

REPORT FOR DECISION



DECISION OF:	The Council
DATE:	28th July 2021
SUBJECT:	Update on Combined Authority activity
REPORT FROM:	Leader of the Council
CONTACT OFFICER:	Chief Executive
TYPE OF DECISION:	Non key decision
FREEDOM OF INFORMATION/STATUS	This paper is within the public domain.
SUMMARY:	This report provides an update on the activity of the Greater Manchester Combined Authority.
OPTIONS & RECOMMENDED OPTION	That Council notes the report and agrees that further updates on the Combined Authority are provided to future Council meetings
IMPLICATIONS:	
Corporate Aims/Policy Framework:	Do the proposals accord with the Policy Framework? Yes
Equality/Diversity implications:	Equality Impact considerations included on the individual Combined Authority reports.
Wards Affected:	All Wards.
Scrutiny Interest:	Overview and Scrutiny

1 Background

- 1.1 This report provides an update on work of the Greater Manchester Combined Authority (GMCA) following an update to Council in March 2021.

- 1.2 Since the last update there have been four meetings of the Greater Manchester Combined Authority, the minutes of which can be found through the following link <https://democracy.greatermanchester-ca.gov.uk/ieListMeetings.aspx?CIId=136&Year=0>

2 Greater Manchester Independent Inequalities Commission

- 2.1 In October 2020, the GMCA launched the Independent Inequalities Commission to support and influence the city-region's renewal following the Covid pandemic; this being a key deliverable in the Greater Manchester (GM) Living with Covid Plan. The Combined Authority has challenged the Commission to be a catalyst for transformation, helping to develop ideas, providing expert opinion, evidence and guidance as Greater Manchester's economy and society reshapes over the coming months and years.
- 2.2 The mission of the Greater Manchester Independent Inequalities Commission is to better understand the pre-existing and emerging inequalities in the city-region, consider how tackling these inequalities should feature in a refreshed Greater Manchester Strategy, and outline a small number of specific and hard-hitting recommendations.
- 2.3 [A paper brought to GMCA in March 2021](#) updated members on its activities since November 2020. Since then, the Commission has been developing its ideas around how Greater Manchester might address some of the key inequalities faced by its citizens, with a particular focus on those which have deepened as a result of the Covid pandemic, and through the lens provided by the Black Lives Matter focus on race equality and discrimination.
- 2.4 The work of the Commission was informed by an evidence 'stock take' from across Greater Manchester. This involved bringing together existing evidence, community insights and data to inform the baseline position. The Commission has progressed by meeting with expert witnesses, holding hearings and round table discussions, and commissioning specific evidence and research work.
- 2.5 The analytical framework used by the Commission considers power inequalities, resource inequalities, social exclusion/participation, and quality of life.
- 2.6 [The report was launched prior to the GMCA meeting](#) on 26th March 2021. The report highlighted a range of progressive actions already being taken in Greater Manchester and elsewhere and considered how they can be embedded within public service delivery at all levels, responding to the immediate challenges of the pandemic and pivoting towards new ways of doing things in the future.
- 2.7 The report called for wellbeing and equality goals to be put at the heart of the Greater Manchester Strategy, with public budgets and projects all geared towards redressing imbalances by building a strong economy and working with residents to deliver the best possible services.
- 2.8 The reports recommendations included strengthening the mandate of equalities panels, establishing an independent Anti-Discrimination body, working with education and training providers to bridge the skills divide, and community wealth building and investment initiatives. They also call for a target of 2030 being set for every employer in Greater Manchester to pay a living wage and offer living hours to employees.

2.9 At the June 2021 meeting of GMCA it was agreed that Local Authorities and Greater Manchester agencies be requested to share their current activities and plans in response to the Independent Inequalities Commission, to further inform the Greater Manchester development of next steps and actions. At this meeting it was also agreed that a review of the membership of the Tackling Inequalities Board would be undertaken to ensure effective representation across districts and GM structures, and an in-principle allocation of up to £250,000 to further develop and implement action arising from the Commissions recommendations was agreed.

3 Greater Manchester's Equality Panels

3.1 The [GM Equality Panels](#) have been established to help tackle the structural and organisational prejudice and discrimination that causes inequality and injustice in society, through the advancement of equity and fairness in decisions, policies and services across all sectors and communities.

3.2 The role of the Panels is to:

- Champion Greater Manchester's cultural heritage and history of community inclusion and social justice
- Advise the Mayor of Greater Manchester and the Greater Manchester Lead for Ageing and Equalities of the challenges and opportunities faced by people linked to their identity
- Provide constructive challenge to political and organisational leaders to tackle prejudice and discrimination within their organisations and structures
- Proactively support and constructively challenge the GMCA and its public, private and voluntary sector partners to develop effective solutions that tackle inequality and increase equity

3.3 There are currently five panels and a further two proposed:

- Youth Combined Authority;
- LGBTQ+ Panel;
- Disabled People's Panel;
- Women and Girl's Panel;;
- Race Equality Panel,
- Faith Advisory Panel (proposed); and
- Older People's Panel (proposed).

3.4 The Panels act in an advisory role and report directly to the Portfolio Lead for Ageing and Equalities. They escalate concerns and issues to the Portfolio Lead, including in relation to the support of public services and commitment to change. However, the Panels do not have any decision-making authority within the constitution of the GMCA.

3.5 At the March 2021 meeting of GMCA recommendations to increase the annual budget for the LGBTQ+ Panel to £50,000 for 2021/22, to make this consistent with the budget for other panels and to allocate £50,000 to each of the Youth Combined Authority, Faith Advisory Panel and Older People's Panel from the Mayor's Budget to commission facilitating organisations for 2021/22 were approved.

