

**MINUTES OF THE GREATER MANCHESTER COMBINED AUTHORITY  
CORPORATE ISSUES AND REFORM OVERVIEW & SCRUTINY COMMITTEE  
HELD TUESDAY 15 NOVEMBER 2021, GMCA, 6.00 PM**

**PRESENT:**

Councillor Tim Pickstone	Bury (Chair)
Councillor Nathan Boroda	Bury
Councillor Samuel Rimmer	Bolton
Councillor Colin McLaren	Oldham
Councillor Gina Reynolds	Salford
Councillor Wendy Wild	Stockport
Councillor John McGahan	Stockport
Councillor Teresa Smith	Tameside
Councillor Jill Axford	Trafford
Councillor Nathan Evans	Trafford
Councillor Joanne Marshall	Wigan

**OFFICERS IN ATTENDANCE:**

Andy Burnham	Greater Manchester Mayor
Kevin Lee	Director, Greater Manchester Mayor's Office, GMCA
Andrew Lightfoot	Deputy Chief Executive, GMCA
Steve Wilson	GMCA Treasurer
Rachel Rosewell	GMCA Deputy Treasurer
John Wrathmell	Director, Economy, Strategy and Policy, GMCA
Joanne Heron	Statutory Scrutiny Officer, GMCA
Jenny Hollamby	Governance & Scrutiny Officer, GMCA

BOLTON  
BURY

MANCHESTER  
OLDHAM

ROCHDALE  
SALFORD

STOCKPORT  
TAMESIDE

TRAFFORD  
WIGAN

**CI&R/35/21                    WELCOME AND APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors Stuart Hartigan (Bolton), Lee-Ann Igbon (Manchester), Sam Al-Hamdani and Hazel Gloster (Oldham), Tom Besford and Kallum Nolan (Rochdale), Tanya Burch and Ari Leitner (Salford), Mussadak Mirza (Trafford), Paul Maiden and Debra Wailes (Wigan).

**CI&R/36/21                    CHAIR'S ANNOUNCEMENTS AND URGENT BUSINESS**

It was reported that Councillors Nathan Boroda (Bury) and Lee-Ann Igbon (Manchester) had been appointed to the Committee at the GMCA meeting on 29 October 2021. Councillor Boroda was welcomed to his first meeting.

**CI&R/37/21                    TO APPROVE THE MINUTES OF THE LAST METING HELD ON  
6 JULY 2021**

**RESOLVED/-**

That minutes of the last meeting held on 6 July 2021 be approved as an accurate record.

**CI&R/38/21                    DECLARATIONS OF INTEREST**

**RESOLVED/-**

There were no declarations of interest received at the meeting.

The GMCA's Deputy Treasurer presented a report (contained in the Supplementary agenda) that would inform the GMCA at its next meeting on 26 November 2021 of the 2021/22 financial position at the end of September 2021 (Quarter 2).

The main points referred:

1. The increased spend in the digital directorate was raised. The increases were in relation to the smart resident's data exchange which was funded externally alongside the remaining retained Business Rates allocation. The other variances would be drawn down from reserves.
2. Reassurance was sought about using Mayoral reserves. An underspend had been brought forward from 2020/21 around Our Pass, which had allowed some flexibility in 2021/22 to fund of some non-recurrent costs. Further thought would be given to this for 2022/23.
3. More detail was requested about A Bed Every Night (ABEN) and sustainability. A full explanation and review would be provided as part of the budget setting process for 2022/23.
4. A Member asked about Metrolink usage and impacts on the transport revenue budget. This had not been a significant issue in 2021/22. The third settlement from Government, had been received to address reduced patronage to March 2022. There was risk in 2022/23 and work was taking place with the Department for Transport (DfT) and Treasury to look at a settlement. Due to several large events taking place, patronage had increased in September 2021. Patronage would continue to be monitored to inform the budget in 2022/23.

## **RESOLVED/-**

That the Committee noted the report that would be consideration by the GMCA on 26 November 2021.

## **CI&R/40/21                    GREATER MANCHESTER STRATEGY**

Members considered the report of the Greater Manchester Mayor that provided the draft text for the refreshed Greater Manchester Strategy (GMS) and highlighted the proposed approach to the development of a detailed delivery plan and its implementation.

