

REPORT FOR DECISION



DECISION OF:	The Council
DATE:	9th September 2021
SUBJECT:	Update on Combined Authority activity
REPORT FROM:	Leader of the Council
CONTACT OFFICER:	Leader of the Council
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 July 2021.

- 1.2 Since the last update there have been no meetings of the Greater Manchester Combined Authority. A meeting was due to take place on 30th July 2021, however, following the sad news of the passing of Bolton Council Leader Cllr David Greenhalgh, this meeting was cancelled.
- 1.3 Cllr David Greenhalgh was a fantastic colleague to work with. David was always good humoured, insightful and professional in the way he went about his role in Greater Manchester. His support for Bury's Town of Culture status was always a great boost for our town and he will be missed.

2 TfGM Update

2.1 Latest Transport Advice

2.2 On Wednesday 14 July the Greater Manchester Mayor, along with other regional Mayors asked their respective Transport Executives to mandate face coverings on those parts of the transport network where they are able to do so.

2.3 For Greater Manchester this means that wearing of face coverings is a condition of carriage on Metrolink – anyone not wearing and not exempt could be prevented from travelling or fined up to £100. Additionally, passengers in bus stations and interchanges will also be required to wear face coverings. For other modes, passengers will be strongly encouraged to wear face coverings. In line with the above approach, TfGM are also requiring frontline staff (unless exempt) to continue wearing a face covering to protect themselves and others.

2.4 Exemptions will reflect those currently in place, including for those who have certain medical conditions or disabilities which mean that they cannot put on, wear or remove face coverings. Children under the age of 11 will also remain exempt. Transport for Greater Manchester (TfGM), in partnership with KeolisAmey (KAM) and Greater Manchester Police, will continue to undertake Days of Action to educate customers on the importance of face coverings and how they help to protect others.

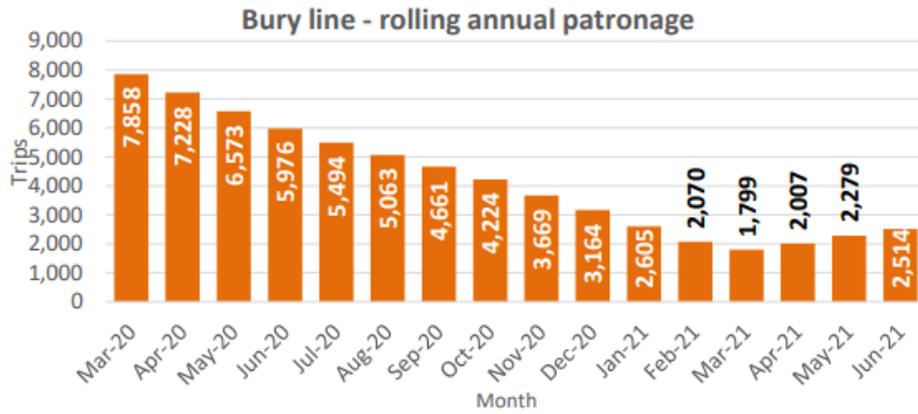
2.5 TfGM is sharing this update across platforms and channels, meanwhile signage and PA system announcements are in place to inform passengers of this requirement at stops, interchanges and on board Metrolink services. Updated key messages can be found at tfgm.com/coronavirus

2.6 Metrolink

2.7 Bury Metrolink Line

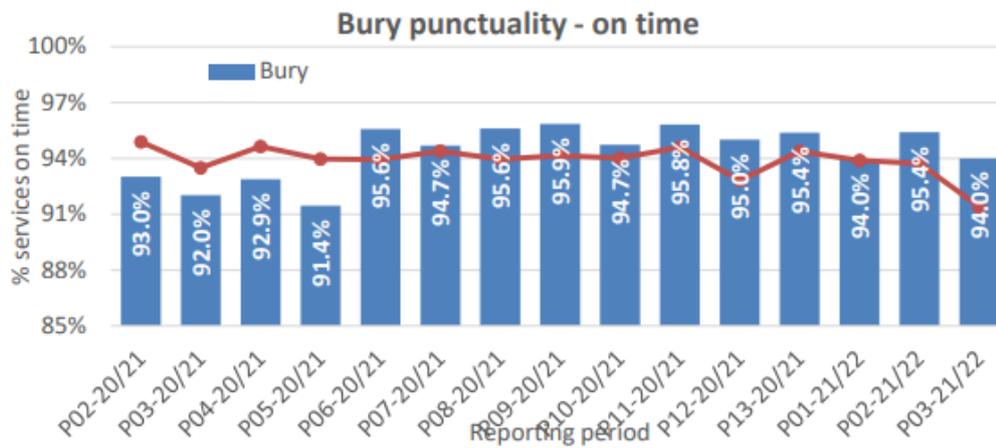
2.8 Performance and Patronage

2.9 Following the government's announcement of Stage 3 and Stage 4 reopening, patronage across the network has started to increase, including on the Bury Line. This represents a 10% increase in patronage on the line between May 2021 and June 2021.



