

**GMCA OVERVIEW & SCRUTINY COMMITTEE****DATE: Wednesday, 23rd October, 2024****TIME: 1.00 pm****VENUE: The Tootal Buildings - Broadhurst House , 1st Floor, 56  
Oxford Street, Manchester, M1 6EU****AGENDA****1. Apologies for Absence****2. Chair's Announcements and Urgent Business****3. Declarations of Interest**

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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 in advance of the meeting.

**4. Minutes of the previous meeting held on 25 September 2024**

5 - 20

To consider the approval of the minutes of the meeting held on 25 September 2024 as a correct and accurate record.

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

**5. Delivering the Bee Network Update** 21 - 40

Report of Andy Burnham, Mayor of Greater Manchester, Portfolio Lead for Transport and Caroline Simpson, Group Chief Executive, GMCA

**6. A Housing First Greater Manchester** 41 - 54

Report of Paul Dennett, Deputy GM Mayor and Portfolio Lead for Housing First and Andrew McIntosh, Director of Place, GMCA

**7. Work Programme and Forward Plan of Key Decisions** 55 - 88

Report of Nicola Ward, Statutory Scrutiny Officer, GMCA

**8. Future Meeting Dates**

Future meetings will be held at 1pm on the following dates:

- 27 November 2024
- 11 December 2024
- 29 January 2025
- 5 or 12 February 2025
- 26 February 2025
- 26 March 2025

<b>Name</b>	<b>Organisation</b>	<b>Political Party</b>
Councillor Nadim Muslim	Bolton	Conservative
Councillor Jill Axford	Trafford Council	Labour
Councillor Russell Bernstein	Bury Council	Conservative
Councillor Basil Curley	Manchester	Labour
Councillor Shaun Ennis	Trafford	Liberal Democrats
Councillor John Leech	Manchester City Council	Liberal Democrats
Councillor Joanne Marshall	Wigan	Labour

Councillor Colin McLaren	Oldham Council	Labour
Councillor Lewis Nelson	Salford	Labour
Councillor Imran Rizvi	Bury Council	Labour
Councillor Naila Sharif	Tameside	Labour
Councillor Mandie Shilton Godwin	Manchester	Labour
Councillor Fred Walker	Wigan Council	Labour
Councillor Peter Wright	Bolton	Independent
Councillor Ged Carter	Trafford	
Councillor Claire Reid	Tameside	Labour
Councillor Terrance Smith	Rochdale BC	Labour
Councillor Dylan Williams	Rochdale Council	Labour
Councillor Rachel Wise	Stockport Council	Labour Co-operative
Councillor Tony Davies	Salford City Council	Labour

For copies of papers and further information on this meeting please refer to the website [www.greatermanchester-ca.gov.uk](http://www.greatermanchester-ca.gov.uk). Alternatively, contact the following Governance & Scrutiny Officer: Karen Chambers, Senior Governance & Scrutiny Officer  
 karen.chambers@greatermanchester-ca.gov.uk

This agenda was issued on Tuesday, 15 October 2024 on behalf of Julie Connor, Secretary to the Greater Manchester Combined Authority, Broadhurst House, 56 Oxford Street, Manchester M1 6EU

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

Name and Date of Committee.....>

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

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

## Quick Guide to Declaring Interests at GMCA Meetings

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

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

Your personal interests must be registered on the GMCA's Annual Register within 28 days of your appointment onto a GMCA committee and any changes to these interests must be 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  
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  
GMCA OVERVIEW & SCRUTINY COMMITTEE HELD WEDNESDAY, 25  
SEPTEMBER 2024 AT THE TOOTAL BUILDINGS - BROADHURST HOUSE, 1ST  
FLOOR, 56 OXFORD STREET, MANCHESTER, M1 6EU**

**PRESENT:**

Councillor Nadim Muslim	Bolton Council (Chair)
Councillor Peter Wright	Bolton Council
Councillor Russell Bernstein	Bury Council
Councillor Basil Curley	Manchester City Council
Councillor John Leech	Manchester City Council
Councillor Anthony McCaul	Manchester City Council
Councillor Colin McLaren	Oldham Council
Councillor Terry Smith	Rochdale Council
Councillor Dylan Williams	Rochdale Council
Councillor Lewis Nelson	Salford City Council
Councillor Helen Hibbert	Stockport Council
Councillor Rachel Wise	Stockport Council
Councillor Naila Sharif	Tameside Council
Councillor Jill Axford	Trafford Council
Councillor Shaun Ennis	Trafford Council
Councillor Joanne Marshall	Wigan Council
Councillor Fred Walker	Wigan Council

**ALSO PRESENT:**

Andy Burnham	GM Mayor
Councillor Tom Ross	Portfolio Lead for Green City Region

**OFFICERS IN ATTENDANCE:**

Mark Atherton	GMCA
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Karen Chambers	GMCA
Simon Elliott	Transport for Greater Manchester
Caroline Simpson	GMCA
Nicola Ward	GMCA
Steve Warrener	Transport for Greater Manchester

**O&SC 24/24                      APOLOGIES**

Apologies for absence were received from Councillor Imran Rizvi (Bury), Councillor Mandie Shilton - Godwin (Manchester), Councillor Joshua Brooks (Salford), Councillor Claire Reid (Tameside), Councillor Ged Carter (Trafford) Cllr George Devlin (Trafford) and Vernon Everitt, Transport Commissioner for Greater Manchester,

**O&SC 25/24                      CHAIR'S ANNOUNCEMENTS AND URGENT BUSINESS**

The Chair welcomed Caroline Simpson to her first GM Overview and Scrutiny Committee meeting in her new role as Group Chief Executive for the GMCA, GMFRS and TfGM.

Members were reminded of their obligations under the GMCA Members' Code of Conduct and were requested to complete an annual declaration of interest form, which had been emailed to them by the Governance & Scrutiny Officer.

The Chair advised that the report to the Committee regarding GM Mayoral Advisors has been deferred to a future meeting once the Arts Council have reported on their enquiries.

It was noted that in order to enable attendance, the order of the main substantive items on the agenda be amended, therefore taking item 6, GM Five Year Environment Plan, first.

## **RESOLVED /-**

1. That members as per their obligation stated in the Code of Conduct would complete their Annual Declaration of Interest form and return it to the Governance & Scrutiny Officer.
2. That the report to the Committee regarding GM Mayoral Advisors be deferred to a future meeting.

## **O&SC 26/24**

## **DECLARATIONS OF INTEREST**

## **RESOLVED /-**

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

## **O&SC 27/24**

## **MINUTES OF THE MEETING HELD 14 AUGUST 2024**

## **RESOLVED /-**

That the minutes of the GMCA Overview and Scrutiny Committee held on 14 August 2024 be approved as a correct and accurate record.

## **O&SC 28/24**

## **DRAFT FIVE YEAR ENVIRONMENT PLAN 2025 - 2030**

The Chair invited Councillor Tom Ross, Portfolio Lead for Green City Region and GMCA Environment Director, Mark Atherton to present this item.

Councillor Tom Ross introduced the report. The first Five Year Environment Plan (5YEP) was published in 2019. It set out the ambition for Greater Manchester to become a carbon neutral city region by 2038. In the same year a climate emergency was declared by GMCA and the ten Local Authorities and, in 2021, a biodiversity emergency was also declared.

5YEP ran from 2019 – 2024 and focused on five key priority areas: energy supply, transport and travel, homes and buildings, production and consumption, and the natural environment. Since 2019 there has been significant progress made against the targets in the 5YEP, however achieving the carbon targets remain challenging. To stay on track to achieve carbon neutrality by 2038 there will need to be an acceleration and scaling up of current activities.

The new 5YEP will run from 2025-2030 and builds on the previous ambitions and progress against the first plan. This new plan has eight key aims, which are, energy, buildings, transport and travel, natural environment, circular economy and waste, resilience and adaptation, plus a new addition of air quality and sustainable growth.

After internal development, initial engagement with external partners had begun to further develop the new vision, aims and objectives for the new plan. External engagement has continued throughout the development process and a key focus has been developing those actions outside of Local Authority control. External organisations have been encouraged to feedback on the specific actions for their sector/organisation. In addition to this, the plan has been presented to the equalities panel, the Youth Combined Authority, GM Bee Net Zero Board and the Sustainable Energy Association.

The version members have received is the first full draft which is currently out for consultation.

Officers shared a presentation with the Committee which highlighted the following;

- The structure of the plan
- The aims and objectives of the plan

Officers drew attention to the actions in the plan which had been split into direct and enabling actions. Direct Actions were aimed at decision makers that own homes and

cars as this was the group that really need to take action . Enabling actions were the actions required by local authorities and other organisations.

There were eight aims, each of which had four or five objectives. Draft targets had been made challenging but achievable within the next 5 years.

The plan will be presented to the GMCA in November with a view to launching the plan at this year's Green Summit.

Members asked how the impact of this work would be measured to ensure that pollution and emissions were reduced and were advised that there has been an increase in EV buses coming through via the Bee Network which will help to reduce pollution and emissions caused by public transport however, private transport, HGV's and vans used by businesses present more of a challenge. In addition to this, there was a lot of work ongoing to help residents to make the decision to use public transport, walk or cycle and use electric vehicles. The Committee agreed, it was vitally important for residents and businesses to understand what options were available in terms of transport and also how they can save money on energy bills over the longer term.

Members asked what opportunities devolution may bring to help with climate resilience funding, and if there will be any scope to simplify retrofit funding streams for residents to better understand what options they have. Members added that a positive narrative around the benefits to the public needed to be considered, such as car free streets and cleaner air. It was also noted that it was important to ensure the language used was clear and that education and awareness was a barrier for some residents and that trust in our ambitions needed to be strengthened. Officers advised that devolution does bring flexibility and could cut out potential blockages in relation to retrofitting. It is hoped that the new Government would lead the way with enthusiasm in this sphere of work. It was also confirmed that a version of the plan, aimed at the public, and other key partners will be produced to ensure they can be incentivised. There was data available which could be used to create bespoke

communications fitted around the aspirations of communities. Members suggested the use of clearer terms, such as 'adding' rather than 'enhancing' and 'reducing energy consumption' rather than 'sustainable growth' to more clearly articulate the plan's ambitions and ensure the public can come along.

Members reported that in some areas, bus services were not reliable or regular enough to encourage residents to use them. It was noted that it was vital to ensure that bus routes meet the needs of residents, as this helps improve social mobility within the population. Members were advised that the GM Mayors plan for an integrated transport network aims to ensure that all residents have access to transport to enable them to access work and healthcare.

Members asked if there was any monitoring in place within Low Traffic Neighbourhoods (LTN) to check if pollution and emissions had been reduced by the changes put in place. Officers advised that there are live air quality monitors online that can be checked but it is not known whether these are in low traffic neighbourhoods; although in relation to the LTN scheme at Deansgate, it was confirmed that monitoring was in place and available via officers at the council. It was noted that there was nothing in place to measure if the low traffic neighbourhoods were causing residents to take longer journeys.

Members enquired whether the use of Green Hydrogen had been investigated and it was confirmed that this needs to be explored further as this was an area of real opportunity for growth to support those industries that cannot electrify.

Members requested more inclusion in the plan on the subject of enhancing nature. Officers advised that the GMCA has a Nature Recovery Plan, and this will be incorporated into this work. The recent State of Nature report outlines what work is needed in terms of our natural environment, and these should be intersectional as one shared issue

Members noted that in order encourage more people to convert to electric vehicles, more needed to be done to make EV charging more accessible. Officers advised

that TfGM are examining the availability of EV charging stations in each locality to ensure that there is a fair coverage of EV charging points and access to charging points throughout the conurbation.

It was noted that invasive plants continue to pose challenges within our waterways. While local authorities have enforcement powers to address invasive plants, it was ultimately the responsibility of landowners to resolve the issue, but this was complex and expensive.

Officers advised that the Integrated Water Management Plan has been implemented with the aim of managing flood risk and advised that it was very important to ensure that developers were given correct information regarding flood risk when planning new developments. This was something that would be picked up within the work of the Integrated Water Management Plan, to ensure all parties address risk.

