and support inclusive ownership business models in key sectors of the everyday, foundational economy.

In March 2022, the Mayor of Greater Manchester and Council Leaders, together with Rose Marley, Chair of the GM Social Enterprise Action Group, hosted an online “Call to Action” Event to launch the co-design process for the Hub. The co-design has tested the scope of support for this proposal across a wide range of stakeholders and led to the development of an operating proposal for what will be known as the ‘Greater Manchester Inclusive Ownership Platform’ and will support community wealth building activity across Greater Manchester.

This paper presents the results of the co-design work and the resulting proposition, for which endorsement is sought from the Combined Authority.

The paper also includes a set of next steps for the creation and initial resourcing of the Platform.

Recommendations:

The GMCA is requested to:

1. Endorse the operating proposal for an Inclusive Ownership Platform for Greater Manchester derived from the co-design process.
2. Agree the recommendations of the GM UKSPF Local Partnership Board on the strategic fit and deliverability of the UKSPF proposal for the creation of an Inclusive Ownership Platform and associated business support activity.
3. Delegate authority to the GMCA Treasurer in consultation with the Portfolio Lead for the Economy, Business and International and Portfolio Lead for Resources and Investment to agree the procurement method and subsequent award of contract(s) worth £365,000 for the creation and management of the GM Inclusive Ownership Platform, delivering the UKSPF outputs and outcome described in this report and £460,000 for specialist / independent business support activities which address gaps or weaknesses in the current support available to inclusively owned businesses

Contact Officers

John Wrathmell, Director, Strategy, Research & Economy, GMCA

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Lisa Dale Clough, Assistant Director, Economy, GMCA

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Anne Lythgoe, VCSE Accord Lead, GMCA

Anne.lythgoe@greatermanchester-ca.gov.uk

Equalities Impact, Carbon and Sustainability Assessment:

Recommendation - Key points for decision-makers

The GMCA is requested to:

1. Endorse the operating proposal for an Inclusive Ownership Platform for Greater Manchester derived from the co-design process
2. Note the next stages of the development of the Platform.

Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion	G	The Inclusive Ownership Platform will be accessible to all communities of identity and socially disadvantaged people, and where relevant offer targeted support to specific groups in specific business sectors. Inclusive Ownership business models offer beneficial impacts where owners are most disadvantaged and this was identified by the Independent Inequalities Commission as a tool to tackle inequality in GM. The Platform also aims to support community ownership of businesses and buildings from which services are provided in communities, by improving access to finance, business support and enabling inter trading.
Health	G	The Platform will support businesses in or moving towards inclusive ownership, with physical and mental wellbeing of employees being a key driver of inclusive ownership. The Platform will support businesses in inclusive ownership / social economy operating in key foundational economy sectors such as social care, hospitality and green energy. It might also support community-led businesses providing community transport, digital infrastructure etc
Resilience and Adaptation	G	There will be an indirect benefit in terms of the resilience of small, social businesses which might be supporting people and communities. This will allow local economies to recover from disruption more effectively. The Platform could support community-led businesses whose aim is to improve the environment and enhance green or blue infrastructure.
Housing	G	The Platform could support community-led businesses whose aim is to support people who are homeless or at risk of being homeless. It will also support community-led housing businesses in conjunction with the GM Community-led Homes Hub.
Economy	G	The Platform is the CAs flagship programme in support of the social economy. In the GMS, we have committed to support the role of social enterprises, co-ops and 'non-extractive' business which can provide wider opportunities for Greater Manchester's people and places, enabling a different pattern of wealth distribution, to the greater benefit of more of our society, including Community Wealth Building, taking a people-centred, co-designed approach to economic development, which redirects a greater sharing of wealth back into local places and benefitting local people.
Mobility and Connectivity	G	The Platform could support community-led businesses whose aim is to build and own digital infrastructure or operate community transport.
Carbon, Nature and Environment	G	The Platform could support community-led businesses whose aim is to improve the environment and plant new woodland or enhance visual amenity. It could support community-led businesses whose aim is linked to achieving net zero, for example community energy projects. However, supporting businesses to achieve NZ will also be a theme of the support offered through the Platform.
Consumption and Production	G	The Platform could support community-led businesses whose aim is linked to waste management. However, supporting businesses to reduce, reuse and recycle will also be a theme of the support delivered by the Platform.
Contribution to achieving the GM Carbon Neutral 2038 target		The Platform will enable businesses operating in the social economy to better access the tools available through sites such as Bee Net Zero, and will enable active interventions which contribute towards growth of the green sector in the social economy.

Full	G Positive impacts overall, whether long or short term.	A Mix of positive and negative impacts. Trade-offs to consider.	R Mostly negative, with at least one positive aspect. Trade-offs to consider.	RR 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 non-residential (including public) buildings	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	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

At this stage, the main risk which has been identified relates to the acceptance and use of the Platform by inclusively owned businesses. This will be mitigated through a programme of promotion and relationship-building, linking the Platform with existing business support mechanisms across the 10 districts of GM as well as community-led networks and groups. Furthermore, any reputational risks associated with its development have been managed through the co-design approach.

Legal Considerations

The award of contracts will be in accordance with any pertaining legislative requirements including procurement law and subsidy control. It will be important to develop strong and effective governance arrangements for the Platform to enable it to be inclusively managed by stakeholder partners.

Financial Consequences – Revenue

At its meeting in May 2023, the GM UK Shared Prosperity Fund Board agreed that the initial cost of establishing the Platform and carrying out associated business support activities can be funded through proposal E26 of the UKSPF.

Financial Consequences – Capital

N/A

Number of attachments to the report: 0

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

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/Background

1.1 The report of the [GM Independent Inequalities Commission \(IIC\)](#), published in March 2021, included as recommendation 11 that Greater Manchester should: *Create a Community Wealth Hub to support and grow co-operatives, mutuals, social and community enterprises, staffed by people from the co-operative and community sector who understand the market.*

1.2 This recommendation was made in the context of the principles of [Community Wealth Building](#), which include:

- Plural ownership of the economy.
- Making financial power work for local places.
- Fair employment and just labour markets.
- Progressive procurement of goods and services.
- Socially productive use of land and property

1.3 As described in a [report to the Combined Authority](#) meeting in September 2021, there is already a huge amount of work going on across the districts of Greater Manchester using these principles as key drivers. For example, Manchester City Council has included a specific theme to create 'a progressive and equitable city' at the heart of the recently refreshed strategy Our Manchester Strategy and has long recognised the benefits of social value in tackling inequality and promoting a more inclusive economy to deliver better outcomes for the city's residents; Rochdale Council is beginning to focus on its strategic approach to supporting community wealth, an inclusive local economy and social value; Salford Council launched the Salford Way focus on tackling poverty and creating an inclusive economy in the spring of 2021; the Oldham Economic Review focussed on actions to build community wealth in the town; Tameside launched its Inclusive Growth Strategy in March 2021 following extensive engagement with residents and partner organisations; and Wigan has published a Community Wealth Building Strategy. These are specific examples of strategic approaches, but feedback from local authorities shows there is some 'community wealth building activity' (even if it is not called that) happening in all 10 districts of GM. It will be extremely important that any Greater Manchester 'Community Wealth Hub' adds value to those activities.

1.4 Other work that fulfils the community wealth building principles includes the GM Good Employment Charter, ongoing work under the Greater Manchester Strategy to refocus public procurement into local priorities through social value and working closely with supply chains, and the new GM Land Commission.

1.5 The recommendation from the IIC was that a Greater Manchester Community Wealth Hub would focus activity on increasing the proportion of GM's economy that is made up of inclusively owned, socially-trading businesses (such as social enterprises, co-operatives, community businesses and social firms, for example). The rationale for this is that:

- Increasing the share of socially trading organisations in GM economy will generate more community wealth.
- Not only is there potential for these organisations be more successful, resilient, competitive, profitable, innovative and sustainable in the GM economy; they also can generate added 'social impact' and therefore provide greater community and environmental benefits.
- Many under-utilised or vulnerable assets in GM could benefit from community ownership to ensure viability of places and high streets – and this also empowers the communities that own them.
- Business models that embed strong ethical values can drive better outcomes in sectors like social care and other parts of the Foundational Economy.
- Support for the social economy is fragmented and often inaccessible and many socially trading organisations find it difficult to access funding, investment and new markets – more needs to be done to improve the support available.
- Setting up and running a social economy organisation has additional legal and financing challenges associated with securing community benefit which would benefit from bespoke solutions.

1.6 However, engagement early in the co-design made it clear that there is a need for a clear definition for the scope of a 'Community Wealth Hub', its target audience and its work. Use of the term 'Community Wealth Hub' caused some confusion and there was a strong steer from participants in the co-design to find a name which better describes what the 'Hub' would be. Therefore, the term 'Inclusive Ownership Platform' has been adopted for this proposal, although it should be noted that the Platform's main role would be to support community wealth building activities such as those described in section 1.3 above.

2. Co-design process

2.1 In order to assure the success of this proposal, it has been important that it is created with the people and organisations with which it will collaborate and provide support. In March 2022, the Mayor of Greater Manchester and Council Leaders, together with Rose Marley, Chair of the GM Social Enterprise Action Group, hosted an online "Call to Action" Event to launch a co-design process. Around 90 people joined the call, and many expressed an interest in being further involved.

2.2 The co-design process covered 3 broad stages from March until November 2022 to test the feasibility of the idea and co-create a concept model for its development:

- Determine the scope of support for the proposal
- Develop a logic model – purpose, functions, form and structure
- Describe the likely impact

2.3 Over 150 individual people and around 70 different organisations took part in the co-design across a range of stakeholder groups including local authorities, co-operative / VCSE organisations and networks, business support providers, health and social care, universities, housing providers, funders and investors in the work of the social economy, as well as a range of employee-owned or private businesses. GMCA convened a series of co-design workshops with an independent facilitator, held an open consultation using the GM Consult platform to reach a wider audience, and held stakeholder meetings with specific organisations or stakeholder groups (for example, with disabled people in partnership with the GM Disabled People's Panel, or with people from diverse ethnic backgrounds, in partnership with GM BME Network).

2.4 GMCA led the co-design process in a manner which has ensured that there is a balance between providing an overall structure and giving the freedom for people to participate, act and leave the process. The co-design involved open discussions about

the design of the Hub and how it should be delivered, and used the GM Consult Platform to facilitate public consultation at different stages.

2.5 Stakeholder analysis was used to identify the needs of different people to participate and managed potential tensions and concerns transparently, within a framework for handling different opinions and preferences. The results of the work have shown that progress is clear/shared to help sustain motivation, and CA officers have regularly 'checked-in' with stakeholders to ensure that a wider audience is aware of the direction of the discussion. A variety of roles and routes were used for people to best contribute their skills and expertise, and there have been equal opportunities to participate according to people's capacities, responsibilities and accountabilities.

3. Outcome of the co-design

3.1 The co-design exercise told us that any Greater Manchester Inclusive Ownership Platform should focus on work to **catalyse inclusive ownership of enterprise** as part of wider community wealth building activity in Greater Manchester as a mechanism for:

- Addressing inequality and improving wellbeing
- Building a fairer and more inclusive economy
- Increasing local community ownership of wealth and assets

3.2 The ideas that were suggested for doing this included by:

- connecting individuals and businesses to advice, support, investment and funding at all stages of business life cycle
- leading specific interventions with individual business types, places, communities or business sectors
- bringing people together to enable business to business trading, help create partnerships and social primes
- developing and testing new ideas for inclusive ownership
- collecting evidence, spreading good practice / success, building, and evaluating an evidence base relating to inclusive ownership in the economy; using this evidence to lobby for a fairer and more inclusive economy
- being driven by the intrinsic values and ethics of the social economy.

3.3 The co-design strongly suggested that the central mechanism should be an online platform, supported by a small core staff team working to enable linkages with a range

of satellite projects, networks and programmes across Greater Manchester, and should enable investment into perceived gaps in support to inclusively owned businesses.

3.4 Furthermore, there was strong support for the Platform to be independent of the GMCA, to assist with its functions and status amongst organisations within the social economy, but that public organisations should be involved in the governance of the Platform, for example through a steering group or co-operative model. Learning from other similar programmes would indicate that an iterative approach would be preferred, and the Platform will benefit from being incubated in a larger host organisation before the establishment of new, bespoke governance.

4.0 Proposition for a GM Inclusive Ownership Platform

4.1 It is proposed therefore that GM should create an '**Inclusive Ownership Platform**' which supports community wealth building by facilitating the growth of locally owned and socially minded businesses with models of enterprise ownership that enable wealth created by users, workers and local communities to be held by them, rather than flowing out as profits to shareholders. The proposal described below is an initial step to test what works, learn, make sure that it has a positive and clear impact, and potentially build on it later.

4.2 The success of the Inclusive Ownership Platform will depend on it being integrated with - and additional to - the wide range of support which is already available to inclusively-owned businesses through programmes such as [Proper Good](#), the work of [Co-operatives UK](#) or the GM VCSE local infrastructure organisations, as well as our wider business support offer provided by the Business Growth Hub. The Growth Hub itself has a specific function in supporting the social economy through its Social Value Team and designated Third Sector Development Advisor. This resource provides advisory services relating to business growth but also builds trust and a clear pathway for inclusively owned business to access wider mainstream capacity building services, including but not limited to; finance, strategy and leadership, environmental and social impacts, procurement and innovation. The Inclusive Ownership Platform would create an additional 'triage' layer to help coordinate the plethora of support available across Greater Manchester, whilst also supporting the Growth Hub to reach further into the social economy to remove barriers to organisations accessing the business support ecosystem.

