

GREATER MANCHESTER COMBINED AUTHORITY

Date: 29th November 2024

Subject: Greater Manchester One Network Connectivity Partner Procurement

Report of: Councillor Nick Peel, Portfolio Lead for GM Digital;
Tom Stannard, Portfolio Lead Chief Executive for GM Digital

PURPOSE OF REPORT

This report sets out progress on GM One Network implementation and summarises the outcome of a tender process to extend One Network to include connectivity services for sites that are not served by the GM Local Full Fibre Network (LFFN) and GM One Network.

This paper follows a similar report in October 2024 which related to physical connectivity (such as fibre) to non LFFN sites.

RECOMMENDATIONS:

GMCA is requested to:

1. Approve the GMCA entering into the contract with Telent for GM One Network Connectivity Managed Services Partner services valued at up to £3m to enable services that provide connectivity to more sites, creating an agreement that can be drawn on for the benefit of partners in GM One Network (at their cost); noting that orders under the contract will be subject to the governance set out in the report and decisions in accordance with the Constitution.

CONTACT OFFICERS:

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

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Equalities Impact, Carbon and Sustainability Assessment:

Recommendation - Key points for decision-makers

Insert text

Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion		
Health		
Resilience and Adaptation	G	Having reliable and resilient connectivity in place ensures access to digital services in the even of a risk Having reliable and resilient connectivity will allow businesses to re locate or work from alternative locations
Housing		
Economy		
Mobility and Connectivity	G	Improves digital infrastructure whilst providing the potential to reduce duplication and cost across the GM Public Sector Improved connectivity to Traffic signals (circa 150) allows for improved SMART services at Traffic Signals Connectivity supports Urban Traffic Control equipment and provides access to manage and control traffic congestion Reduces on-going cost when compared to current services provided Provides connectivity to circa 150 Transport sites with potential to be expanded to other sites
Carbon, Nature and Environment	G	Equipment and capabilities that are more energy efficient than at present
Consumption and Production		
Contribution to achieving the GM Carbon Neutral 2038 target		Newer equipment is more efficient than existing equipment.

Further Assessment(s):

Carbon Assessment

G	Positive impacts overall, whether long or short term.	A	Mix of positive and negative impacts. Trade-offs to consider.	R	Mostly negative, with at least one positive aspect. Trade-offs to consider.	RR	Negative impacts overall.
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Risk Management:

See section 6

Legal Considerations:

See sections 3, 4 and 5

Financial Consequences – Revenue and Capital

The overall cost of the initial financial commitment in this contract (GM One Network non-LFFN sites) will be met from financial contributions from public sector partners including TfGM and Rochdale Council based on a cost apportionment model agreed with TfGM and Rochdale.

Any capital expenditure made by TfGM will be added to the Transport Capital Programme and the associated borrowing costs met by GMCA.

Number of attachments to the report: 0

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background papers

- GM Digital Blueprint. GMCA Report March 2023.
- Greater Manchester Local Full Fibre Network Programme – GMCA Report January 2020.
- Greater Manchester LFFN Programme – Public Sector Building Upgrade – GMCA report December 2020.
- GM One Network Part A and Part B Report including the GM One Network Collaboration Agreement March 2022
- GM One Network Non-LFFN Connectivity Partner Board, October 2024

Tracking/ Process

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

Yes

Exemption from call in

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

No.

GM Transport Committee

n/a

1 INTRODUCTION/BACKGROUND

- 1.1 This report follows a paper to GMCA in October 2024 which sought approval to award contract for connectivity to non-Local Full Fibre Network sites i.e. installation and management of the physical connections, such as fibre, between sites.
- 1.2 This subsequent document relates to a further contract which is for implementation and management of services that would run across that physical connectivity, enabling these sites to join GM One Network.