Members commented that more could be done locally to ensure that the city-region were better adapted and more resilient to the increasing impacts of climate change and were advised that learning from other sectors and other areas of the country will be a continuous part of the plan. The learning from the first iteration of the plan should also be reflected in the new version.

Members noted that in some areas, the public attitude towards climate change has shifted, and the plan needed to ensure that the public continue to be engaged. Officers advised that from the behavioural insights work that has taken place, we know that our residents are passionate about conserving nature so maybe we can do more to link this to climate change. Residents need to be encouraged to take action and this was reflected in the tone of the report. Officers advised that a separate informal briefing session would be arranged in order to share this behavioural insight data with Committee members.

Members commented that more could be mentioned in the report in relation to carbon capture, such as peat bog restorations and this will be taken on board.

Officers advised that a climate change adaptation plan would be an annex to this report and will contain more on this.

The Committee were advised that the GM Mayor and GM Leaders had been working with colleges to enhance future learning opportunities in green trades. A Green Skills Hub has been launched in Trafford for young people which also provides opportunities for residents to retrain in order to develop the skilled labour to carry out the work that is anticipated for the future.

Members asked what more could be done to help schools become more energy efficient. Officers advised that work was ongoing to ensure that the public estate was fit for the future. Many public buildings and schools had benefitted from solar panels and public sector decarbonisation grants. Another area for development was how heat waste from data centres could be used to provide energy for leisure centres. Officers advised that there were 2700 public buildings in GM, and 10% have been decarbonised in the last 5 years. Devolution will allow us to do more in this space. In November 2023, GM were successful in a bid to receive £7m Net Zero Accelerator funding which provided 2 years revenue funding to bring investable projects to the market.

Members raised concerns in relation to costs residents may incur to fund the aims of the plan and specifically our ambitions around clean air, officers advised that the GM Mayor was leading the way in talks with Government about an investment led approach to the Clean Air Plan, so residents were not expected to be charged. A national incentive scheme would be welcomed to help larger vehicles make a change to cleaner emissions. In GM, incentives were being investigated in order to increase the use of electric vehicles.

Members enquired what plans were in place to manage that change to EV buses and asked if the possibility of having an EV car club for people to use to take short journeys could be explored. In relation to zero emission buses, officers reassured the Committee that the modelling work around the depot electrification and hence how to



deploy the fleet onto the routes was being completed. Officers also confirmed that they would further investigate future plans for EV car clubs.

Officers confirmed that the plan and the metrics do make some assumptions about the devolution deal and funding the GM will receive from the Government. What was not included in the plan was the national measures the Government were starting to announce as they have not quantified these measures as yet. This information will be added to the plan before November if we can get a better understanding from Government of what the devolution deal might include.

The Committee were keen to highlight aim 6 as of significance as the need for adaptation and resilience had increased due to more incidences of extreme weather.

#### **RESOLVED /-**

1. That the development process and next steps for the new 5 Year Environment Plan be noted.
2. That it be noted that a sustainability and equality assessment will be conducted on the final draft document.
3. That the comments and feedback of the Overview and Scrutiny Committee be considered when further developing the new 5 Year Environment Plan.
4. That an information briefing be arranged to enable the behavioural insights data to be shared with members of the Committee.

**O&SC 29/24**

**RAIL INTEGRATION AND REFORM PROGRAMME:  
EMERGING RAIL REFORM POLICY POSITION & NEXT  
STEPS**

The Chair invited GM Mayor, Andy Burnham, and TfGM Managing Director, Steve Warrener to present this item.

The report provided Members with an update on progress of the emerging Rail Integration and Reform proposition ahead of consideration by the Bee Network Committee and GMCA.

The GM Mayor advised that the next phase of the Bee Network was to bring rail into the system and apply Bee Network standards. The Committee were advised that the new Government have stated that as part of their rail reform legislation, Regional Mayor's and Combined Authorities will be able to specify service standards which would relate to access and frequency of services. It was reported that engagement with the new Government was going well; Sir Peter Hendy, a previous member of Network Rail, was now in a Ministerial position which was having a positive impact on talks. Work was on track to have an integrated bus and tram system by 5 January 2025, with the Paygo system coming into place mid-March to give Greater Manchester a London style transport system for bus and tram travel.

The GM Mayor advised that the aim was to increase the frequency on the eight rails lines as identified in the report and have a Metrolink style service; an example given was improvements the Airport line which would in turn improve the visitor offer to GM. There were many other opportunities to improve services outside our borders such as Glossop and Buxton, therefore, GM were making a case as part of the spending review to support this. The current Government subsidy for the eight rail lines was £100m as some of the eight rail lines were very underused. Although some lines are operating at 90%, there were other lines such Glossop which had patronage of 46% to 56%, therefore once the technology and payment structure was in place patronage would likely increase. Improving these lines had wider benefits such as access to employment and unlock greater investment into rail assets. More work was needed to look at how the GM cap could be applied for these journeys.

The GM Mayor advised that the GM Land Commission had now been set up and its objective was to free up public land for housing growth. Members were advised that

the Commission was currently looking at issues such as how land owned by Network Rail at Castleton could be released to provide housing. The GM Mayor advised that this would improve regeneration opportunities and breathe more life into these areas. Other potential localities for development were Stalybridge and Golborne. The GM Mayor commented that local authorities need to start to think about the opportunities this plan could bring.

The GM Mayor advised that the plan would be submitted to Government in January. Financing the plan was critical, and our starting point was that we would bid for the same funding as London and that we should be afforded an ongoing revenue stream that London has benefited from for many years.

Members enquired how this plan would work with the renationalised rail service as Northern Rail would be one of the first services to come under the nationalised rail system. The GM Mayor advised that our intention was to offer up a vision to the Government as to how we think it would work. The key was to isolate the lines that were commuter lines first, noting to the potential to add more as we progress.. The GM Mayor advised that initially we would envisage there being a joint board, and we would work in partnership to manage these lines and stations with the national board but there were opportunities to shape this governance proposal ahead of the submission to Government in January.

Members asked when an indication of long term transport funding would be available. The GM Mayor advised that in part, we would find out more on 30 October 2024 and this spending review would deal with the immediate issues relating to bus funding. It was essential that GM gets a good deal for buses. From there, colleagues at TfGM would start work on what the fare structure and cap would be. Officers confirmed that the detail on the fare structure was to follow but a broad outline was in a report going to the Combined Authority meeting later this week.

Members asked if there was a danger that the £100m Government subsidy would be withdrawn or reduced, and if our success improving services, increasing patronage

and revenue, would mean we would receive less funding. The GM Mayor stated it would be unacceptable to take a cut in subsidies and, if needed, other options, may need to be considered, but this would only be pursued if there were no other ways to raise the funding needed for the Bee Network vision.

Members advised that with regards to disability access at stations, Levenshulme station had been identified as needing improvements, and asked if there was a danger that once we take control that there would not be Government funding for this. Officers advised that this station was part of an Access for All Bid, but disappointingly, the funding was not awarded to this station. It was expected that once this line was part of the Bee Network, there would be an increase in patronage and any revenue could then be reinvested into improving the accessibility of the station. It was important to ensure that all our stations meet Bee Network standards.

The GM Mayor confirmed that he had met with Nathaniel Yates to discuss station accessibility, and he will endeavour to keep him, and the Disabled Peoples Panel engaged in discussion as this work develops.

In relation to capital funding, officers advised that GM has had an indicative that the CRSTS 2 allocation will be £1.5b with a further £900m following the cancellation of HS2 totalling £2.4b. This figure was not confirmed and was unlikely to be confirmed before the March statement. However, we have had confirmation of the CRSTS1 allocation which is up until to March 2027.

Members enquired as to how the regeneration work taking place at Old Trafford might impact on the ambitions for GM rail. The GM Mayor confirmed that there were opportunities to change the two freight terminals located there. These lines currently go through stations such as Stockport and Piccadilly and were contributors to the high levels of congestion on the Castlefield Corridor. There was potential to change the location of the two freight terminals and this could enhance our ambitions around frequency in this area. There was a proposal to have a terminal at Parkside (ILP North), in St Helens, near Wigan, which would present huge opportunities for growth

for Wigan. There was also a potential site at Port Salford, which has huge potential to take traffic from Liverpool off the road.

Caroline Simpson, who was a member of the Old Trafford Regeneration Task Force, stated that the task force was looking at how they could optimise the huge private investment into the new stadium and the economic and regeneration benefit of this for Old Trafford and beyond. In relation to freight growth, this was an opportunity not only to allow freight to move more easily but to also increase capacity on the rail lines as a benefit to the whole of the Northwest economy. The GM Mayor advised that the disused station at Old Trafford would be developed and this line was possibly something that could be looked at in phase 2 jointly with the Liverpool/Manchester Partnership Board.

Members asked for clarification regarding ticketing in relation to boundary issues and lines that were outside the Bee Network and officers confirmed that there would be a significant amount of communication to mitigate any confusion. Officers also advised that the Paygo payments would be rolled out to the rest of the network by 2030. Transport for London have had similar issues in relation to cross boundaries and the GM Mayor confirmed that we would look to their experience and other learning to address this.

Members advised that the north of the conurbation (areas such as Moston) would benefit from a more reliable service and the electrification of the rail line to Leeds would also be beneficial. Officers advised that the rail industry was now beginning to work with GM on this and that they would be happy to meet with members outside of the meeting to discuss frequency at specific localities further.

Members commented that travel in both directions and not just to journey into Manchester should be considered so that all ten districts benefit from these rail ambitions. The GM Mayor advised that the stations on these lines have the potential to become even better places to live and we need to look at the regeneration possibilities which in turn would help provide revenue for the improvement and accessibility of stations. The success of the city is opening out opportunities to other

areas that will be on the Bee Network lines. Members were urged to consider which areas around these stations in their localities could benefit from further regeneration.

The GM Mayor stated that all this work would lead to GM having a London style public transport system by the end of this decade.

#### **RESOLVED /-**

1. That the comments and feedback of the Overview and Scrutiny Committee on the Government's plans for rail reform and ongoing GM engagement with Shadow Great British Railways be noted.
2. That the comments and feedback of the Overview and Scrutiny Committee on the proposal for further engagement with Government, rail partners and others to explore and influence legislative and structural options that would achieve GM ambitions be noted.
3. That Members are given the opportunity to meet with Officers in relation to specific rail frequency issues in the north of the conurbation.

**O&SC 30/24**

#### **OVERVIEW & SCRUTINY WORK PROGRAMME & FORWARD PLAN OF KEY DECISIONS**

The Chair advised the Committee that due to time constraints, this item could not be discussed, therefore this item will be put to a vote electronically.

The possible areas for future Task and Finish approach were;

- Social cohesion
- Homelessness
- Safety of Women and Girls and the extent to which this is considered in GM policy design and implementation

- The development of Co-operatives
- The regeneration of Greater Manchester's high streets
- The influence on GM schools especially regarding SEND provision
- Digital inclusion
- Communication/interaction between GMCA and LAs at a councillor and resident level and how this might change with the single settlement, looking at issues we could centralise, how LAs maintain their own autonomy while working closely with GMCA, so we can work together and make the best use of our resources
- Review the recommendations made by the School readiness Task & Finish in 2022

The Chair confirmed that Governance and Scrutiny Officers would email the Committee on this matter.

#### **RESOLVED /-**

1. That the proposed Overview & Scrutiny Work Programme for September to November 2024 be noted.
2. That Members use the Forward Plan of Key Decisions to identify any potential areas for further scrutiny.
3. That members note the areas of interest highlighted by members of the Committee for inclusion in the Work Programme for 2024-25.
4. That members consider which area would be best suited to a task and finish review and respond to the communication from Governance and Scrutiny Officers that will be sent out.