4.3 The Platform itself will provide an online resource covering:

- **Knowledge exchange** – case studies of inclusively owned businesses to provide advice and support for people looking to set them up, including off-the-shelf models which they can draw on, along with support for existing businesses wishing to move into employee ownership or become a worker co-op, together with links to relevant projects to enable sharing resources and learning.
- **Getting help with running your inclusively owned enterprise or business** - Signposting and easy to follow triage / brokerage to support with business planning, marketing, demonstrating impact and accessing finance, for example.
- **Inclusive ownership in your community or place** - Links to relevant physical hubs, projects and programmes – by geographical, identity, and theme.

4.4 Alongside the online resource, complementary activities will include:

- **Triage, outreach and marketing** - a series of themed events, outreach activities with existing networks, building relationships with physical and virtual support 'hubs' across GM and beyond, as well as comms activities on social media to promote the Platform
- **Connecting to and expanding the support ecosystem** - incrementally building a support ecosystem for organisations with inclusive ownership by developing relationships with specialist organisations, 121 signposting into mainstream or specialist business support programmes, and where required commissioning new and targeted support programmes. These might be achieved through development of new 'off the shelf' models. Whilst there is a diverse range of business support available to inclusively owned businesses in the 'social economy', our co-design described some of the gaps in that support, for example those uncovered previously by the [GM Co-operative Commission](#), with transition in employee ownership, or with demonstrating impact, for example.
- **Catalysing inclusive ownership in target sectors** - supporting the growth of inclusive ownership and catalysing new models of collaboration focusing on key sectors where inclusive ownership is not the norm, but where it could tackle market failures in an innovative way, putting communities and inclusive ownership at the forefront of the solution (e.g., Adult social care, hospitality, community energy).

5. Delivery proposal and next steps

- 5.1 It is proposed that an independent Design Steering Group is established for the development of the Platform and the specification for the complimentary business support activities described at section 4.4 above. This Group would involve a range of stakeholders from the co-design work, including representatives from the GM Social Enterprise Action Group, Business Growth Hub, GMCA and local authority officers, and University of Manchester, for example.
- 5.2 The co-design exercise tested the market in terms of ownership, governance and hosting of the Inclusive Ownership Platform. Although the ultimate aim would be to establish independent governance within the social economy for the Platform and its associated work, the co-design showed that there should be an initial period where the Platform should be hosted independently of the CA. As a social enterprise and inclusively owned business, the Growth Company is well placed to convene the partnership needed to steer forward creation of the Platform, working closely with GMCA and other named partners through the Design Steering Group, and also to host the online Platform in its pilot phase. Growth Company officers have been actively involved in the co-design and therefore will be able to ensure continuity as this work moves into the implementation phase. The Platform will draw upon content from wider partners (the model currently used by the Good Employment Charter).
- 5.3 At its meeting in May 2023, the GM UKSPF Partnership Board considered and agreed a proposal under E26 (supporting the social economy). This proposal covers the financial years 2023/4 and 2024/5 and contains three broad areas of work. The following table describes these three pieces of work, the budget allocated to them and indicative split of UKSPF outputs and outcomes associated with each.

Area of work	Budget	Outputs – indicative split across the programme	Outcomes – indicative split
Creation of online platform / website	£85,000	Number of potential entrepreneurs provided assistance to be business ready (15)	Jobs safeguarded (8)
Core team, convening of design steering group, programme	£280,000		Number of businesses

management of platform development, basic advice, guidance and triage to wider support services, training events and webinars		Number of businesses receiving non-financial support (50) Number of people attending training sessions (20)	engaged in new markets (4)
Targeted interventions and improvements to specialist support ecosystem for the social economy	£460,000	Number of potential entrepreneurs provided assistance to be business ready (45) Number of businesses receiving financial support other than grants (7) Number of businesses receiving non-financial support (78) Number of people attending training sessions (80)	Jobs created (22) Jobs safeguarded (14) Number of New businesses created (5) Number of businesses engaged in new markets (3)
TOTAL	£825,000		

5.4 It is proposed therefore that the Growth Company take forward the creation and initial management of the GM Inclusive Ownership Platform, including the online platform/website (£85,000) and core team (£280,000), at a total value of £365,000, delivering the outputs and outcomes described in the table at section 5.3.

5.5 As well as the creation of the online Platform, the UKSPF E26 proposal will also build on work in the co-design exercise which identified weaknesses in the support ecosystem around aspects of inclusive ownership. Unless this support ecosystem can operate effectively, the ability of the Platform to signpost prospective businesses and entrepreneurs into appropriate forms of support will be limited.

5.6 Therefore, the balance of the E26 funding (£460,000) will be used to commission specialist / independent business support activities which address gaps or weaknesses in the current support available to inclusively owned businesses. This work will deliver the outputs and outcomes described in the table at section 5.3. It is proposed that these support activities are delivered by a consortium of local providers from within the social economy,. It should be noted that this approach has worked successfully for the development and delivery of the Proper Good programme in Bolton, Oldham, Stockport and Wigan.

5.7 A timeline for the Platform's development, entry/exit routes as well as marketing and communications activity and the commissioning of the additional business support, will be created in conjunction with the Design Steering Group to solidify key quantifiable impacts and reporting structures. It is anticipated that the Platform will be launched towards the end of 2023, together with the programme of new business support activities.

5.8 As stated in section 4 above, this funding proposal is an initial step to test what works, learn, make sure that it has a positive and clear impact, and potentially build on it later.

Greater Manchester Combined Authority

Date: May 2023

Subject: GMCA Sustainability Strategy 2022-26 Update

Report of: Harry Catherall, Portfolio Lead Chief Executive for Green City Region

Purpose of Report

This report follows on from the approval and launch of the GMCA Sustainability Strategy (2022–2026) in August 2022 and provides a 6-month progress report. The report provides an overview of progress against the Strategy during 2022/23 and outlines actions proposed for 2023/24.

Recommendations:

GMCA is requested to:

1. Note the content and detail within the report.
2. Agree the outlined actions proposed for 2023/24 in respect of the GMCA's corporate Sustainability Strategy.
3. Circulate the Members briefing (Annex 01) to Councillors for information.

Contact Officers

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

Mathew Chard, Associate Partner Environment (chardm@manchesterfire.gov.uk)

Equalities Impact, Carbon and Sustainability Assessment:

Recommendation - Key points for decision-makers			
Insert text			
Impacts Questionnaire			
Impact Indicator	Result	Justification/Mitigation	
Equality and Inclusion			
Health			
Resilience and Adaptation	G	Progresses the GMCA approach to climate adaptation including progression of a climate adaptation strategy Progresses the GMCA approach to climate adaptation including progression of a climate adaptation strategy Strategy actions focus on climate adaptation including progression of green infrastructure within the GMFRS estates programme	
Housing			
Economy			
Mobility and Connectivity			
Carbon, Nature and Environment	G	Fleet decarbonisation is a prominent activity outlined within the sustainability strategy and paper outlines actions set for 2023/24 that will address fleet electrification. Estate programme has biodiversity embedded via the sustainability strategy. Paper outlines the GMCA approach to decarbonisation of their own operations.	
Consumption and Production	A	Sustainable consumption is a key element outlined within the sustainability strategy and actions are assigned to deliver against this. GMCA participating in the GM SUP working group as outlined within the action plan. Significant estates programme underway including new build stations which will lead to construction waste although significant amount of waste at Blackley FS will be used to infill existing basement.	
Contribution to achieving the GM Carbon Neutral 2038 target		The paper outlines the GMCA approach to decarbonisation and wider sustainability improvements including contribution towards the 2038 carbon neutral target.	
Further Assessment(s):	N/A		
G Positive impacts overall, whether long or short term.	A Mix of positive and negative impacts. Trade-offs to consider.	R Mostly negative, with at least one positive aspect. Trade-offs to consider.	RR Negative impacts overall.

Risk Management

There are no key risk management considerations to be considered within the detail of the paper. Individual projects delivered as part of the Sustainability Strategy will feature individual project risk registers.

Legal Considerations

There are no legal considerations to be considered within the detail of the paper.

Financial Consequences – Revenue

Ongoing energy costs associated with the estate are impacted by carbon reduction schemes and these are monitored via the GMFRS Sustainability Team in partnership with the GMCA Finance Team. (paragraph 2.5)

Revenue budget is also assigned to projects proposed for 2023/24 where consultancy support is required. (section 4)

Financial Consequences – Capital

Schemes at GMFRS stations in respect of carbon reduction are funded via GMFRS capital budgets with budgets assigned to individual schemes (paragraph 4.2).

EV charging infrastructure capital funding to be agreed following closure of procurement exercise (paragraph 4.3).

Number of attachments to the report: 1

Comments/recommendations from Overview & Scrutiny Committee

The paper has not been reviewed by Scrutiny.

Background Papers

Appendix 1 – Green City Region Members Briefing April 2023

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

1. Introduction/Background

1.1 GMCA launched the Sustainability Strategy (2022–2026) in August 2022 to support sustainability performance in respect of the organisations own environmental impact. The strategy covers the core activity of GMCA and GMFRS and all sustainability impacts associated with this activity including:

- Activities delivered, and associated sustainability impacts, from our head offices;
- Sustainability impacts arising from the assets operated by, and the activities delivered by GMFRS; and
- Sustainability impacts arising from activities undertaken and the assets directly operated by GMCA Waste & Resources Team, including closed landfill sites and other land assets.

1.2 The strategy is built around five priorities where we will focus our efforts over the next five years:

- Rapidly reducing our carbon footprint;
- Protecting and enhancing the environment;
- Using our resources efficiently and responsibly;
- Adapting to a changing climate; and
- Being sustainability leaders.

1.3 The strategy was developed following a thorough engagement process with key stakeholders and wider staff groups across the organisation and monitored via the GMCA Extended Leadership Network. Through this process, key themes were identified and the strategy pillars from which the overall strategy was developed were identified: people, planet and public purse.

1.4 As part of GMCA's wider leadership role, work is undertaken with Districts and other partners to deliver activity against the Greater Manchester Five Year Environment Plan. The latest quarterly Members Briefing for Councillors, which highlights progress against the Five Year Environment Plan, is provided at Annex 01.

2. Sustainability Strategy Targets and Progress

2.1 Each priority area of the strategy features a target for 2026 as well as annual milestone targets. These are outlined within the table below along with progress against them as of January 2023:

Priority	2026 Target	2022/23 Target (to be achieved by March 2023)	Progress as of March 2023	RAG Rating
Rapidly reducing our carbon footprint	Reduce emissions from our buildings and vehicles by 50% (from 18/19 baseline)	Reduce emissions from buildings and fleet by 12%	Emissions 8% lower than 18/19 baseline	
Protecting and restoring the environment	Fully embed environmental protection into our emergency response activities	Agree an initial approach to environmental protection training with the Environment Agency	Initial scope agreed with Environment Agency and actions planned for 23/24	
Using our resources efficiently and responsibly	80% of our supply chain committed to supporting our carbon neutral target	10% of our supply chain will have a demonstrable commitment to our carbon neutrality target	During Q4, 12.1% of suppliers engaged had a demonstrable commitment to our carbon neutrality target (10.5% the average for 2022/23)	
Adapting to a changing climate	Develop a climate change adaptation strategy based on future risks and opportunities	Deliver a climate change risk and opportunities assessment	Climate change risk workshop held on 6 th March 2023	
Being sustainability leaders	Train all our staff in understanding the climate emergency and their role in tackling it	95% of all staff will have completed the climate change e-learning package	90.1% of staff completed climate change e-learning	

2.2 Progress in respect of the GMCA scope 1 and 2 carbon footprint is monitored via the monthly KPI reporting process. Figures 1 and 2 below provide an overview of the progress in scope 1 and 2 emissions reduction as well as the composition of the GMCA scope 1 and 2 carbon footprint.