4 A Bed Every Night 2021/22

- 4.1 As a city region we have committed to ensuring that everyone has somewhere safe to stay, any night of the year. This is identified as a shared priority across Greater Manchester public services and the community and voluntary sector. A Bed Every Night has been developed as both a core service and also as an approach to ending rough sleeping via a set of core aims and principles.
- 4.2 At the [March 2021 meeting of GMCA](#) the committed income of £4,554,000 was noted, and further confirmation was expected in June 2021 regarding the outstanding £1.5m investment from Ministry of Housing, Communities and Local Government (MHCLG) to secure the full budget.
- 4.3 The expenditure profile of £6,068,600 as grants to Local Authorities to deliver the service over a 12-month period was noted, pending full funding confirmation in June 2021, enabling Local Authorities to ensure continuity of service where necessary until that time.

5 GM Devolved Adult Education Budget (AEB) Year 1 Update and Next Steps

- 5.1 Devolution of the Adult Education Budget (AEB) is a long-term journey of change that will deliver positive outcomes for more of the region's residents. For the first year of this journey, the main aims have been:
- To work much more closely with the provider base to develop improved analysis of learner journeys, with a focus on positive outcomes and progression, and understanding whether the activity improves an individual's employability and quality of life.
 - Create a more place-based approach to the delivery of adult skills, recognising that for all of the ten local authorities, the supply and demand for skills is different, and that a 'blanket approach' to providing education and skills provision will not achieve the ambitions for increased productivity and better outcomes for residents.
 - Work with partners, local authorities and internal colleagues in the Industry Skills and Labour Market Intelligence Team to better respond to employer skills/talent needs, specifically in the growth and foundation economy sectors outlined in the GM Local Industrial Strategy.
 - Gaining a better understanding of residents' barriers to accessing adult education and skills provision and working collaboratively with local authorities, stakeholders and skills providers to respond directly to local challenges and remove these barriers to learning.
- 5.2 In the first year over 51,000 GM residents accessed over 114,000 devolved AEB funded courses, with over 93,000 of these completed during 2019/2020.

Figures show that Bury residents made up 6% of all residents who accessed an AEB funded course in GM. For 2021/22, Bury Council was allocated £1,422,905 on this programme, while funding was allocated for Bury College at £2,061,164.

- 5.3 In the [March 2021 meeting of GMCA](#) it was agreed that the GMCA Treasurer, in consultation with the Lead Member and Lead Chief Executive for Education, Skills, Work and Apprenticeship, be granted delegated authority to take forward the AEB commissioning of the National Skills Fund Adult Level 3 offer, for both existing AEB skills providers and the procured element.
- 5.4 It was also agreed that the proposed indicative allocations and subsequent expenditure for the GM grant-funded further education institutions and contract for services skills providers and to grant delegated authority to the GMCA Treasurer to agree any minor changes that arise during discussions between each institution and GMCA.
- 5.5 The proposed indicative allocations and subsequent expenditure for the GM grant-funded local authorities and to grant delegated authority to the GMCA Treasurer to approve any minor changes that arise in the course of discussions between each local authority and GMCA was also approved.

6 Covid-19 Contingency Support Measures for GM Work & Skills Programmes

- 6.1 In April 2020 due to the Covid-19 pandemic and its impact on the labour market, the Government published Procurement Policy Note (PPN) 02/20: supplier relief due to coronavirus (Covid-19), the key principles of which included for example paying suppliers as quickly as possible to maintain cash flow and supporting suppliers to maintain business continuity.. The PPN allowed the variations of contracted payment models to ensure the on-going viability of providers and the delivery of much needed provisions.
- 6.2 Under the emergency powers in place at the time, GMCA varied the majority of its education, skills and work contracts, in line with the key principles of PPN 02/20, primarily removing the payment by results condition and moving to a cost recovery model with providers, whilst working with them to pivot provision to address the new challenges caused by Covid-19.
- 6.3 The new arrangements were put in place for a period of 12 months, safeguarded by quarterly reviews, including performance and Open Book Accounting Contract Management (OBCM).
- 6.4 At the [March 2021 meeting of GMCA](#) it was agreed that the Covid-19 contingency support measures put in place in financial year 2020/21 would be extended into 2021/22. Continuing to support the financial stability of providers, whilst maximising the support available to Greater Manchester residents at a time when many require additional support.

7 Troubled Families Funding

- 7.1 At the start of 2020/21 GM Local Authorities were allocated a total of £10,772,320 on the understanding that GM would collectively work with a total 6,263 families. In recognition of the immediate impact of Covid-19 lockdown some referral routes this figure was revised to a target of 4,697 families in line with the rest of the country.
- 7.2 By the end of 2020 GM Local Authorities had collectively identified and worked with 5,335 (114%) families and recorded successful outcomes for 4,163 (89%) families. GM is therefore confident that they will be able to reach 100% of its target for 2020/21.