**O&SC 31/24**

**FUTURE MEETING DATES**

**RESOLVED /-**

That the following dates for the rest of the municipal year be noted:

- 23 October 2024 – 1pm to 3.30pm
- 27 November 2024 – 1pm to 3.30pm
- 11 December 2024 – 1pm to 3.30pm
- 29 January 2025 – 1pm to 3.30pm
- 5 or 12 February 2025 – 1pm to 3.30pm
- 26 February 2025 – 1pm to 3.30pm
- 26 March 2025 – 1pm to 3.30pm



## Greater Manchester Combined Authority

### Overview & Scrutiny Committee

Date: Wednesday 23<sup>rd</sup> October 2024

Subject: Delivering the Bee Network Update

Report of: Andy Burnham, Mayor of Greater Manchester, Portfolio Lead for Transport and Caroline Simpson, Group Chief Executive, GMCA

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### Purpose of Report

To advise GMCA Overview and Scrutiny Committee on the progress of delivering the Bee Network, our plan for a high-quality, affordable and fully integrated public transport and active travel system for the people and businesses of Greater Manchester.

### Recommendations

GMCA Overview and Scrutiny Committee is requested to:

- Note and comment on delivery of the Bee Network; and
- Consider forthcoming agenda items in relation to the delivery of the Bee Network.

### Contact Officers

Steve Warrener, Managing Director, TfGM

[steve.warrener@tfgm.com](mailto:steve.warrener@tfgm.com)

Danny Vaughan, Chief Network Officer, TfGM

[danny.vaughan@tfgm.com](mailto:danny.vaughan@tfgm.com)

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

N/A

## **Risk Management**

N/A

## **Legal Considerations**

N/A

## **Financial Consequences – Revenue**

N/A

## **Financial Consequences – Capital**

N/A

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

## **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

## **Bee Network Committee**

N/A

# 1. Introduction

- 1.1. The Bee Network is our plan for a high-quality, affordable and fully integrated public transport and active travel system for the people and businesses of Greater Manchester.
- 1.2. The Bee Network is pivotal to delivering sustainable economic growth and the city region's objectives, set out in the Greater Manchester Strategy, by connecting people with education, jobs and opportunity, unlocking development, enabling housing growth, acting as a catalyst for regeneration, reducing carbon emissions and supporting social inclusion and active and healthy lifestyles.
- 1.3. Greater Manchester has led the way in reforming and improving its transport network. As pioneers of bus franchising, we now have local control of our most-used form of public transport, in addition to the largest light rail network in the country – Metrolink, and we are delivering a world-class walking, wheeling and cycling network as part of a wider infrastructure investment programme with an aggregate value of up to ~£3.5bn. Work is also underway to bring eight local commuter train services into the Bee Network by 2028.
- 1.4. We are now in the transition phase with some elements of the Bee Network already starting to change the way in which people travel across the city-region. This paper reports on progress so far and looks ahead to further delivery in the coming months.
- 1.5. Overall demand for public transport is increasing across Greater Manchester. Following a new record of 4.1 million in May 2024 for monthly Metrolink patronage, the highest since the network opened in 1992, record-breaking patronage figures were set in September on Bee Network buses, with 305,000 journeys recorded on a single day (6th September). Bus patronage is also now the closest to the pre-pandemic level we've seen, and Metrolink is above it. Notwithstanding the lost growth resulting from the pandemic, both bus and Metrolink are showing year on year growth, and demand for travel is strong.

## 2. Bus Franchising Operation and Implementation

### Bus Franchising Operation

- 2.1. As the most used form of public transport in Greater Manchester, buses are the cornerstone of the Bee Network and since the historic launch of bus franchising a

year ago, more than 58 million bus journeys have been made on cheaper, cleaner, more reliable bus services.

- 2.2. Since the launch of bus franchising in Bolton, Wigan and parts of Salford and Bury, in September 2023 followed by Oldham, Rochdale and parts of Bury, Salford and North Manchester in March 2024, nearly seven million more journeys<sup>1</sup> have been made on the city region's buses compared with the previous year (a 5% increase).
- 2.3. Buses in the first areas to come under local control are consistently more reliable than before franchising, with services in the Tranche 1 areas now consistently above the target of 80% punctuality. Between June and August 2024, punctuality of Tranche 1 services was 86.5% compared to 70.5% for the equivalent pre-franchising period. TfGM continues to work closely with operators to continuously improve service performance. In the Tranche 2 area buses are consistently on time more often than both current non-Bee Network services and when compared with those services in the Tranche 2 area in the same period last year.
- 2.4. More people are travelling by bus, with 58.6 million passenger journeys made on the Bee Network (between 24/9/23 and 14/9/24). Record-breaking patronage figures were set on two consecutive days in September, with 305,000 journeys recorded on a single day (6th September).
- 2.5. The recently launched trial of night buses on the V1 and 36 is proving popular with people working in, and those enjoying, the night-time economy. The pilot is providing 24-hour connectivity for around 135,000 people living within a five-minute walk of the two routes, including students and people working in the hospitality, healthcare and logistics sectors. Over 50,000 journeys were made across the two services, between 22:00 and 07:00 in the first month with over 7,000 journeys made on the additional trips that are now provided (around 14% of over-night journeys).
- 2.6. The first new Bee Network service is also set to be introduced at the end of October. A new 615 service will connect Wigan with Middlebrook retail park. The hourly service restores a link for people in the borough to the popular retail park, giving them access to a wide range of stores and eateries. The 576 service will also be rerouted to serve Middlebrook once a new spine road providing a link between Horwich and Middlebrook opens in Spring 2025. In addition, and in relation to

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<sup>1</sup> Bus patronage has increased from 155.5 million in 2022/23, to 162.3 million during 2023/24

access to large shopping and leisure destinations, there will be twice as many 132 services connecting Wigan with the Trafford Centre from 27 October, with buses running every 30 minutes instead of once an hour.

- 2.7. Revenues from buses in the Tranche 1 of the Bee Network exceeded £20m. That's £3m higher than budgeted (between 24/9/23 and 31/3/24). Franchising is also costing a third less per km than services that were being tendered before franchising began. This strong performance has helped, in part, to mitigate wider financial pressures across transport operations, as the transport sector continues to face structural funding challenges due to residual impact of recent external shocks including lost growth in patronage and revenues as a result of the pandemic and rapid increases in the cost base due to unprecedented levels of inflation.
- 2.8. The average age of buses in Bolton, Wigan and parts of Salford and Bury is 4.7 years, compared with an average age of 8.6 for the Greater Manchester bus fleet in 2018. 10% of buses are now electric across the Bee Network – up from less than 1% before franchising. This is expected to increase to more than 20% during 2025.
- 2.9. An extra 20 buses were introduced to the Tranche 1 area to improve punctuality, reliability and provide extra capacity – leading to rising passenger numbers. Improvements to punctuality and reliability are planned for the Tranche 2 area later this year and in early 2025.
- 2.10. Jobs are also being created through franchised contracts. Bus operators have hired 179 apprentices and Rochdale firm Mellors is one of three UK manufacturers building Bee Network buses, with orders helping to fund the creation of 15 new apprentice roles there too. TfGM continues to work with the GMCA Skills Team to develop Bee Network Careers pathways, including through the GM MBacc, to provide the future skills and workforce that are integral to the success of the Bee Network.

### **Franchising Implementation**

- 2.11. At the end of March, contracts were awarded to operate the final round of Bee Network bus services in Stockport, Tameside, Trafford and remaining parts of Manchester and Salford from 5 January 2025 – at which point all buses across Greater Manchester will be franchised and under local control.
- 2.12. Metroline has been awarded contracts to operate four of the five large franchises, Hyde Road, Sharston, and Wythenshawe (all in Manchester), and Tameside, with

Stagecoach awarded the contract to operate the fifth, in Stockport. Diamond Bus has been awarded contracts to run three of the four small franchises and Go North West the remaining one. For school services, Diamond Bus (North West) Limited has been awarded 7 contracts and Go North West Limited 2 contracts, covering a total of 37 schools.

- 2.13. Representing approximately half of the GM bus network, the third and final tranche of bus franchising represents the biggest challenge yet. Mobilisation is at an advanced stage to ensure that buses, onboard technology, drivers, engineers, dispatchers, buses and depots are ready for the 5<sup>th</sup> January 2024.

### **3. Metrolink**

- 3.1. Over 44.5 million annual journeys took place across the Metrolink network to the end of September 2024, representing 98% of the total number of journeys carried at the equivalent point in 2019, which was Metrolink's best year for patronage.
- 3.2. In May 2024, 4.1 million people travelled on Metrolink across Greater Manchester, setting a new record for monthly patronage since the network opened in 1992. This was thanks in part to a significant number of events in May including the Great Manchester Run, Manchester City's Premier League title-winning parade and high-profile concerts at the Co-Op Live.
- 3.3. Revenue protection activities continue to reduce fare evasion across the network. Evasion rates have reduced from a high of 16.6% in August 2023 to 10.2% in August 2024, with the additional revenue more than covering the costs of increasing staff numbers to conduct additional enforcement activity across the network.
- 3.4. Several closures took place over the summer for essential track renewal works in and around the city centre and the Rochdale line was partially closed following a land slip at Derker. Despite this, Metrolink revenue is 13% up year on year, helping to mitigate the financial pressures across Bee Network operations.
- 3.5. Further renewal works are planned for next summer with additional engineering work required at Derker in 2025 to strengthen the resilience of the network and safeguard continued good performance.
- 3.6. Work continues to assess options and to propose a recommendation for the future management and maintenance of Metrolink. The current operation and maintenance contract with KeolisAmey Metrolink (KAM) is due to expire in 2027.

## **4. GM Rail Network**

- 4.1. Section 10 of this report provides an overview of the GM Rail Reform and Integration programme which is taking forward proposals to integrate rail services into the Bee Network.
- 4.2. In the meantime, TfGM continues to work with rail operators and Network Rail to improve GM rail services, the performance of which has been very poor in recent months. Crew availability continues impact on Northern services, with Northern issuing a number of “Do No Travel” notices on multiple GM routes on consecutive Sundays. Northern are not operating up to 1 in 3 services, with Sundays being the most affected day.
- 4.3. Members of the ASLEF union have voted to accept a multi-year pay offer, ending a two-year dispute at 16 rail companies including Northern and TransPennine Express. However this deal did not address “rest day working” which is why Sundays remain a problem.

## **5. Active Travel**

- 5.1. Providing people with the opportunity to walk, wheel or cycle is fundamental to the Bee Network, enabling people to move around Greater Manchester in different ways, particularly for short trips or giving barrier free access to public transport stops. Our long term goal (2040) is for 95% of the population in Greater Manchester to live 400m from a safe route.
- 5.2. Active Travel is the 'glue' that brings together the wider travel network. There are virtually no journeys that do not start and end with an active element.
- 5.3. One million rides were recorded on the Oxford Road corridor between January and late September of this year – earlier in the year than ever previously recorded. This demonstrates the long term benefits of GM's investment in good infrastructure and segregated cycle ways, several years on from completion of the scheme.
- 5.4. Active travel accounted for around 33% of all trips by Greater Manchester residents in 2023. However, we aim to double walking, and double then double again the number of trips made by bike. Walking and cycling have increased in GM by 20% and 21% respectively between 2021 and 2023 (source: TRADS). This is in line with the increase in all journeys post pandemic.

- 5.5. GM's active travel capital programme comprises over £275m investment, commencing in 2018/19 the Active Travel Programme has delivered more than 120km of safe, segregated routes to date, opened up hundreds of kilometres of quieter routes, delivered tens of improved junctions, and built numerous new crossings. We are on track to deliver nearly 140km of Bee Active Network routes by March 2025.
- 5.6. A programme of 'activation measures' is also being delivered, including cycle training and the Starling Bank Bikes cycle hire scheme. An annual report on the Active Travel Programme will be considered by the Bee Network Committee in December.

### **Active Travel Infrastructure**

- 5.7. Delivery of infrastructure to support cycling, walking and wheeling continues with the commencement on site of Manchester City Council's Active Travel England (ATE) funded scheme on Deansgate which will deliver a series of significant junction safety upgrades and segregated cycle lanes; and Wigan Council's Whelley Loopline scheme, which will extend the popular, multi-user path through suburban Wigan.
- 5.8. Other works include the completion in July of Trafford Borough Council's Talbot Road scheme – a series of junction upgrades linked to a wider set of improvements for the A56 corridor. These wider improvements include the A56 Phase 2 scheme, where Trafford are currently on site constructing light segregation cycle lanes to replace the cones introduced during the pandemic, and the Seymour Grove junction upgrade scheme, which received Bee Network Committee approval in July and is due to commence on site in November. Manchester City Council's Northern and Eastern Gateway scheme is progressing through a phased delivery, with a number of early phases complete, and a new bridge over the Ashton Canal is due to be installed before the end of the year.
- 5.9. As well as dedicated active travel schemes, inclusion of active travel in the wider infrastructure programme being delivered is embedded through the Streets for All design guide and the infrastructure design assurance process.