Figure 1

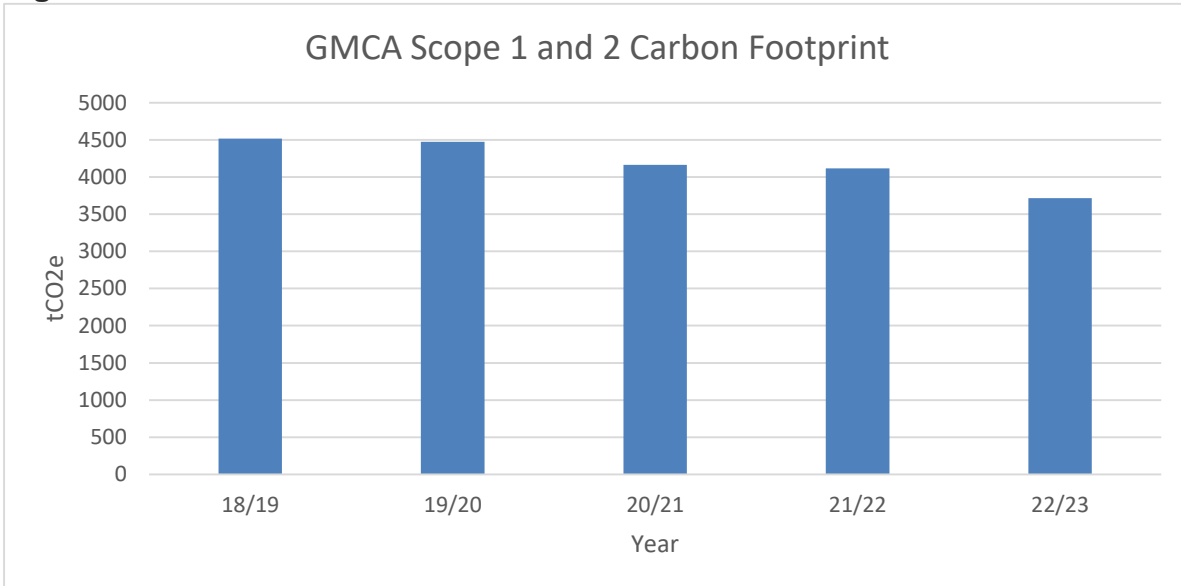
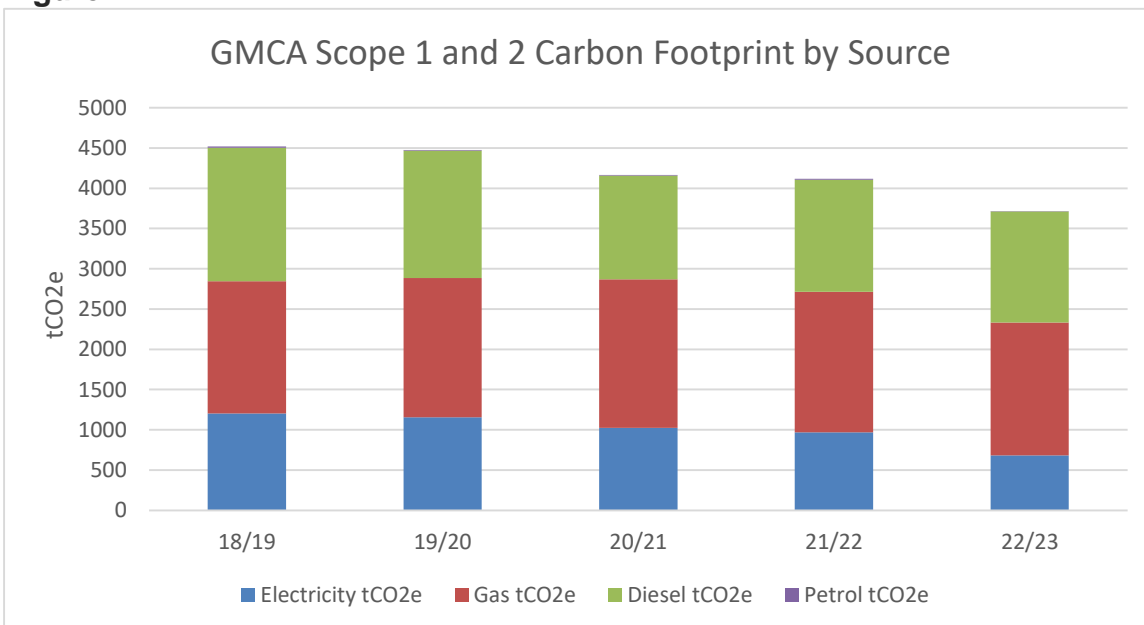


Figure 2



2.3 Significant progress has been made in reducing gas and electricity consumption at GMCA. Measures to achieve reductions in electricity consumption include widescale installation of LED lighting, solar PV and voltage optimisation. Gas consumption has been significantly reduced following the historic installation of Building Management Systems and high-efficiency gas boilers as well as through improvements to building fabric. Equally, the Incident Command Academy at Bury Training Site has had air source heat pumps installed and no longer consumes gas whilst Wigan Community

Fire & Ambulance Station and the Visitor Centre at Bury Training Site feature air source heat pump and gas hybrid heating systems.

- 2.4 Despite a decrease in gas consumption between 2021/22 and 2022/23, emissions associated with gas consumption increased as a result of the carbon intensity of grid supplied gas increasing over the same period.
- 2.5 As the organisation transitions from fossil fuel heating and fossil fuel powered vehicles to electrified modes of heating and transport, there is a likelihood that electricity consumption and associated emissions will increase.

3. Successes – 2022/23

- 3.1 GMFRS delivered 2 solar PV schemes and 18 LED lighting schemes via £620,000 PSDS grant funding that will reduce emissions by 32 tonnes per annum and reduce energy costs by £135,000.
- 3.2 Delivery of the refurbishment of the Incident Command and Leadership Academy at Bury Operational Training Site which features solar PV, LED lighting and air source heat pump. The building no longer utilised fossil fuel heating.
- 3.3 Commissioned carbon neutrality surveys at all GMFRS stations to be retained within the estate to support identification of pathways to carbon neutrality via the estates scheme.
- 3.4 Orders placed for 13 electric vehicles (cars and vans) to replace petrol and diesel ICE vehicles within the GMFRS fleet.
- 3.5 GMFRS introduced a wildfire burns suppression team as well as specialist equipment based at wildfire stations which will improve operational capability in regards to wildfire incidents.
- 3.6 Launch of the GMFRS Prevention Strategy featuring key activity around prevention of fire but also around environmental linked incidents such as wildfire.
- 3.7 GMCA launched an electric vehicle salary sacrifice scheme to enable staff to access electric vehicles through a lease scheme before tax.
- 3.8 Introduction of video conferencing facilities across the estate including at Tootal Buildings to improve hybrid working opportunities across the organisation and reducing the reliance on staff business travel.

- 3.9 Established a supplier commitment measurement tool to establish supply chain commitments towards GMCA carbon neutrality plans as well as wider social commitments including real living wage and modern slavery.
- 3.10 Consolidation of confidential waste contract into main waste and recycling services contract.
- 3.11 Cross-working group amongst Combined Authorities established to support identification of best practice in regard to sustainable investment.
- 3.12 Activity has started to explore the potential for introducing a salary sacrifice scheme to support staff in retrofitting carbon reduction measures to their home.
- 3.14 Some activities have been aborted and the reasoning behind these varies. For certain projects (e.g. Oldham ASHP scheme), technical feasibility was the reason behind the scheme being aborted.
- 3.15 Other schemes were aborted at this stage due to the business need not being strong enough to progress at this stage although these projects may be revisited in the future (e.g. enhanced drone capability).
- 3.16 Some activity related to grant funding and these were aborted due to bids being unsuccessful in respect of Low Carbon Skills Fund as well as GMFRS being unable to progress a bid for Public Sector Decarbonisation Scheme phase 3b.

4. Planned Activities – 2023/24

- 4.1 Actions to progress the Sustainability Strategy towards the intended outcomes outlined within the strategy, including targets, are outlined within Sustainability Strategy annual delivery plans.
- 4.2 Carbon reduction schemes will progress at 6 fire stations and involves the removal of gas heating systems at 6 fire stations whilst new build activity will commence at 2 fire stations with carbon reduction and sustainability being a key element of the schemes.
- 4.3 EV charging infrastructure will be installed at 18 fire stations and 13 electric vehicles will be introduced to the fleet.
- 4.4 An assessment of the scope 3 emissions at GMCA will be conducted with work plans implemented following the calculation to reduce these where viable.
- 4.5 GMCA will develop a sustainable procurement policy to establish our organisational principles in respect of this area and develop relevant toolkits and flow maps to

support colleagues in embedding sustainability into future procurement and commissioning activity.

- 4.6 Internal communications will continue to focus on the climate emergency and sustainability to support our staff in contributing to our ambitions and a staff network will be launched to enable staff to contribute to our wider ambitions in this area.
- 4.7 The Sustainability Strategy Annual Delivery Plan is maintained by the GMFRS Sustainability Team and progress is monitored via the quarterly Sustainability Strategy Steering Group.

5. Resource Requirements – 2023/24

- 5.1 Owners of the actions detailed within the Sustainability Strategy Annual Delivery Plan are responsible for identifying delivery mechanisms and associated resource requirements for identified actions.
- 5.2 As the actions outlined within the delivery plan progress, there is a likelihood that further resource requirements may be identified and it is proposed that these are reported via the Sustainability Strategy Steering Group with individual business cases prepared to identify these.

6. Recommendations

GMCA is requested to:

1. Note the content and detail within the report.
2. Agree the outlined actions proposed for 2023/24 in respect of the GMCA's corporate Sustainability Strategy.
3. Circulate the Members briefing (Annex 01) to Councillors for information.

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Hello and welcome to the April 2023 GCR Member's Brief.

The Government's annual budget (15 March) brought some excellent news for the region, that will help deliver a greener and fairer more prosperous city-region, the announcement of a trailblazing devolution deal for Greater Manchester. In our negotiations with Government, we have sought to secure additional powers and responsibilities over adult skills and education, transport, employment, housing and regeneration - all which allows greater flexibility, and responsibility, to focus resources where they're needed most. Green City areas of work benefitting from the deal include Retrofit and Net Zero Funding, Strategic Energy Planning, Nature Recovery and Adapting to Climate Change. [Read more.](#)

Within the same week as the budget, it was also [announced](#) that over 5,000 social homes across Greater Manchester are to receive energy efficiency improvements after the city-region was granted £37m from Wave Two of the Social Housing Decarbonisation Fund. The Government funding – granted by the Department for Energy Security and Net Zero with an additional £60m contribution from the 18 social home providers, will see 5,438 social homes benefit from measures such as improved insulation, air source heat pumps, solar panels, draughtproofing, ventilation and heating controls in the programme worth £97m. Work will commence in April and be completed by September 2025, with social housing improvements being made across all districts.

Net zero featured heavily in the ten Greater Manchester projects to receive funding and support after being selected to become part of the city-region's Innovation Accelerator programme. Greater Manchester was asked by UK Government to pilot the Innovation Accelerator programme alongside Glasgow city-region and the West Midlands. The programme provides a total of £100m shared across the three regions, as well as support for developing each area's innovation ecosystem. [Read more.](#)

Should you want further information on any of the projects taking place in your area or city-region wide, either click on the hyperlink or contact the [GMCA Environment Team](#) who would be happy to help with detail.

Mark Atherton, Director of Environment, Greater Manchester Combined Authority

Five Year Environment Plan for Greater Manchester 2024 to 2029 - Update

Planning has commenced on the next reiteration of the Five Year Environment Plan for Greater Manchester. Our objective to be carbon neutral by 2038 is still considered achievable, but the pathway towards that is likely to exceed the carbon budget, and by a considerable margin unless decarbonisation is accelerated, as recently [reported by the Intergovernmental Panel on Climate Change \(IPCC\)](#) (20 March)

GM's ambition and priority remains rapid decarbonisation, with a desire to remain within or as close to the budget as possible. The upcoming refresh of the Five Year Environment Plan presents a significant opportunity for GM to focus and push-on in order to meet the 2038 target.

With a planned launch at the October 2024 Green Summit, the contents of the new plan will include: Introduction/overall vision, 2024-2029 targets, Action plan, Thematic Sections, Conclusion, glossary, annex. To find out how we're managing the development process, [view the GCR Partnership presentation.](#)

Finally, we will be seeking feedback on our plans from everyone who lives and works in Greater Manchester, we'll be providing updates on when and how on all our communications channels.

NEW GREATER MANCHESTER ENVIRONMENT RESOURCES:

A **Community Fridge pilot** has launched in Oldham by Greater Manchester Food Security Action Network, Hubbub and Coop, which brings people together to eat, connect, learn new skills and reduce food waste. This builds on the successful pilots delivered through Manchester's In Our Nature campaign. [Read more](#)

Power in the City by Carbon Coop, featuring authentic voices, places and stories showing the everyday, on-the-ground ways that people are responding to the climate emergency in their own neighbourhoods. The first series, has five episodes on topics including transport, solar and wind power, warm and affordable housing, and green jobs. [Listen to the episodes here.](#)

GREATER MANCHESTER ENVIRONMENT EVENTS:

New fully funded **Eco Innovation programme** (Eco-FORCE) launched by Business Growth Hub to support Greater Manchester businesses to move to more circular practices, reduce waste and carbon emissions. From 21st March – 18th April this is a 3 day in-person programme that will guide SMEs step-by-step towards new 'eco' commercial opportunities, equipping them with the tools to eliminate waste and grow. [Link to register interest](#)

Powering Our Communities - Electricity North West are hosting a Community Connects Webinar on the 11 May 23 (10am to 11:30) to launch the next round of their award-winning Powering Our Communities fund. [Find out more and register for the event.](#)

Energy

Local Area Energy Plans (LAEPs) – GM has been awarded £70k from Innovate UK's Net Zero Living programme to help accelerate delivery of the city-region's Local Area Energy Plans (LAEPs). Project partners include Bruntwood, Regen, Electricity North West, Carbon Co-op, Green Longbow and Graham Oakes, with advisors Daikin, EY, Green Finance Institute, SSE Energy and Local Energy North West Hub.

DEEP Phase 3 (Heat and Energy Network Opportunity Areas) – Currently pending decision from Department for Energy on Stockport Centre project design for delivering net zero heat through sewer fed and geothermal. Oldham has commenced minewater-led detailed project design.