The main points referred:

1. The plans for wider transport infrastructure in the North were raised. It was advised the integrated rail plan was expected on Thursday 18 November. There were concerns about the impacts on Yorkshire, the North East and Northern Powerhouse Rail. Greater Manchester would like to see HS2 delivered in full, with an underground station at Piccadilly and a fully funded HS2 airport station. Bradford connectivity and the Golborne link were also raised as concerns. A system was needed to unite the North and was fundamental to the success for years to come.
2. A Member asked about home retrofitting older properties, electrical vehicle charging (EV) provision and funding. It was acknowledged there were problems retrofitting older properties, but more suitable solutions were now available. A retrofit taskforce had been set up to consider options and how to make retrofit happen at pace. £100m had been received from Government to largely retrofit Local Authority (LA) buildings and schools, which would kick start the retrofitting industry. In terms of homes, there would be a tiered mix of self-funded and supported funding. However, retrofitting was in its early stages and the industry needed developing to bring costs down. Upskilling the workforce was also required

to fill the jobs created. According to Places for Everyone plan, in 2028 all new build properties would have to be zero carbon to obtain planning permission, which would include EV charging points. Work at pace with BEC and Transport for Greater Manchester (TfGM) was taking place to install a further 100 charging points this year. Attention was drawn to District's local energy plans and how they would develop community wealth opportunities.

3. Universal basic services and the idea of a good life, which had been adopted in the GMS, would help everybody live a decent life and contribute to the economy and society. Given, the Independent Inequalities Commission report, a good life was seen as everyday wellbeing with the fundamentals being a secure job and good home, which was the aim of the principle. The mental health pandemic was acknowledged and the toll on resident's health because of Covid-19. Mental health services were inundated. Learning from the pandemic would be applied permanently and everyday support for residents would be provided through community and voluntary organisations, using community hubs to support residents opposed to relying on statutory services.
4. A Member asked about delivery of the first GMS and how accountability would be addressed, This had previously been raised and discussed by the Committee. Many of the goals had been achieved in school and life readiness, helping Greater Manchester's young people with Our Pass, a reduction in rough sleeping and being an age friendly City-region. There was clear progress, which had been interrupted by the pandemic. The refreshed GMS had taken account of that learning together with recommendations from the Independent Inequalities Commission, the Marmot Build Back Fairer report and climate change.
5. In terms of local accountability, an independent review by the Centre for Governance and Scrutiny, which Members would be involved in was underway. How the scrutiny arrangements were carried out would also be considered. Given the issues of travelling to the City centre and the legislation that required meetings to be in person, the benefits of on-line meetings during the pandemic were

recognised. It was suggested that a message to Government be pursued about the return to that option for some scrutiny arrangements. The Greater Manchester Mayor would support the conclusion of the independent review. Better scrutiny meant better decision making at a Greater Manchester level.

6. It was asked that decision a pre-scrutiny model be considered as part of the review process.
7. A Member asked how the Bus Service Improvement Plan would be used to create a London style bus service in Greater Manchester. The Bus Services Improvement bid was fundamental to ambitions more so than the capital allocation. This paid for the service residents would experience in terms of frequency, fares, network coverage, expansion and would guarantee all communities had a basic service. Connectivity was key to the provision. The capital element would pay for the electrification of the bus fleet by 50% by 2027. The critical issues were fares and increasing patronage, which could be centrally controlled. Residents must be persuaded to leave the car at home. A flat level fare of £1.55 and a daily cap across Greater Manchester, with options for tram use were seen as the answer for residents. Key messages for cross party lobbying were about public control and how that would provide tangible improvements opposed to a commercial deregulated system. The outcome of the judicial review around the decision to move to a franchise system was awaited.
8. A point was raised about the Good Employment Charter and how the practice of fire and rehire could be prevented in Greater Manchester. Fire and rehire was recognised as a problem in several sectors; the Charter needed updating to address the issue. This week was the National Living Wage week, and it was encouraging to see the number of businesses involved.
9. A comment was made about the underground plans for Piccadilly station and how it would shift the City centre. A comparison was made with New Street station in Birmingham, where the main shopping area was above the station.