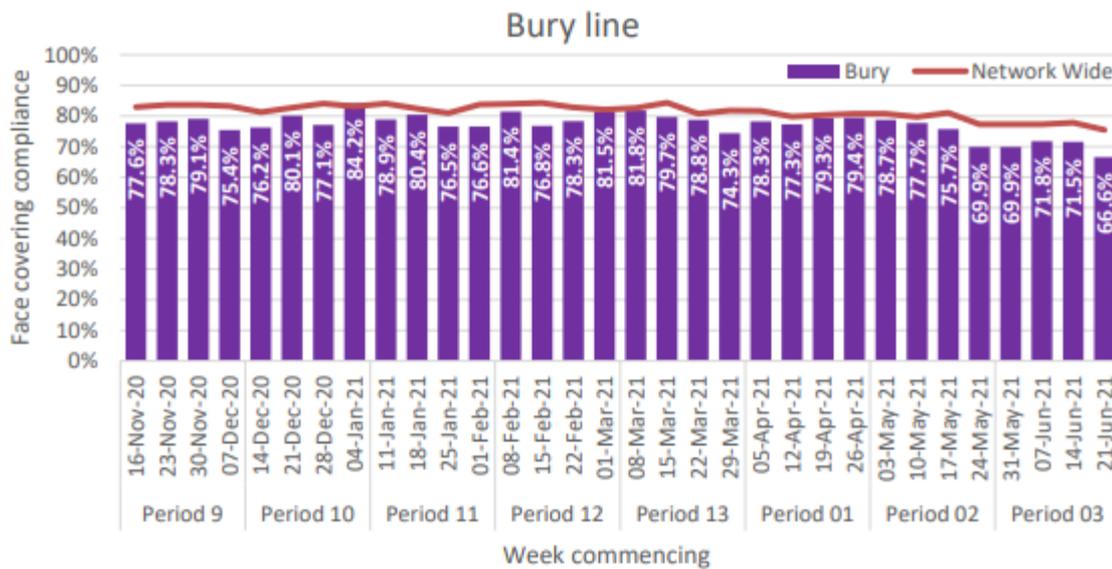
2.10 Punctuality

2.11 Punctuality is measured at every stop on each line. The chart below shows the on-time punctuality (within 2 mins of schedule) for the Bury line. Punctuality has remained consistently above 90% over the time frame shown. Despite a network wide drop to 91%, the Bury Line is still consistent with the last 11 reporting periods.



2.12 Face covering compliance

2.13 Face covering observations at stops along the Bury line in the peak periods each week show that 66% of passengers along the line have been complying with face covering requirements since Stage 4 reopening. This remains below the network wide average compliance rate over the period, which is at 75%, but declining.



2.14 Metrolink Timetable changes

2.15 Due to Covid-related staff absences and the knock-on impact on passenger services, a short-term service change came into effect on Metrolink from 9 August, involving a network-wide 12-minute service run between 6am and midnight Monday to Saturday and 7am to midnight on Sunday, with an increased use of double tram units on busier lines. Where possible, and subject to driver availability, additional services will also be put in place to support the busier routes at the busiest times.

2.16 This is a challenge that many transport operators are facing, and the temporary change is designed to reduce pressure on existing staff, protect safety critical teams and provide a more reliable and consistent service for passengers. TfGM and operator KeolisAmey are working towards the reintroduction of more frequent services ahead of the return to education and more people returning to the workplace in September.

2.17 Light Rail funding

2.18 The Department for Transport has announced £56 million in government funding to help light rail operators, including Metrolink, to continue to run services as restrictions are lifted. This tranche of funding will run for a longer period than previous tranches - from 20 July to April 2022 - during which operators will have to adapt their commercial offerings to ensure the longer-term viability and self-sustainability, with this intended to be the final tranche of COVID-19-related support.

2.19 Travel perceptions survey

2.20 TfGM’s Insight Team have found through fieldwork carried out between late-May and mid-June, that in addition to the wearing of face coverings, deep cleaning, having personal space, free hand sanitiser and real-time information on crowding are the most important factors for improving customer confidence and experience on the network. They also demonstrate a number of challenges that exist as people begin to travel more often, particularly in regard to the differing expectations of those who have been using public transport during lockdown and those who are thinking about returning to the network. TfGM have shared the details of this survey with transport operators and will

continue to review and develop interventions and supporting communications to support safe sustainable travel.