Go Neutral Smart Energy – Rochdale and Stockport Councils have shortlisted 4 schools for roof-mounted solar PV using unallocated ERDF grant, estimated circa 700kW installed capacity and £800k project value.

Smart Energy – A Solar PV Guide for schools has been developed and circulated for final comments. Currently asking districts to confirm the best methods for sharing with their schools.

Energy Innovation Agency (EIA) – Work continues to support innovators, with client agreements being signed to generate private fees. A dedicated subgroup of the Board has been set up to develop and implement a new finance model.

Buildings

Retrofit GM (Your Home Better) – New pricing structure has been developed to reflect the delivery cost of a dedicated solar survey offer and a comprehensive whole house retrofit plan. Your Home Better offer has been promoted to GMCA staff with encouraging results. Metrolink advertising planned for the end of March 2023.

ECO4 flex scheme (support for fuel poor/low-income households with home energy efficient upgrades) – Now appointed 3 approved [ECO4 installers](#): Improveasy Ltd, Next Energy Solutions Ltd and PHS Home Solutions Ltd T/A 0800 Repair, who will work directly with a dedicated Local Authority.

Public Sector Decarbonisation Scheme (PSDS) – SSE appointed to provide Measurement and Verification support to the PSDS 3a programme with first deliverables expected before end March 2023. £1.78m grant secured for the PSDS 3b programme (circa £5.5m total project value).

Social Housing Decarbonisation Fund (SHDF) – All 10 registered providers have commenced installations, with most of the 900+ retrofits to be completed by end of March 2023. The Department of Energy have provided a 3-month project extension to the end of June 2023.

Natural Environment

Local Nature Recovery Strategy (LNRS) - The Trailblazer devolution deal set out that the Mayor will be responsible for developing a Local Nature Recovery Strategy for Greater Manchester. This is expected to start later this spring, once the government publishes regulations and guidance. Resource and project management planning has started, in conjunction with Natural England and Greater Manchester Ecology Unit.

Natural Course Phase 3 – A Greater Manchester planners survey has been completed to assess the barriers to delivering the objectives of the Water Framework Directive (WFD). An EU

Mission visit was successfully held in January 2023, with a focus on projects delivered in Greater Manchester.

Biodiversity Net Gain (BNG) - Workshops have been held with Districts to disseminate the results of the BNG Needs and Supply assessment. Defra additional burdens funding has been announced for the Districts and GMCA and a plan is being developed as to how to deploy this most effectively.

Natural Environment Investment Readiness Fund (NEIRF) - Five prospective BNG sites moving forward through baselining. GMEF offer has been promoted to all Districts to increase the number of sites being brought forward.

Greater Manchester Green Spaces Fund - Round 2 received 76 applications and a total of [31 projects have been awarded funding](#). Round 3 has [now been launched](#) and open for applications. A new Grant Manager and Communications officer have been appointed to the GMEF.

Green Social Prescribing – A request to extend funding has been unsuccessful. Alternative options are being currently being assessed by the Integrated Care System.

Sustainable Consumption & Production

Recycle for GM Community Fund - For the 3rd year, community groups can apply to access £220,000 for projects which help to reduce waste. [Apply online](#) from now until to noon on Friday 26th May.

Textiles and Fashion Working Group - A series of workshops have been held to underpin a feasibility study for a national sorting and recycling infrastructure demonstration. [Read more](#).

One Bin to Rule Them All - A workshop was held on 29th March 2023 to disseminate the findings of the project aimed at improving plastics recycling practices across Greater Manchester and the UK.

Reconmatic - 4-year project commenced to increase sustainability in waste management across the built environment. UK partners include University of Salford and University of Manchester.

GM Consumer Behaviour Insights - Procurement to commence (by end of March 2023) on work to identify low carbon solutions and levers to drive change.

Renew Hub - An Education pod for schools and community groups is now open to raise awareness of circular economy principles including repair and reuse.

Transport

The Mayor's Cycling and Walking Challenge Fund projects (with final funding approval up to January 2023) will deliver approximately 55km of new Bee Network routes, of which 33km were completed as of January 2023.

The Bike Hire Scheme - Work continues to increase the number of stands, stations, and bikes on the street with a full fleet (1500) expected by May 2023.

E-Scooters - Trial continuing with a much higher use this winter. December 2022 had 25,834 trips compared to 12,126 in December 2021.

Clean bus fund - Currently 92% of buses awarded retrofit funding have been upgraded. Overall, the Greater Manchester based bus fleet will be circa 92% compliant once all planned retrofits and replacements have completed in the next 6 months.

General

View the [5-Year Environment Plan dashboards](#) for a more in-depth analysis of our progress.

CONTACTS FOR FURTHER INFORMATION

General enquiries [email](#) / Twitter: [@GreaterGreenCity](#) / GMCA Environment [Webpage](#) /

Green City Region news [Website](#)



Greater Manchester Combined Authority

Date: 26 May 2023

Subject: Salford Partnership

Report of: Steve Rumbelow Lead Chief Executive for Clean Air, Regeneration and Housing.

Purpose of Report

1. To update the Combined Authority on an opportunity for Greater Manchester Combined Authority and Homes England to enter into a City wide Strategic Partnership with Salford City Council to accelerate the delivery of housing, regeneration and infrastructure projects across Salford. This is the latest of a number of place focused delivery vehicles supported by the Combined Authority (previous ones include Stockport Mayoral Development Corporation and Atom Valley Board).
2. The city of Salford has undergone significant economic and population growth over the last 20 years and the past five years, has seen growth of over 14,500 new homes and 212,000 sqm (2.3 million sq. ft) of commercial floorspace. The City needs to accommodate a forecasted growth in population of 51,000 by 2040 and to address the prevailing spatial and social challenges experienced in some parts of the City which have not benefited from the same levels of investment experienced in the City Centre and Salford Quays.
3. The Greater Manchester Strategy identifies six Growth Locations which provide for the delivery of sites which meet community need. Parts of the City of Salford extend across the Central Growth Location Cluster and Western Gateway Growth Location and beyond. Through the delivery of housing and employment sites there is an opportunity to connect investment and development, to realise opportunities for communities and places which may not have benefitted previously from economic development and growth, or where there are major opportunities to drive growth.

Recommendations:

The GMCA is requested to:

1. Approve that the Combined Authority enter into the Memorandum of Understanding (MOU) with Salford City Council and Homes England to form the Salford Strategic Regeneration Partnership.
2. Note and agree the objectives and principles of the Strategic Regeneration Partnership as set out in section 4 below.
3. Agree to receive future updates on delivery progress at Salford Strategic Regeneration Partnership.

Contact Officers

Andrew McIntosh, Director of Place, andrew.macintosh@greatermanchester-ca.gov.uk

Simon Nokes, Executive Director, simon.nokes@greatermanchester-ca.gov.uk

Equalities Impact, Carbon and Sustainability Assessment:

Recommendation - Key points for decision-makers

It should be noted that this paper is seeking approval to enter into a MOU for a partnership . Therefore there are no specific development proposals being sought for approval and therefore there is limited detail on impacts. The policy drivers covering the partnership area will seek to deliver carbon neutral development and positive social value outcomes however these will require a more detailed assessment as the programme develops.

Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion		
Health		
Resilience and Adaptation		
Housing	G	
Economy	N/A	
Mobility and Connectivity		
Carbon, Nature and Environment		
Consumption and Production		

Contribution to achieving the GM Carbon Neutral 2038 target

Policy drivers will seek to contribute to achieving Carbon Neutral development by 2038 but delivery will be determined on a project by project basis.

G Positive impacts overall, whether long or short term.	A Mix of positive and negative impacts. Trade-offs to consider.	R Mostly negative, with at least one positive aspect. Trade-offs to consider.	RR Negative impacts overall.
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Risk Management

The key risks identified include:

- Failure to secure the necessary capital funds to support land assembly and address land constraints will address the viability challenges of some sites and will not deliver the scale and pace of development. This is being mitigated by close collaboration and involvement of the private sector and public sector co-ordination to secure the resources needed to unlock development.
- Failure to invest in a significant scale of infrastructure in advance of the employment and housing development will not deliver a zero-carbon development that connects through sustainable and accessible transport modes to the surrounding communities. This is being mitigated by the public sector working collaboratively to plan and galvanise investment with the identified developer partners to deliver the agreed objectives of the scheme.

Legal Considerations

Legal input has been secured by Salford City Council (SCC) in the development of the partnership vehicle. Specific Legal advice will be secured through the partnership Governance structure and project specific governance.

Financial Consequences – Revenue

Progressing the growth opportunities in the partnership is likely to require further support from Surplus Revenue Funding opportunities and available capital programmes . Approvals will be sought for the allocation of funding through appropriate business case routes.

Financial Consequences – Capital

Delivery of these projects will require significant investment of public and private sector funding from a range of sources. Approval will be sought from any investment of GMCA funding through normal governance processes.

Number of attachments to the report: 3

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

- Updated Greater Manchester Strategy.
- Greater Manchester Devolution Deal 2023
- Growth Locations Update: Greater Manchester Combined Authority, 17 December 2021.

Tracking/ Process

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

No

Exemption from call in

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

No.

GM Transport Committee- N/A

Overview and Scrutiny Committee- N/A

1. Background

- 1.1 The proposed Salford Strategic Partnership will be a Borough wide vehicle. Parts of the Borough are situated within two Growth Locations, Central Growth Cluster and Western Gateway. These areas include considerable assets for growth to the benefit of local communities and Greater Manchester. Employment creation will be generated through the Central Growth Cluster with direct opportunities through Salford's Innovation Triangle comprising Media City and The Quays and Salford Crescent. The development of this growth cluster will be underpinned by the expansion and development of the public transport infrastructure, which will connect people in all parts of the conurbation to the regional centre, enabling more parts of Greater Manchester to benefit from economic prosperity generated at the core.
- 1.2 The Western Gateway is a key development for Greater Manchester, developing connections with the Port of Liverpool, and the rest of the world and Eccles Town Centre and North of Broadway. This location also provides for the economic growth of the Central Growth Cluster core economic area through the development of a tri-modal freight hub at Port Salford. Beyond the Growth Locations the strategic partnership has identified opportunities in Swinton Town Centre.
- 1.3 Salford City Council (SCC) proposes to enter into a Borough wide partnership with Homes England (HE) and Greater Manchester Combined Authority to accelerate the delivery of housing, regeneration and infrastructure projects across Salford. The City needs to accommodate a forecasted growth in population of 51,000 by 2040 and to address the prevailing spatial and social challenges experienced in some parts of the City which have not benefited from the same levels of investment experienced in the City Centre and Salford Quays. To date six regeneration priority areas across the Borough have been identified.
- 1.4 The ambition of the Strategic Regeneration Partnership is to build on past successes, support the western expansion of the regional centre, identify future growth opportunities whilst also refocusing efforts on areas of need. A range of measures will seek to ensure that investment focusses on those areas of need, through targeted exemplary socially inclusive and environmentally sustainable urban strategies and policy levers that will see not only investment across the Borough but will benefit local residents, provide a range of housing including affordable housing and meet sustainable development ambitions over the next 20 years.

- 1.5 The Partnership presents an important opportunity for Salford City Council (SCC), Greater Manchester Combined Authority (GMCA) and Homes England (HE) to collaborate around a set of agreed goals and objectives as part of a clearly defined shared endeavour. This will be achieved through the parties including Greater Manchester Combined Authority entering into a MOU with Salford City Council and Homes England.
- 1.6 The precise wording of the MOU is still under discussion and negotiation but will adhere to the principles set out in the briefing below. It is proposed to seek authority from the Combined Authority on 26 May to enter into the MOU for the partnership with Salford City Council and Homes England following consideration by CEXIG and Wider Leadership.

2. Opportunities for Growth and Regeneration

- 2.1 The city of Salford has undergone significant economic and population growth over the last 20 years; the past five years, has seen growth of over 14,500 new homes (over 2,900 per annum) and 212,000 sqm (2.3 million sq. ft) of commercial floorspace. However, the growth of skilled jobs and investment has not meant 'prosperity for all'. Salford's growth in housing and employment space has been focused on the inner parts of the city. The proposed Partnership will oversee the widening of opportunities elsewhere within the city beyond Salford City Centre, and Salford Quays, Media City and Ordsall. The towns and neighbourhoods elsewhere in the Borough only received around 30% of the growth in housing and 40% of the growth in total employment floorspace.

3. Delivery Update and Future Programme

- 3.1 The Parties will collaborate to co-develop a Partnership Strategic Plan which will identify specific Place Based Outcomes and will be underpinned by a Delivery Programme, which will be updated on a quarterly basis. Each Party will ensure that they deploy sufficient and appropriately qualified resources to meet the Place Based Outcomes.

3.2 The Partnership Strategic Plan will set out the key outcomes and performance indicators which will demonstrate the success of the partnership in achieving the Strategic and Place Based Outcomes. It is proposed these will be reviewed by the Partnership Forum on a quarterly basis.

4. Proposal

4.1 A number of options were considered by the partners as the appropriate form and purpose of a regeneration vehicle to accelerate investment and growth but with the requirement that the growth meets sustainable construction and operational ambitions for carbon net zero and benefits local communities and residents through the delivery of social value outcomes. Alternative options considered included proposals for a Mayoral Development Corporation, investment vehicles and a bespoke commercial 'for profit' entity. However, given the ambition set out above and the need to involve private sector capacity, the establishment of a 'Forum' is considered as the most effective governance model for the partnership at this time.

