

**MINUTES OF THE MEETING OF THE GREATER MANCHESTER COMBINED
AUTHORITY HELD ON 11 FEBRUARY 2022 AT TRAFFORD TOWN HALL,
TALBOT ROAD, STRETFORD**

PRESENT:

Greater Manchester Mayor	Andy Burnham (In the Chair)
Deputy Mayor for Police & Fire	Beverley Hughes
Bolton	Councillor Martyn Cox
Bury	Councillor Eamonn O'Brien
Manchester	Councillor Bev Craig
Oldham	Councillor Arooj Shah
Rochdale	Councillor Neil Emmott
Salford	City Mayor Paul Dennett
Stockport	Councillor Tom McGee
Tameside	Councillor Brenda Warrington
Trafford	Councillor Andrew Western
Wigan	Councillor David Molyneux

OTHER MEMBERS IN ATTENDANCE:

Police and Crime Panel Chair	Councillor Janet Emsley
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OFFICERS IN ATTENDANCE:

Chief Executive Officer, GMCA & TfGM	Eamonn Boylan
GMCA Deputy Chief Executive	Andrew Lightfoot
GMCA Monitoring Officer	Liz Treacy
GMCA Treasurer	Steve Wilson
Bolton	Tony Oakman
Bury	Geoff Little
Manchester	Carol Culley
Oldham	Harry Catherall
Rochdale	Steve Rumbelow
Salford	Tom Stannard
Stockport	Caroline Simpson

Tameside	Steven Pleasant
Trafford	Sara Todd
Wigan	Alison McKenzie-Folan
Office of the GM Mayor	Kevin Lee
GMCA	Julie Connor
GMCA	Sylvia Welsh
GMCA	Nicola Ward
GMCA	James Killan
TfGM	Steve Warrener

GMCA 17/22 APOLOGIES

RESOLVED/-

That apologies be received and noted from Cllr Elise Wilson (Cllr Tom McGee attending) and Joanne Roney (Carol Culley attending).

GMCA 18/22 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS

The GM Mayor, Andy Burnham, updated members on the latest Clean Air Zone developments. A constructive meeting had been held with the Parliamentary Under Secretary of State from the Department for Environment, Food & Rural Affairs where Greater Manchester's ongoing commitment to achieving clean air was re-emphasised notwithstanding that compliance by 2024 would not be achievable due to the lack of availability and affordability of compliant vehicles. As a result of the ongoing discussion the Government had agreed to GM's Clean Air Administration Committee's request to lift the legal direction on the ten Greater Manchester local authorities, which had set the original date of compliance for 2024. A new Directive with a new date of compliance of 2026 had been announced, which would give the ten local authorities an opportunity to reset the scheme and make it more manageable for residents in the post-pandemic landscape. Government had reiterated its commitment to providing £120m of funding to support vehicle upgrades, with a view to the establishment of a new joint plan, to be agreed by July 2022, with implementation due to commence later in the year. A next steps statement would be published within the next week.

Members reflected upon the situation and emphasised GM's commitment to improving air quality as air pollution had become a national public health crisis. Progress to date was also

highlighted, with figures to suggest that 80% of buses within Greater Manchester would meet clean emissions standards before the end of the year.

RESOLVED /-

That following a decision of Government to delay the legal direction for GM Local Authorities to ensure all vehicles comply to the Clean Air standards by 2026, a full public statement outlining the next steps would be published next week.

GMCA 19/22 DECLARATIONS OF INTEREST

RESOLVED /-

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

GMCA 20/22 MINUTES OF THE GMCA MEETING HELD ON 28 JANUARY 2022

RESOLVED /-

That the minutes of the GMCA meeting held on 28 January 2022 be approved.

**GMCA 21/22 MINUTES OF THE GMCA RESOURCES COMMITTEE HELD ON 28
JANUARY 2022**

RESOLVED /-

That the minutes of the GMCA Resources Committee meeting held on 28 January 2022 be noted.

