

<h1 style="margin: 0;">REPORT FOR DECISION</h1>

Agenda Item	
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DECISION MAKER:	The Leader Council
DATE:	8 February 2011 23 February 2011
SUBJECT:	ARRANGEMENTS FOR ESTABLISHING THE COMBINED AUTHORITY
REPORT FROM:	Director of Legal and Democratic Services
CONTACT OFFICER:	Director of Legal and Democratic Services
TYPE OF DECISION:	EXECUTIVE (KEY DECISION) COUNCIL DECISION
FREEDOM OF INFORMATION/STATUS:	[This paper is within the public domain]
SUMMARY:	<p>Following the Government’s decision to proceed with the establishment of the Combined Authority arrangements are being put in place for 1 April, 2011. This report provides a comprehensive update both on the draft Order and the Parliamentary processes and timetable and it also provides detail on the suite of constitutional documentation to be approved by the AGMA authorities during February to enable the Combined Authority (CA) and TfGMC (Transport for Greater Manchester Committee) to meet in shadow form at the end of February.</p>
OPTIONS & RECOMMENDED OPTION	<p>Members are recommended to:</p> <ol style="list-style-type: none"> 1 note the current position on the draft Order and welcome the progress made on and the positive outcome of negotiations with the Department for Communities and Local Government (CLG) and the Department of Transport (DfT); 2 note that, although tight, the indicative timetable agreed in November for the laying of the Order and its approval by both Houses of Parliament appears to be achievable; 3 note the funding arrangements for 2011/12 4 subject to 5 below, agree the following draft documents which provide for the operation of the

	<p>new governance arrangements to start on 1 April and which are appended to the report:</p> <p>a) The Operating Agreement between the CA and the district councils (Appendix 1)</p> <p>b) The 4 transport protocols (Appendix 2)</p> <p>c) Joint Scheme for the transfer of property, rights and liabilities (Appendix 3)</p> <p>d) Revised AGMA Constitution (Appendix 4)</p> <p>5 delegate to the Director of Legal and Democratic Services (in consultation with the Chief Executive and the Leader of the Council) power to agree final amendments to the documents referred to in recommendation 4 and any other documentation associated with establishing the Combined Authority and to arrange for their completion;</p> <p>6 appoint:</p> <p>a) one member and one substitute member to the GMCA;</p> <p>b) members to TfGMC as set out in clause 3.2 of the draft Operating Agreement; and</p> <p>c) members to the Scrutiny Pool.</p> <p>7 delegate to the Chief Executive authority to keep under review and to agree (through the AGMA Wider Leadership Team) amendments to the protocols referred to in paragraph 5 of this report.</p> <p>8 In accordance with the Overview and Scrutiny Procedure Rules in the Council's Constitution and having been advised by the relevant statutory officers, agree that the matter is urgent and exempt from call in, in that any delay would seriously prejudice the legal position of the Council and the interests of the residents of the Borough.</p>
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IMPLICATIONS:	
Corporate Aims/Policy Framework:	Do the proposals accord with the Policy Framework? Yes
Financial Implications and Risk Considerations:	Funding issues are set out in section 8
Statement by Director of Finance and E-Government:	At this stage it is not envisaged that there will be any significant financial implications for 2011/12. A further report on funding arrangements from 2012/13 and beyond will be prepared in advance of the budget process starting for 2012/13.
Equality/Diversity implications:	There are no equality or diversity implications arising from the recommendations.
Considered by Monitoring Officer:	Yes The legal implications are set out in the report

JH

Wards Affected:	All
Scrutiny Interest:	

TRACKING/PROCESS

DIRECTOR:

Chief Executive/ Management Board	Cabinet Member/Chair	Ward Members	Partners
Scrutiny Committee	Committee	Council	

1.0 INTRODUCTION

- 1.1 Since the announcement by Ministers of their intention to proceed with the CA, AGMA and its supporting officers have been working intensively both with senior officials of the CLG and DfT on the Order and; with officers across the AGMA authorities, on the preparation of the suite of constitutional and other documentation.
- 1.2 The drafting of all documentation is well advanced and has been finalised in consultation with district colleagues including the Council Solicitors Group and other relevant colleagues in relation to the various protocols. The purpose of this report is to provide an update on the current position in relation to the Order and the Parliamentary processes and timetable leading to its approval and it also seeks approval to the suite of constitutional documentation which will be submitted to enable the CA and TfGMC to meet in shadow form at the end of February. In particular, it provides details on the key issues arising particularly from the process of preparing the operating agreement, the amendments to the AGMA constitution and the various protocols.