2 COLLABORATIVE NETWORK PROCUREMENT

- 2.1 Every public sector organisation operates a “Wide Area Network” (WAN) so that users and computers in one location can communicate with users and computers in other locations.
- 2.2 These WAN services are often procured from major telecoms companies and include both infrastructure and services. Whilst the partners in One Network have migrated c.1200 sites from their individual networks onto One Network, there are a further 163 TFGM that were not part of the LFFN programme and remain on legacy contracts that are due to expire. In addition, there are ongoing discussions with Rochdale and Oldham council regarding adding c. 50 Oldham and Rochdale Council sites.
- 2.3 Discussions are continuing with several potential additional partners for One Network that also have sites that are not on the LFFN and would require connectivity.
- 2.4 To address this a procurement was conducted to deliver Non-LFFN Connectivity Managed Services. Importantly, the procurement did not restrict partners with non-LFFN sites from joining in the future. If other public organisations were to join, this would be on an equitable basis with the original partners, with either a financial return to those partners or further investment as determined appropriate by the partners. This is defined in the GM One Network Collaboration Agreement signed by the current partners and endorsed by GMCA.

3 PROCUREMENT OUTCOME

- 3.1 Following a Public Contracts Regulations 2015 compliant procurement process, Telent has been selected as preferred bidder to deliver Non-LFFN Connectivity Managed

Services. The overall value of the contract is £3M and can be drawn down by any of the organisations named in the tender as part of work to extend One Network.

- 3.2 GMCA would be the contract holders and use of the contract would be governed via the GM One Network Collaboration Agreement which is managed GM One Network Collaboration Board, chaired by Stockport Council and including representatives from each of the partners.
- 3.3 An initial draw against the contract will be on behalf of TFGM. Conversations are taking place with Rochdale Council and Oldham Council and it is possible sites from these will be included. The combined value of £870.000 for 170 - 220 fixed connectivity sites, the costs of which will be met by those organisations through a recharge from GMCA.
- 3.4 The initial contract will be for 3 years with an option to extend for a further 2 years.

4 OVERALL BENEFITS

- 4.1 The main benefits from this procurement are that:
 - Together with linked work, it enables TfGM, Rochdale, and Oldham to migrate from legacy contracts for connectivity that are due to expire.
 - It creates a flexible mechanism against which further sites can be added and supports potential One Network expansion to benefit more public services including by standardising connectivity infrastructure across the GM Public Sector community making it easier to layer on other shared Digital services in the future.
 - It reduces duplication in procurement, migration of services and provision and management of services and third party contracts relating to site connectivity.
 - It supports effective digitalisation of public sector services, in particular significant improvements in user experience via service speed and quality, particularly for those partners migrating sites from copper infrastructure to fibre through this process.
 - It benefits from the existing investment and capabilities of One Network including improved resilience and shared internet connections, and it expands the ability to consume other relevant digital services jointly in the future.

- Enhances the GM One Network advanced network platform which will give partners more flexibility to connect sites to the GM One Network that are not served by GM LFFN Fibre.
- Progresses GM's ambition to become a globally recognised digital city region – there is potential to highlight Greater Manchester's involvement in Digital and Smart City developments through preferred bidder's global network of Partners and industry commentators.

5 GOVERNANCE FOR PROGRAMME DELIVERY

5.1 Oldham Council, Rochdale Council and TFGM are taking these proposals through their own organisational governance in line with their own formal decision-making processes with the intention that each partner has internal support for this procurement ahead of the GMCA meeting on 25th October 2024.

5.2 This activity is supported by the GM One Network Collaboration Board that is chaired by Stockport Council with attendance from GMCA(FRS), TfGM and Bury, Oldham, Rochdale, and Stockport Councils. This reports into the GMCA Digital Portfolio governance which reports to the GMCA. It is supported by the GMCA Digital Services team. The oversight of this connectivity infrastructure for these services would be via the existing route into GMCA that supports One Network.

6 KEY RISKS

6.1 The risks set out in Table 4 below relate to the procurement and migration of these sites to the GM One Network

Risk	Impact	Likelihood	Mitigation
Existing contracts expire before the new service is available	High	Medium	Secure commitment from preferred bidder to migrate sites with contract end dates before contracts end, secure short-term extension of

			contract where this is not possible
Existing contract end dates may result in dual running costs for some sites	Medium	High	Plan migrations to minimize impact, with each partner looking to offset any transition costs through optimum timing.

Table 1: Key Risks

7 RECOMMENDATIONS

7.1 Please refer to the to the Recommendations section at the top of this document.