	Original allocation of families for Phase 2 of the programme	20/21 allocation of families	21/22 allocation of families	Revised total families for Phase 2 of the programme	Total funding for 2021/22	% of funding allocated to each area
Bolton	2,794	482	488	3,764	£1,075,962	9.85%
Bury	1,297	224	226	1,747	£499,472	4.57%
Manchester	8,023	1,384	1,401	10,808	£3,089,635	28.28%
Oldham	2,289	395	400	3,083	£881,487	8.07%
Rochdale	2,272	392	397	3,061	£874,941	8.01%
Salford	2,810	485	491	3,785	£1,082,124	9.90%
Stockport	1,903	328	332	2,564	£732,840	6.71%
Tameside	2,088	360	365	2,813	£804,083	7.36%
Trafford	1,213	209	212	1,634	£467,122	4.28%
Wigan	2,541	438	444	3,423	£978,532	8.96%
GM Funding					£440,000	4.03%
GM Total	27,230	4,697	4,754	36,681	£10,926,200	100%

- 7.3 MHCLG have now confirmed that subject to assurances on use of funding and performance, GMCA can expect to receive a further allocation of £10,926,200 Troubled Families funding in 2021/22 on the understanding that we collectively work with a minimum of 4,754 families.

8 Greater Manchester Culture Recovery Plan 2021

- 8.1 In February 2020, GMCA agreed the two-year GM Culture budget, which included £3.5m a year support to 35 cultural organisations from across Greater Manchester and £270k p/a to support strategic activity that delivers the ambitions outlined in the Greater Manchester Culture Strategy that cannot be delivered by a single organisation. This included funding for The Met in Bury.
- 8.2 In March 2020 cultural organisations in Greater Manchester closed their doors as a result of COVID-19 national lockdown. While many managed to deliver activity during lockdown and beyond, the sector nationally and across Greater Manchester continues to be in a precarious position, with many still unable to open venues and operate and most unable to generate earned income, vital to the long-term sustainability of the sector.
- 8.3 As we emerge from the Pandemic, we need to properly recognise the significance of cultural volunteering in Greater Manchester. The GMCA Culture

team will work with the Voluntary, Community and Social Enterprise (VCSE) sector, cultural organisations, and existing volunteer networks to investigate the best way to support sustainable volunteering, recognising the importance of volunteering to physical and mental health, skills development and intergenerational skills exchange, talent pathways and the sustainability of many cultural and heritage organisations across our city region.

- 8.4 Another priority during this period will be making the most of shared experience, resource, and networks, especially in relation to marketing and audience development and formal and informal education. The team will work with cultural organisations across the conurbation to share audience intelligence and insight and develop shared, thematic 'seasons' of activity, communicating clearly with GM residents about activities on offer across Greater Manchester. GMCA will also work with Arts Council England, Curious Minds and Local Education Partnerships to support young people in any attempts to increase wellbeing support and/or catch-up with education missed as a result of the pandemic, supporting national programmes expected to take place throughout the summer holidays.
- 8.5 The GMCA Culture Team will continue to work with local authorities on the development of Creative Improvement Districts as set out in the current Cultural Recovery Plan and the Night-Time Economy Blueprint – looking to the cultural and creative sector to support town centres and high streets to thrive by diversifying the range of uses and activity, and the re-purposing of buildings and spaces for cultural and creative use.
- 8.6 This plan will be delivered by and with the 35 organisations in the GM Culture Portfolio, by each of the 10 local authorities that make up Greater Manchester, with strategic partners including Marketing Manchester, GM Health and Social Care Partnership, Arts Council England, National Lottery Heritage Fund and Historic England and a whole host of cultural organisations and individuals from across the city region.

9 Preparations For the United Nations (UN) Climate Change Conference (COP26)

- 9.1 For the first time, the UK will host the 26th UN Climate Change Conference of the Parties (COP26) in Glasgow on 1-12 November 2021. The climate talks will be the biggest international summit the UK has ever hosted; bringing together heads of state, climate experts, young people, civil society, trade unions, faith groups and Indigenous Peoples to agree coordinated action to tackle climate change.
- 9.2 Greater Manchester is currently working with Liverpool City Region, Cheshire and Warrington Local Enterprise Partnership, Net-Zero North West (Industrial Cluster Decarbonisation) and Energy Network Operators (Electricity Northwest, Cadent and Scottish Power) to develop a collective expression of interest for submission in March.
- 9.3 The partners above have agreed the following key messages:

- This is a unique partnership, bringing together political leaders, local enterprise partnerships, local energy infrastructure providers, and industry
- NW partners are coming together to set out a collective roadmap for net zero in the North West, and this can only be strengthened with diverse involvement from other public and private sector partners across the region
- We will be the first UK region to have a cohesive plan to be carbon neutral by at least 2040, establishing a blueprint for others to follow
- A unified energy masterplan for the region will inform and influence North West organisations and key stakeholders, acting as a catalyst to rapidly accelerate low-carbon energy solutions
- We will work with our businesses and communities to enable the transition to low-carbon energy solutions and to ensure they benefit from it. We are working together to quantify those wide-ranging benefits, including the economic benefits
- Whilst different sectors across the region may require different energy solutions, it is vital that we act now to drive adoption of low-carbon technologies (hydrogen, wind, tidal, solar, nuclear, heat, energy efficiency) for the future resilience of the region
- Ahead of COP26 in November 2021 we are establishing the North West as the UK leader in regional climate action, informing and leading national and international conversations about climate action.

9.4 In advance of COP26, it is intended to host a number of local events and communication campaigns which are still in the early stages of planning:

9.5 Events:

- A Greater Manchester business Expo at Manchester Central, organized by Marketing Manchester – live (potentially July tbc) focused on engaging businesses
- A Greater Manchester Green Summit – virtual (October) focused on engaging citizens
- A Northwest Pre COP Summit - virtual (October) with wider NZNW partners

9.6 Communications Campaigns:

- Behaviour Change Campaigns – linked to national business/citizen campaigns – led by GMCA
- Green GM – led by Marketing Manchester – focus on GM’s outstanding attributes

10 Green Homes Grant Local Authority Delivery Scheme Phase 2

10.1 Greater Manchester Combined Authority (GMCA) has secured £10.3 million of funding to run the Green Homes Grant Local Authority Delivery scheme in Greater Manchester in partnership with energy provider E.ON. The Local Authority Delivery Scheme is open for applications until 30 September 2021.

