

Greater Manchester Combined Authority

Date: Friday 12th July 2024

Subject: Transport for Greater Manchester Executive Board Appointments

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

Purpose of Report

This report sets out proposals to amend the membership of the Transport for Greater Manchester (TfGM) Executive Board to ensure that TfGM's governance continues to be effective, supporting the operation and delivery of the Bee Network: a high-quality, affordable and fully integrated public transport and active travel system which can support sustainable economic growth.

Recommendations:

The GMCA is requested to:

1. Approve the appointment of the GM Transport Commissioner and the GM Active Travel Commissioner to the TfGM Executive Board;
2. Approve the appointment of a GM Local Authority Chief Executive to the TfGM Executive Board, as recommended by the Group Chief Executive;
3. Confirm the GMCA Treasurer as advisor to the TfGM Exec Board, to ensure membership of the Executive Board does not exceed the limit imposed by legislation; and
4. Note the proposal to undertake a further review of TfGM's governance and the role of its Executive Board before the end of 2024.

Contact Officers

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BOLTON
BURY

MANCHESTER
OLDHAM

ROCHDALE
SALFORD

STOCKPORT
TAMESIDE

TRAFFORD
WIGAN

Equalities Impact, Carbon and Sustainability Assessment: N/A

Risk Management: N/A

Legal Considerations: As set out in the body of the report.

Financial Consequences – Revenue

It is not proposed to remunerate the new TfGM Executive Board Members over and above the remuneration they receive for their substantive roles.

Financial Consequences – Capital

N/A

Number of attachments to the report: None

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

N/A

Tracking/ Process

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

No

Exemption from call in

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

No.

Bee Network Committee

N/A

Overview and Scrutiny Committee

N/A

1. Introduction

- 1.1. Over the coming years, our plans for transport will play a pivotal role in addressing Greater Manchester's challenges and in unlocking sustainable economic growth.
- 1.2. At the heart of our transport plans is the Bee Network: a high-quality, affordable and fully integrated public transport and active travel system. The Bee Network will help deliver 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.
- 1.4. To support this transformation, it is important that Greater Manchester's transport governance continues to evolve; and that TfGM's governance specifically remains effective as it becomes an organisation with annual expenditure of ~£1 billion following the franchising of the bus network, and a capital programme with an aggregate value of up to ~£3.5bn.
- 1.5. It is also vital that TfGM's governance reflects the integrated and collaborative nature of Greater Manchester's wider governance, in advance of the introduction of the Single Settlement and greater funding flexibility.
- 1.6. Finally, it is essential that TfGM remains accountable and responsive to the GMCA, and the GM Local Authorities who fund TfGM via the Transport Levy. The establishment of the Bee Network Committee, bringing together the Mayor, GMCA and GM Local Authorities has already improved wider accountability. By strengthening its governance further, TfGM can capitalise on Greater Manchester's unique placed-based approach and ensure the Bee Network will deliver benefits for all of Greater Manchester cities, towns and communities; and support local, regional and national ambitions.
- 1.7. This paper, therefore, sets out proposals for immediate changes to TfGM's Executive Board arrangements, with a proposal for a further governance review to take place before the end of the year.

2. TfGM Executive Board Role and Membership

- 2.1. The TfGM Executive Board is the primary decision-making body within TfGM and is responsible for ensuring that TfGM delivers the Transport Strategy set by the GMCA, as the Transport Authority, whilst meeting its financial, legal and corporate responsibilities. The Board does this by:
- contributing to strategic planning and structured decision-making;
 - setting challenging performance targets and objectives for the organisation;
 - monitoring the performance of the Executive in meeting its strategic objectives;
 - offering constructive challenge to the Executive Directors.
- 2.2. The GMCA (Transport Authority), in consultation with the Director General (Group Chief Executive), is responsible for the appointment of members to TfGM's Executive Board under Section 9(2) of the Transport Act 1968.
- 2.3. The Transport Act 1968 and the SELNEC Order 1969 state that in addition to the Director General, a minimum of two additional members must be appointed by the Transport Authority in consultation with the Director General, up to a maximum of eight additional members. Legislation, therefore, limits the size of the Board to a total of nine members.
- 2.4. Although the Executive Board could be constituted with executive officers only, the GMCA has appointed Independent Non-Executive Directors to provide external challenge.
- 2.5. TfGM's current Executive Board comprises seven members, who are:
- the Group Chief Executive (as Director General);
 - the Managing Director and Finance and Corporate Services Director;
 - the Chief Network Officer;
 - the GMCA Treasurer;
 - three Independent Non-Executive Directors (Tracey Matthews, Jo Kaye and Mike Blackburn).

- 2.6. The three Independent Non-Executive Directors are appointed for a fixed term. The current Independent Non-Executive Directors' terms are as follows:
- Mike Blackburn 1 Jan 2022 to 31 Dec 2024 (first term);
 - Tracey Matthews 31 Jan 2023 to 31 Jan 2026 (second term); and
 - Jo Kaye 31 Jan 2023 to 31 Jan 2026 (second term).
- 2.7. There are two substantive Committees of the Board, both of which chaired by one of, and formal membership is wholly composed of, the Independent Non-Executive Directors:
- Audit, Risk and Assurance Committee; and
 - People Committee.

3. TfGM Executive Board Proposals

- 3.1. To strengthen TfGM's governance, it is proposed to make the following appointments to the TfGM Executive Board with immediate effect:
- the GM Transport Commissioner;
 - the GM Active Travel Commissioner; and
 - a Chief Executive representative from the GM Local Authorities as determined by the Group Chief Executive.
- 3.2. These appointments will provide even more openness, transparency and accountability to GMCA and GM Local Authorities, with Transport Commissioners working on behalf of all Leaders; and more closely with GM Local Authorities. For the same reasons, it is also proposed that the GM Transport Commissioner acts as Chair of the TfGM Executive Board from September 2024 in place of the Director General. This will require a change to TfGM's constitution, which the TfGM Executive Board will need to approve. The current arrangements for the Audit, Risk and Assurance Committee and the People Committee will be retained, pending further review.
- 3.3. It is proposed that a further review of TfGM's corporate governance takes place towards the end of 2024 to assess whether the arrangements are fit for purpose to drive delivery, ensure TfGM is aligned with Greater Manchester's wider objectives, evidence good governance and support the operation and delivery of a safe, financially sustainable and legally compliant transport network.