**GMCA 22/22 MINUTES OF THE GMCA OVERVIEW AND SCRUTINY
COMMITTEES HELD IN FEBRUARY 2022**

RESOLVED /-

1. That the minutes of the Housing, Planning and Environment Overview and Scrutiny Committee meeting held on 1 February 2022 and the Economy, Business Growth and Skills Overview and Scrutiny Committee meeting held on 4 February 2022 be noted.

2. That the GMCA note the concerns raised at the GMCA Economy, Business Growth and Skills Overview and Scrutiny Committee, raised at the meeting held on 4 February, in relation to the 40% decline in the number of Computing and IT students at GCSE level nationally between 2015 and 2020 at a time when the digital economy was rapidly growing in Greater Manchester and that only 11% of students took computer science, with young people in areas of deprivation having less access to school computer science courses, and that the number of girls choosing computer science as a course remains at only 23%.
3. That in response to those concerns, further work would be undertaken in conjunction with the Work and Skills portfolio to ensure that young people were prepared to take on employment within this growing sector.

GMCA 23/22 GMCA REVENUE AND CAPITAL BUDGETS 2022/23 OVERVIEW

Councillor David Molyneux, Portfolio Leader for Resources and Investment, presented a report which provided an overview of the proposed GMCA budgets for 2022/23. The report summarised the position on the Mayoral General Budget and Precept Proposals, the GMCA General Budget, GMCA Transport budgets, including Transport Levy and Statutory Charge, and the Waste Services Levy.

RESOLVED /-

1. That the summary report be noted.
2. That the GMCA record its thanks to the GMCA Treasurer, his team at the GMCA and the GM Local Authority finance teams across GM for their work in the preparation of the 2022/23 budgets.
3. That the feedback from the virtual session with the GMCA Corporate Issues & Reform Overview and Scrutiny Committee be received and that it be noted that following these discussions the Scrutiny Chair had agreed to exempt the suite of GMCA budget reports from call-in.

Salford City Mayor, Paul Dennett, GMCA Deputy Mayor, took the Chair for this item of business.

The report sought approval for the Mayoral General Precept for 2022/23 and recommended the setting of the Revenue Budget for 2022/23 as required under section 42A of the Local Government Finance Act 1992 (updated in the Localism Act 2011) and the precepts and relevant levels of Council Tax required under sections 40, 42B and 47 of the Act.

The GMCA Treasurer was invited to comment on the budget and proposals. It was reported that the Corporate Issues & Reform Overview & Scrutiny committee had met informally on 10 February 2022 and their comments were relayed to the GMCA. During the Committee's discussions, there had been a focus on risks in relation to recovery from COVID-19, particularly concerning the bus network and Metrolink service. It was highlighted that the bus network would be receiving less funding from the Bus Services Improvement Plan than had been anticipated, which would be a significant risk for the network. The Committee had also discussed the proposed increase to the precept and questioned whether alternative options had been considered. The GMCA Treasurer had explained the position in relation to the precept increase and gave reasons why alternative options were not appropriate at this time. The Police, Fire and Crime Panel had also met on 10 February 2022 and had noted the Greater Manchester Fire and Rescue Service budget.

For a Band D property, the proposed increase of £12 for the overall General Mayoral Precept culminated in a final cost of £102.95 per year, comprising £71.20 for the Fire and Rescue service, and £31.75 for non-fire Mayoral-funded services. Although the GMCA had to provide figures pertaining to a Band D property, it was emphasised that the majority of properties within Greater Manchester fell within Bands A and B, with these Bands making up 65% of residencies within the city region. Within Band A, the increase would be £8 for the year and in Band B the increase as a result would be £9.33 for the year.

It was also noted that there had been a change to the business rate collection figures for the 2021/2022 financial year. There had been a difference of £60,000 which was not material and would not affect the proposals contained within the budget report. It was further noted that there had been a transposition error within the report but that this also had no impact on any other figures provided.