10.2 The scheme aims to:

- Tackle fuel poverty by increasing low-income homes' energy efficiency rating while reducing their energy bills.
- Deliver cost effective carbon savings to carbon budgets and progress towards the UK's target for net zero by 2050.
- Support clean growth and ensure homes are thermally comfortable, efficient, and well adapted to climate change.
- Support economic resilience and a green recovery in response to the economic impacts of Covid-19, creating thousands of jobs.

10.3 At the [March 2021 meeting of GMCA](#) it was agreed that GM Local Authorities should collectively bid for an additional c£17m of Green Homes Grant, to expand our existing Green Homes Grant funded programme from £10.3m to c£27m and extend delivery timescale from September to December 2021.

11 Metrolink Phase 3 Monitoring & Evaluation

11.1 The evidence presented in this evaluation report was collected in the period up to and including mid 2019. It therefore pre-dates the impact of COVID-19 on the transport system in Greater Manchester. Key features of the Metrolink system are that it:

- Provides essential connectivity between the residential areas of Greater Manchester and the concentration of 200,000 jobs in the regional centre, where 1 in 2 financial/insurance jobs and 1 in 3 information/ communication/ profession/ scientific/ technical roles in Greater Manchester are located.
- Allows for clustering of economic activity in the conurbation allowing for increased productivity in Greater Manchester via the concentration of activity within sectors and across sectors
- Enables Metrolink passengers without access to a car, over half (52%) of whom do not have such access, to rapidly access opportunities across much of Greater Manchester.
- Supports Metrolink passengers with access to a car in their choice of travel by Metrolink, helping tackle congestion on the road network while also reducing environmental pollution and carbon emissions.
- Provides high capacity access to the city centre, accommodating 1 in 6 passenger movements in the weekday morning peak into the heart of the conurbation.

Following submission of the Metrolink Recovery Plan to Department for Transport in January 2021, Transport for Greater Manchester will seek to work with central government to address the challenges that COVID-19 has given rise to in relation to the Metrolink system, with a view to returning to a financially sustainable footing.

12 Greater Manchester Good Landlord Scheme

- 12.1 The private rented sector (PRS) in GM is under huge stress as a result of the Covid-19 pandemic, with many tenants and landlords challenged by the consequences of reduced incomes, increasing rent arrears, a changing policy and legal position, insufficient access to and support from the welfare system, and uncertainty about the future of their homes.
- 12.2 At the [March 2021 meeting of GMCA](#) members considered the shape of a GM response to respond to these pressures and suggested how our existing activity could be adapted and re-focused to reflect the new realities of the sector, and to support local interventions.
- 12.3 Work had been underway prior to the pandemic on the design and delivery of a GM Good Landlord Scheme. Through the pandemic, the housing and homelessness teams at GMCA have worked to understand the pressures in the PRS and their impacts on households at risk of homelessness.
- 12.4 GMCA used this learning to consider what 'building back better' could mean for the PRS in Greater Manchester, and propose a re-focused approach to working at GM level, to include the following key elements, funded from surpluses generated from the GM Housing Investment Loan Fund (GM HILF):
- Continued work with districts and others to ensure tenants and landlords have access to accurate and up-to-date information and advice, including advice to tenants around housing and welfare rights and dealing with personal and household debt.
 - Strengthened and focused enforcement capacity in a co-produced model with districts, and potentially with improved connections to housing advice and advocacy services, and to Greater Manchester Fire and Rescue Service, Greater Manchester Police and Trading Standards enforcement activity. While enforcement powers lie at district level, there are clearly resource constraints on teams locally which GM Housing Investment Loans Fund (HILF) surpluses could help to redress. This enables us to directly support work to target the poorest quality and worst managed properties in the sector. Strategies for the deployment of those funds and the capacity they could secure will be co-produced and agreed with districts.
 - Targeted capacity building for landlords (and agents) to help them better support their tenants, particularly those on low incomes, including training and access/signposting to help around retrofit and other funding opportunities or support.
- 12.5 Together, it is suggested that these three elements be branded as the GM Good Landlord Scheme. They do differ from a traditional Good Landlord Scheme, having evolved from the previous approach, and are perhaps more akin to a 'Better Renting Programme'. Funding totalling £1.5 million from the surplus generated by the GM HILF was agreed to fund and manage this activity, at £500,000 per annum for three years from 2021/22 to 2023/24 initially. GMCA will work with districts to design the detailed scheme, including how best to apply and target additional enforcement resources, and with districts and others on the other elements of the scheme.