### **Starling Bikes**

- 5.10. Starling Bank Bikes continues to operate well with over 970,000 rides having taken place and 2.4 million km ridden using the scheme. The recovery plan put in place



last year has now completed with 1,200 bikes now available. We still have 30 stations suspended from the Recovery Period which are being reviewed with the Operator and Local Authorities to re-open or permanently close and relocate. Sept 24 and the beginning of Oct 24 have seen an increase in stolen bikes which has affected availability. This is something we are working on with the operator and GMP using the trackers on the bikes. In future we remain committed to expanding the scheme and will be exploring phase 2 expansion options including funding.

### **Bikes on Metrolink**

- 5.11. The bikes on Metrolink pilot concluded successfully in April following 6 weeks of supervised trials to test whether bikes and non-standard cycles can be taken on trams safely in a variety of operational settings.
- 5.12. The trial took place on off-peak services on different lines, routes and stops across the Metrolink network. Testing included the carriage of adapted bikes used as mobility aids, scooters and a broader range of mobility scooters that are not currently permitted.
- 5.13. Feedback from passengers was recorded as a part of the pilot along with feedback from the volunteers taking part and any other participants involved. A report on the pilot results will be brought to the Bee Network Committee in December 2024 with recommendations on next steps.

### **School Streets and Crossings**

- 5.14. The Mayor of Greater Manchester and GM Active Travel Commissioner set out their ambitions earlier this year to develop up to 100 School Streets and create new and / or upgraded road crossings near schools.
- 5.15. School Streets consist of a range of measures which limit traffic during drop off and pick up time to make walking, wheeling and scooting to school safer and encourage healthier lifestyles - helping tackle high-levels of childhood obesity in the city region.
- 5.16. Currently only 50% of GM residents say it is safe for children to walk to school and just 42% believe it is safe for children to cycle to school.
- 5.17. The Bee Network Committee will shortly consider proposals to invest £1.3m in the next phase of School Streets ambition, building on the current pilots at 30 schools across the city region. This investment in School Streets and Crossings is part of a

wider School Travel Programme to help deliver the emerging School Travel Strategy which will be considered by GMCA this month.

## **6. Highways Management**

- 6.1. With an estimated 2.5 billion trips made on the Greater Manchester (GM) road network (with an origin and/or destination inside GM) each year, Greater Manchester's road network is an essential part of the region's transport infrastructure and critical to the delivery of a safe, reliable and efficient Bee Network.
- 6.2. Traffic volumes across GM have returned to pre-pandemic levels. However, there has been some changes in travel behaviour, with fewer trips during the weekday AM peak and more trips during the PM peak into the evenings and at the weekend.
- 6.3. Car ownership in GM has also increased. Data from the DfT shows the number of licenced private cars in GM is 6% up on 5 years ago and 16% up on 10 years ago.
- 6.4. Journey time reliability on the highway network is over 90% i.e. less than one in ten journeys will take longer than would be expected given the time of the day on that day of the week.

### **Winter Preparedness**

- 6.5. The next three months are traditionally the most challenging with respect to highways performance. Darker nights, inclement weather, an increase in events and associated trips, Christmas markets and shopping activity, more breakdowns and an increase in road traffic collisions all impact on the operational capacity of the Highway network. Based on previous years data the network slows down with average speeds being more than 20% slower during the PM peak.
- 6.6. TfGM are working with Local Highway Authorities, National Highways, event organisers and transport operators to provide a co-ordinated approach and response to help to minimise the impact of the winter months on the Bee Network. This also includes a communications plan to encourage people to travel using public transport. Safer Roads GM are also planning two campaigns to complement partner activities and GMP enforcement programmes. The first campaign is 'Darker Nights' which will focus on pedestrian safety. This will be followed by the seasonal 'Don't Drink/Drug Drive' campaign.

### **Vision Zero**

- 6.7. The DfT published the 2023 Road Safety Statistics for Great Britain at the end of September 2024. In Greater Manchester there were 799 people Killed or Seriously Injured (KSI's) of which 45 of those were fatalities. Compared to 2022 statistics this is a 6.2% reduction in KSI's and a 29.7% reduction in fatalities. Whilst this is a positive trend, the numbers are still far too high and the human consequences of this level of road harm is unacceptable. The people who live in, work in or who visit Greater Manchester deserve better.
- 6.8. In order to seek to put an end to this unacceptable level of people being killed or harmed on our roads we have been developing a Vision Zero Strategy and Action Plan. Vision Zero represents Greater Manchester's ambition for zero fatalities and life changing injuries (FLCI) on our roads by 2040, whilst increasing safe, healthy and equitable mobility for all.
- 6.9. It is proposed to take the Vision Zero Strategy and Action Plan for approval and subsequent adoption to the Bee Network Committee and Greater Manchester Combined Authority at the end of November.

### **Network Management**

- 6.10. Greater Manchester's roads are changing. To support the ambitions set out in Made to Move, Streets for All, the Clean Air Plan, Bus Franchising, the GM Bus Strategy, and the Bee Network, we are optimising the use of limited street space to deliver better and more space for walking, wheeling, and cycling; to give more priority for public transport; and to make our streets better places to live, spend time in, and travel along. This is essential in achieving the aspirations set out in the 2040 Transport Strategy and ensuring the transport network keeps pace with population growth and supports sustainable economic growth throughout the city-region by moving our residents and visitors more cleanly and efficiently.
- 6.11. How Greater Manchester manages the highway network is critical to the success of bus franchising, the Bee Network and economic growth. Working in collaboration, with our Local Authority partners and National Highways to further develop the strategic model of network management for Greater Manchester's highway network is essential. This would help support a number of benefits including, helping the delivery of Local Transport Plans, consistent delivery standards, effective network management, improved bus services and active travel network and exploiting regional procurement opportunities.

6.12. At the Bee Network Committee in November the Committee will consider a report that will consider the performance of the GM highways network, asset management performance, how we are improving the management of the highways network, what more could be done and the challenges in achieving that.

## **7. Safety and Security**

7.1. Tackling network anti-social behaviour, crime and fare evasion remains a key focus for the GM TravelSafe Partnership (TSP). Work is underway to review the TSP Strategy which will step up efforts to tackle Gender Based Violence and Hate Crime.

7.2. The TSP is committed to working with colleagues to ensure the network is as safe as possible and has supported Operation AVRO for Tameside in September, will be supporting Operation AVRO for Bolton in October and will be delivering Operation AVRO for Transport in December.

7.3. Joint working through Operation Vulcan (Transport) has yielded good results across Piccadilly and Victoria Stations. September results include 9 arrests, 37 Stop/Searches (10 positive), 75 Stop/Accounts and over 2,000 passenger interactions.

7.4. More measures to increase safety, including 69 new TravelSafe Support and Enforcement Officers (TSEOs) have been introduced across the franchised network to provide a reassuring, visible presence for the travelling public.

7.5. TfGM and GMP are working closely together to refresh the TravelSafe plans with a view to bringing GMP's strategic problem-solving capability across the entire transport network.

7.6. Recruitment well underway for additional officers to support the roll out of Tranche 3. This will include a new TSEO office located at Stockport Interchange, providing a total of three hubs to deploy from.

7.7. September marked 12-months of having TSEOs on bus. Across the year they have:

- Attended over 2,700 incidents,
- Safeguarded over 360 customers,
- Submitted over 820 pieces of intelligence,
- Dealt with over 600 people vaping,
- Refused travel to over 750 people,

- Withdrawn over 360 passes,
- Boarded over 19,680 buses and,
- Interacted with more than 310,400 customers.

7.8. The TSEO 24/7 support to Night Bus also commenced in September and has been well received by drivers and customers. 1,648 patrol hours have been delivered, with 38 incidents attended and 7 people safeguarded.

7.9. The overall rolling 12-month rate of incidents for September has risen slightly to 46 per million passenger journeys, this remains just within the current baseline (of expected levels) and continues to be driven by increased reporting primarily relating to Bus.

7.10. However, the rate of incidents on bus has reduced this month, following the start of the academic year and re-commencement of the TravelSafe educational programme, with over 4,000 students engaged to-date.

7.11. A joint operation was undertaken in September between Beryl and GMP, during which over 50 Starling Bikes were recovered; some of which are believed to be from addresses linked to wider criminality. Beryl are working with GMP to share tracking information to support the evidential case file.

## **8. Bee Network Fares, Ticketing and Customer Experience**

### **Fares and Ticketing**

8.1. Key to the success of the Bee Network are integrated, affordable and simple fares and ticketing products, aimed at supporting more people to travel for less, with back-office systems that do the hard work to make life easier for customers.

8.2. Following the implementation of the final phase of bus franchising on 5 January 2025, GMCA will be able to set fares and introduce and amend ticketing products across the Bee Network, without the need to negotiate with commercial operators. Importantly, it also allows GMCA to integrate fares and ticketing so that passengers can move seamlessly between Bee Network buses and trams, with an ambition to integrate cycle hire and GM rail in future.

8.3. At its meeting in July 2024, GMCA approved a reduction to the price of a number of Bee Network bus fares, from 5 January 2025, as follows:

- A reduction to the price of 7-day Bus Travel on Bee Network Services from £21 Adult/£10.50 Child to £20 Adult /£10 Child; and
- A reduction to the price of 28-day Bus Travel on Bee Network Services from £85.40 Adult/£42.70 Child to £80 Adult /£40 Child.
- And also approved the introduction of a paper ‘Hopper’ single ticket for Bee Network bus users.

- 8.4. In September, GMCA approved the introduction of ‘pay as you go’ (PAYG) contactless ticketing and multi-modal capped fares across bus and Metrolink from March 2025. PAYG will provide greater flexibility for customers who will not need to plan and purchase travel in advance and will simply be able to touch-on / touch in and out (on bus and Metrolink) with their contactless bank card or device and know they will be charged the appropriate capped fare.
- 8.5. PAYG on bus will also include the benefits of the Hopper Fares, so anyone travelling on multiple buses within an hour will only be charged the single Hopper fare, mirroring the paper version that will be introduced in January 2025.
- 8.6. The bus and multi modal PAYG will operate initially with adult fares only (as is the case currently for Metrolink and other schemes, including Transport for London’s).
- 8.7. The scheme will be introduced alongside a detailed engagement and training programme, and extensive customer communications to ensure that customers understand how to benefit from this new, easier way to travel.
- 8.8. Further improvements were approved by the GMCA in September 2024 including:
- An Adult Bee Bus Annual ticket, priced at £800, (which equates to the cost of 10, rather than 13, 28 day tickets) will be introduced from January 2025;
  - An innovative scheme with Credit Unions to enable those who may not be able to afford the initial outlay of an annual product to benefit from the value that the annual ticket offers;
  - Extension of the recompense scheme to Tranche 3 passenger to mitigate any negative impact of the transition to Bee Network fares; and
- 8.9. Work continues with Shadow Great British Railways to develop the first phase of pay-as-you-go contactless payments on the parts of the GM network.

## **Customer Experience**

- 8.10. The Bee Network app has been downloaded 6280k times and has 178k weekly active weekly users. The app allows users to plan their journeys, track buses across Greater Manchester, access live departure times, find their nearest bus or tram stop and leave feedback via Rate My Journey. Since launch 12.9m buses have been tracked and 1.3m journeys planned.
- 8.11. Work continues to improve the app in response to customer feedback and to incorporate additional functionality.
- 8.12. Satisfaction with fares has jumped from 63% in 2022 to a record high of 82% (based on TfGM fares survey and since the inception of the survey in 2016).
- 8.13. Customer satisfaction overall is at 78% and 'very satisfied' has been steadily rising since franchising. Nearly  $\frac{3}{4}$  of people think the Bee Network is something to be proud of and 3 in 4 people think that it's run in the interest of the people of Greater Manchester.
- 8.14. A Customer Experience Strategy is currently being developed to encourage more people to use the Bee Network. The Strategy aims to put customers at the heart of everything we do by listening to customers, ensuring that decisions are based on customer need and impact, and by striving for excellence at all points of the customer journey.