The structure of the Partnership

4.2 The successful delivery of the Partnership will depend on the parties' ability to co-ordinate and combine their expertise and resources effectively. The diagram at Appendices 2 and 3 illustrates how the partnership and Forum would work in practice. At the top level, a new Partnership is formed between the three principle public sector parties: SCC, GMCA and HE. It is proposed that a Memorandum of Understanding between parties is signed.

4.3 A new Forum is proposed that will bring the top level (public sector partnership) together with the developer partners in a coordinated way.

4.4 The Objectives of the Partnership and Development Objectives are set out below:

- Delivering the KPIs in respect of housing development, tenure mix and type, employment floorspace etc.
- Building Local Community Wealth.
- Growing the Social Economy.

- Accelerating the Transition to a Zero-Carbon Economy.
- developing safe and attractive communities.
- delivering town centre regeneration that services the Salford community.
- promoting and conserving the heritage of the Borough.
- supporting inward investment in the Borough and the growth of indigenous businesses within the Borough.
- delivery of sustainable developments and environmental improvements to contribute to tackle the climate emergency within the Borough.
- promoting the use of technology and digital innovation to support economic growth within the Borough.
- delivering development that embraces sustainable and active travel opportunities within the Borough.
- embracing the principles of social value throughout scheme development and implementation.
- taking full advantage of market interest and maximizing the commercial value of any such development.

4.5 The Objectives will be included within each Overarching Partnership Agreement (OPA).

The operation of the Forum

4.6 The Forum will be a focused Programme Board and advocacy body that will bring together the private sector investing intent in the city with the Council, Homes England and GMCA. The Partnership will be responsible for overseeing a city wide Place Programme approach to growth and regeneration. The Forum will bring the following advantages:

- It can draw the partners together to bid for resources and align investment across the public sector. However, the Strategic Regeneration Partnership

will not direct how capital investment is distributed and no Homes England or GMCA funding would be channelled through SCC specifically because of the SRP. Any funding allocations would be subject to normal organisational processes and approvals.

- It acknowledges that GMCA and HE are likely to be conduits to cross-Government resources, including funds associated with housing, physical infrastructure and regeneration, but also wider cross-Government department resources.
- Through developing innovative ways of delivering inclusive and sustainable growth it can add value to the consistent partners in developing programmes and outcomes.
- The alignment of the partners skills and investment will deliver additionality over and above what the organisations operating individually could achieve.

4.7 The main elements of the function and operation of the Forum are set out in Appendix 1.

4.8 Projects will be principally delivered by the private sector but policies defined in the recently adopted Local Plan (Jan 2023) in respect of social and environmental standards will be expected to be delivered. There will also be a number of important public sector areas of investment and regeneration focus that will be defined, at any point, over the life of the partnership.

4.9 The membership and operation of the Forum Board will consist of the following:

- An independent chair who has experience of in matters relevant to the carrying-out the operations of the Forum/ Place Programme
- Salford CC represented by: City Mayor and Chief Executive.
- A representative from GMCA
- A representative from Homes England.

- At least two Non-Executive (Non-Voting) Strategic Regeneration Partners from the Private Sector

4.10 The forum Board will determine if it requires the establishment of sub-committees to carry out its business and will be supported by an officer team. A Strategic Outline Business Case is being prepared for the Partnership will be based on the Five Case Business Plan Model.

Working with the private sector

4.11 The Partnership is also supported by a number of dedicated Strategic Regeneration Partners (SRPs) appointed by Salford City Council to deliver the ambitions of the Place Programme. These developers have a strong track record of working in Salford and Greater Manchester, have a proven track record of delivery, will be limited in number and will be legally bound by way of an Overarching Partnership Agreement (OPA) signed with SCC. It is anticipated that a limited number of other SRPs will be appointed over the lifetime of the programme, as the need for greater regeneration expertise and delivery capacity arises. Salford City Council has obtained legal advice on the approach to the overarching Partnering Agreements (OPAs). For the avoidance of doubt, both Greater Manchester Combined Authority and Homes England will not be party to the appointments of Salford's SRPs.

5 Next Steps

5.1 Each of the three public sector partners are undertaking a briefing process within their respective organisations and this will secure the requisite authorities to enter into the MOU. SCC will take a report to Cabinet on 23rd May following a briefing process. Homes England will seek authority to enter into the MOU through Director Authority but have offered SCC the opportunity of undertaking a ceremonial signing.

6. Recommendations

6.1 The GMCA is requested to:

1. Approve that the Combined Authority enter into the Salford Strategic Partnership with SCC and HE and give delegated authority to the Chief Executive Officer GMCA and Transport for Greater Manchester (TfGM) to agree Memorandum of Understanding with SCC and HE once the draft document is finalised.
2. Note and agree the objectives and principles of the Strategic Regeneration Partnership as set out in section 4 .
3. Agree to receive future updates on delivery progress at Salford Strategic Regeneration Partnership.

APPENDIX 1

The Operation of the Forum

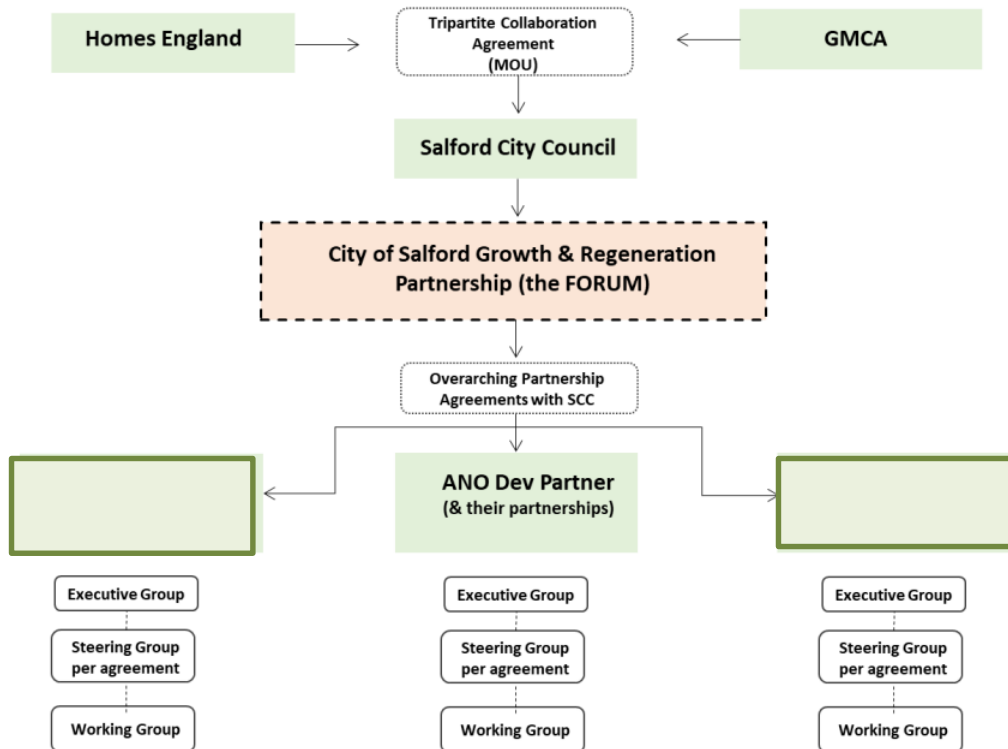
The function and operation of the Forum are as follows:

- To provide strategic leadership and oversight to the Growth & Regeneration Partnership Programme.
- To set and steer the Programme's direction, objectives, output KPIs and outcomes, captured in a Strategic Business Plan which is in the process of preparation, and its review on an annual basis;
- To monitor the Programme's progress, including those opportunities assigned by SCC to their Strategic Regeneration Partners and monitor their efficacy.
- To assist in the identification of a new pipeline of regeneration opportunities throughout the city.
- To make recommendations through the formal decision-making process of the constituent organisations represented on the Forum and to ensure that appropriate resources are in place to deliver the Programme.
- To co-ordinate the public-sector contribution to the delivery of key elements of the Programme including the use of available capital, revenue, or other relevant funding.
- To reinvest in Programme Partnership priority initiatives a levy of potentially 1% (to be confirmed) of the net annual return of each Overarching Partnership Agreement Development Trust Account (DTA) when cash-positive accepting that SCC will fund the Forum's activities until that point with reimbursement from the DTA if cash positive and sustainable.

APPENDIX 2



APPENDIX 3



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Greater Manchester Combined Authority

Date: Friday 26 May 2023

Subject: Transport Capital Programme

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

Purpose of Report

This report provides an update on the outcome of the work recently undertaken to consider the budgetary challenges on the Transport Capital Programme, resulting from national and global inflationary pressures on construction and manufacturing supply chains and related matters. The report also asks members to consider a number of CRSTS funding approvals.

Recommendations:

The GMCA is requested to:

1. Note and endorse the outcome of the work that has been undertaken in recent months to formulate a strategy to consider the budgetary pressures on the Transport Capital Programme and receive an annual report covering the ongoing impacts of budgetary pressures (Section 2).
2. Approve the draw-down of CRSTS funding, as follows:
 - Golborne Station: £0.98m to enable the ongoing development of the Outline Business Case (OBC) for this DfT retained scheme (para 3.6).
 - Ashton – Stockport QBT scheme: £0.09m to commence work to progress an Outline Business Case (OBC), including the completion of an exercise to prioritise interventions for delivery (para 3.8).
 - Tyldesley Travel Hub (including Park and Ride) Scheme: £0.25m to develop an Outline Business Case (OBC) (para 3.12).
 - Oldham Town Centre (Accessible Oldham Phase 2): £0.9m to develop the scheme to Final Business Case (para 3.16).

- Queens Park Bridge (Strategic Highways Maintenance): the remaining £1.6m to enable Rochdale Council to tender and carry out the works to complete the scheme (Section 4).
3. Approve the draw-down of CRSTS funding for the balance of development funding for schemes that secured interim CRSTS funding in February 2023 whilst a review of budgetary challenges was undertaken (Section 5), as follows:
- High Speed 2 / Northern Powerhouse Rail Programme: £7.15m to continue development of the programme.
 - Rapid Transit Extensions Package: £0.45m to continue development of the programme.
 - Tram-Train Package: £3.26m to continue development of the programme.
 - Travel Hubs Package: £0.25m to continue development of the programme.
 - Stop Improvements and New Stops Package: £0.5m to continue development of the programme.
4. Formally note those schemes that had achieved SOBC, and that GMCA approved £2.6m of CRSTS funding draw-down in February 2023 to continue scheme development (Section 6), including the following:
- Bury: Radcliffe Town Centre.
 - Stockport: Hempshaw Lane.
 - Stockport: Bredbury Economic Corridor Improvement (BECI).
 - Stockport: A6 / School Lane / Manchester Road.
5. Approve the addition (including the respective allocations to Local Authority partners) to the 2023/24 Capital Programme (funded from CRSTS), of the following, (Section 7):
- £16.3m forecast expenditure for Minor Works / Road Safety (previously Integrated Transport Block) measures.
 - £35m for core highway maintenance.
6. Approve an increase to the Core Highways Maintenance budget for 2023/24 from £26.5m to £35m (para 7.3).

7. Note that the Spring Budget included additional road maintenance funding of £6.2m for GM (para 7.5).

Contact Officers

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Equalities Impact, Carbon and Sustainability Assessment:

Equalities Implications:

Recommendation - Key points for decision-makers
The GMCA is requested to approve the funding draw down requests.

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		

Further Assessment(s): Equalities Impact Assessment and Carbon Assessment

G Positive impacts overall, whether long or short term.	A Mix of positive and negative impacts. Trade-offs to consider.	R Mostly negative, with at least one positive aspect. Trade-offs to consider.	RR Negative impacts overall.
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Climate Change Impact and Mitigation Measures:

Carbon Assessment		
Overall Score		
Buildings	Result	Justification/Mitigation
New Build residential	N/A	
Residential building(s) renovation/maintenance	N/A	
New build non-residential (including public) buildings	N/A	
Transport		
Active travel and public transport		
Roads, Parking and Vehicle Access		
Access to amenities		
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.	

The Bee Network is a critical enabler of Greater Manchester’s Net Zero ambitions; a truly integrated transport network across active travel and public transport will provide excellent public transport and active travel choices for all, promoting sustainable travel behavioural change through integrated spatial, digital and transport planning; and supporting the electrification of vehicles and public transport fleets.

Risk Management

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

Legal Considerations

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

Financial Consequences – Revenue

No specific financial (revenue) consequences.

Financial Consequences – Capital

Financial Consequences – Capital. Referenced throughout the report.

Number of attachments to the report: 1 – CRSTS Scheme List

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

- 24 June 2022 – City Region Sustainable Transport Settlement – Final Scheme list
- 30 September 2022 – GMCA CRSTS Governance and Assurance
- 28 October 2022 – GMCA 2022/23 Capital Update – Quarter 2
- 10 February 2023 – GMCA Capital Programme 2022/23 – 2025/26

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 Background

1.1 The transport infrastructure pipeline is a key enabler to achieving the Bee Network – Greater Manchester’s vision for an integrated ‘London-style’ transport system, which will change the way people travel across the city region and:

- Provide a consistent and high-quality user experience across all travel in all parts of GM.
- Promote a clear pathway to GM’s Net Zero Carbon Vision by:
 - providing real public transport and active travel choices for all;
 - promoting sustainable travel behavioural change through integrated city region planning;
 - supporting the electrification of vehicles and public transport fleets.
- Promote levelling up through the provision of sustainable transport connectivity to key growth locations and the provision of affordable public transport options for all of our communities.