2.0 THE ORDER

- 2.1 The Greater Manchester Combined Authority Order 2011 will establish the CA as a body corporate for the combined area (the area of the constituent authorities) and will set out its functions, constitution and funding. Its functions insofar as economic development and regeneration are concerned are as follows:
 - (a) the power to encourage visitors and provide conference and other facilities;
 - (b) the duty to consider housing conditions in the CA's area and the needs of the district with respect to the provision of further housing accommodation;
 - (c) a range of duties under sections 82, 83 and 84 of the Environment Act 1995 relating to air quality including the duty to cause a review to be conducted of the current and likely future quality of air within the CA's area and associated

- duties, the duty to designate air quality management areas and various duties in relation to designated areas;
- (d) various duties and powers related to the provision of education and training for persons over compulsory school age;
 - (e) the power under section 2 of the Local Government Act 2000 in relation to the promotion of well-being;
 - (f) the duty to prepare a strategy for promoting or improving the economic, social and environmental well-being of the CA's area and contributing to the achievement of sustainable development in the United Kingdom and the power to modify their sustainable communities strategy; and
 - (g) the duty to prepare an assessment of economic conditions.

All of these functions are to be exercised by the CA **concurrently** with each of the districts.

- 2.2 The Order dissolves the Greater Manchester integrated transport area and abolishes the GMITA and transfers its functions and its property, rights and liabilities to the CA. It sets out those transport functions which it has been agreed will be delegated statutorily to the CA by the constituent councils (traffic light signals and reports on road traffic levels). It designates GMPTE as the CA's executive body in relation to transport and renames it Transport for Greater Manchester (TfGM). It transfers ownership of the Commission for the New Economy and MIDAS to the CA. Finally, it contains various provisions which will together ensure continuity as between the date of abolition of GMITA and the date of effective operation of the CA.
- 2.3 Subject to the outcome of informal consultation with the Parliamentary legal advisor, which is currently underway, the Order can be submitted to Ministers and then laid before both Houses of Parliament. Any further update will be provided at the meeting.
- 2.4 The final issues negotiated on the Order related to a small number of technical amendments requested to ensure that the CA has the necessary powers to deal with the traffic functions to be vested in it by the Order and that the CA can make arrangements for its functions to be carried out by TfGM (GMPTE) wherever appropriate.
- 2.5 The timetable agreed with CLG and DfT provided for the Order to be laid in early February and given the progress which has been made, it now seems likely that this timescale will be met.
- 2.6 The Order with the new provisions will vest the economic regeneration, transport and two statutorily delegated traffic functions (light signals and road traffic assessment) in the CA, as agreed by AGMA, together with powers to enable transport/traffic functions to be discharged through TfGM. The Order also contains various incidental powers to underpin the CA's operation such as research powers and the powers to enter section 278 Highways Act agreements with developers in relation to traffic lights. It provides that the constituent Councils prepare a scheme for the transfer of property rights and liabilities from them to the CA or TfGM relating to the delegated transport functions. It is intended that traffic lights and related property will transfer to the CA with staff of the units transferring to TfGM as agreed in February 2010. Although future extensions of the CA's functions need to

be made by Order, constituent Councils can arrange for other functions to be discharged on their behalf by the CA as they all agree eg GMRAPS.

- 2.7 The Order also includes membership, voting and other constitutional matters relating to the CA. Each district council will need to appoint one member and one substitute member to the GMCA (with the appointments being made by full Council), their members to TfGMC as set out in clause 3.2 of the draft Operating Agreement (with the appointments being made by the Executive/Cabinet and full Council) and 3 members to the Scrutiny Pool (with the appointment to be made by full Council). The Order sets out the voting arrangements as agreed in March and as reflected in the Final Scheme. The CA will need to make their own Standing Orders for the regulation of their proceedings and will require a full Constitution. Drafts of these will be presented to the shadow CA when it meets and will be adopted by the CA at the beginning of April.

3. CONSTITUTIONAL DOCUMENTATION

- 3.1 The constitutional documentation which will underpin the new governance arrangements consists of an Operating Agreement to be entered into by the CA and the 10 Districts; a range of protocols which will sit alongside the Operating Agreement and set out how the various functions provided in the Order will be exercised including the respective roles of the CA and the districts and, in the case of the delegated traffic functions, TfGMC and TfGM; and a scheme for the transfer of property, rights and liabilities. In addition, the AGMA Constitution will be revised primarily to incorporate references to the CA and to exclude references to those (economic development and transport) functions which will be discharged by the CA once in operation. Finally, the CA will need its own Constitution and standing orders, although these will be submitted to the shadow CA at its meeting at the end of February.

