

		Question
1.	Lib Dem	<p>Do the existing plans to proceed with the Greater Manchester Spatial Framework remain intact and if so, when will the timetable for next steps and further consultation with the public be confirmed?</p> <p>Councillor Powell</p>
	Cllr Eamonn O'Brien	<p>The GMSF is a strategic plan for the whole city-region, and is part of a shared commitment to ensuring that growth and prosperity benefits all of our people and places.</p> <p>The plan will be the driver for securing the homes and jobs that Greater Manchester needs and will help the process of recovery and responding to the economic impacts caused by the coronavirus pandemic. The housing crisis hasn't gone away and the need for new jobs is growing more important as the pandemic has already had a significant economic impact on businesses.</p> <p>We have a statutory duty to provide a plan that meets the current and future needs of our residents and the Spatial Framework has and will continue to progress in line with national policy.</p> <p>It is vital that we are prepared for the challenges that lay ahead and that we seize the opportunity to build back in a way that's better and fairer for all. Our focus, as always, is on getting the right plan in place and a decision on the next stages of the Framework will hopefully be published shortly</p>
2.	Lib Dem	<p>Could the Council's Spokesperson on the GM Police and Crime Panel inform members how often Section 60 Stop and Search powers have been used in each of the last three years, and what proportion of these powers have been used on BAME members of the public? Councillor Tegolo</p>
	Cllr David Jones	<p>GMP rarely use Section 60 Stop and Search powers, particularly when compared to other similar Forces.</p> <p><u>2019/20 (Home Office pilot)</u></p> <ul style="list-style-type: none"> • 3 Section 60s authorised • 0 searches under the first 2 • 9 searches conducted under the third – 3xBAME, 2xWhite and 4xno answer self-defined question <p><u>2018</u></p> <ul style="list-style-type: none"> • 1 Section 60 authorised & 1 stop and search conducted – no answer provided by the person stopped/searched on how they self-identify

		<p>2017</p> <ul style="list-style-type: none"> 1 Section 60 authorised & 1 stop and search conducted – no answer provided by the person stopped/searched on how they self-identify
3.	Lib Dem	<p>Could the Council’s spokesperson on the Transport for Greater Manchester Authority inform members what the expected loss in fare income has been for the Metrolink system through the pandemic, and how much of this has been covered through Government grants?</p> <p>Councillor S Wright</p>
	Cllr Richard Gold	<p>During the lockdown, the significantly reduced levels of farebox revenues due to a fall in patronage of around 95% resulted in monthly deficits (after financing costs) of circa £5.3 million, compared to the budgeted break-even position.</p> <p>Following discussions between GM Mayor Andy Burnham, Transport for Greater Manchester and Government, an initial tranche of funding totalling £11.6 million was granted by the Department for Transport, for the period to 8 June. This covered circa £4 million (around 73%) of the monthly deficit position.</p> <p>On 23 May, the DfT announced a second, improved, tranche of financial support of £13.3 million for the period from 12 May to 3 August. This grant funding is subject to review and scrutiny by the DfT based on revenue losses and actual costs incurred. TfGM are required to submit 4 weekly returns to DfT with the actual revenue and cost breakdowns, which will then be used to adjust and pay the allocated funding accordingly.</p> <p>Current analysis projects that, without any further government support, Metrolink can expect to experience a deficit of between £30 million and £40 million by the end of the current financial year.</p>
4.	Labour	<p>Can the Leader call on the spokesperson for travel in GM to give council an update on the improvements to the Bury Metrolink line including upgrade to Heaton Park station?</p> <p>Councillor Quinn</p>
	Cllr Eamonn O’Brien	<p>There are a number of interventions currently planned for the Metrolink Bury Line, including related interventions that improve access to the Bury Line such as Bee Network schemes.</p> <p>The interventions summarised below are included in TfGM’s 2020-2025 Transport Delivery Plan, with commitments to either deliver, or to complete the business cases, within the next five years. Bury Line improvements are currently not in the current iteration of the delivery plan but will be included in the next release.</p>

New Metrolink trams, and Park and Ride expansion at Radcliffe and Whitefield are fully funded. The rest of the interventions require funding to be secured, with various sources being considered, in particular through the Greater Manchester Infrastructure Programme (GMIP) and the Mayor's Challenge Fund (MCF). Discussions are underway with Government regarding GMIP.

Bury Line improvements include:

- The delivery of additional Metrolink vehicles (27 new trams) and associated infrastructure, delivering more double-unit service on the Bury Line, to be introduced onto the network from 2020.
- Expansion of Park and Ride facilities at Radcliffe and Whitefield Metrolink stops, to be delivered by Spring 2020, subject to planning consent.
- Improvement to cycling facilities at nine stops along the Bury Line, the business case for which is currently in development. If funding from the Mayor's Cycling and Walking Challenge Fund is secured, a completion timeframe of Autumn 2021 is estimated.
- Bury Interchange redevelopment to increase attractiveness and improve efficiency as a focal point for urban growth in Bury town centre, with the aim to complete a business case for early delivery of improvements within the next five years.

Heaton Park Metrolink stop

Schemes to deliver improvements to stops along the Bury Line are currently under consideration. The location and scope will be subject to a prioritisation process to determine value for money. As an example, the types of interventions which are being considered (final plan subject to business case) at Heaton Park include:

- A ramped track crossing providing an alternative means of step free access between the platforms.
- A ramped access route to the stop.
- Refurbishment of platform and stair materials.
- Lighting and CCTV improvements.
- Entrance improvements including secure cycle parking.
- Shelter renewal.
- Carbon reduction enhancements (which could potentially include energy generation).
- Landscaping improvements.

		<p>The schemes are currently funded to design stage, and improvements to Heaton Park along with other stops along the Bury Line are included in the GMIP submission with supplementary funding from the MCF for cycling and smaller enhancements.</p>
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