## **9. Transport Infrastructure Pipeline**

- 9.1. Based on the indicative allocations advised by the previous Government, the Transport Infrastructure Pipeline has an anticipated aggregate financial value of between £3.5bn and £4bn to the end of the financial year 2031/32. The Pipeline will deliver a wide range of infrastructure schemes to improve the performance, resilience and customer experience of using the Bee Network, including a world-class walking, wheeling and cycling network; expanded cycle hire and loan services, new stations, stops and interchanges; bus priority measures, systems to support integrated ticketing; and asset renewal to maintain and improve network safety and resilience.
- 9.2. Work to develop and deliver transport infrastructure pipeline schemes continues at pace. To date, CRSTS funding has contributed to the delivery of the new Stockport Mixed Use scheme (comprising the Transport Interchange, cycle ramp, bridgescape link to the rail station, 196 residential apartments and a 2 acre public park), zero emission electric buses, customer and ticketing improvements, a range of ongoing

active travel improvements and a range of Bus Infrastructure schemes across GM, including over 100 traffic signal and junction upgrades, improvements to pedestrian facilities at 11 locations across GM and a range of minor pinch point schemes and bus stop upgrades to support more reliable bus journeys and better access to bus services.

- 9.3. In addition, CRSTS funding is also playing an important role in sustaining the current network, to ensure that it remains safe, efficient and reliable for customers. This has seen significant highways maintenance work and Metrolink renewals activity in recent months, in particular in Manchester City Centre, and this remains an ongoing programme of work.
- 9.4. Works are also currently on site to deliver a Streets for All scheme in Ancoats, Access for All schemes at Daisy Hill and Irlam rail stations, and further Bus Infrastructure improvements across the city region, including a new red route and red route clearway in Trafford.
- 9.5. Further updates on the Transport Infrastructure Pipeline will be brought to the Committee on a regular basis.

## **10. Strategy and Reform**

- 10.1. Delivery of the Bee Network will require ambitious strategy, innovative policy and careful, long-term planning, driven by insight and engagement with key stakeholders.

### **Local Transport Plan Refresh**

- 10.2. The city region's transport ambitions are articulated in our Local Transport Plan (LTP), the Greater Manchester Transport Strategy 2040. Working closely with the ten GM authorities, GMCA and other key partners, TfGM is leading a refresh of this important document. The updated LTP will reflect the creation of the Bee Network as an integrated public transport and active travel system, and will reflect its role in supporting wider city region ambitions e.g. in support of Greater Manchester's 2038 net zero carbon target. A draft, refreshed LTP is expected to be completed by Summer 2025.



## **Rapid Transit Strategy**

- 10.3. At its meeting in July 2024, the GMCA approved the draft Rapid Transit Strategy, which sets out how fast and frequent mass transit will support the integrated Bee Network. The Strategy sets out:
- our vision for rapid transit and why there's a case for change;
  - what we need in broad terms, and how we'll seek to deliver it in more detail;
  - the 8 rail corridors to be integrated into the Bee Network by 2028; and
  - c.15 emerging priorities for expansion of the rapid transit system.
- 10.4. The strategy focuses on sustaining, growing and transforming the city region's rapid transit system. Its contents are expected to be formally adopted via the process to create the updated LTP.

## **GM Rail Integration and Reform**

- 10.5. The rail network plays a key role in supporting growth as the most efficient way of moving large numbers of people to and between the city and regional centres.
- 10.6. Having a modern, fit-for-purpose rail network is crucial to delivering economic growth, prosperity and opportunities. By integrating and embedding rail into the Bee Network, we can make the GM public transport system more than the sum of its parts.
- 10.7. GMCA's 'Trailblazer' deeper devolution deal with central government commits the government to support the development of a new partnership between Greater Manchester and Great British Railways (GBR), "to support the delivery of the Bee Network by 2030, which will see:
- full multi-modal fares and ticketing integration;
  - co-branding and common customer information;
  - 'pay as you go' ticketing;
  - better integration of local stations;
  - identification of opportunities for regeneration and development,
  - greater access to local rail data; and
  - giving GMCA the opportunity to sponsor infrastructure and service enhancement schemes.
- 10.8. In line with the Trailblazer Devolution Deal, TfGM has been working with railway partners to achieve preliminary integration of the '8-priority corridors' into the Bee

Network by 2028. This will significantly enhance the current customer rail offering through greater modal integration, accessibility, enhancements in performance, with an ambition to increase annual patronage on eight core Bee Network rail lines by up to 1.2 million journeys within four years, leading to increased revenue and reduced subsidy.

- 10.9. In the long-term Greater Manchester's statutory role remains to be defined and different options will bring different levels of control, flexibility and risk. TfGM is currently developing these options with the Shadow GBR on the basis that statutory powers and, importantly, associated funding is required to specify, commission and deliver railway services.
- 10.10. Following consideration by this Committee in September 2024, GMCA approved further engagement with HMG, rail partners and others to explore and influence legislative and structural options that would achieve GM ambitions for rail integration. TfGM is also in detailed discussions with DfT and GBR regarding the roll out of 'pay as you go' across GM, which would see rail passengers benefit from integration with the Bee Network.

### **School Travel Strategy**

- 10.11. Work is currently underway to develop a School Travel Strategy, setting out Greater Manchester's ambition to support more young people to travel to school by active travel and public transport, building on the benefits of the integrated Bee Network. The Combined Authority is due to receive a report on the draft strategy at its October meeting and a period of consultation and engagement is planned for later in 2024. The draft strategy will support GM's wider education and skills ambitions, including creation of the MBacc, the Greater Manchester Baccalaureate.

## **11. Beyond the Bee Network**

### **GM Integrated Settlement**

- 11.1. TfGM and GMCA officers are working together to shape the outcomes framework that will govern the Integrated Settlement, a single funding settlement to GM along the lines of those received by government departments, which will allow GM to target funding better to support local priorities. Transport funding is a key part of the settlement, which will be critical in supporting delivery of the Bee Network and other

transport ambitions. Further information about the Integrated Settlement is anticipated alongside the Autumn Budget on 30<sup>th</sup> October.

### **GM Growth Programme**

- 11.2. Close, joint working is also in place to support the delivery of the city region's six growth locations. Over the coming years, investment in transport – and the Bee Network – will play an important role in unlocking the opportunity of these sites and realising the benefits for Greater Manchester residents and businesses.

### **High Speed Rail and Rail Infrastructure**

- 11.3. GM partner authorities, including Manchester Airports Group, are working with the DfT to take forward the Northern Powerhouse Rail (NPR) programme.
- 11.4. A new Liverpool - Manchester Railway Board, chaired by the Greater Manchester and Liverpool City Region Mayors has now been established to maximise the economic and social benefits of that part of NPR between the Liverpool City Region and Greater Manchester. The Board has already held its first two meetings and launched an initial Growth Report "A new Liverpool-Manchester Railway – Building a route to prosperity" which identifies the initial scope of the growth opportunities presented by the Liverpool Manchester Railway (LMR). A Partnership Board has also been established, chaired by former Rail Minister Huw Merriman, which will support the work of the main Railway Board.
- 11.5. Authorities along the new Liverpool Manchester railway continue to pursue enhanced engagement, joint working and information sharing with DfT and their agents to drive a place-based, collaborative approach to all aspects of development for this railway.
- 11.6. A private consortium commissioned by the Mayors of Greater Manchester and the West Midlands to review the role of enhanced connectivity in catalysing growth, skills, and jobs across their city-regions, has completed its study and published its final report ([Midlands-North West Rail Link \(midlandsnorthwestrailink.co.uk\)](https://midlandsnorthwestrailink.co.uk)). The report concludes that a Midlands-North West Rail Link (MNWRL) should be built, in stages and in partnership with private investors. The consortium identified a solution which still provides the capacity and connectivity benefits of HS2, but at a far lower cost. The consortium are seeking to work with the combined authorities and private sector to establish a Steering Group to develop a feasibility study 'at pace' over the next six months.

11.7. Finally, officers continue to engage with Government and the Department for Transport to address some of the long standing issues with rail infrastructure impacting GM including capacity challenges on the West Coast Mainline and in central Manchester, and reviewing freight opportunities to improve access to free ports and to support regeneration.

## GMCA Overview and Scrutiny Committee

Date: 23 October 2024

Subject: A Housing First Greater Manchester

Report of: Paul Dennett, Deputy GM Mayor and Portfolio Lead for Housing First and Andrew McIntosh, Director of Place, GMCA

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### Purpose of Report

To set out the Housing First vision for Greater Manchester, the challenges of the current housing crisis and the headline measures the unit will help drive to build a new system and to inform the Committee of the launch of the Housing First Unit.

### Recommendations

The GMCA Overview & Scrutiny Committee is requested to:

1. Welcome the launch of the Housing First Unit and comment on the proposed Housing First vision for Greater Manchester,
2. Note the GMCA's ambition to drive forward growth and increase housing supply by delivering 75,000 new homes in the current Parliament, including 10,000 Truly Affordable Net Zero (TANZ) homes, subject to necessary support from Government.
3. Note the potential for GM Housing Investment Loan Fund surpluses to significantly assist in work to deliver the Housing First vision.

## Contact Officers

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Mary Gogarty: [mary.gogarty@greatermanchester-ca.gov.uk](mailto:mary.gogarty@greatermanchester-ca.gov.uk)

# Equalities Impact, Carbon and Sustainability Assessment:

Recommendation - Key points for decision-makers																																							
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## Carbon Assessment

Overall Score  

Buildings	Result	Justification/Mitigation
New Build residential	<span style="background-color: #008000; color: white; padding: 2px 10px;"> </span>	The proposal is at an early stage and sets out an ambition which if delivered, will involve high levels of new housing delivery and improvements to a large number of existing homes. Although this means that specifics are not currently available, Plans to build net zero new homes and to retrofit existing homes will contribute to a reduction in carbon emissions from housing, which is a major source of carbon emissions currently in GM.
Residential building(s) renovation/maintenance	#DIV/0!	The proposal is at an early stage and sets out an ambition which if delivered, will involve improvements to a large number of existing homes. As such the specifics are not available
New build non-residential (including public) buildings	N/A	
<b>Transport</b>		
Active travel and public transport	#DIV/0!	The proposal is at an early stage and sets out an ambition which if delivered, will involve high levels of new housing delivery with different transport connectivity levels. As such the specifics are not available
Roads, Parking and Vehicle Access	#DIV/0!	The proposal is at an early stage and sets out an ambition which if delivered, will involve high levels of new housing delivery with different vehicle access issues. As such the specifics are not available
Access to amenities	#DIV/0!	The proposal is at an early stage and sets out an ambition which if delivered, will involve high levels of new housing delivery with different amenities. As such the specifics are not available
Vehicle procurement	N/A	
<b>Land Use</b>		
Land use	#DIV/0!	The proposal is at an early stage and sets out an ambition which if delivered, may involve different habitats. As such the specifics are not available

No associated carbon impacts expected.		High standard in terms of practice and awareness on carbon.		Mostly best practice with a good level of awareness on carbon.		Partially meets best practice/ awareness, significant room to improve.		Not best practice and/ or insufficient awareness of carbon impacts.
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## **Risk Management**

N/A

## **Legal Considerations**

N/A

## **Financial Consequences – Revenue**

N/A

## **Financial Consequences – Capital**

N/A

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

## **Background Papers**

### **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

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

N/A

## **1. Introduction/Background**

- 1.1 This report marks the launch of the GM Housing First Unit, which will take a new approach to solving the housing crisis in Greater Manchester; we are calling for all partners including both the public and the private sector to collaborate with us to achieve the housing and economic growth the city region needs.
- 1.2 In order to achieve the bold Housing First ambitions set out in the Mayor’s manifesto – and in support of the new Government’s national ambitions – it is clear that we cannot continue with business as usual in the housing system. The housing crisis is complex, multi-faceted and falls across the remits of multiple public sector organisations at local and national level, so it follows that progress will only be made with a radical, structured and coordinated approach, with multiple connected interventions rather than a small number of ‘silver bullets’.
- 1.3 Success in tackling the housing crisis is important in itself, but would also enable us to maximise our contribution to economic growth, relieving cost pressures on our local authorities through more targeted, strategic upstream interventions.