13 Greater Manchester Brownfield Housing Fund - Tranche 2

- 13.1 A report to the GMCA in July 2020 set out the recent Government announcement with regards to the £400m Brownfield Housing Fund (BHF). For the GMCA, this means an initial allocation of £81.1m over a 5-year period. In addition to this, a further £1.94m revenue spend has also been allocated to the GMCA.
- 13.2 A Call for Information stage was undertaken during November/December 2020, seeking submissions from Districts on sites that could be eligible for BHF grant monies. Districts were to provide submissions on sites that were deemed priorities, and which were challenging in viability terms. Following this stage, the GMCA received submissions for 66 sites across GM which totalled a grant requirement of more than £200m.
- 13.3 On the basis of the remaining BHF allocation, the GMCA can award monies to all those sites with an overall score of 70 or more. It can be seen that there is representation across each of the GM Districts.
- 13.4 The summary position is as follows:
- Number of Sites to be Awarded Grant: 21
 - Recommended Allocation under Tranche 2: £41.441m
 - Number of Units to be unlocked: 2,720 units
 - Average Grant Cost per unit: £16,098
- 13.5 With the addition of the proposed allocation under Tranche 2 of 2,720 units this would bring the total housing units unlocked to 7,703 units through the Brownfield Housing Fund.
- 13.6 Of these 2,720 units to be awarded grant monies through Tranche 2 GMCA anticipate 1,350 units to be affordable housing units. This in addition to 1,100 affordable housing units which are expected to be delivered through the Tranche 1 awarded sites.

14 Greater Manchester Active Travel Programme and Cycling & Walking Financial Update

- 14.1 The Greater Manchester Mayor's Cycling and Walking Challenge Fund (MCF) was first announced in May 2018. It was announced that between 2018 and 2022, £160m will be made available from the Transforming Cities Fund to encourage more people to cycle and walk more often in Greater Manchester. Funding bids for schemes are invited quarterly.
- 14.2 In May 2020 the Department for Transport announced indicative funding allocations from the then newly created Active Travel Fund (ATF), to support local transport authorities with delivering cycling and walking facilities. The funding came in 2 tranches. Tranche 1, to support the installation of temporary projects as part of emergency Covid response measures; and tranche 2, for the creation of longer-term projects as part of the longer-term recovery.

- 14.3 The high-level Tranche 2 programme and Local Authority funding breakdown was agreed by the Combined Authority in December 2020, and the associated values added to the appropriate CA Transport Capital and Revenue budgets. The Delivery Plan for the Programme was agreed by the Combined Authority in March 2021.
- 14.4 At [GMCA in May 2021](#), a report was brought noting that GMCA had been successful in securing funding from the Government for the GM Active Travel Fund (ATF) programme. This paper set out the proposed governance for the GM ATF, proposed a scheme of delegation for individual scheme approvals, and recommended development costs funding approvals associated with the ongoing implementation of the Bee Network through the MCF.
- 14.5 Funding announced earlier in 2021 for Bury in this scheme included £1.3m for the development of Fishpool Active Neighbourhood, Elton Beeway, Radcliffe Bee Network and Pimhole Active Neighbourhood and mark a major step forward in delivering Bury's ambitions, providing key links across communities. This includes delivering the new Gigg Mills bridge over the River Roch, a route that has been closed for two years. This which will enable thousands of local residents to access employment and services in the Pilsworth area on foot or by bike, via a direct and safe route, which will shorten the journey by 3-4km than if by travelling by motor vehicle. In addition, Bury will start construction on its first CYCLOPS junction.

15 Local Growth Deal Funding and Approvals

- 15.1 The Government awarded a total of £493.3 million, over three Growth Deals to GM from 2015-2021, for capital projects that will benefit the local area and economy.
- 15.2 At a [GMCA meeting in May 2021](#), a proposal for allocating remaining non-transport funds were approved. It was agreed that £10.25m investment should remain related to skills & labour market responses post covid/Brexit across GM and be added to the £8.2m pot, to give a total pot for investment of £18.5m.
- 15.3 The GMCA Education, Work and Skills team working with partners will commit the £10.25m by the end of November 2022, allowing for a time frame of approximately 18 months to develop & invest money as the landscape evolves and settles to support post covid recovery and EU exit challenges.

16 GM Housing Investment Loans Fund

- 16.1 At a [GMCA meeting in May 2021](#), GM Housing Investment Loans were approved for 'Belmont Property Investments Ltd' to a value of £1.253m for the development of 4 new build houses on Park Road in Prestwich, Bury.

17 Minimum Taxi Licensing Standards (MLS)

- 17.1 At the June meeting of GMCA, a report was brought forward to set out the progress that has been made on the development of a set of minimum licensing standards relating to taxi and private hire in Greater Manchester and outline the timetable for consideration.
- 17.2 An 8-week statutory public consultation (adhering to the government COVID-19 guidance and restrictions) on the proposed MLS took place from 8 October to 3 December 2020, alongside the GM Air Plan consultation. To ensure it was as accessible and meaningful as possible in the context of the physical restrictions; numerous channels were employed including online questionnaires, paper questionnaires, online focus groups, 40 in-depth interviews with stakeholder groups and a dedicated email address for general views where individuals struggled with other channels. The in-depth consultation also included a series of meetings with trade representatives in districts and GM level which have continued post consultation.
- 17.3 The consultation yielded a total of 1683 responses (in addition to the qualitative interviews and focus groups) during the consultation period which took place between 8 October and 3 December 2020 as follows:
- 1552 via online questionnaire
 - 84 paper questionnaires
 - 47 via email
- 17.4 One of the most significant outputs of the public consultation was the high degree of public support for the MLS proposals, with this most recent feedback echoing that of an earlier public conversation exercise held in 2018. However, this does need to be balanced by the real concerns expressed by many across the hackney and private hire trade in relation to the proposed vehicle standards and the timeline for implementation, especially in the context of the severe economic impacts that COVID-19 and the lockdown restrictions have imposed on the trade.
- 17.5 Therefore, further work is required to refine both the MLS vehicle proposals and implementation timeline (that was consulted on) in a way that both complements the GM Clean Air Plan (CAP) and the wider Five-Year Environment Plan (5YEP), taking advantage of the funds available to support upgrade, and wider ambitions to ensure vehicles meet progressively higher environmental vehicle standards.