2.21 City Regions Sustainable Transport Settlement

2.22 In August, the Secretary of State for Transport wrote to the Mayor of Greater Manchester, inviting bids for the City Region Sustainable Transport Fund (previously known as the Intercity Transport Settlement). Greater Manchester has the opportunity to bid for funding in the range of £730 million to £1,190 million over the five years. Final allocations will be determined by government based upon submission of a prospectus as part of the Comprehensive Spending Review process. Submissions are required at the end of August 2021.

2.23 Clean Air Plan Governance

2.24 The GM Clean Air Plan has now been approved by all 10 local authorities via their individual governance processes. This means that, subject to a call-in period, the Plan will be officially adopted. Further activity is planned later this month as Greater Manchester gears up towards the implementation of the plan and delivery of a Clean Air Zone from May 2022.

2.25 Electric Vehicles

2.26 The Greater Manchester Electric Vehicle Charging Infrastructure (EVCI) strategy will soon be considered by GMCA. The strategy, which has been considered by a number of GM local authorities over recent weeks, sets out a vision for 2030 in which businesses and residents who choose to travel by car or LGVs, will be able to use electric vehicles with the confidence that they will be able to conveniently recharge them. If approved by GMCA, the EVCI strategy will sit as a sub-strategy of the GM 2040 Transport Strategy.

2.27 TfGM will also launch a new website electrictravel.tfgm.com, where the programme of planned publicly funded additional electric vehicle infrastructure will be included. The website will also include an online map to facilitate better co-ordination of requests from residents for on-street charging by allowing them to 'pin-drop' suitable locations

3 GMCA Update on Waste and Resources Contract

3.1 The Recycle for Greater Manchester (R4GM) Food Waste Campaign

3.2 The R4GM team have launched the Greater Manchester wide food waste campaign. The campaign called Buy, Eat, Keep, Repeat provides tips on how to reduce food waste and how to use the council food waste recycling service for any unavoidable food waste. It aims to raise awareness about the economic and environmental impacts of wasted food and encourage residents to take easy and actionable steps to reduce food waste in their homes.

3.3 A social media toolkit and briefing will be provided to all GM councils to promote the messages on their own channels.

3.4 Renew Shops and Renew Hub

- 3.5 SUEZ is committed to delivering an extensive social value plan to create value from Greater Manchester's waste.
- 3.6 As part of this vision, SUEZ have opened Renew Shops at 3 of the Household Waste Recycling Centres (HWRCs) in Oldham, Trafford and Salford. A Renew Hub in Trafford Park is also being developed.
- 3.7 In order to maximise recycling and reduce waste going to landfill and energy for waste, they will divert re-usable goods (currently furniture, bric-a-brac, toys etc.) from the network of 20 Household Waste Recycling Centres across Greater Manchester to the Renew Hub, where the goods are cleaned and sold in the 3 shops at a low cost.
- 3.8 They also have partnerships with charities from across the 9 councils who take donated items from the Renew Hub for their organisations.
- 3.9 The Hub will open later this year and will be used to repair and upcycle items working with like-minded business and charities. This will allow the introduction of electrical and white goods and will lead to the Hub becoming more of a community space.
- 3.10 This will include a dedicated work area, and also a multifunctional community space, including display areas for showcasing items from the Hub.
- 3.11 The layout includes a number of work pods which have just been installed, each containing equipment for repairing, upcycling or repurposing items, for example cycle repair, white goods checking and repair, upholstery, and painting.
- 3.12 Activities at each of the pods will be managed by qualified trainers working in partnership with third sector organisations and designers to carry out the repair and upcycling services, and employ and train local people and volunteers in skills for the green economy.
- 3.13 Profits from the 3 Renew Shops and Hub will be used to support SUEZ's funding commitments of £100,000 each year to the GM Mayor's Charity and £220,000 each year to the Recycle for Greater Manchester Community Fund.
- 3.14 **Van Permit**
- 3.15 A van permit is being developed for residents who use a van to dispose of their household waste at the Household Waste Recycling Centres (HWRCs). It is being introduced as part of the access restriction policy which was rolled out in February 2020 to deter traders from illegally using the HWRCs to dispose of trade waste. All businesses and traders, no matter how small must by law pay for their waste to be disposed either by setting up a waste collection contract, by hiring a skip or they can use a local weighbridge. HWRCs are for residents only.

- 3.16 The van permit will be free of charge and will help SUEZ to identify genuine residents from traders who are trying to access the HWRCs illegally. Residents will apply online for their van permit and will be asked to show this at the gate to gain access to the HWRC.
- 3.17 More information and a full briefing will be provided to all councils before it is rolled out later this year.

4 Recommendation

- 4.1 That Council note the updates from the Combined Authority, Transport for Greater Manchester, and Recycle 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