10. A member asked about a prosperous Greater Manchester, inequalities and success. Greater Manchester was Europe's fastest growing digital and technical hub, which delivered one of the goals in the first GMS. Greater Manchester's digital economy was very strong and new job opportunities had been announced. Bringing high paid jobs to the area was critical to the prosperity that could rival London and the South East. Across the country, there was higher spend on research and development in Greater Manchester by businesses over the last five years. Innovation Greater Manchester was a partnership with Government to stimulate research and development investment and level up the North, which could generate economic and social benefits and create jobs across the City-region. Attention was drawn to the Northern Gateway site and the ambition to bring very high value employment. The University of Manchester's Advanced Material Productivity Institute (AMPI) would be located there. Building the research base alongside the industry was critical to achieving the uplift needed. Consideration was being given to clean air plans and how businesses could be supported. Greater Manchester was a digital and green leader which was building prosperity and providing jobs for residents.

#### **RESOLVED/-**

That the Committed noted and commented on the draft GMS and the proposed approach to the development and support of the delivery plan.

**CI&R/41/21**

**GMCA CAPITAL UPDATE 2021/22 – QUARTER 2**

Consideration was given to a report (contained in the Supplementary agenda) that presented an update in relation to Greater Manchester Combined Authority 2021/22 capital expenditure programme that would be considered by the GMCA at its next meeting on 26 November 2021.

A Member enquired about active travel funds and if there were any issues. As the information was not readily available, the GMCA's Deputy Treasurer agreed to answer the question outside of the meeting. However, spend was from the revenue funding for the programme. Given it was a small programme there could be issues about it being categorised as revenue rather than capital funding.

**RESOLVED/-**

1. That the Committee noted the report that would be consideration by the GMCA on 26 November 2021.
2. That the GMCA's Deputy Treasurer would provide a response to the question raised above outside of the meeting.

**CI&R/42/21                      FORWARD PLAN OF KEY DECISIONS**

The report provided the Committee with the latest forward plan of key decisions (Appendix A of the report) to identify areas of focus within the remit of the Committee.

**RESOLVED/-**

That the forward plan of key decisions be noted.

**CI&R/43/21                      WORK PROGRAMME**

The report presented the work programme for Members to review and update.

The main points referred:

1. The GMCA's Statutory Scrutiny Officer was asked to incorporate fibre roll out, bus franchising, school readiness and the clean air plan (budget matters) into the Work Programme, where applicable before the end of the Municipal Year.
2. The independent review of scrutiny arrangements conclusion would hopefully be available for the meeting on 8 March 2022. A Member asked how would, Members be involved in the review. The scope was being developed and it was understood that interviews, and questionnaires would be undertaken with Members. A task group was to be established and everybody would be given the opportunity to comment. It was agreed that an informal session for Members of the Committee to share their experience would be scheduled to consider the review and provide comments following a future meeting.
3. A Member asked if, dependent on capacity at the meetings in December 2021 and January 2022, items were chosen from the forward plan of key decisions and considered. Whilst items could be chosen, Members must be mindful that the topics fell within the remit of the Committee. The GMCA's Statutory Scrutiny Officer was asked to provide guidance. A Member commented that all decisions had a monetary value and therefore fell within the remit of the Committee, which was to oversee the budget and other financial matters.
4. A Member asked if monetary values could be added to the forward plan of key decisions to understand the scale and which to scrutinise. The GMCA's Statutory Scrutiny Officer was unsure if values could be added and agreed to report back outside of the meeting. However, all the decisions were key decisions, which meant they had a value of £500k or more and affected two Districts or more.

**RESOLVED/-**

1. That the above items be added to the Work Programme.

2. That an informal session for Members of the Committee be set up to consider the review and provide comments.
3. That guidance be produced for Members about what decisions within the Forward Plan of Key Decisions fell within the Committee's remit.
4. That the GMCA's Statutory Scrutiny Officer would clarify if values could be added to the forward plan of key decisions.

**CI&R/44/21**

**DATE AND TIME OF NEXT MEETING**

**RESOLVED/-**

That the next meeting be held on 7 December 2021 at 6.00 pm at the GMCA.