18 Local Transport Grant and Pothole Challenge Funding

- 18.1 In February 2021 the Department for Transport (DfT) announced the allocations totalling £35.7m for the devolved Local Transport Grant which includes funding for the Integrated Transport Block (ITB), Highways Maintenance Block and 'Incentive Element'. The confirmation of funding for 2021/22 is later than in previous years and was not received in time to be included in the 2021/22 GMCA Capital Programme approved by GMCA on 12th February 2021. The DfT announcement also included the 2021/22 allocation for the Pothole and Challenge Funding of £15.5m which has previously been received later in the financial year.

- 18.2 Since 2019/20 the funding has been awarded directly to GMCA to determine the allocations in conjunction with the ten local authorities. Due to this model the local authorities have been receiving an additional 'incentive element' of highways funding, in addition to the core elements of maintenance funding and ITB. Nationally the maintenance block funding has been reduced by c30% from £1.7bn to £1.2bn in 2021/22. The announced allocations show that every authority in England has suffered a reduction of approximately the same percentage magnitude.
- 18.3 To date, the allocations between GM local authorities of the highways maintenance and pothole funding have been on the basis of the factors previously used by DfT when the funding was awarded directly to the local authorities. These are based on various factors including, for example, road length in each area. It was agreed that this basis of allocation continues to be used in 2021/22 to distribute the highways maintenance, incentive element and pothole and challenge funding.
- 18.4 Until 2020/21 the ITB awarded to GMCA had been ringfenced solely for funding the Greater Manchester Transport Fund (GMTF), in line with the strategy agreed by AGMA in 2008. During 2020/21 this commitment was completed, and a small amount of funding (£0.7 million) was available for other purposes. It was distributed between the ten local authorities on the same basis as the other Highways Maintenance Funding. In 2021/22 the full amount of ITB is available for allocation by GMCA and the ten local authorities. A proposal for this was agreed at the June 2021 GMCA meeting.
- 18.5 The proposal is as follows: The allocation of the £16.3 million of funding available in 2021/22 will be based on a 75:25 allocation between the ten Local Authorities (£12.225 million) and GMCA (£4.075 million). This will compensate the Local Authorities for the whole of the reductions in maintenance and incentive funding suffered in 2021/22 compared to 2020/21 and make a significant contribution to the reduction in pothole funding, such that the remaining shortfall compared to 2020/21 would be just less than £1 million in total and no more than £128,000 for any individual Local Authority.

	'Base' Position					Including proposed allocation of ITB		Variances to	
	Highways	Pothole and		ITB	Total	Allocations	Total	19/20	20/21
	Maint.	Incentive	Challenge		21/22				
£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	
Bolton	1,696	424	1,696	-	3,816	1,335	5,151	2,002	(102)
Bury	1,131	283	1,131	-	2,545	890	3,435	1,334	(69)
Manchester	2,111	527	2,111	-	4,749	1,662	6,411	2,491	(128)
Oldham	1,361	340	1,361	-	3,062	1,071	4,133	1,606	(83)
Rochdale	1,357	339	1,357	-	3,053	1,068	4,121	1,602	(82)
Salford	1,395	348	1,395	-	3,138	1,098	4,236	1,648	(83)
Stockport	1,765	441	1,765	-	3,971	1,389	5,360	2,084	(106)
Tameside	1,289	322	1,289	-	2,900	1,015	3,915	1,522	(78)
Trafford	1,292	323	1,292	-	2,907	1,017	3,924	1,525	(77)
Wigan	2,133	533	2,133	-	4,799	1,679	6,478	2,518	(128)
GMCA	-	-	-	16,300	16,300	4,075	4,075	(12,225)	(12,225)
	15,530	3,880	15,530	16,300	51,240	16,300	51,240	6,108	(13,160)