1.2 Following the submission of Greater Manchester’s CRSTS Prospectus in Autumn 2021 and subsequent Programme Case in early 2022, the Secretary of State wrote to the GM Mayor in April 2022 to confirm that Greater Manchester would receive an allocation of £1.07bn from the first City Region Sustainable Transport Settlement (CRSTS). When combined with local contributions totalling £170m, this resulted in an overall CRSTS budget of £1.24bn; thereby forming the majority component of Greater Manchester’s current transport infrastructure pipeline, which also includes funding from a range of other sources such as the Transforming Cities Fund, Active Travel Fund and Integrated Transport Block (ITB) allocation. Further background is provided in Section 3 below.

1.3 Since the confirmation of GM’s CRSTS allocation, and as set out previously in the Capital Programme Update Report (10 February 2023), the Infrastructure Pipeline has been impacted by national and global inflationary pressures on construction and manufacturing supply chains. These pressures are not unique to Greater Manchester, with other City Regions having already submitted reports to their Combined Authorities setting out these pressures. Further, these pressures are recognised by Government who, in April, provided all Mayoral Combined Authorities with the opportunity to re-baseline their CRSTS programmes in the light of these

pressures. The proposals detailed in this report will feed into the DfT's re-baselining process, an update on which will be provided to the Combined Authority in due course.

- 1.4 TfGM, in conjunction with Local Authority Delivery Partners, has undertaken significant work in recent months to formulate a strategy to address these budgetary and related issues. This report sets out the outcome of this work and requests the endorsement of this proposed strategy.
- 1.5 Subject to the endorsement of the proposed strategy, the report also sets out requests for the financial approvals required to enable scheme activity to continue to their respective next stages of development.

2 Budgetary Pressures

- 2.1 TfGM has undertaken significant work in recent months, in conjunction with Local Authority partners, to formulate a strategy to address the budgetary pressures that have been exerted on the GM Transport Infrastructure Programme as a consequence of inflationary and related issues.
- 2.2 This work has involved bringing together all planned Infrastructure Pipeline expenditure and funding requirements (both capital and revenue) up to the end of the current CRSTS investment period (March 2027), including the major cost items that extend beyond 2027, to establish a clear, collective understanding of our holistic investment pipeline.
- 2.3 This exercise has considered all scheme development and delivery requirements and, in addition to the 22/23 - 26/27 investment period, has identified some residual, available contingencies from previous investment programmes.
- 2.4 The exercise has identified headline challenges to the Infrastructure Pipeline, including global inflationary pressures; certain transition costs associated with bus franchising, including in relation to depots and fleet enhancements; the costs of maintaining and renewing the Metrolink Network; the level of over-programming included within the original CRSTS programme; and requests for additional financial support that have been received from some Local Authorities in order to complete schemes within their existing Infrastructure Programmes.
- 2.5 In addition, and subject to the outcome of the ongoing discussions with central government with respect to ongoing financial support relating to Greater

Manchester's ability to maintain existing networks, it may be necessary to consider further prioritisation of available funding.

2.6 Having taken all the above into account and factoring in the provision of the level of support required by a number of Local Authorities to complete schemes within their existing Infrastructure Programmes, the scale of budgetary pressure on the pipeline was initially estimated to be in the region of £300m.

2.7 The work undertaken has considered priorities against a range of areas including Health and Safety, CRSTS and Bee Network criteria, and a review of:

- Costs plans and potential scope reductions.
- Deliverability, including schedules and potential scope deferrals.
- Inflationary allowances.
- Risk and contingency levels.
- Appropriate levels of over-programming.

2.8 The work has also included consideration of the following:

- Revisiting inflationary management. For schemes where funding effectively constitutes allocations towards ongoing works programmes (for example, highways maintenance and future scheme development), the proposed inflationary management approach is to maintain budgets in line with current limits and work with programme teams to deliver the maximum level of output possible within these limits.
- Revisiting inflationary allowances, based on recent Office for Budget Responsibility (OBR) predictions that the rate of inflation could return to below 3% by the end of the calendar year.
- Whilst maintaining core outcomes, targeting savings and efficiencies for schemes that deliver defined outputs within defined timescales (for example, new transport interchanges and rail stations).
- Recognising that, through a range of opportunities relating to specific types of infrastructure (such as Active Travel; Electric Vehicle Infrastructure), there is also the potential opportunity for Greater Manchester to secure additional funding over the remainder of the current CRSTS funding period (to March 2027) and beyond.

- The recent government announcement that £8.8bn CRSTS2 funding will be made available nationally from March 2027.

- 2.9 Whilst further and more precise details around CRSTS2 are still to be published by Government, and it will be some time before we know exactly how much GM is likely to secure from CRSTS2, it is considered that this positive announcement gives GM a greater level of confidence regarding funding continuity and our ability to manage our infrastructure investment as a longer term pipeline – effectively a 10-year as opposed to a 5-year pipeline – with a level of optimism that we will still be able to deliver any schemes which encounter delivery challenges (time and / or cost related) in this current CRSTS investment period.
- 2.10 Taking all of the above into consideration; acknowledging that we are still at a relatively early stage in this initial 5-year CRSTS investment period; and that there is an enhanced level of longer-term (beyond March 2027) funding confidence, it is proposed that Greater Manchester does not look to deprioritise or defer any specific programmes at this stage, but rather continues to work with programme teams across TfGM and the ten Local Authorities to deliver as much of the original programme scope as possible within the current 5-year investment period.
- 2.11 Whilst robust levels of control will continue to be applied to managing risks, driving efficiencies and managing inflation, the key principle underpinning this proposed approach, which the Combined Authority is requested to endorse, is that Greater Manchester is not looking to deprioritise, consciously reprofile or scale down its ambitions at this stage.
- 2.12 Regular reviews will be undertaken of the impacts of the ongoing budgetary pressures set out above, with robust levels of control continuing to be applied to manage risks, drive efficiencies and manage inflation. GMCA is therefore requested to endorse the proposed approach outlined above, and to receive reports of these reviews on an annual basis.
- 2.13 An updated CRSTS scheme list reflecting the above proposals, which is intended to be submitted to Government in response to the re-baselining exercise referred to above, is attached as Appendix 1 to this report.

3 Funding Draw Down Requests: City Region Sustainable Transport Settlement (CRSTS)

Background

- 3.1 On 1 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 CRSTS funding, conditional on agreeing a final scheme list that will be subject to the GM Local Growth Assurance Framework.
- 3.2 The GMCA approved the Scheme List on 24 June 2022, which was subsequently submitted in the form of a Delivery Plan for HM Government approval during early July 2022.
- 3.3 The Secretary of State for Transport wrote to the GM Mayor on 29 July 2022, confirming acceptance of GM's Delivery Plan.
- 3.4 Individual schemes are progressing through the assurance framework with £191.6m of funding now having been approved by GMCA across the CRSTS Pipeline in respect of the following programmes:
- Local Authority core and strategic highway maintenance;
 - Local Authority minor works and road safety;
 - Zero Emission Bus;
 - Quality Bus Transit and Bus Pinchpoints;
 - Local Authority Town Centre and Corridor (Streets for All);
 - HS2/ NPR, Rapid Transit Integration and Future Rapid Transit; and
 - Stops and Interchanges, including Bury Interchange.
- 3.5 The requests set out in this report to approve the draw-down of CRSTS funding to facilitate the progression of development and delivery activities on the schemes below, are brought in-line with the governance arrangements approved at the 30 September 2022 meeting of the Combined Authority.

Golborne Rail Station

- 3.6 To date, £1.04 million has been released and utilised for the ongoing development of the scheme which, having been subject to an assurance review, has now achieved CRSTS Programme Confirmation.

- 3.7 GMCA is requested to approve the funding draw-down of £0.98m of CRSTS funding to enable the ongoing development of the OBC for this DfT retained scheme, including further analysis of risks and issues.

Future Quality Bus Transit (QBT) Corridors: Ashton – Stockport

- 3.8 Quality Bus Transit (QBT) forms a key priority of the Bus Infrastructure Programme funded through the CRSTS and will actively contribute to the delivery of GM's overall ambition for Bus as set out in Greater Manchester's Bus Service Improvement Plan. The QBT programme comprises whole-route upgrades to key bus corridors, with an emphasis on quality, reliability, supporting more bus and active travel trips and the integration of bus into our town centres in-line with our ambitions for an integrated Bee Network (para 1.1 above).
- 3.9 The CRSTS Scheme List approved by GMCA (June 2022) included an allocation of £20 million to deliver Quality Bus Transit improvements on the corridors between Ashton – Stockport, Bury – Rochdale and Wigan – Leigh, out of a total of £75 million of CRSTS funding for the QBT programme.
- 3.10 The Ashton – Stockport QBT scheme will be developed in conjunction with Tameside and Stockport Councils, who will be delivery partners with responsibility to develop the scheme designs across their specific sections of the corridor in line with the strategic objectives of the scheme. TfGM will fulfil the role of scheme promoter, with overall accountability and responsibility for the development and coordination of the scheme and the associated business case.
- 3.11 In line with the local assurance framework, following a review of the Strategic Outline Business Case (SOBC) undertaken by an independent officer review panel, the scheme demonstrates the appropriate strategic case, value for money and deliverability for the current stage of development. The GMCA is therefore requested to approve the draw-down of £0.09m of CRSTS funding to commence work to progress an Outline Business Case (OBC) for the scheme, including the completion of an exercise to prioritise interventions for delivery, noting that a further update will be brought to the GMCA in due course.

Tyldesley Travel Hub, including Park and Ride

- 3.12 Within the CRSTS Delivery Plan, the Travel Hubs Package provides for the development and delivery of a programme of Travel Hubs / Park and Rides to improve access to Rapid Transit (Metrolink, suburban rail, guided busway) services

across Greater Manchester. The CRSTS Scheme List approved by GMCA (June 2022) included an allocation of £12.1m for this Package.

- 3.13 The Tyldesley Travel Hub provides for the development and delivery of a Travel Hub / Park and Ride facility to improve access to, and reach of, the guided busway services.
- 3.14 In line with the local assurance framework, following a review of the Strategic Outline Business Case (SOBC) undertaken by an independent officer review panel, the Scheme demonstrates the appropriate strategic case, value for money and deliverability for the current stage of development.
- 3.15 The GMCA is therefore requested to approve the draw-down of £0.25m of CRSTS funding to develop an Outline Business Case (OBC) for the scheme at Tyldesley.

Oldham Town Centre: Accessible Oldham Phase 2

- 3.16 The CRSTS Scheme List approved by GMCA included an allocation of £7.2m within the Streets for All programme for the Oldham Town Centre scheme.
- 3.17 The scheme will deliver improvements to St Mary's Way, in line with Streets for All principles and in-keeping with the 'Creating a Better Place' vision for Oldham town centre and the regeneration of Jubilee Park, which includes over 2,000 new homes and 1,000 new jobs. The scheme will include improved cycle facilities, crossing points, widening of pedestrian paths and improved bus stop facilities, high quality urban realm and planting.
- 3.18 Oldham Council has developed the scheme to Strategic Outline Business Case (SOBC) and has identified a total scheme cost of £6m, which is proposed to be funded from the £7.2m allocation of CRSTS funding, with the remaining £1.2m being used to fund Oldham's associated Beal Valley Streets for All scheme.
- 3.19 The scheme will be delivered by Oldham Council through existing frameworks and will be planned to minimise the impact of construction works on the highway network.
- 3.20 In line with the local assurance framework, following a review of the Strategic Outline Business Case (SOBC) undertaken by an independent officer review panel, the scheme demonstrates the appropriate strategic case, value for money and deliverability for the current stage of development.

- 3.21 GMCA is requested to approve the drawdown of £0.9m of CRSTS funding to develop the scheme to Final Business Case.

4 Strategic Highway Maintenance Schemes

- 4.1 The CRSTS Scheme List approved by GMCA on 24th June 2022 included an allocation of £4.5 million within the Strategic Maintenance Programme for refurbishment of Queens Park Bridge in Rochdale. In February 2023, GMCA approved the draw down of £2.9m to progress the development and delivery of the scheme.
- 4.2 As noted in the report to GMCA in February 2023, Rochdale Council had developed the scheme to Strategic Outline Business Case (SOBC), and in line with the local assurance framework, following a review of the SOBC undertaken by an independent officer review panel, the scheme demonstrates the appropriate strategic case, value for money and deliverability for the current stage of development.
- 4.3 The planned works will extend the design life of the structure and minimise ongoing maintenance requirements for the next 25-30 years. Timely repairs to the bridge will avoid traffic restrictions or full closure of the Queens Park Road, thus preventing significant scale disruption to traffic networks that provide access to Rochdale and Manchester from the high population areas of Norden and Bamford. Maintaining this critical part of the transport network will also continue to support Rochdale's economic and regeneration plans for Heywood.
- 4.4 The scheme will be delivered by Rochdale Council through existing frameworks, with a traffic management plan developed to minimise the impact of construction works on the highway network.
- 4.5 Rochdale Council has now developed the scheme in readiness to tender the works and, from there, progress to delivery. GMCA is requested to approve the draw-down of the remaining £1.6 million of the CRSTS funding allocation to enable Rochdale Council to tender and carry out the works to complete the scheme.