The GM Mayor was invited to comment on the Mayoral General Budget (including Fire and Rescue) and precept proposals. The Mayor emphasised his awareness of the cost-of-living pressures on residents and reminded Members that the Mayoral and Fire precepts had been frozen for 2021/2022 in recognition of the pressures that residents faced during the pandemic. Greater Manchester Police had also not been allocated the full precept increase in the previous year in recognition of the fact that the force had been placed into special measures.

It was explained that the precept increase was necessary for the 2022/2023 year for several reasons. The increase would maintain a minimum level of cover at fire stations across the ten local authorities. Five firefighters would be available at single pump fire stations, and four firefighters would be available per pump at double pump fire stations. Furthermore, it was anticipated that there would be additional funding pressures arising from the proposals to provide marauding terrorist attack training for firefighters, pending the outcome of a ballot. Many firefighters had not received this training when they began their careers but it was important for Greater Manchester to be able to provide a robust response in the event of such incidents.

In respect of the non-fire component of the precept, the pressure on Greater Manchester was exceptional within the wider socio-economic context. The conurbation's bus franchising plans to create a London-style transport system were underway and the Government's Levelling Up White Paper had reflected Government's intention to support regions to achieve this goal. The process would bring significant risk and there remained uncertainty regarding the COVID-19 recovery funding for public transport. Passenger levels on the public transport network had returned to around 75% of pre-pandemic levels however, operators had reported continued pressures with funding from the farebox. Some operators had also reported that they would explore options to remove services, cut the frequency of services, or increase fares to make up for the pressures that they had been experiencing. The GMCA would call on the Government to continue funding the public transport system after March as passenger numbers were not expected to have fully recovered by that time. Despite the risks involved with bus franchising, it was emphasised that now was the time to act in order to provide long-term stability for residents. Additional programmes that had influenced the increase to the precepts included the A Bed Every Night and Our Pass schemes, which had been vital for residents during the pandemic and would continue to provide important services over the coming year.

The meeting was advised that a named vote was required to approve the proposals for The GM Mayoral General Budget. Members voted on the recommendations as follows:

District	GMCA Member	
Bolton	Cllr Martyn Cox	Agreed
Bury	Cllr Eamonn O'Brien	Agreed
Manchester	Cllr Bev Craig	Agreed
Oldham	Cllr Arooj Shah	Agreed
Rochdale	Cllr Neil Emmott	Agreed
Salford	Mayor Paul Dennett	Agreed
Stockport	Cllr Tom McGee	Agreed
Tameside	Cllr Brenda Warrington	Agreed
Trafford	Cllr Andrew Western	Agreed
Wigan	Cllr David Molyneux	Agreed

RESOLVED /-

1. That the Mayor's General budget for 2022/23, as set out in the report, together with the calculation of the precepts and Council Tax rates set out in Appendix 2, be approved.
2. That the Mayoral General Precept to £102.95 (Band D) comprising of £71.20 for functions previously covered by the Fire and Rescue Authority precept and £31.75 for other Mayoral General functions be approved.
3. That the overall budget for the Fire and Rescue Service for 2022/23 covered by the Mayoral precept and the medium-term financial position for the Fire and Rescue Service be approved.
4. That the use of reserves as set out in section 3 of the report be approved, noting that the assessment by the GMCA Treasurer that the reserves as at March 2022 are adequate.
5. That it be noted that in accordance with legal requirements, the minutes will record the names of those Members voting for or against the Mayor's budget and precept proposals.

6. That it be noted that the GM Police, Fire and Crime Panel had discussed and noted the proposed GMFRS precept increase at their meeting on the 10 February 2022.
7. That the final Business Rate collection figure from all GM Authorities be noted as £60,000 and that an updated set of Business Rates figures would be circulated in due course.
8. That it be noted that the final table at item 3.1 be amended as follows:

Closing reserves 2021/22 - £41,820,000
Closing reserves 2022/23 - £42,462,000
9. That the GMCA Treasurer's Statement in providing an assurance that the GMCA Mayoral General Budget proposals were robust and the reserves were adequate, be noted.