19 TfGM Update

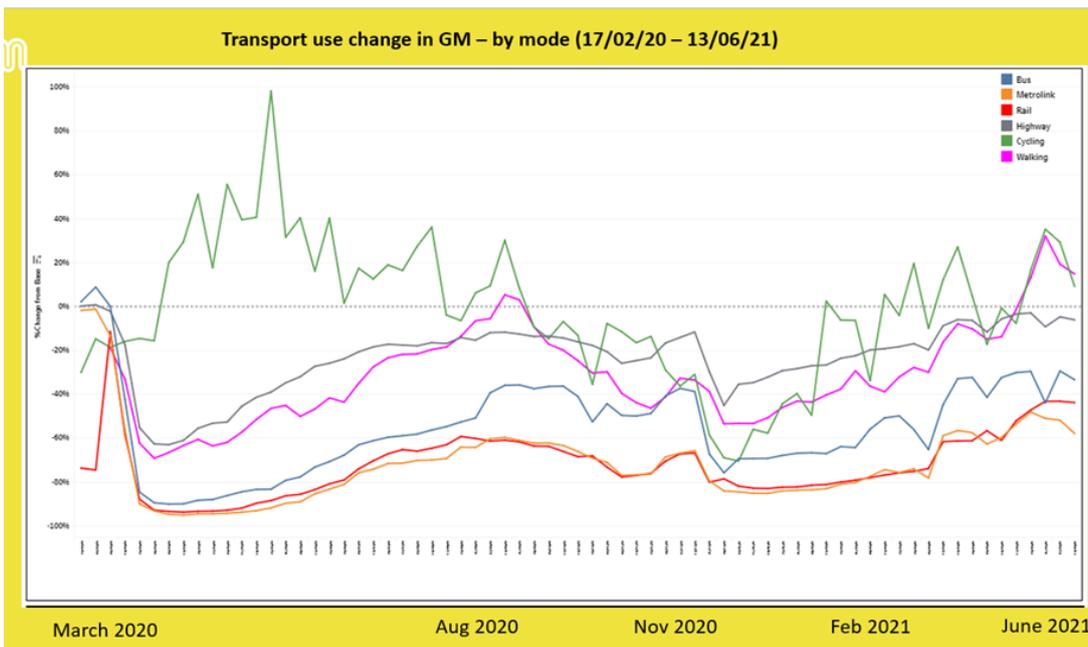
19.1 Latest Transport Advice

19.2 Due to the increase in the numbers of Coronavirus infections across Greater Manchester - driven by the Delta variant, TfGM's travel advice continues to ask that passengers, where possible, try to minimise travel within Greater Manchester and to areas outside the region to help stop the spread of new Coronavirus variants. Messaging continues to emphasise the importance of travelling safely, planning ahead, and travelling at quieter times where possible and considering walking or cycling, particularly for shorter trips. Further details can be found at tfgm.com/coronavirus

19.3 Network Patronage and Facemask Compliance

- 19.4 During the seven-day period ending Sunday 20 June there were an estimated 50 million trips on the Greater Manchester transport network, with levels broadly consistent with those of the previous week. Whilst public transport use remains significantly lower than pre-pandemic levels, overall journeys are now estimated to be only 3% below pre-pandemic levels due an increase in cycling and walking trips, as well as an increase in road traffic.
- 19.5 Following the easing of lockdown restrictions on 17 April, patronage across public transport modes and trips on Greater Manchester's highways has continued to steadily rise.
- 19.6 This was largely driven by an increase in activity on Monday 14 June, compared to the Bank Holiday in the previous week. Meanwhile, the return of schools following half term contributing to increased activity on highways and buses.

19.7 Face covering compliance has seen a network wide general decrease since Stage 3 reopening. However, over the last seven days to Sunday 20 June, observed compliance increased to 77.6% from 77.1% across the network.



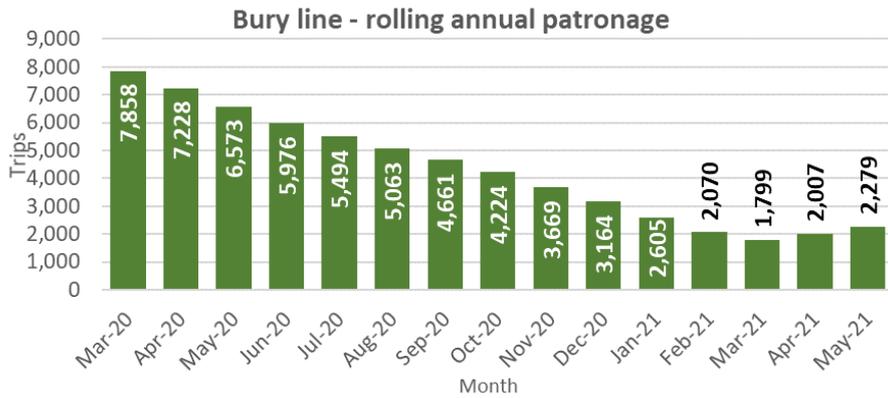
19.8 Metrolink

19.9 A Metrolink timetable change is planned for 5 July as part of the next step in the network’s recovery and to support increased demand as restrictions ease. This will see service levels increase from the current 20-minute core/10-minute peak operation, to a 12-minute core, with a 6-minute peak at the busiest locations. This is similar to timetabling in place on the network before the pandemic and will better support late evening and leisure demand on the network, including during the weekend. Further details of this change are due to be announced shortly.

19.10 Bury Metrolink Line

19.11 Performance and Patronage

19.12 Just over 10.3 million annual journeys took place across Metrolink during the 12 months to March 2021. This represents a decrease of 77% on the 12 months to March 2020. Rolling annual patronage for the Bury line is shown below. Following the government’s announcement of Stage 3 reopening, patronage across the network has started to increase, including on the Bury Line. This represents a 27% increase in patronage on the line between March 2021 and May 2021.