5 Future rapid transit and HS2 scheme development funding

- 5.1 The GMCA Transport Capital Programme Report (Friday 10 February 2023) secured approval for the drawdown of £14.8 million of CRSTS funding to enable future rapid transit and HS2 scheme development and delivery to continue (during

the period to the end of June 2023), whilst the review of budgetary pressures was undertaken.

- 5.2 This section of the report provides an update on those schemes included in the interim funding approval and a request for funding for those schemes to continue to their respective next stage of development in 2023/24.

High Speed 2 / Northern Powerhouse Rail Programme

- 5.3 A draw-down of CRSTS funding to cover the forecast expenditure between April 2022 and June 2023 was approved by GMCA in February 2023. A further £7.15m of CRSTS funding is now requested to support HS2 transport-related design and development work on Metrolink and high-speed stations, station integration, costing and funding, and wider connectivity packages for stations at Piccadilly, Manchester Airport, Wigan and Stockport. This design and development work supports the implementation of the 2018 GM HS2 NPR “*The Stops are Just the Start*” Growth Strategy. This Strategy set out a programme of local transport investment over the next 10-15 years, aimed at securing wider reach to the principal HS2/NPR stations, subject to further development and negotiations with Government.
- 5.4 The HS2 Phase 2b Crewe to Manchester Hybrid Bill was deposited in parliament in January 2022. The accompanying Environmental Statement sets out that early works on the HS2 Phase 2b programme could start in Greater Manchester in 2025. This funding will support engagement with the parliamentary process in relation to the transport elements of the Growth Strategy.

Future Rapid Transit Programme

Rapid Transit Extensions Package

- 5.5 A draw-down of £0.75 million was approved in February 2023 for expenditure that had been incurred in the 2022/23 financial year and for forecast expenditure and commitments to the end of June 2023. A further draw-down of £0.45m to the end of March 2024 is now requested to continue the development of long-term rapid transit options in line with the CRSTS Delivery Plan.

Tram-Train Package

- 5.6 In February 2023, the GMCA approved the draw-down of £3.24m for expenditure that had been incurred in the 2022/23 financial year and for forecast expenditure and commitments to the end of June 2023.

5.7 To continue development post June, a further draw-down of £3.26m is requested to continue the development of the Tram-Train Package to the end of March 2024.

5.8 This funding will enable:

- Finalisation of Pathfinder North SOBC and submission to DfT.
- Completion of the Greek Street Bridge/ Stockholm Road Bridge SOBC and ongoing engagement with Network Rail and Stockport Council.
- Commencement of the Pathfinder North OBC, subject to SOBC review.
- Continued development of Next Generation Vehicle Specification and Interface Schedule.
- Continued development of the contracting strategy.
- Completion of the M5000 condition assessment and report.

Rapid Transit Integration Programme

Travel Hubs Package

5.9 A draw-down of £0.4m was approved by GMCA in February 2023 for expenditure that had been incurred in the 2022/23 financial year and for forecast expenditure and commitments to the end of June 2023. No further draw-down for general development of the Travel Hubs Package is requested at this time.

Stop Improvements and New Stops Package

5.10 A draw-down of £0.2m was approved by GMCA in February 2023 for expenditure that had been incurred in the 2022/23 financial year and for forecast expenditure and commitments to the end of June 2023. A further draw-down of £0.5m to the end of March 2024 is now requested to continue development of Stop Improvements and New Stops.

5.11 In tandem with significant contributions from third parties, the funding will enable further development of the following:

- Mosley Common New Busway Stop and Travel Hub
- Elton Reservoir New Metrolink Stop and P&R/Travel Hub
- Sandhills New Metrolink Stop
- Cop Road New Metrolink Stop and P&R/Travel Hub
- Metrolink Stop Improvements.

6 Strategic Outline Business Case (SOBC) approvals

- 6.1 In addition to those schemes included in Section 5 above, funding draw-down was approved by the GMCA on 10 February 2023 to enable the continued development of a number of Quality Bus Transit (QBT) and Local Authority Streets for All Schemes that had previously secured SOBC approvals, in line with the assurance processes approved by the GMCA in September 2022.
- 6.2 The Combined Authority is requested to formally note those schemes that had achieved SOBC, and that GMCA approved £2.6m of CRSTS funding draw-down in February 2023 to continue scheme development (Section 6), including the following:
- Bury: Radcliffe Town Centre
 - Stockport: Hempshaw Lane
 - Stockport: Bredbury Economic Corridor Improvement (BECI)
 - Stockport: A6 / School Lane / Manchester Road

7 Minor Works / Road Safety and Maintenance Allocations for 2023/24

- 7.1 It is recommended that the GMCA approves the addition to the 2023/24 Capital Programme of £16.3m of forecast expenditure for Minor Works / Road Safety (previously Integrated Transport Block) measures and £35m for core highway maintenance funded from the GM allocation from the City Region Sustainable Transport Settlement (CRSTS).
- 7.2 The GMCA is requested to note the allocations of Minor Works / Road Safety and Highways Maintenance, including the previously agreed split allocated to Local Authority partners, as per the table below:

Authority	Minor Works/ Road Safety (ITB) 2023/24 £'000	Core Highways Maintenance 2023/24 £'000
Bolton	829	3,822
Bury	543	2,549
Manchester	1,685	4,757
Oldham	707	3,067
Rochdale	652	3,058

Authority	Minor Works/ Road Safety (ITB) 2023/24 £'000	Core Highways Maintenance 2023/24 £'000
Salford	796	3,143
Stockport	791	3,978
Tameside	631	2,905
Trafford	607	2,912
Wigan	908	4,807
GMCA	8,150	
Total	16,300	35,000

- 7.3 At the February GMCA meeting, the CRSTS funded Core Highways Maintenance budget for 2023/24 was approved at £26.25m. The recommendation above seeks to increase this budget from £26.25m to £35m.
- 7.4 The Minor Works / Road Safety and Highways Maintenance plans of the authorities will be reported to GMCA through future transport capital programme updates.
- 7.5 GMCA is asked to note that at the Spring Budget in March 2023, HMG announced¹ additional road maintenance funding nationally of £200m with £6,210,400 for GM. Subject to receiving the formal grant letter for this funding, it is intended that the funds will be allocated to local authorities on the same proportion as in the table above.

8 Recommendations

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

¹ <https://www.gov.uk/government/publications/highways-maintenance-funding-allocations/additional-budget-2023-highways-maintenance-and-pothole-repair-funding-2023-to-2024>

Appendix 1: Re-baselined CRSTS Scheme List

CRSTS Re-baselined Scheme List May 2023 (following review of budgetary challenges)
1.0 Bus
1.1 Quality Bus Transit
Future QBT Corridors including Bury-Rochdale, Ashton-Stockport, Wigan-Leigh
Initial phased delivery of Wigan-Bolton Corridor
Initial phased delivery of Rochdale-Oldham-Ashton Corridor
1.2 City Centre Bus Connectivity
City Centre Bus Strategy Phase 1
Initial phased delivery of Salford Crescent-MediaCityUK Corridor
City Centre Radials
1.3 New Development Bus Corridor Upgrades
Altrincham - Carrington bus priority
Sale West to Broadheath bus priority
City Centre - Victoria North
Victoria North - Northern Gateway
1.4 Bus Pinch Points and Maintenance
Bus Pinchpoint Fund
Bus priority signing and lining
Bus Stop Enhancement Programme
ITS Enhancements
1.5 Integrated Measures
Integrated Ticketing and Information
1.6 Electric Bus Package
Bus Franchise Depots
Depot Charging Infrastructure
EV Buses
<i>Depot acquisition</i>
<i>EV Buses - systems (AVA)</i>
2.0 Rail
2.1 Access for All Package
Deliver a number of the remaining AfA stations
Develop and deliver Swinton AfA scheme
Develop further A4A schemes
2.2 Station Improvements Package
Station improvement regeneration and development
Tameside: Hattersley Station Improved Access
2.3 New Stations Package
Development of new stations
<i>Golborne Station</i>
<i>Stockport Station</i>

CRSTS Re-baselined Scheme List May 2023 (following review of budgetary challenges)
3.0 Rapid Transit Integration
3.1 Interchanges Package
Bury Interchange
3.2 Travel / Mobility Hubs Package
Tyldesley Travel Hub / P&R
Programme of Travel Hubs / P&R at Stations and Stops
Mobility Hub LUF Package
3.3 Stop Improvements and New Stops Package
Develop Potential New Guided Busway Stop - Mosley Common
Development of Potential New Metrolink Stops
Metrolink Stop Improvements
4.0 Future Rapid Transit
4.1 New Metrolink Extensions Package
Delivery of Airport Line Extension to Terminal 2
Delivery of Airport Line Extension to Terminal 2 (deferral)
Development of long term rapid transit options
Powers for 1 scheme and development for 2 schemes
4.2 Tram Train Package
Greek Street Bridge
Next Generation Vehicles
Pathfinder - Infrastructure
5.0 HS2 Programme
5.1 HS2 Package
HS2 Early utilities diversions
5.2HS2 Design & Development Package
Design and Development work on Metrolink and High Speed Stations
6.0 Metrolink Renewals
6.1 Metrolink Renewals Package
Deferred and further renewals 2025+
Prioritised renewals 2022-2025
<i>Critical Maintenance 2024-2027</i>
<i>TMS</i>
7.0 Active Travel
7.1 Active Travel Package
Additional Active Travel pipeline beyond MCF
Approved but unfunded schemes in MCF programme
8.0 Streets for All
8.1 Town Centre Schemes Package
Bolton: Farnworth S4A Town Centre Scheme
Bolton: Town Centre Package including Topp Way / Higher Bridge Street
Bury Town Centre Scheme (over and above interchange works)
Bury: Radcliffe Town Centre Development
Bury: Ramsbottom Town Centre Development
Manchester: Ancoats Active Neighbourhood (Mobility Hub)

CRSTS Re-baselined Scheme List May 2023 (following review of budgetary challenges)
Manchester: Deansgate car-free masterplan
Oldham: Town Centre - Accessible Oldham Phase 2
Rochdale: Heywood Streets for All
Rochdale: Littleborough Streets for All
Rochdale: Middleton Streets for All Phase 1
Stockport Interchange
Stockport: Town Centre West
Stockport: Greek Street Bridge Streets for All
8.2 Corridor Schemes Package
Bolton: De Havilland Way
Oldham Mumps Corridor Improvements
Oldham: Beal Valley & Broadbent Moss - Greenway Corridor
Salford Cos Cos (City of Salford Community Stadium)
Salford: Quays Northern Access (Broadway/S Langworthy Road)
Stockport: A6 / Manchester Road / School Lane
Stockport: Bredbury Economic Corridor Improvement (BECI) Package
Stockport: Hempshaw Lane
Tameside: A560 Stockport Road
Trafford: Carrington Sustainable Transport Measures
Wigan: A577 Complementary Works
Wigan: A580 East Lancashire Road Corridor (West) Opportunities
9.0 Electric Vehicle Charging Package
EVCI Match funding
10.0 Highway Maintenance
10.1 Core Highway Maintenance Package
Consolidated Highway Maintenance (Needs, Incentive & Potholes)
10.2 Strategic Maintenance Package
Bolton - KRN Carriageway
Bury - KRN Carriageway
Manchester - KRN Carriageways
Oldham - Manchester Street Viaduct
Rochdale - Queens Park Bridge Refurbishment & KRN carriageway
Salford - Eccles New Rd and South Langworthy Rd highway refurbishment
Stockport: Greek Street Bridge Streets for All
Tameside - Hattersley Viaduct Refurbishment and Widening
Trafford - KRN Carriageway and Structures
Wigan - KRN Carriageway
11.0 Minor Works and Road Safety
11.1 Minor Works and Road Safety / Development Package
ITB - Minor Works
ITB - Public Transport
TCF2 Development

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Greater Manchester Combined Authority

Date: 26th May 2023

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

Purpose of Report

This report seeks Greater Manchester Combined Authority (“Combined Authority” and “GMCA”) approval for a loan to a new Enterprise Growth for Communities Fund (“EGC Fund”). The loan will be made from recycled funds.

In addition, the GMCA is asked to note that a follow-on investment into The Modular Analytics Company Limited (“TMAC”) and an increase to the investment quantum into Miribase Limited (“Shopblocks”), were approved under delegation. The delegation was agreed due to no GMCA meeting being held in April 2023.

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

Recommendations

The GMCA is requested to:

1. approve the loan facility of up to £1m into the Enterprise Growth for Communities Fund.
2. note the investment into The Modular Analytics Company Limited of £400,000, approved under delegation.
3. note the amendment to the investment quantum into Miribase Limited (“Shopblocks”) of £350,000, approved under delegation; and
4. delegate authority to the Combined Authority Treasurer and Combined Authority Monitoring Officer to review the due diligence information in respect of the above loan, and, subject to their satisfactory review and agreement of the due diligence information and the overall detailed commercial terms of the loan, to sign off any

outstanding conditions, issue final approvals and complete any necessary related documentation in respect of the loan noted above.