- 3.2 Attached to this report are the following documents:

Appendix 1	Draft Operating Agreement
Appendices 2A - D	The 4 transport protocols
Appendix 3	Scheme for the transfer of property, rights and liabilities
Appendix 4	Revised AGMA Constitution

Work is underway on the economic development and regeneration protocols relating to functions which are to be exercised concurrently by the CA and the districts. It is crucial that these set out clearly the respective roles of the CA and the districts and work on them started later than work on the transport protocols. (The intention is that they will be submitted to the next meeting of the Executive Board and there will be consultation with Council Solicitors and other relevant district officers prior to this).

4. Operating Agreement

- 4.1 The Operating Agreement is the principal constitutional document which will underpin the new governance arrangements. This is to be entered into by the CA and the 10 Districts. It sets out the arrangements whereby the 11 Authorities will work together on the powers and duties contained within the Order including both economic development and transport functions. It provides for the creation of a new Joint Committee on Transport (TfGMC) and sets out its detailed terms of reference including those traffic functions to be delegated to it by the CA and the districts. It also provides the framework for the drawing up and approval of the

various transport and economic development protocols; sets out the arrangements for review as agreed in March with the Agreement endorsed at that time appended as Schedule 4; and provides for the transfer of functions currently exercised by this Executive Board in relation to the Business Leadership Council to be exercised by the CA. Finally it contains as schedules to the Operating Agreement the terms of reference of TfGMC including those matters referred for recommendation to the CA by TfGMC and those matters to be delegated by the CA to TfGMC as agreed in March (Schedule 1), TfGMC's Rules of Procedure (Schedule 2, based on GMITA's Rules of Procedure) and the protocol for scrutiny arrangements for AGMA, TfGMC and TfGM as agreed in March (Schedule 3). The Operating Agreement can only be amended with the consent of all 11 parties. However, it should be noted that Schedule 2 provides a mechanism to allow TfGMC to amend those of its Rules of Procedure which are non-statutory by a two thirds majority.

- 4.2 As far as transport is concerned, the CA will take on the powers of the ITA but, as reflected in the Final Scheme, the majority of the functions of the ITA will be delegated to TfGMC although the list of functions which are to be decided by the CA is very clear. The terms of reference of the TfGMC were agreed at the time the Final Scheme was agreed and these have been incorporated into the Operating Agreement at Schedule 1 as indicated above. The Agreement also deals with the composition of TfGMC and its ability to delegate to sub-committees and officers. It also provides for the funding of the two statutorily delegated traffic functions (traffic light signals and road traffic assessments); and for the delegation and funding of the two further traffic functions (network management and carrying out road safety measures) which are not covered by the Order but are to be the subject of separate delegation by Districts to TfGMC.
- 4.3 A key issue dealt with in the Operating Agreement is sub-regional scrutiny arrangements. As it has been agreed that sub-regional scrutiny will be widened to cover the CA, TfGMC and TfGM; the draft Operating Agreement includes the schedule on sub regional scrutiny arrangements originally included as Schedule 4 in the AGMA constitution, suitably amended to account for the new governance arrangements.
- 4.4 Following recent consultation on the scrutiny process, a number of issues have been highlighted. There are some elements within the AGMA Business cycle which recur annually and where it is proposed that overview by the Scrutiny Pool is formally built in to the Operating Agreement before final sign off by the Executive Board/CA. These areas are:
- AGMA Functions Budget proposals
 - Annual “refreshes” of Commission Work Programmes
 - Sixth monthly updates on performance against Objectives within the Greater Manchester Strategy
- 4.5 In order to embed the practice of overview and scrutiny within the new governance arrangements, it is recommended that the AGMA Wider Leadership Team will manage the process in full consultation with the Chairs of the Scrutiny Pool and ensure an appropriate role for the Scrutiny Pool. This will be done through a business planning component of WLT meetings. To ensure seamless delivery, it is also proposed that the funding for the scrutiny function, and the monitoring of the SLA and successor arrangements post March 2012 formally become the responsibility of the new integrated Secretariat being formed to support the CA/TfGM/LEP/ Executive Board as this will report to WLT.