## **2. The Housing First Vision**

- 2.1 It is proposed that the vision for Greater Manchester as a Housing First city region is expressed as follows:

The security of a good home is a fundamental foundation for us all to achieve our ambitions in life – our safe space for growing up, getting on and growing old.

The housing crisis means that too many of us don’t have that solid base, and our bold aspirations for the future won’t happen unless we fix that. So in Greater Manchester, we are putting Housing First.

Our ambition is for everyone in Greater Manchester to live in a home they can afford that is safe, secure, healthy and environmentally sustainable - a healthy home for all by 2038.

### **3. The housing system in Greater Manchester: what needs to change**

- 3.1 In Greater Manchester there are not enough new homes being built for those that need them, and delivery is not currently at the pace required to meet our ambitions, or those of the government, which has recognised the need to accelerate the delivery system. Land values are often relatively low, and it is difficult to capture the value that new housing brings to the area. There are some parcels of land that are owned by the local authorities and other public bodies, but it's not easy to assemble these into coherent strategic sites.
- 3.2 The building of new affordable homes is hampered by the capacity of the small number of players in the market, and restrictions on funding; those affordable homes which are built are not necessarily within the reach of our residents, who are often not able to afford to rent and run them with a need to increase delivery of socially rented homes. In general, there is a lack of skills across the housing delivery system, making all of these processes more difficult.
- 3.3 Across the city region there are a large number of poor-quality homes, especially Private Rented Sector (PRS) and owner-occupied homes. Where landlords are allowing their properties to get into a state of disrepair, there is a lack of enforcement capacity and capability locally to ensure that these homes are brought back up to safe, warm and decent standards. Furthermore, in the wake of the Grenfell Tower Inquiry Phase 2 Report, it is clear that ending the building safety crisis as quickly as possible is a key challenge for the city region.
- 3.4 Homes are often cold, damp and difficult to heat due to poor energy efficiency, there is a lack of coherent, consistent funding support for retrofit in the private sector, and a piecemeal approach in social housing, which makes decarbonising the housing stock and ensuring homes are safe and warm in this area difficult.
- 3.5 In the long-term, we need to tackle poor quality housing as a health inequality through cross-sector regeneration approaches, which are not currently in place. There are too many people in Greater Manchester whose housing issues and lack of access to the right support are a barrier to the resolution of other issues they face. Nationally, health priorities and investment are reactive rather than focused on long-term primary prevention and wider determinants of health and supporting people to live healthy lives.
- 3.6 Furthermore, the welfare and asylum systems are barriers to people being able to afford and sustain long-term, settled housing. Many people need to access supported

accommodation, and there are barriers to developing this across all cohorts of people who need it, including a lack of long-term commissioning certainty and funding shortfalls.

- 3.7 For those who need acute housing support, such as those who have been homeless or are experiencing multiple disadvantage, there is piecemeal and fragmented funding for the support they need. The cost of this approach is clearly outlined in the paper on Temporary Accommodation in Greater Manchester, also on the agenda for today's meeting, and it indicates there will be the opportunity to make public sector cost saving through driving delivery of appropriate accommodation solutions.

#### **4. GM Housing Investment Loan Fund (GMHILF)**

- 4.1 GMHILF was established in 2015 as a £300m loan from MHCLG (previously DLUHC) to deliver a target of 10,000 new homes in Greater Manchester. Since its launch, the Fund has considered detailed proposals for lending to 131 schemes, with 103 of these having progressed to a funding approval. Funding approvals totalling £1.2bn have been made by the GMCA since the Fund's inception, of which £885m has been contracted to date.
- 4.2 The primary objective of the GMHILF is the creation of new homes in the Greater Manchester area and it should exceed its target of delivering 10,000 homes in the Greater Manchester area by the time that the fund closes in 2028, with the current total of new homes being 11,073. Other objectives include supporting SME developers and generating income for the GMCA to support wider housing priorities.
- 4.3 The terms of the GMHILF require it to be operated on a commercial basis, and this approach results in the generation of a surplus to GMCA through fees and interest being paid on the loans made.
- 4.4 Income that is generated and retained through the investment funds has been used to fund the investment and delivery teams, with the balance ringfenced to support wider housing priorities which to date have included supporting the establishment of the Good Landlord Charter, adding capacity to local authority housing enforcement teams including through a dedicated apprenticeship programme, and work on our Growth Locations.
- 4.5 The operation of the Fund over the last 9 years has allowed surpluses to be built up which will be available to further develop both the Housing First Unit and the roadmap to the new housing system needed to achieve our ambitions for the city region.

4.6 The GMHILF is currently set to close for new investment in March 2025, after which GMCA will be unable to use it to award loans. There will be a three-year runoff period when loans will continue to be repaid which will end in 2028. However, we are seeking the new Government's agreement to an extension of the GMHILF, and to additional flexibilities in the ways it can be used.

## 5. Building the new system

5.1 Alongside a national long-term housing strategy announced in August 2024, GMCA is developing a roadmap that points to how we can rebuild, rewire and restore the housing system in Greater Manchester, and blaze the trail for others to follow. It focuses on three key pillars:

- **Supply:** Working at GM level to offer direct and indirect support to drive the delivery of housing supply to ease the housing crisis and contribute to economic growth, including particularly developments which bring forward or enable the construction of TANZ homes and new specialist and supported housing.
- **Standards:** Working at GM level to support the development and delivery of interventions to ensure existing homes are safe, secure, healthy and affordable across all tenures.
- **Support:** GM level activity that transforms how residents are supported to live healthy, independent lives at home, that integrates services and improves ways of working, delivering better outcomes and reducing costs within wider public services. This is integral to and will be closely aligned with the Live Well model.

5.2 The crisis can only be addressed through a system response driven by partners collaborating across these three pillars. Both national and local system changes will be required to drive the integration and innovation required to solve the housing crisis.

### Supply

5.3 With capability to access land and capture its value, increasing the capacity of the many organisations that make up the delivery system, backed up by the right mix of investment and policy change, we can substantially accelerate the delivery of new homes, including affordable homes.

- 5.4 While the private sector is critical to delivering our ambitions, to achieve the acceleration in pace of delivery there is a clear need for the public sector to drive development and delivery through comprehensive, place based development. This will require the acquisition of land alongside the utilisation of public sector assets as part of our Growth Location programme. We will work with public bodies through our Land Commission to release more land for housing and economic development. Combined with an approach to capture of value from delivery of housing we can deliver much more strategically.
- 5.5 Flexibilities through our Integrated Settlement aligned with a new commissioning model and relationship with Homes England combined with certainty and control of a more flexible new Affordable Homes Programme, and an extension and greater flexibilities for the GM Housing Investment Fund will enable the us to unlock the new market and affordable homes needed to drive growth, as well as deliver our net zero carbon priorities.
- 5.6 Action to strengthen capacity and capability in the whole development system, including Councils and the CA, developers, social housing providers and the construction supply chain will support our local efforts to invest in local capacity and skills, giving confidence in pipeline through our Growth Locations work and to support TANZ delivery.
- 5.7 Policy changes at a national level will support confidence in the development system, with protections from Right to Buy for new build social housing, long term clarity on social housing rents, and a review of the effectiveness of Local Housing Allowance as a system.
- 5.8 The Mayor has set a challenge to deliver 75,000 new homes in the new Parliament, including the delivery of 10,000 Truly Affordable Net Zero (TANZ) homes. The 75,000 new homes over a five year period would represent accelerated delivery above our adopted Places for Everyone targets. GMCA officers are working on a proposal for submission to Government for the delivery of 10,000 TANZ homes, setting out the support which would be required from Government – in financial and other terms – to unlock that scale and pace of accelerated delivery of net zero homes for the GM residents who need them most.

## **Standards**

- 5.9 Strengthened enforcement powers locally to tackle poor quality private rented (PRS) homes, alongside building in certainty and capability in the delivery of home improvements and the provision of aids and adaptations in the home would form a

strong basis for cross-tenure, long-term retrofit and regeneration approaches, putting health at the heart of our communities.

- 5.10 Alongside the improved Decent Homes Standard extended to PRS, the Renters' Rights Bill presents an opportunity to further strengthen the regulatory framework in the PRS, including maximising the potential of the national landlord register to drive self-regulation and improvement, and to enhance the ease of use and pace and impact of enforcement options open to authorities. With the introduction of the right to request a GM Property Check and pilots to work differently on issues such as illegal evictions, we have a chance to work across the public sector to rapidly improve PRS standards.
- 5.11 Devolution of the announced Warm Homes Plan to GM as a specific targeted preventative health intervention aligned with a social housing grant settlement would support efforts to take a cross-tenure, long-term approach to retrofitting existing stock. This sits with our work with partners including the NHS, GM authorities and GM Housing Providers on innovative funding and procurement for delivery of warm and healthy homes adaptations services. These could be accelerated via commitment to continued uplift and sustainability of Disabled Facilities Grant (DFG) funding, and flexibilities around deployment of DFG as part of flexible packages of improvement and support.
- 5.12 Aligning the Greater Manchester High Rise and Building Safety Strategic Oversight Group with the Housing First Unit will enable continued work to support residents living in buildings affected by fire safety issues, and partners across the City Region committed to ensuring their homes are made safe and fit for the future as soon as possible. New burdens funding for local authorities to implement the Building Safety Act will be key to achieving this.

## **Support**

- 5.13 Changes to the way we are able to commission services so it is led by people's needs rather than determined by length of funding rounds would transform our ability to provide people with the support and security they need on a long-term basis and would de-risk new supported housing delivery by providing confidence to the market.
- 5.14 NHS GM ambitions to reduce health inequalities and truly invest in prevention can only be achieved through more flexibility in how budgets can be deployed. Joint investment in the wider determinants of health, including housing solutions, in pursuit

of jointly agreed objectives, would drive transformation and avoid costs in the wider NHS.

- 5.15 The most effective way to support people is through integrated services that are able to take a holistic approach to people's needs. Expanding the scope of the Integrated Settlement to bring together relevant funding streams in a single place will allow for a comprehensive response to multiple and complex needs, whilst also driving improved integrated working in the wider system.
- 5.16 Greater Manchester is committed to the philosophy of 'Live Well', a community-led approach to health and wellbeing focused on prevention. Integrating the housing system into this model of support will make the most of the sectors unique role in neighbourhoods and the range of activity it undertakes to support people to live healthy lives. The Housing First approach and the Live Well programme, while being two distinct programmes of activity, are intrinsically linked and need to be addressed together to address the broader system issues being faced by residents across GM.

## **6. Next steps: Housing First roadmap and a Housing First Unit**

- 6.1 Our ability to deliver real change rests on the buy in we can achieve from leadership and multiple teams across the GM districts, housing providers and the broader public sector where the duties, powers, assets, budgets and expertise to intervene sit, and from the investment and energy of our private sector partners in the development, construction and related sectors.
- 6.2 Critical to the success of Housing First unit is the co-production with partners of a 'Housing First roadmap' setting out the route to building a more effective housing system. While existing arrangements are in place with public sector partners, there is not a similar structure to engage with the private sector. The GMCA is seeking to engage the private sector in how they can contribute to delivering the GM and national Housing First ambitions and the approaches that would accelerate the delivery of housing.
- 6.3 A key part of this work is to bring together expertise from across the system and partner organisations into a Housing First Unit, to drive this system change. The core of the Unit has been created and is now operational within the GMCA, and we are currently exploring the additional activities that could be delivered by a GM Housing First Unit. The aim is to identify those topics, projects or programmes which are required to deliver our ambitions where bringing people together at a GM level is the best route forward. Specifically this will align existing activity around Growth



Locations and the Land Commission with the Housing First agenda. There is a rich history of collaborative working to build upon in the housing sector in GM, but we are aiming to bring a greater degree of strategic ambition, alignment and innovation alongside a real focus on practical work that will make a direct difference to GM residents' lives in the short, medium and long term. The GMCA is proud to launch the Housing First Unit and welcomes direct engagement from public and private sector organisations wishing to engage with and support the GMCA in delivering the Housing First vision.