GMCA 25/22 GMCA TRANSPORT REVENUE BUDGET 2022/23

Councillor David Molyneux, Portfolio Leader for Resources and Investment, introduced a report which set out the transport related GMCA budget for 2022/23. The proposed Transport Levy to be approved for 2022/23 would be apportioned between Local Authorities based upon mid-year 2020 population which would enable Greater Manchester would continue to pursue its ambitions for the Bee Network, a London-style transport system that would be affordable and accessible for residents. Government stabilisation funding would be used to support public transport networks within Greater Manchester, but a number of funding pressures were expected to remain as the country continued to recover from the pandemic.

RESOLVED /-

1. That the issues which were affecting the 2022/23 transport budgets, as detailed in the report, be noted.
2. That the GMCA budget relating to transport functions funded through the levy, as set out in the report for 2022/23, be approved.

3. That a Transport Levy on the District Councils in 2022/23 of £105.773 million, apportioned on the basis of mid-year population 2020, be approved.
4. That a Statutory Charge of £86.7 million to District Councils in 2022/23, as set out in Part 4 of the Transport Order, apportioned on the basis of mid-year population 2020, be approved.
5. That authority be delegated to the GMCA Treasurer, in conjunction with the TfGM Finance and Corporate Services Director, to make the necessary adjustments between capital funding and revenue reserves to ensure the correct accounting treatment for the planned revenue spend for the following schemes, detailed in paragraph 4.36:
 - Mayor’s Challenge Fund 2022/23 project and programme management costs of up to £1.9 million.
 - Active Travel Fund (Round 2) £0.25 million of revenue funding for associated programme management and assurance costs.
6. That the proposal to increase fees and charges where applicable, in line with inflation and to approve the increases proposed to Bus stop closure charges, as set out in paragraphs 4.59 and 4.60 of the report, be approved.
7. That the use of Transport reserves in 2021/22 and 2022/23, as detailed in section 5 of the report, be approved.
8. That it be noted that the funding for Bus Franchising in 2022/23 was approved as part of the Mayoral Budget 2022-23, also on this agenda.
9. That it be noted that the Corporate Issues and Reform Overview & Scrutiny Committee had discussed their concerns regarding the risks to the budget associated with the uncertainty surrounding more longer-term funding for bus and Metrolink services and that those concerns were echoed by the GMCA Treasurer.

GMCA 26/22 GMCA REVENUE GENERAL BUDGET 2022/23

Councillor David Molyneux, Portfolio Leader for Resources and Investment, took the GMCA through a report which set out the GMCA Revenue General Budget for 2022/23. The

proposed District contributions of £8.603m were included in the report for approval for 2022/23, together with the consequent allocations to the individual Local Authorities, which were unchanged from 2021/22.

RESOLVED /-

1. That the budget relating to the GMCA functions excluding transport and waste in 2022/23, as set out in section 2 of the report, be approved.
2. That District contributions of £8.603 million, as set out in section 3 of the report, be approved.
3. That the use of reserves, as set out in section 4 of the report, be approved.

**GMCA 27/22 GM WASTE BUDGET AND LEVY 2022/23 AND MEDIUM-TERM
FINANCIAL PLAN TO 2024/25**

Councillor David Molyneux, Portfolio Leader for Resources and Investment, introduced a report which sought comment on the budget and levy for 2022/23 and on the Medium-Term Financial Plan for a further two-year period to 2024/25. The plans would be delivered by a total level requirement for 2022/23 of £164.8m, which represented a 1.5% average increase over 2021/22. At a Local Authority level, the levy changes ranged from -2.2% to 4.3%. The Medium-Term Financial Plan also proposed levy charges of £170.5m in 2023/24 and £174.7m in 2024/25.