- 4.6 As the CA will legally be a local authority in its own right, it is necessary to review the scrutiny rules which are currently not in line with the operation of scrutiny arrangements in local authorities generally.
- 4.7 Firstly, the current composition of the scrutiny pool is 3 members from each Council. The AGMA Constitution provides for one member of the largest minority group on a council to be appointed to one of the 3 seats if the minority group overall have at least 25% of the seats on the council. This does not strictly accord with the statutory rules of political balance which need to be applied to the operation of a Combined Authority as a statutory authority. This has been discussed at a meeting of Council Solicitors Secretaries where all agreed that the current provision should be amended and the rules of political balance applied in future.
- 4.8 Secondly, the AGMA Constitution also provides that appointees to the Scrutiny Pool may not be members of the Executive Board. This does not apply currently to substitute members on the Executive Board, although they (along with appointees to commissions and sub-committees) are not able to participate in the scrutiny of any matters or decisions taken at any meetings of the Board [commission or sub-committee] at which they were present. Currently councils may appoint two substitutes to the Executive Board although they will only be able to appoint one substitute to the CA under the Order. The drafting of the amended scrutiny rules maintains the position in relation to the Executive Board but excludes the substitute member of the CA from being appointed to the Scrutiny Pool. This mirrors the position in councils operating Executive arrangements where members of the Executive cannot be members of overview and scrutiny committees. This would mean that if one of the existing substitutes on the Board is appointed a substitute for the CA one substitute member on the Executive Board could still participate in the Scrutiny arrangements as at present.
- 4.9 It is also proposed that where a decision has been called in for Scrutiny that the meeting of the scrutiny pool to consider it must be held within 2 weeks rather than 3, in respect of all bodies covered by the arrangements, so as to ensure that if a matter has to be referred back from scrutiny to the decision taker this can be done within one cycle rather than two. This is a change from the current period of 15 days in the AGMA Constitution. It is more critical now as the arrangements are to be extended to the CA, TfGMC and TfGM.
- 4.10 The Operating Agreement includes proposals recommended by the Scrutiny Pool which would:
- require constituent councils to circulate appropriately within their authority work programmes minutes etc of the AGMA Scrutiny Pool
 - produce electronic briefings on the work of the AGMA scrutiny Pool for all elected members within member councils and
 - asks each Council to nominate one of its 3 members on the Scrutiny Pool to be the identified link member with their own local scrutiny arrangements.
- 4.11 Members are asked to consider and approve the draft Operating Agreement.

5. Protocols

- 5.1 As indicated above, the Operating Agreement provides for the detailed arrangements for the discharge of the economic development and regeneration functions and the traffic functions to be delegated to the CA either by the Order or directly to TfGMC by the councils to be contained in a series of Protocols which are

being drafted in consultation with relevant District colleagues. The Protocols are to sit alongside the CA Operating Agreement and will be subject to regular review and revision to mirror working practices. As referred to above, the economic development and regeneration protocols which relate to functions which are to be exercised concurrently by the CA and Constituent Councils will be submitted to the February meeting of the Executive Board. As regards the traffic protocols these are attached at Appendix 2. The two traffic functions delegated by Order (traffic light signals and road traffic assessments) are not concurrent functions but are vested in the CA as agreed under the Final Scheme. However, it is intended that the Protocols should provide for a mirroring of current and developing working practice including how the authorities will work together on these. As regards the two traffic functions to be delegated directly by districts to the TfGMC (which will remain in law the functions of the individual districts), a similar approach to the development of Protocols has been taken to ensure that as far as possible they mirror working practices. The Protocols have been developed in consultation with the Network Management Group and Transport Strategy Group.

5.2 Members are asked to agree the four Transport Protocols.

6.0 Scheme for the transfer of property, rights and liabilities

6.1 The draft scheme transfers from the constituent councils to the CA property used solely for the purposes of the transport functions statutorily delegated to it. This property includes all traffic control equipment including traffic lights and pelican and puffin crossing lights, computers, software used for the purpose of the traffic light function and software, including databases and modelling software, relating to the CA's traffic forecasting duty under section 2 of the Road Traffic Act 1997. Rights and liabilities in relation to this property and these functions are also transferred to the CA under the scheme. The Scheme does not transfer rights and liabilities under contracts of employment which will be dealt with separately nor does it transfer land or premises.