- 6.4 One element of this agenda will be to find alternative resources to deploy in support of the Housing First ambitions, over and above those that sit behind the 'business as usual' models. As noted above, the GM Housing Investment Loan Fund surpluses have already helped in bringing additional capacity to support GM local authorities, and that approach can be extended with commitment to continue to use surpluses to support the Housing First activity. We will also explore the potential to lever in other sources of investment such as the GM Pension Fund in support of Housing First objectives.

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## GMCA Overview & Scrutiny Committee

Date: 23 October 2024

Subject: Overview & Scrutiny Committee Work Programme  
and Forward Plan of Key Decisions

Report of: Nicola Ward, Statutory Scrutiny Officer, GMCA

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### Purpose of Report:

To provide an opportunity for the Committee to review their draft Work Programme for October-December 2024 (Appendix A) and provide the Committee with the latest Forward Plan of Key Decisions (Appendix B) to ensure that they are informed of the forthcoming decisions to be taken by the GMCA, GM Mayor or any delegated officer or committee.

This report also includes the areas of interest gathered through a recent work programming activity by members and substitutes of the GMCA Overview & Scrutiny Committee and suggests areas for a task and finish review.

### Recommendations:

The Committee is asked to –

1. Consider the proposed Overview & Scrutiny Work Programme for October-December 2024.
2. Use the Forward Plan of Key Decisions to identify any potential areas for further scrutiny.

**Contact Officer:**

Nicola Ward, Statutory Scrutiny Officer, GMCA

[nicola.ward@greatermanchester-ca.gov.uk](mailto:nicola.ward@greatermanchester-ca.gov.uk)

**GMCA Overview and Scrutiny draft Work Programme October – December 2024**

15 October: Information briefing – housing portfolio

23 October

<b>Item</b>	<b>Lead officer/member</b>	<b>Trajectory of item</b>	<b>Ask of scrutiny</b>
Housing First / GM Housing Ambitions	Andy Burnham / Andrew McIntosh		
Local Transport Plan	Andy Burnham / Steve Warrener	Autumn 2024	To provide pre-policy scrutiny to the draft Local Transport Plan

8 November: Information briefing on climate change behaviours

27 November

<b>Item</b>	<b>Lead officer/member</b>	<b>Trajectory of item</b>	<b>Ask of scrutiny</b>
6 month review of the T&F recommendations	Andrew McIntosh	tbc	
Skills focus of the Devolution Deal	<b>Eamonn O'Brien</b> /Gemma Marsh		To consider the opportunities for the work and skills portfolio arising from the GM trailblazer deal
Manchester Baccalaureate	<b>Eamonn O'Brien</b> /Gemma Marsh		To influence the current proposals for a wider technical education offer in GM

Universal Support and Employer Support	<b>Eamonn O'Brien</b> /Gemma Marsh	GMCA September	To consider the Universal Support and Employer Support schemes and where/how they could make the most impact
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9 December: Information briefing on GM budgets

11 December

<b>Item</b>	<b>Lead officer/member</b>	<b>Trajectory of item</b>	<b>Ask of scrutiny</b>
Growth Locations / Growth Plan	Andrew McIntosh / John Wrathmell	tbc	

**Items to schedule as requested by elected members:**

- Progress on the T&F review of Integrated Water Management
- Homelessness
- The development of co-operatives
- Social cohesion
- The regeneration of Greater Manchester's high streets
- Activities and opportunities for young people
- GMCA relationship with schools/academies - how we support them as they take on so much more support - the increasing amount of SEND provision needed - the increase in bullying - the increase in NEETs
- Digital inclusion
- Housing – especially regarding affordable housing
- Safety of Women and Girls and the extent to which this is considered in GM policy design and implementation
- GM Environment Plan
- The devolvement of Universal Support and how the GMCA works with the DWP

- MBacc, how to offer inclusivity and support for all young people possibly removing the need for SEN support, and reducing NEET, how it links into other issues such as prevention of mental health, anti-social behaviour etc
- Communication/interaction between GMCA and LAs at a councillor and resident level and how this might change with the single settlement, looking at issues we could centralise, how LAS maintain their own autonomy while working closely with GMCA, so we can work together and make the best use of our resources
- Good landlord charter and its role in creating fair rents

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## What is a Forward Plan of Key Decisions?

The Register is a published list of the key decisions which are due to be taken by the:

- Greater Manchester Combined Authority (GMCA)
- Greater Manchester Elected Mayor
- Joint GMCA & AGMA Executive Board
- Transport for Greater Manchester Committee
- GMCA Resources Committee
- GMCA's Waste & Recycling Committee
- Statutory Officers of the GMCA

These decisions must be published on the Register at least **28 clear days before the decision is to be taken**, whether in public or private. The Register is updated at least once a

## What is a Key Decision?

A key decision defined by 'the Order' is a decision which, in the view of the Greater Manchester Combined Authority's Overview and Scrutiny Committee, would result in any of the decision makers listed:

- (i) incurring expenditure over £500,000, or making significant savings of £500,000 or more relating to the budget for the service area to which the decision relates; or
- (ii) be significant in terms of its effects on persons living or working in an area of more two or more wards or electoral divisions of Greater Manchester.

## How to find out more on these proposed decisions

The report (other than those which contain confidential or exempt information) relating to these decisions will published on the GMCA's website five working days before the decision is to be made see [www.greatermanchester-ca.gov.uk](http://www.greatermanchester-ca.gov.uk).

For general information about the decision- making process please contact:

Julie Connor - Secretary to the GMCA  
[julie.connor@greatermanchester-ca.gov.uk](mailto:julie.connor@greatermanchester-ca.gov.uk)

<p>month.</p> <p>This Register of Key Decisions has been prepared in accordance with <a href="#">Combined Authorities (Overview and Scrutiny Committees, Access to Information and Audit Committees) Order 2017</a> ('the Order').</p> <p>The Register is published on the GMCA's website <a href="http://www.greatermanchester-ca.gov.uk">www.greatermanchester-ca.gov.uk</a> and hard copies are available at the offices of:</p> <p>Greater Manchester Combined Authority &amp; Greater Manchester Mayor Tootal Buildings Oxford Street Manchester M1 6EU</p>	<p>The GMCA's has an Overview &amp; Scrutiny Committee whose role is to contribute to the development of GMCA's strategies and policies, to scrutinise decisions of the decision-makers listed above and to consider any matter affecting those who live, work, study or run businesses in Greater Manchester.</p>	
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Decision title	What is the decision?	Decision Maker	Planned Decision Dates	Documents to be considered	Portfolio Lead	Lead Director	Officer Contact
<b>Green City Region</b>							
Greater Manchester Environment Plan 2025-30	To approve the Greater Manchester Environment Plan 2025-30.	Greater Manchester Combined Authority	25 Oct 2024	Report with recommendations	Councillor Tom Ross		Mark Atherton mark.atherton@greatermanchester-ca.gov.uk
Net Zero Housing Retrofit Framework Agreement	The Low Carbon Team, in conjunction with the Department for Energy and Net Zero's	Treasurer GMCA	October 2024		Councillor Tom Ross		Nic Langman nic.langman@greatermanchester-ca.gov.uk

Decision title	What is the decision?	Decision Maker	Planned Decision Dates	Documents to be considered	Portfolio Lead	Lead Director	Officer Contact
Page 64	regional Net Zero Hubs, intends to put in place a national Framework Agreement for the retrofit of housing with energy efficiency and low carbon heating measures under several government grant funding schemes. The framework will						

Decision title	What is the decision?	Decision Maker	Planned Decision Dates	Documents to be considered	Portfolio Lead	Lead Director	Officer Contact
Page 65	<p>be for a total of 4 years and be self-funding through an Activity Based Income stream of 1% of contracted spend through the framework charged to suppliers once they secure their first call off contract from the agreement.</p>						
	<b>Transport</b>						

Decision title	What is the decision?	Decision Maker	Planned Decision Dates	Documents to be considered	Portfolio Lead	Lead Director	Officer Contact
<p>Bus Franchising</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 66</p>	<p>To approve the award of:</p> <p>(i) the franchise contracts relating to bus franchising;</p> <p>(ii) contracts for the provision of various franchise scheme related services and goods (including all contracts for</p>	<p>Chief Executive Officer GMCA &amp; TfGM</p> <p>GM Mayor</p> <p>Greater Manchester Combined Authority</p>	<p>Between 1 Oct 2024 and 31 Dec 2024</p> <p>Between 1 Oct 2024 and 31 Dec 2024</p> <p>Between 1 Oct 2024 and 31 Dec 2024</p>	<p>Report with recommendations</p>	<p>GM Mayor Andy Burnham</p> <p>GM Mayor Andy Burnham</p> <p>GM Mayor Andy Burnham</p>		<p>Steve Warrener</p> <p>steve.warrener@tfgm.com</p>

Decision title	What is the decision?	Decision Maker	Planned Decision Dates	Documents to be considered	Portfolio Lead	Lead Director	Officer Contact
Page 67	the provision of equipment, hardware, software and background IT infrastructure that are required to support and/or facilitate the delivery, and ongoing operation, of franchised bus services and the overall franchising scheme); and (iii) contracts						

Decision title	What is the decision?	Decision Maker	Planned Decision Dates	Documents to be considered	Portfolio Lead	Lead Director	Officer Contact
Page 68	for the acquisition and/or lease of land, sites or other assets (comprising real estate or otherwise) in connection with the delivery, and ongoing operation, of franchised bus services and the overall franchising scheme.						
	City Region	To approve	Chief	Between 1	Report and	GM Mayor	Chief



Decision title	What is the decision?	Decision Maker	Planned Decision Dates	Documents to be considered	Portfolio Lead	Lead Director	Officer Contact
Sustainable Transport Settlement (CRSTS)	allocations and Governance and Assurance arrangements for specific schemes as and when required.	Executive Officer GMCA & TfGM  Bee Network Committee	Oct 2024 and 31 Dec 2024  Between 1 Oct 2024 and 31 Dec 2024	recommendations	Andy Burnham  GM Mayor Andy Burnham	Executive Officer GMCA & TfGM	Warrener steve.warrener@tfgm.com
Bus Depot Acquisitions	To negotiate and approve procedural changes for the acquisition of bus depots to support Tranches 2 and 3 bus franchising, within	Chief Executive Officer GMCA & TfGM  Greater Manchester Combined Authority	Between 1 Oct 2024 and 31 Dec 2024  Between 1 Oct 2024 and 31 Dec 2024	28 Delivering the Bee Network - Bus Fares Fleet Depots and CRSTS	GM Mayor Andy Burnham  GM Mayor Andy Burnham		Steve Warrener steve.warrener@tfgm.com

Decision title	What is the decision?	Decision Maker	Planned Decision Dates	Documents to be considered	Portfolio Lead	Lead Director	Officer Contact
	previously approved capital and revenue budgets for bus franchising.						
Page 10 Bus Depot Leases Tranche 2 and 3	To agree the final terms of leases of bus depots both in respect of interim leaseback arrangements to existing operators and the franchise depot	Chief Executive Officer GMCA & TfGM	Between 1 Oct 2024 and 31 Dec 2024	12 Delivering the Bee Network	GM Mayor Andy Burnham		Jacqueline Elliott Jacqueline.Elliott@tfgm.com

Decision title	What is the decision?	Decision Maker	Planned Decision Dates	Documents to be considered	Portfolio Lead	Lead Director	Officer Contact
	subleases to be granted to the franchise bus operators for Tranches 2 and 3.						
Bus Depot Acquisitions Treasurer Decision Tranches 1, 2 & 3	To agree the terms of any agreement between GMCA and TfGM to bring Tranche 1 leases in line with Tranches 2 and 3.	Treasurer GMCA	Between 1 Oct 2024 and 31 Dec 2024	12 Delivering the Bee Network	GM Mayor Andy Burnham		Jacqueline Elliott Jacqueline.Elliott@tfgm.com
Subsidised Services	To approve forthcoming changes to	Bee Network Committee	Between 1 Oct 2024 and 31 Dec 2024	Report with Recommendations	GM Mayor Andy Burnham	Chief Executive Officer GMCA	Stephen Rhodes stephen.rhode