RESOLVED /-

1. That the forecast outturn for 2021/22 be noted.
2. That the proposed 2022/23 Trade Waste rate of £118.30 to allow forward planning by Local Authorities be noted.
3. That the capital programme for 2022/23, as set out in Appendix A of the report, be noted.
4. That the budget and levy for 2022/23 of £164.8m (1.5% increase) be noted.

5. That the risk position set out in the Balances Strategy and Reserves be noted.
6. That it be noted that due to the volatility within the waste sector, there was a risk that significant budget underspend may not be retained in 2022/23.
7. That it be noted that it remained the intention of the GMCA to return a minimum of £10m to those GM Authorities who held a GM waste contract.

GMCA 28/22 GMCA CAPITAL PROGRAMME 2021/22-2024/25

Councillor David Molyneux, Portfolio Leader for Resources and Investment, took the GMCA through a report which provided an update in relation to the GMCA's 2021/22 capital expenditure programme and presented the capital programme budget for 2022/23 – 2024/25 for approval. The capital programme included Greater Manchester Fire and Rescue services, economic development and regeneration programmes, Waste & Resources Service and the continuation of the programme of activity that had been conducted by Transport for Greater Manchester and Local Authorities. The GMCA had submitted a programme case to the City Region Sustainable Transport Settlement funding scheme and anticipated the confirmation of the award by the end of March 2022, at which time the 2022/23 budget would be updated and brought back to the GMCA for approval.

RESOLVED /-

1. That the current 2021/22 forecast of £479.9 million, compared to the 2021/22 quarter 2 capital forecast of £625.7 million, be noted.
2. That the capital programme budget for 2022/23 and the forward plan, as detailed in the report and in Appendix A be approved.
3. That it be noted that as the anticipated funding through the City Region Sustainable Transport Fund of £1.07 billion had not yet been finalised, a further capital budget report would be submitted to the GMCA once the details had been agreed.

**GMCA 29/22 TREASURY MANAGEMENT STRATEGY STATEMENT AND
ANNUAL INVESTMENT STRATEGY 2022/23**

Councillor David Molyneux, Portfolio Leader for Resources and Investment, introduced a report which set out the proposed Treasury Management Strategy Statement, Borrowing Limits and Prudential Indicators for 2022/23 to 2024/25. The strategy reflected the draft 2021-2025 capital programme for Transport, Economic Development, Fire and Rescue, Waste, and Police.

RESOLVED /-

1. That the proposed Treasury Management Strategy Statement and Annual Investment Strategy to apply from the 1 April 2022, be approved, in particular:
 - a. The Treasury and Prudential Indicators listed in Section 4.
 - b. The Minimum Revenue Position (MRP) Strategy in Section 3.
 - c. The Treasury Management Scheme of Delegation at Appendix F.
 - d. The Borrowing Strategy detailed in Section 5.
 - e. Delegation to the Treasurer to step outside of the investment limits to safeguard the GMCA's position as outlined in section 5.21.

2. That the change in the Minimum Revenue Provision Strategy be approved to enable it to apply in 2021/22.

GMCA 30/22 CAPITAL STRATEGY 2022/23

Councillor David Molyneux, Portfolio Leader for Resources and Investment, took Members through a report on the Capital Strategy 2022/23, which set out the over-arching principles and processes by which the capital and investment decisions set out in the Capital Programme would be prioritised against the key aims of the Greater Manchester Strategy (GMS).

In addition, the Capital Strategy considered the finding implications of the Capital Programme and where borrowing would be required, the Treasury Management Strategy set out how this would be managed during the year along with the policy for managing investments. The Treasury Management Strategy incorporated the statutory prudential indicators along with the Minimum Revenue Policy that would be adopted for 2022/23. The Capital Strategy also

provided an overview of the governance arrangements for capital investment decisions and outlined the Authority's arrangements for managing risk.