Contact Officers





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Equalities Impact, Carbon and Sustainability Assessment

A) Enterprise Growth for Communities

Impacts Questionnaire		
Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion	G	
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		
Further Assessment(s):	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.

B) The Modular Analytics Company Ltd

Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation	
Equality and Inclusion			
Health			
Resilience and Adaptation			
Housing			
Economy	G	Supports GM's Digital & Creative sector Investment will support increased job opportunities in the region.	
Mobility and Connectivity			
Carbon, Nature and Environment			
Consumption and Production			
Contribution to achieving the GM Carbon Neutral 2038 target	N/A		
Further Assessment(s):	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.



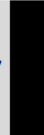
High standard in terms of practice and awareness on carbon.



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) Miribase Limited

Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion		
Health		
Resilience and Adaptation		
Housing		
Economy	G	Investment supporting technology and developer jobs in Stockport, and the upskilling & training of young people.
Mobility and Connectivity		
Carbon, Nature and Environment		
Consumption and Production		
Contribution to achieving the GM Carbon Neutral 2038 target	N/A	

Further Assessment(s): 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.

Risk Management

The loan 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

The proposed loan will be made from recycled funds.

Financial Consequences – Capital

The proposed loan 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 Fund 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. Enterprise Growth for Communities, Manchester Sector: Foundational economy

- 2.1.1. The business case in respect of a £1m investment into Enterprise Growth for Communities has been submitted to, and appraised by, the Core Investment Team and is recommended to the Combined Authority for approval.
- 2.1.2. Enterprise Growth for Communities will be a new fund to provide financial support to small and early-stage social impact entities. The funding provided by GMCA will be directly matched by grant funding from the Access Foundation, providing a layer of "first loss" protection for GMCA's loan. In addition, a similar arrangement will be made between Credit Unions based in Greater Manchester and the Access Foundation to provide a further pot of funding. The combined fund of £3.3m will be managed by GMCVO.

- 2.1.3. The fund will assist social impact entities which are creating employment and delivering products/services both in and out of the third sector. Eligible companies will be looking to grow both their turnover and social impact, delivering good jobs. The funding parameters will compliment other sources of funding available to the sector, providing funding for a full range of requirements for social impact organisations of varying sizes, ages and sophistication. The average loan is expected to be in the region of £70k.
- 2.1.4. The timing and quantum of repayment to GMCA will depend upon the performance of the underlying investments. Based on the expected performance of the fund, it is anticipated GMCA will be repaid after seven years.
- 2.1.5. This is an opportunity for GMCA to provide material financial support to the sector and leverage support from Access. The initiative will support a key part of the foundational economy at a time when the sector is facing unprecedented trading and funding challenges arising from the cost of living crisis.
- 2.1.6. 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.

3. Investments approved under delegation

3.1. The Modular Analytics Company Limited – Phase 3, Manchester Sector: Digital & Creative

- 3.1.1. A follow-on investment of £400,000 into The Modular Analytics Company (TMAC) has been approved under delegation.
- 3.1.2. TMAC is a business which specialises in Artificial Intelligence-driven customer contact solutions, headquartered in Greater Manchester. TMAC is transitioning to a Software-as-a-Service model, with its suite of products designed to help businesses drive efficiencies and improve results for large contact centres primarily in the insurance, retail and banking sectors.
- 3.1.3. GMCA has previously invested £1,149k into TMAC to support its growth plans and this follow-on investment will allow the business to build its customer base.

- 3.1.4. TMAC have their head office in the region and expect the local workforce to grow to over 40 by 2026.
- 3.1.5. 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.

3.2. Miribase Limited, Stockport

Sector: Digital & Creative

- 3.2.1. The business case in respect of a £350,000 equity investment as part of a total funding round £1,500,000 into Miribase Limited (trading as “Shopblocks”) has been submitted to and appraised by the Core Investment Team and is recommended to the Combined Authority for conditional approval.
- 3.2.2. Combined Authority approval was received on 16 December 2022 for an investment of up to £300,000. An increase to £350,000 was approved under delegation.
- 3.2.3. This 3rd investment round will follow GMCA investments of £335,000 and £400,000 in November 2019 and October 2021 respectively.
- 3.2.4. Shopblocks is a SaaS business (Software as a Service), building & maintaining fully integrated ecommerce platforms for a wide range of businesses.
- 3.2.5. The investment will fund the growth of the team to deliver the e-commerce platform to a growing pipeline of Business to Business enterprises.
- 3.2.6. Shopblocks currently has 24 employees and is forecast to grow to 70 over the next 3 years.
- 3.2.7. 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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Greater Manchester Combined Authority

Date: 26 May 2023

Subject: GM Housing Investment Loans Fund - Investment Approval Recommendations

Report of: 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”) loans detailed in the recommendation below.

This report also sets out various decisions in respect of loans previously approved by the Combined Authority which were taken by the GMCA Chief Executive in the period since the Combined Authority’s meeting in March 2023 under delegated authority.

Recommendations:

The Combined Authority is requested to:

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

BORROWER	SCHEME	DISTRICT	LOAN
Capital & Centric (Cocoon) Ltd	Farnworth Green	Bolton	£12.563m
CitiHaus 7 Ltd	The Highline	Trafford	£12.261m

2. Delegate authority to the GMCA Treasurer acting in conjunction with the GMCA Monitoring Officer to prepare and effect the necessary legal agreements.
3. Note variations to the terms of various GM Housing Investments Loans Fund loans detailed in the table below which have been approved by the GMCA Chief Executive

under delegated authority, as detailed further in this and the accompanying Part B report.

BORROWER	SCHEME	DISTRICT	LOAN
Well Built Homes Ltd	Hebron Street	Oldham	£0.810m
Splash Contracts Ltd	Medlock Road	Oldham	£1.600m
Jubilee Way Estates Ltd	Bury Magistrates Court	Bury	£4.344m
GJS (Blade) Investments Ltd	The Blade	Manchester	£32.438m
AH2 Gee Cross Ltd	Rowbotham Street	Tameside	£2.677m

Contact Officers

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Equalities Impact, Carbon and Sustainability Assessment:

The Equalities Impact and Carbon & Sustainability Assessment for the Farnworth Green development is given below:

Recommendation - Key points for decision-makers

The Combined Authority is recommended to approve a loan of £12.563m for the development.

Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation		
Equality and Inclusion		The proposal will see the development of a Community Hub, and facilitate access to Farnworth's Bus Station as part of the masterplan. Additionally it will create public realm. The proposal will generate value uplift in a severely deprived area, providing an opportunity for residents to support and promote further regeneration. Through the Community Hub and new public realm.		
Health				
Resilience and Adaptation				
Housing	G	The proposal will see the redevelopment and regeneration of the site comprising the retail units on Brackley Street and the former precinct, market, and Saddle Inn sites at the heart of Farnworth town centre, Bolton.		
Economy	G	The scheme will support economic activity in one of the most deprived areas of GM. Generating value uplift, business rates and council tax rates in a severely deprived area. The scheme will support economic activity in one of the most deprived areas of GM. Creating opportunities for jobs both during development and once complete in the Build to rent scheme and in the commercial and community hub's units. The proposal is for the remediation and redevelopment of the former Farnworth Market precinct and adjacent sites. The proposal is focused on a place-making approach unlocking Bolton's potential to attract further investment. Opportunities likely to be supported through the Community Hub.		
Mobility and Connectivity				
Carbon, Nature and Environment	G	The redeveloped site will include green public realm as well as the utilisation of roof gardens in some of the units, which positively compares against the current tarmac based/brownfield site. The scheme will comprise the development of a design-led proposition which will uplift the area with modern architecture. The scheme will involve the creation of green public realm.		
Consumption and Production				
Contribution to achieving the GM Carbon Neutral 2038 target		The proposal will deliver residential and commercial units achieving a minimum EPC 'C', in a currently brownfield, contaminated site. Will facilitate access to Farnworth's Bus Station further promoting the use of public transport.		
Further	G Positive impacts overall, whether long or short term.	A Mix of positive and negative impacts. Trade-offs to consider.	R Mostly negative, with at least one positive aspect. Trade-offs to consider.	RR Negative impacts overall.

Carbon Assessment

Overall Score

Buildings	Result	Justification/Mitigation
New Build residential	 	EPC 'C' over £2m of additional costs (c. 10% more)
Residential building(s) renovation/maintenance	N/A	
New build non-residential (including public) buildings	 	EPC 'C' c. 10% more to achieve upcoming Part L regulations.
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	 	The current site is mostly tarmac and contaminated brownfield site.
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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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The Equalities Impact and Carbon & Sustainability Assessment for the Highline development is given below:

Recommendation - Key points for decision-makers

The Combined Authority is recommended to approve a loan of £12.261m for the development.

Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion		
Health		
Resilience and Adaptation		
Housing	G	45% of the apartments will be designated for shared ownership Renovation of an unutilised secondary office building into 68 new apartments.
Economy	G	Finance provided to support build costs of £8.375m which will largely be delivered from GM based enterprise.
Mobility and Connectivity		
Carbon, Nature and Environment		
Consumption and Production		
Contribution to achieving the GM Carbon Neutral 2038 target	Not Applicable	
Full	G Positive impacts overall, whether long or short term.	A Mix of positive and negative impacts. Trade-offs to consider.
		R Mostly negative, with at least one positive aspect. Trade-offs to consider.
		RR Negative impacts overall.

Carbon Assessment

Overall Score	Result	Justification/Mitigation
Buildings		
New Build residential	N/A	
Residential building(s) renovation/maintenance	N/A	
New build non-residential (including public) buildings	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		
Le	No associated carbon impacts expected.	High standard in terms of practice and awareness on carbon.
		Mostly best practice with a good level of awareness on carbon.
		Partially meets best practice/ awareness, significant room to improve.
		Not best practice and/ or insufficient awareness of carbon impacts.

Risk Management

The structure and security package proposed for the loans 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 for each scheme.

Financial Consequences – Revenue

The borrowers 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 loans 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 loans detailed in section 2, which have 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 £777.7m and the total value of approved equity investments is £26.3m¹. The loans and equity investments approved by the Combined Authority will deliver 9,406 new homes. If the recommendation set out in this report is agreed, the value of loan offers will increase to £802.5m with the number of new homes supported rising to 9,571.
- 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 approvals sought

- 2.1 Capital & Centric (Cocoon) Ltd is seeking a loan of £12.563m from the GM Housing Investment Loans Fund for the development of 85 apartments and 12 townhouses together with commercial premises and a community hub on the site of the former Farnworth Market. A GMCA Brownfield Housing Fund grant of £1.4m is being provided for the scheme, which represents a key element within Bolton Council’s

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

masterplan for the transformation of Farnworth town centre. Planning permission was granted in April 2022. There are no Section 106 payments or affordable housing provision within the scheme.

- 2.2 CitiHaus 7 Ltd is seeking a loan of £12.261m from the GM Housing Investment Loans Fund for the refurbishment of Clarendon House, Altrincham, to create 68 apartments. Planning permission was granted in August 2022 subject to finalisation a S106 Agreement, with S106 contributions of £358k having now been agreed. The loan will support a north-west based SME bring a vacant former office building back into use, with 45% of the apartments to go forward for shared ownership.
- 2.3 Further details of the developments and proposed terms of the loans are included in the accompanying Part B report, to be treated as confidential on account of the commercially sensitive nature of the information.

3. Variations under delegation

- 3.1 At its meeting in March 2023 the Combined Authority agreed that in view of there being no meeting in April it would delegate authority to the GMCA Chief Executive to agree variations to the terms of GMHILF funding previously approved by the Combined Authority.
- 3.2 At its meeting in February 2020, the Combined Authority approved a GM Housing Investment Loans Fund loan of £0.810m to Well Built Homes Ltd for a development of 6 houses on Hebron Street in Royton. The GMCA Chief Executive has approved a change to the terms of the loan, as detailed in the accompanying Part B report, to be treated as confidential on account of the commercially sensitive nature of the information.
- 3.3 At its meeting in July 2020, the Combined Authority approved a GM Housing Investment Loans Fund loan of £1.600m to Splash Contracts Ltd for a development of 8 houses on Medlock Road in Woodhouses. The GMCA Chief Executive has approved a change to the terms of the loan, as detailed in the accompanying Part B report, to be treated as confidential on account of the commercially sensitive nature of the information.
- 3.4 At its meeting in September 2020, the Combined Authority approved a GM Housing Investment Loans Fund loan of £3.948m for the conversion of the former Bury Magistrates Court to create 39 apartments together with the new-build construction of 10 houses on the surrounding site. Following cost increases, the GMCA Chief

Executive has approved a revised loan of £4.344m. This represents an increase of £0.396m (+10%) on the loan originally approved by the Combined Authority.

- 3.5 At its meeting in December 2020, the Combined Authority approved a GM Housing Investments Loans Fund loan of £32.438m to a SPV within the Renaker group for the development of 414 apartments known as The Blade in the Great Jackson Street area of Manchester city centre. The GMCA Chief Executive has approved a change to the terms of the loan, as detailed in the accompanying Part B report, to be treated as confidential on account of the commercially sensitive nature of the information.
- 3.6 At its meeting in September 2022, the Combined Authority approved a GM Housing Investment Loans Fund loan of £3.402m for the development of 20 houses on Rowbotham Street in Hyde. The GMCA Chief Executive has approved a change to the terms of the loan, with a reduced loan of £2.677m required as result, as detailed 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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