<b>Decision title</b>	<b>What is the decision?</b>	<b>Decision Maker</b>	<b>Planned Decision Dates</b>	<b>Documents to be considered</b>	<b>Portfolio Lead</b>	<b>Lead Director</b>	<b>Officer Contact</b>
	subsidised bus services.	Chief Executive Officer GMCA & TfGM	Between 1 Oct 2024 and 31 Dec 2024		GM Mayor Andy Burnham	& TfGM	s@tfgm.com
Active Travel Programme	Approval to release funding to progress the development and delivery of cycling and walking schemes and programmes.	Bee Network Committee	Between 1 Oct 2024 and 31 Dec 2024	Report with Recommendations	GM Mayor Andy Burnham	Chief Executive Officer GMCA & TfGM	Richard Nickson richard.nickson@tfgm.com
Local Growth Deal ( 1, 2 and 3) six monthly progress	To grant Full or Conditional Approval and/or release	Greater Manchester Combined Authority	Between 1 Oct 2024 and 31 Dec 2024	Report with Recommendations	GM Mayor Andy Burnham	Chief Executive Officer GMCA & TfGM	Steve Warrener steve.warrener@tfgm.com

<b>Decision title</b>	<b>What is the decision?</b>	<b>Decision Maker</b>	<b>Planned Decision Dates</b>	<b>Documents to be considered</b>	<b>Portfolio Lead</b>	<b>Lead Director</b>	<b>Officer Contact</b>
update	funding / approve expenditure and allocate/reallocate funding across the programme for schemes within the Growth Deal 1,2,3 and/or the Transforming Cities Fund.						
Transport Network Planning and Review	To approve the proposed approach to reviewing and	Bee Network Committee	Between 1 Oct 2024 and 31 Dec 2024	Report with recommendations	GM Mayor Andy Burnham		Stephen Rhodes stephen.rhodes@tfgm.com



<b>Decision title</b>	<b>What is the decision?</b>	<b>Decision Maker</b>	<b>Planned Decision Dates</b>	<b>Documents to be considered</b>	<b>Portfolio Lead</b>	<b>Lead Director</b>	<b>Officer Contact</b>
Bee Network Advertising Policy	To review the Bee Network Advertising Policy to ensure it aligns with and support the objectives of the Greater Manchester Strategy.	Bee Network Committee	Between 1 Oct 2024 and 30 Nov 2024	Report with recommendations	GM Mayor Andy Burnham		Steve Warrener steve.warrener@tfgm.com
Trafford Carrington Sustainable Corridor (Active Travel Complementary Measures)	To approve CRSTS funding to continue development of the Trafford Carrington Sustainable	Bee Network Committee	28 Nov 2024	Report with recommendations	GM Mayor Andy Burnham		Douglas Cohen Douglas.cohen@trafford.org.uk

Decision title	What is the decision?	Decision Maker	Planned Decision Dates	Documents to be considered	Portfolio Lead	Lead Director	Officer Contact
	Corridor (Active Travel Complementary Measures) scheme.						
Bury: Radcliffe Town Centre Development Phase 1 (Spring Lane Cyclops)	To approve the Full Business Case and CRSTS funding to deliver Bury's Radcliffe Town Centre Development Phase 1 (Spring Lane Cyclops) Streets for All scheme.	Bee Network Committee	Between 1 Oct 2024 and 31 Dec 2024	Report with recommendations	GM Mayor Andy Burnham		Joanne Betts joanne.betts@bury.gov.uk



<b>Decision title</b>	<b>What is the decision?</b>	<b>Decision Maker</b>	<b>Planned Decision Dates</b>	<b>Documents to be considered</b>	<b>Portfolio Lead</b>	<b>Lead Director</b>	<b>Officer Contact</b>
Hindley Travel Hub including Park and Ride	To approve CRSTS funding to continue development of the Hindley Travel Hub including Park and Ride scheme.	Bee Network Committee	Between 1 Oct 2024 and 31 Dec 2024	Report with recommendations	GM Mayor Andy Burnham		Luke Bramwell Luke.Bramwell@tfgm.com
Integrated Measures Ticketing and Customer	To approve Final Business Cases and CRSTS funding to progress the development and delivery of Integrated	Bee Network Committee	Between 1 Oct 2024 and 31 Dec 2024	Report with recommendations	GM Mayor Andy Burnham		Helen Humble helen.humble@tfgm.com

<b>Decision title</b>	<b>What is the decision?</b>	<b>Decision Maker</b>	<b>Planned Decision Dates</b>	<b>Documents to be considered</b>	<b>Portfolio Lead</b>	<b>Lead Director</b>	<b>Officer Contact</b>
	Measures Ticketing and Customer schemes and programmes.						
Draft School Travel Strategy	To approve the draft School Travel Strategy for public engagement.	Greater Manchester Combined Authority	Between 1 Oct 2024 and 31 Dec 2024	Report with recommendations	GM Mayor Andy Burnham		Martin Lax martin.lax@tfgm.com
<b>Technical Education &amp; Skills</b>							
ESF Skills for Growth Commissioning	To proceed with the procurement and contracting of	Chief Executive Officer GMCA & TfGM	Between 1 Oct 2024 and 31 Dec 2024	Report with recommendations	Councillor Eamonn O'Brien	Treasurer GMCA	Gemma Marsh gemma.marsh@greatermanchester-ca.gov.uk

Decision title	What is the decision?	Decision Maker	Planned Decision Dates	Documents to be considered	Portfolio Lead	Lead Director	Officer Contact
	providers and activity relating to the GM Skills for Growth programme.						
<p>Skills Bootcamps 2024 - 2025: Contract extensions for wave 4 providers to continue delivery into wave 5. Wave 5 commissioning</p>	<p>To extend current contracts of wave 4 providers to continue to deliver into wave 5 of the Skills Bootcamps Programme</p>	<p>Treasurer GMCA</p>	<p>Between 1 Oct 2024 and 31 Dec 2025</p>	<p>National Skills Funding (CA report Feb 2023)</p>	<p>Councillor Eamonn O'Brien</p>		<p>Hannah Vincent hannah.vincen t@greaterman chester- ca.gov.uk</p>

<b>Decision title</b>	<b>What is the decision?</b>	<b>Decision Maker</b>	<b>Planned Decision Dates</b>	<b>Documents to be considered</b>	<b>Portfolio Lead</b>	<b>Lead Director</b>	<b>Officer Contact</b>
Page 80	To proceed with the procurement and contracting of providers and activity relating to the GM Skills Bootcamps Programme.						
Grant Award to the 10 Local Authorities for the GM In-Work Progression Service	Decision to grant all 10 Local Authorities £200,000 each per year for two years to fund the GM	Treasurer GMCA	Between 1 Sep 2024 and 31 Oct 2024	Report with recommendations	Councillor Eamonn O'Brien		Gemma Marsh gemma.marsh@greatermanchester-ca.gov.uk

Decision title	What is the decision?	Decision Maker	Planned Decision Dates	Documents to be considered	Portfolio Lead	Lead Director	Officer Contact
	In-Work Progression Service (an expansion of the Tameside In-Work Progression Pilot).						
<b>Resources and Investment</b>							
Greater Manchester Business Funds	To conditionally approve business investments to proceed to due diligence and/or note commercial	Greater Manchester Combined Authority	Between 1 Oct 2024 and 31 Dec 2024	Report with Recommendations	Councillor David Molyneux	Chief Executive Officer GMCA & TfGM	Kirsteen Armitage kirsteen.armitage@greatermanchestre-ca.gov.uk

Decision title	What is the decision?	Decision Maker	Planned Decision Dates	Documents to be considered	Portfolio Lead	Lead Director	Officer Contact
	changes to existing investments, including where relevant negotiated settlements.						
GM UKSPF Programme - Progress and Performance Management Process	Share progress to date on the GM UKSPF programme and seek agreement for a programme management process for 2024/5	Greater Manchester Combined Authority	Between 1 Oct 2024 and 31 Dec 2024	Report with recommendations	Councillor David Molyneux		Alison Gordon alison.gordon@greatermanchester-ca.gov.uk
Revenue and	Approve	Greater	25 Oct 2024	Report with	Councillor		Steve Wilson

Decision title	What is the decision?	Decision Maker	Planned Decision Dates	Documents to be considered	Portfolio Lead	Lead Director	Officer Contact
capital budget updates	revisions to revenue budget and capital programme.	Manchester Combined Authority  Greater Manchester Combined Authority	28 Feb 2025	recommendations	David Molyneux  Councillor David Molyneux		Steve.Wilson@greatermanchester-ca.gov.uk
GMCA 1112: The supply of Dell Hardware products (laptops and desktops) for GMFRS and the CA	Approval to award a direct award contract under an NHS Shared Business Services Framework for the continues supply of Dell	Treasurer GMCA	Between 1 Sep 2024 and 31 Oct 2024	Contract Award Recommendation Report (internal)	Councillor David Molyneux		Sam Pickles Picklessj@manchesterfire.gov.uk

Decision title	What is the decision?	Decision Maker	Planned Decision Dates	Documents to be considered	Portfolio Lead	Lead Director	Officer Contact
	Hardware Products.						
<b>Housing</b>							
GM City Deal Receipts - Investment Approval Recommendations	The approval of investments funded with City Deal Receipts received from Homes England.	Greater Manchester Combined Authority	Between 1 Oct 2024 and 31 Dec 2024	Report	Councillor Gerald Cooney		Michael Walmsley Michael.Walmsley@greatermanchester-ca.gov.uk
GM Brownfield Programme	The allocation of funding from GMCA's brownfield programme to residential	Greater Manchester Combined Authority	Between 1 Oct 2024 and 31 Dec 2024	Report with recommendations	Councillor Gerald Cooney		Michael Walmsley Michael.Walmsley@greatermanchester-ca.gov.uk



<b>Decision title</b>	<b>What is the decision?</b>	<b>Decision Maker</b>	<b>Planned Decision Dates</b>	<b>Documents to be considered</b>	<b>Portfolio Lead</b>	<b>Lead Director</b>	<b>Officer Contact</b>
	developments in GM.						
Greater Manchester Housing Funds	To conditionally approve housing investments to proceed to due diligence and/or note commercial changes to existing investments	Greater Manchester Combined Authority	Between 1 Oct 2024 and 31 Dec 2024	Report with Recommendations	Councillor Gerald Cooney	Chief Executive Officer GMCA & TfGM	Michael Walmsley Michael.Walmsley@greatermanchester-ca.gov.uk
Agreement to using further Greater Manchester Housing	To agree the further use of Greater Manchester Housing	Greater Manchester Combined Authority	Between 1 Oct 2024 and 31 Dec 2024	Report with Recommendations	Councillor Gerald Cooney	Chief Executive Officer GMCA & TfGM	Michael Walmsley Michael.Walmsley@greatermanchester-

<b>Decision title</b>	<b>What is the decision?</b>	<b>Decision Maker</b>	<b>Planned Decision Dates</b>	<b>Documents to be considered</b>	<b>Portfolio Lead</b>	<b>Lead Director</b>	<b>Officer Contact</b>
Investment Loan Fund surpluses	Investment Loan Fund (GMHILF) surpluses to support the delivery of the GM Housing Strategy						ca.gov.uk
Greater Manchester Property Funds	To conditionally approve property investments to proceed to due diligence and/or note commercial changes to existing	Greater Manchester Combined Authority	Between 1 Oct 2024 and 31 Dec 2024	Report with Recommendations	Councillor Gerald Cooney	Chief Executive Officer GMCA & TfGM	Andrew McIntosh andrew.mcintosh@greatermanchester-ca.gov.uk

Decision title	What is the decision?	Decision Maker	Planned Decision Dates	Documents to be considered	Portfolio Lead	Lead Director	Officer Contact
	investments.						
<b>Digital</b>							
GM One Network Connectivity Partner(s)	To agree and award the contract for the GM One Network connectivity tender.	Greater Manchester Combined Authority	25 Oct 2024	Report with recommendations	Councillor Nicholas Peel		Luke Smith luke.smith@greatermanchester-ca.gov.uk

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