The Capital Strategy for the GMCA would ensure that all resources would be directed to achieving the outcomes contained within the GMS by maximising the use of external funding to deliver the highest impact affordable programme. There were several key priority investment areas for the GMCA, including transport, economic development and regeneration, the Fire and Rescue Service, the Waste & Resources Service, and the Police Service.

RESOLVED /-

That the Capital Strategy for 2022/23 be approved.

GMCA 31/22 GMCA REVENUE UPDATE QUARTER 3 2021/22

Councillor David Molyneux, Portfolio Leader for Resources and Investment, introduced a report which informed the GMCA of the 2021/22 financial position at the end of December 2021 (quarter 3) and the forecast revenue outturn position for the 2021/22 financial year.

RESOLVED /-

1. That an increase to the Mayoral budget of £125k to be funded from reserves, as set out in Section 2 of the report, be approved.
2. That an increase to the Fire and Rescue Services budget of £539k to be fully funded from reserves, as set out in Section 4 of the report, be approved.

GMCA 32/22 A BED EVERY NIGHT 2022-2025 PROGRAMME

Salford City Mayor, Paul Dennett, Portfolio Lead for Housing, Homelessness and Infrastructure, took Members through a report that provided the GMCA with the detailed projected budget for homelessness activity and an outline of activities and programmes of work.

It was noted that A Bed Every Night (ABEN) had attracted international interest and the GMCA was eager to put the scheme on a stable footing. Greater Manchester had seen a 67% reduction in rough sleeping over the past four years and ABEN had been central to this progress. ABEN sat alongside other programmes, such as, Housing First, the Rough Sleeper Initiative and the Rough Sleeper Accommodation programme. In light of the cost of living and inflation crises, there had been great uncertainty concerning the funding and demand for homelessness services. The proposals sought to address equity of funding across Local Authorities while maintaining provision and maximising contributions. Statistics had shown that over 50% of rough sleepers in Greater Manchester were under the age of 35, there were over 55 nationalities in GM's rough sleeper population, and over 50% of rough sleepers had substance misuse and mental health challenges. All of these factors would need to be addressed in a broad system of support from a variety of sectors. ABEN had been a positive intervention and 41% of service users had achieved a positive outcome. However, it was recognised that challenges remained with evictions and abandonments in the current system.

The GMCA was grateful for the continuation of funding from Government for the Housing First scheme, which had a tenancy sustainability rate of around 85%. ABEN had acted as a pathway away from rough sleeping for many people. The three-year budget was also seen as a way to engage partners in the long-term in order to make a real difference in GM alongside regular reviews of the scheme in recognition of the constantly changing landscape.

RESOLVED /-

1. That the A Bed Every Night service developments over the coming three years be noted.
2. That the A Bed Every Night budget for 2022/23 (£5,850,000) be approved.
3. That the direction of travel towards a more equitable allocation of funds to Local Authorities, pending reviews on the total budget required and evidence of the need for variance in Local Authorities allocations for 2023/24 and 2024/25, be approved.
4. That the continuation of the Greater Manchester Housing First pilot be noted and that the ongoing delivery be supported.

5. That the submission of the Greater Manchester Rough Sleeper Initiative bid be noted and the planned delivery supported.
6. That the GMCA record its thanks to the GMCA and Local Authority teams working to increase the profile of the Mayors Charity for their significant work to date.

GMCA 33/22 NATIONAL SKILLS FUND

Councillor Bev Craig, Portfolio Lead for Education, Skills, Work & Apprenticeships and Digital City Region, introduced a report that updated Members on the National Skills Fund and skills bootcamps, including the opportunity to access devolved funding to support retraining in 2022/23. The report also outlined a delivery proposal for skills bootcamps in 2022/23 and set out the approach for developing the call for proposals further with stakeholders. Skills bootcamps offered flexible courses up to a maximum duration of 16 weeks, with opportunities to build sector-specific skills and fast-track to an interview with a local employer. Supporting the labour market to adapt to changes in several sectors would be critical to recovering strongly from the pandemic and tackling inequalities.