7.0 Funding

7.1 The position in relation to the CA's funding is broadly as follows:

- a) In relation to economic development and regeneration functions, the Order provides that the Constituent Councils must meet the CA's costs which are reasonably attributable to the exercise of these functions. The amount payable by each council is to be determined by apportioning the costs between the councils in such proportions as they (unanimously) agree or, in default of such agreement in proportion to the total resident population. Currently the AGMA Constitution provides for expenditure to be met by contributions from districts proportionate to their population. However, expenditure is in fact met by agreement on various bases in relation to different matters. The Order provides flexibility to deal with the apportionment of costs in respect of these functions.
- b) The CA is to be made a levying body in respect of its transport functions. These include the functions transferred from the ITA and the two delegated traffic functions included in the Order (Traffic Light Signals and duty to make reports assessing traffic levels) unless other arrangements are agreed by the Councils in respect of these two functions (see below, paragraphs 28 to 30).

- c) GMITA must set a transport levy before 15 February 2011 for 2011/12 and this will be issued to the Constituent Councils. The levy can only cover GMITA's existing functions and not the two statutorily delegated traffic functions. Because the 2011/12 levy will not meet the costs of the statutorily delegated transport functions, the Operating Agreement will provide that the constituent Councils should meet CA's costs in respect of those functions. These costs will be apportioned between the councils in such proportions as they may agree or, in default of agreement, in proportion to the total resident population on 30 June 2009 ie the same basis as used for the apportionment of the 2011/12 levy.
- d) The Operating Agreement provides that the Constituent Councils will delegate certain functions directly to TfGMC, namely:
 - a. aspects of the network management function under Sections 16 and 17 of the Traffic Management Act 2004, and
 - b. aspects of the road safety function under Section 39 of the Road Traffic Act 1988.

As these functions are not delegated to the CA, the costs of exercising the functions will continue to be met by the Constituent Councils both in 2011/12 and in future years in such proportion as agreed or, in default of agreement, on the basis of resident population.

- e) The intention is that expenditure on transport, traffic functions and on economic regeneration functions will continue to be met on the same basis as now for 2011/12.

8.0 In relation to the financial year 2012/13 and subsequently, the transport levy can cover the expenses and liabilities of the CA reasonably attributable to the exercise of its functions relating to transport including the two statutorily delegated functions (traffic light signals and reports on traffic level). The Order provides that the costs of the two statutorily delegated functions shall be defrayed by the CA except in so far as the Constituent Councils agree otherwise. In this respect, it is proposed that the Constituent Councils will remain responsible for meeting the initial costs of installing new light signals, but that once installed the CA will defray the costs of maintaining and replacing them (to be recovered through the levy).

8.1 Contributions by districts to the expenditure on light signal maintenance and replacement are not made currently on a population basis. In addition, repair of accidental damage to light signals is funded directly by districts. Once ownership and responsibility for light signals passes to the CA these should be met from 2012/13 through the levy on a population basis. However it is thought that with changes in population, potential impacts of the change across districts will be limited.

8.2 A group under the direction of AGMA's Business Management Group, involving the Manchester City Treasurer, Officers from the GMPTE and the AGMA Secretariat is currently working on the budget arrangements for 2011/12 and 2012/13 onwards to identify any issues. Discussions have taken place between AGMA Treasurers and will continue in respect of the arrangements and any issues identified in respect of future years. There is sufficient flexibility in the Order overall to ensure future financial arrangements are resolved on an equitable basis.

8.3 The Executive Board is asked to approve the funding arrangements as set out above and to request a further report on funding arrangements from 2012/13 and beyond in advance of the budget process starting for 2012/13.

9.0 AGMA CONSTITUTION

9.1 A revised AGMA Constitution is attached at Appendix 4. Apart from the addition of references to the CA and the deletion of references to the GMITA, the major revisions are deletions of certain references to the economic development and transport functions which will be discharged by the CA once in operation. Most of the amendments are therefore to Schedule 1 to the Constitution which sets out AGMA's general and specific functions.

9.2 In addition there are areas where functions will need to be discharged jointly by the Executive Board and the CA and the need to discharge these in association with the CA has been highlighted in the AGMA operating agreement. Specific governance arrangements may need to be put in place to deal with certain overlapping issues in the future. In order to provide for as seamless operation as possible, it is also proposed that the CA, Local Economic Partnership and TfGMC are associate members of the Executive Board and consideration is given to having similar arrangements in relation to the CA. In relation to Planning and Housing Commission and the Environment Commission, there are certain functions which will be functions of the CA (housing conditions assessment and air quality duties); and it is therefore proposed that both Commissions should become joint Commissions of the CA and Executive Board to ensure accountability for the discharge of all their functions.