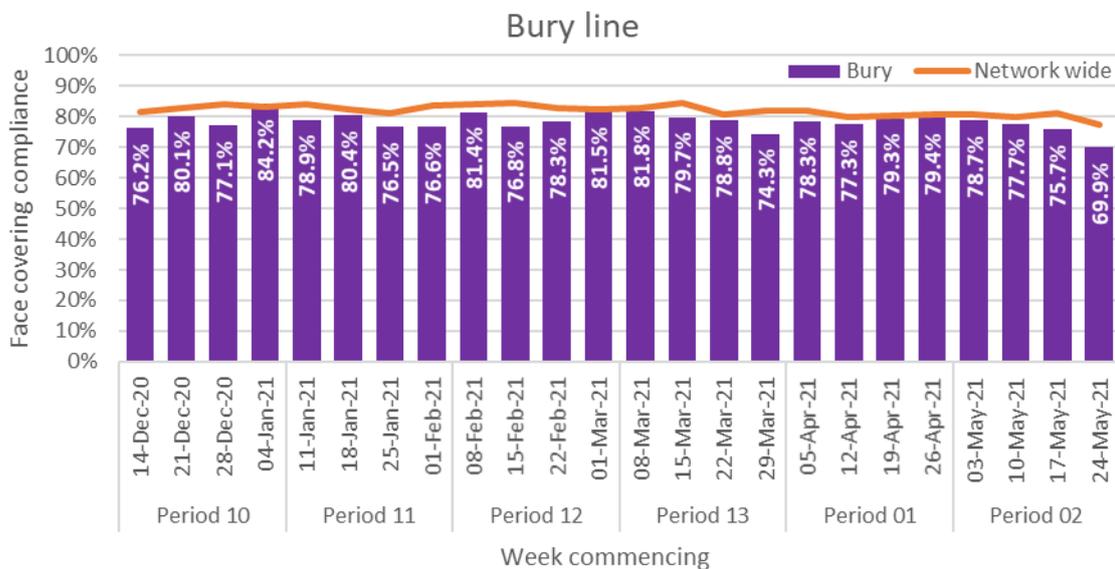
19.13

19.14 Punctuality

19.15 Punctuality is measured at every stop on each line. It has remained consistently above 90% over the time frame shown and increased to above 95% in 7 out of the last 8 reporting periods.

19.16 Face covering compliance

19.17 Face covering observations at stops along the Bury line in the peak periods each week show that over 74% of passengers along the line have been complying with face covering requirements since week commencing 19 October 2020. This remains below the network wide average compliance rate over the period, which is consistently above 80%. May 2021 saw a reduction in face covering compliance, dropping to 69.9%, reflecting a network wide trend following Stage 3 reopening.



19.18

19.19 Rail

19.20 In a joint press release issued on Thursday 27 May for Transport for the North (TfN), leaders from across the north came together to urge the government to publish its long-awaited Integrated Rail Plan and provide clear commitments around the full, and timely, delivery of HS2 and Northern Powerhouse Rail

(NPR). The Greater Manchester Mayor also called for urgent progress on plans for HS2-NPR stations at Piccadilly and Manchester Airport and for these to be fully integrated with Greater Manchester's local transport network.

19.21 Bus Reform

19.22 High Court proceedings started on Monday 24 May following judicial review claims raised by Stagecoach and Rotala during the bus reform process. These claims, and GMCA's response, have now been heard but it is unknown when a decision will follow.

19.23 GM Clean Air Plan

19.24 Greater Manchester published its final proposed Clean Air Plan to help tackle air pollution across the city region ahead of a meeting of GMCA on Friday 25 June. At this meeting, leaders considered the outcome of the consultation which took place last year and endorsed the final proposals. They will now be considered by each GM local authority (Bury Council – July meeting of Council).

19.25 Greater Manchester has secured over £120m in government funding to support local businesses upgrade to cleaner, compliant vehicles so they can travel in a GM-wide Clean Air Zone without incurring a daily charge. Applications for funding support will open from November this year. This will be essential to support impacted vehicle owners to upgrade, while facing the economic impact of the COVID-19 pandemic.

19.26 In light of feedback following last year's eight-week consultation on the plans and the impact of COVID-19, particularly on small businesses, GM-registered taxi/private hire owners and LGV owners will be given more time, money and options to upgrade.

19.27 This includes temporary exemptions for an additional year (until 31 May 2023) for all hackney and private hire vehicles (PHV) licensed by a GM District. Vans, minibuses, GM-registered coaches and wheelchair-accessible taxis were already exempt from daily charges until 2023.

19.28 Following consultation and negotiations with government, GM has increased funding support per vehicle for HGVs, coaches, vans, GM Hackney cabs and PHVs. Vans can now access up to £4.5k towards the replacement of a vehicle – £1k more than initially proposed – and GM Hackney Cabs can get up to £10k. HGVs can now get up to £12k towards replacement, nearly three times more than was initially offered, and coaches are now eligible for £32k.

19.29 The city region also announced that bike-share company Beryl has been selected as the delivery partner to design, install and operate a 24/7, public cycle hire scheme made up of an initial 1,500 bikes and e-bikes at over 200 new cycle hire docking stations across Manchester, Trafford and Salford.

19.30 Clean Air Day

19.31 To mark National Clean Air Day, a press release was issued on Thursday 17 June outlining activity that has taken place across Greater Manchester, including the temporary closure of streets in close proximity to schools. This activity formed part of the 'school streets' initiative, where cycling, walking, scooting, and wheeling is prioritised over cars. This follows last month's announcement committing funding to making at least 50 street closures permanent to help increase safety, reduce air pollution, and encourage more active journeys to school.

19.32 Active Travel Consultations

19.33 TfGM has been working with local authorities to coordinate new end-to-end guidance to support consultations and decision-making on active travel schemes. This follows high profile legal challenges against schemes in other areas of the country. The guidance document will help councils and elected representatives consider appropriate evidence, follow the correct process, appropriately document the outcomes, and consider wider statutory duties, including the Public Sector Equality Duty, when making decisions about active travel schemes.

20 GMCA Update on Waste and Resources Contract

20.1 Recycle for Greater Manchester (R4GM) Community Fund

20.2 The R4GM Community fund closed on 31st May. There were 60 applications altogether with a good range of applications from all 9 councils including 8 for the Greater Manchester wide funding opportunity and 2 from the Bury area. The applications are being shortlisted by GMCA, SUEZ and Lancashire Wildlife Trust and the final decision on the award will be made at the Environment Fund board meeting in July.

21 Recommendation

21.1 That Council note the updates from the Combined Authority and Transport for Greater Manchester, with further updates to be presented to future Council meetings.

List of Background Papers:-

None identified

Contact Details:-

James Mulvaney
Executive Policy and Research Advisor
j.mulvaney@bury.gov.uk
0161 253 5105