GM had been a pilot area working with Government to assess the impact of skills bootcamps. The pilot scheme had worked with over 500 participants, achieving a good gender balance and around 40% of participants coming from a minority ethnic background. The ambitions for the continuation of the scheme consisted of using £7m funding to support 2500 residents initially, with proposals to encourage Government to continue the work to support 10,000 residents over a three-year period.

The GMCA agreed that the skills bootcamps had been successful and welcomed the proposals to continue working with Government into the next year. Tameside Council was eager to contribute to the delivery of the skills bootcamps as many of its residents could benefit from the scheme. It was noted that there were plans to offer skills bootcamps in each of the ten local authority areas and in a variety of sectors to respond to local needs. Post-16 education had been identified as a potential area for further devolution in the Levelling Up White Paper.

RESOLVED /-

1. That the overall progress of the Skills Bootcamps Pilot be noted.

2. That the proposed approach to new Skills Bootcamp delivery in 2022/23 be noted.
3. That authority be delegated to the GMCA Treasurer, in consultation with the Portfolio Lead for Education, Skills, Work & Apprenticeships and Digital City Region, to agree section 14 grant conditions, the commissioning route and award of individual grants/contacts.
4. That it be noted that Tameside Council would like to contribute to the planning of future Skills Bootcamps.
5. That it be noted that the GM Mayor would continue to pursue further skills funding devolution through ongoing conversations with the Levelling Up Secretary.

**GMCA 34/22 GMCA RESPONSE TO THE HS2 PHASE 2B HYBRID BILL
ENVIRONMENTAL STATEMENT CONSULTATION**

The GM Mayor, Andy Burnham, provided an update to the GMCA on the HS2 Phase 2b Bill and introduced a report that sought agreement to respond to the consultation on the Environmental Statement for the Crewe to Manchester HS2 Phase 2b line. Delegated authority was also sought for the Chief Executive for GMCA & TfGM in consultation with the GM Mayor to approve the response to the consultation on the Environmental Statement.

The Bill had been deposited in Parliament on the 24 January 2022 and the GCMA would be required to submit any response before the deadline on 31 March 2022. The Bill would affect several authorities in Greater Manchester where the proposed route would operate, including Wigan, Manchester, and Trafford. There would also be a knock-on effect on a range of boroughs, including Tameside which would see consequences for its transport connectivity. It was recognised that other local authority areas may also have concerns that would need to be raised in the response and consequently Members agreed to receive a further report on the matter for review.

RESOLVED /-

1. That it be noted that the HS2 Phase 2b Crewe to Manchester hybrid Bill was deposited on 24 January 2022.

2. That the Bill process that TfGM will be required to follow to respond to the Environmental Statement consultation; consultation period of 25 January 2022 to 31 March 2022 be noted.
3. That the submission of a response to the consultation on the Environmental Statement for HS2 Phase 2b Crewe to Manchester Bill be approved.
4. That authority be delegated to the Chief Executive Officer, GMCA & TfGM, in consultation with the GM Mayor, to approve a response to the consultation on the Environmental Statement for the Crewe to Manchester HS2 Phase 2b Bill.
5. That a further report would be submitted to the GMCA on the Parliamentary and Select Committee process for HS2 Bill and that it be noted that presentations, including specifically the underground station at Manchester Piccadilly and the significant implications for wider connectivity, including Tameside, would be raised as part of the formal petitioning process.

GMCA 35/22 GMCA CORPORATE PLAN

Eamonn Boylan, Chief Executive Officer GMCA & TfGM, introduced a report which provided Members with the GMCA Corporate Plan for review and endorsement. The Corporate Plan would provide a framework for the GMCA's activity over the next three years (2022 – 2025). This would be the organisation's first Corporate Plan and was an externally focused document, which would be accompanied by annual (internally focused) business plans. The report had drawn out some of the recent achievements across the GMCA, and the priorities and areas of focus for the next three years had been set based around the GMCA's four corporate objectives. Subject to endorsement, the Corporate Plan would be published on the GMCA website.