9.3 The functions of the AGMA Executive Board in relation to Public Protection were finalised after the AGMA Constitution was entered into in August 2008. The Public Protection Commission has now been formally established and it is proposed to add to Schedule 1 the following functions for the Executive Board which are based on the agreed work programme of the Commission, and its three strategic aims as endorsed by the Executive Board in October 2010:-

- to oversee, where appropriate, measures to protect our communities from terrorism, disasters and organised crime
- to collaborate in measures to ensure reduction in crime and disorder and improvements to community safety
- to co-ordinate measures to improve service delivery in the field of public protection to ensure services that best meet our communities' needs, raise public confidence and maximise our partnership delivery.

10. TfGMC MEMBERS' ALLOWANCES

10.1 As a joint committee, TfGMC (unlike the GMITA) has no powers to pay allowances to its members. However, individual district councils may pay special responsibility allowances to Chairs and members of a joint committee. It means that the districts will need to draw up a scheme to provide for allowances to be paid to the members whom they nominate to be members of TfGMC. The intention, as agreed at an earlier stage, is that an Independent Remuneration Panel (IRP) is appointed jointly by the districts to draw up recommendations for the payment of allowances to TfGMC members which would in effect amend the districts' existing members' allowances schemes. The recommendations would not affect a district council's basic allowances which are applicable to all members whether or not they serve on TfGMC.

- 10.2 The Executive Board has been asked to agree to the establishment of a joint Independent Review Panel in relation to the payment of allowances to members of TfGMC by each Council and to delegate authority to the Chief Executive of Manchester City Council to make the necessary arrangements to set up the Panel.

11.0 STAFF TRANSFERS

- 11.1 A number of staff within the various Greater Manchester Transport Units will be transferring to TfGM. The majority will be transferring under TUPE, by virtue of their functions being transferred to TfGM under the new governance arrangements. AGMA will oversee these arrangements in consultation with the relevant districts. The assumption is that staff will formally transfer on 1 April.

12.0 PROCESS AND NEXT STEPS

- 12.1 The constitutional documentation will be considered by each of the constituent councils' Executives/Cabinets and full Councils and at the same time they will also appoint their representatives to the [shadow] CA and [shadow] TfGMC. The timetable previously agreed by the Executive Board envisaged that Councils would do this prior to meetings of the shadow bodies to take place on the 25 February, the same day as the next meeting of the AGMA Executive Board. The shadow CA will consider its draft Constitution/Standing Orders/budget at that meeting and TfGMC will consider the final operating agreement and budget and determine its sub-committee structure. Most authorities have suitable ordinary meetings in the period running up to 25 February.
- 12.2 In addition, when taking the constitutional documentation through their councils, councils have been asked to obtain sufficient delegated authority to enable changes to be approved (as the final Order will not have been approved), without the need for further consideration by their Executive/Cabinet/Council. This is because the final Order will not have been approved at that time and some parts of the documentation are still in development e.g. the economic development protocols.
- 12.3 A draft report for councils to consider will be prepared immediately after the Executive Board meeting on 28 January.
- 12.4 Finally, work is underway on a whole range of operational matters which need to be resolved in advance of the new governance arrangements coming into operation. Particular issues include business management issues around meetings, migration of the relevant web-sites and general communications arrangements and bringing into operation as quickly as possible the integrated secretariat.

13. CONCLUSIONS

- 13.1 Since the announcement by Ministers of their intention to proceed with the establishment of the Combined Authority, much work has been undertaken by officers to progress both the negotiations with CLG and DfT on the Order and the preparation of the constitutional documentation. Much has depended on effective collaboration with officers in the districts including the Council Solicitors Secretaries' Group, the Transport Strategy Group and the Network Management Group all of whom have shown themselves ready to support and input into the ongoing work. Subject to the views of the Executive Board, work will continue on

the finalisation of the documentation in consultation with district officers as appropriate.

13.2 The objective in preparing the documentation has been to ensure compliance with the agreements made in March and also with the view that as far as possible the new arrangements, whilst providing for future more radical joint working as well as future devolutions from Government, should effectively represent a consolidation of current arrangements.

13.3 Detailed recommendations are set out at the beginning of this report.

Background Documents

Previous reports between March and October 2010

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