RESOLVED /-

1. That the Corporate Plan, including summary vision, noting the organisation's key achievements and priorities for the coming years be noted.

2. That the Corporate Plan, summary document, the approach to develop annual business plans to sit alongside the corporate plan and an effective performance framework to monitor progress in delivering the activities, set out in the report, be endorsed.

GMCA 36/22 GM BROWNFIELD HOUSING FUND: FURTHER FUNDS BID

Salford City Mayor, Paul Dennett, Portfolio Lead for Housing, Homelessness and Infrastructure, took Members through a report which sought the GMCA's approval to allocate grant funding to eight sites (contained within para 2.3 of the report) and subsequently enter into individual Grant Agreements with the respective parties.

The GMCA had been invited to submit proposals in December 2021 for additional Brownfield Housing Funds (BHF), which were not part of the previous allocation in July 2020. The additional BHF were also not part of the £300m funding that was anticipated to be outlined further in the Levelling Up White Paper. At the end of January 2022, the Department for Levelling Up, Housing and Communities announced that the GM proposals had been successful. The total funding of £11.38m would be used to build homes on brownfield land.

RESOLVED /-

1. That receipt of the DLUHC Further Brownfield Housing Funds and allocation of grant funding to those sites, as set out within para 2.3 of the report, and the entering into individual Grant Agreements for those recommended sites, be approved.
2. That authority be delegated to the GMCA Treasurer, acting in conjunction with the GMCA Monitoring Officer, to agree the final terms of all the necessary agreements.

GMCA 37/22 MAYOR'S CYCLING AND WALKING CHALLENGE FUND

The GM Mayor, Andy Burnham, introduced a report which sought approval of the delivery funding requirements for two Mayor's Challenge Fund (MCF) Cycling and Walking Schemes and informed Members of the planned extension to the MCF programme into 2022/23 to ensure the continued delivery of the GM Active Travel Capital Programme.

The Salford scheme would transform a section of Chapel Street in Salford by providing 750m of continuous footway and a terraced cycle track separated from traffic, which would establish Chapel Street as a gateway to the city and support the wider aspirations for regeneration of Chapel Wharf. The Bury scheme related to the Fishpool area and would be split into two phases; Phase 1 involved the construction of a new bridge over the River Roch to enhance the links between Fishpool and Pilsworth. It was anticipated that this scheme would provide very high value for money.

Members reflected upon the impact that the schemes would have in Bury and Salford. In Bury, it was noted that the new bridge would enhance employment opportunities for residents by providing greater access to Pilsworth as an employment hub. In Salford, the scheme would enhance infrastructure and contribute to the improvement of the city, which had been transformed in recent years. Both schemes would encourage active travel by making it easier for residents to choose walking or cycling as a safe and accessible option.

RESOLVED /-

1. That the release of up to £5.4 million of MCF funding for the Bury and Salford schemes, as set out in section 2 of the report, in order to secure full approval and enable the signing of the necessary legal agreements, be approved.
2. That the planned continuation of the Mayor's Challenge Fund Cycling and Walking Programme into 2022/23, in support of continued scheme delivery across Greater Manchester, be noted.
3. That it be noted that at the start of the new municipal year there would be an opportunity to set out the new leadership and governance arrangements for the cycling and walking programme.
4. That a future report would be submitted to the GMCA on the widening of the pilot scheme undertaken in Tameside regarding junction zebra crossings.

GMCA 38/22 EXCLUSION OF THE PRESS AND PUBLIC

RESOLVED /-

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

GMCA 39/22 A BED EVERY NIGHT 2022-2025 PROGRAMME

Clerk's Note: This item was considered in support of the report considered in Part A of the agenda (Minute GMCA 32/22 above refers)

RESOLVED /-

That the report be noted.

Signed by the Chair: