

REPORT FOR DECISION



DECISION OF:	The Council
DATE:	24th November 2021
SUBJECT:	Update on Greater Manchester 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 September 2021.

- 1.2 Since the last update there have been three meetings of the Greater Manchester Combined Authority. The most recent of these taking place in Bury on 29th October.
- 1.3 It was a pleasure to welcome Leaders and Chief Executives from across Greater Manchester to our Borough. I spoke to those attending the meeting about our term as GM Town of Culture and the legacy we hope to achieve from the past 2 years.

2 Greater Manchester Armed Forces Covenant Delivery

- 2.1 In June 2017, GMCA Members re-signed the Armed Forces Covenant and made a strong commitment to transforming the offer for the Armed Forces Community in Greater Manchester. The report presented a third update on the work that has subsequently taken place. The report also presented information about future initiatives and campaigns that have been developed using the expertise of the GM Armed Forces Leads across the localities and partners.
- 2.2 The report also proposed that GMCA seeks to maintain delivery and its national position in the lead of developing a coherent regional approach to provide a Gold Standard Offer to the Armed Forces Community.
- 2.3 The report noted that Bury's Armed Forces Covenant Steering Group had made significant progress in reviewing Bury's Armed Forces Covenant, which is now a joint covenant across the Council and NHS Bury Clinical Commissioning Group (CCG) signed on 10 November, to complement the Greater Manchester Armed Forces Covenant.
- 2.4 At the [10 September 2021 meeting](#) of GMCA, members approved the proposal to resign the Greater Manchester's Armed Forces Covenant. Members also noted the update on progress made to deliver the Covenant and the forthcoming developments with regards to forthcoming legislation.

3 Greater Manchester 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 At the 10th September 2021 meeting of GMCA members were presented with annual reports provided by the Disabled People’s Panel, LGBTQ+ Panel and Youth Combined Authority, and updates from the Race Equality Panel, Women and Girls Panel, and Faith and Belief Panel. Members also noted that recurrent funding of £350,000 will be required from the Mayoral Budget from 2022/23 to continue the work of the Equality Panels.

4 Greater Manchester Homelessness Prevention Strategy

4.1 The Greater Manchester Homelessness Prevention Strategy has been through extensive co-production and public consultation and was brought for approval to the Greater Manchester Combined Authority on the 10th September 2021.

4.2 GMCA members:

- Recognised and approved the missions that the strategy sets for homelessness prevention in Greater Manchester.
- Recognised and approved the principles that are set to guide homelessness prevention activity in Greater Manchester.
- Recognised and approved the commitment to the development of an accompanying Greater Manchester Homelessness Prevention Action Plan by October 2021 that sets out regional commitments, deliverables and indicators.
- Noted that Greater Manchester’s target for 50,000 affordable homes will be at the heart of the forthcoming Comprehensive Spending Review bid.

5 GM Minimum Licensing Standards for Taxi and Private Hire

5.1 In 2018, Greater Manchester’s ten local authorities agreed to collectively develop, approve and implement a common set of minimum licensing standards (MLS) for taxi and private hire services. At that time, the primary driver for this work was to ensure public safety and protection, but vehicle age and emission standards in the context of the Clean Air and the decarbonisation agendas are now also major considerations.

5.2 At the 10th September 2021 meeting of GMCA, members were presented with the final recommendations for the 17 standards included at Stage 1 for Drivers, Operators and Local Authorities. The recommendations were finalised following GM Licensing Managers considering all the consultation feedback both at a GM and district level and further to additional discussions held during consultation summary briefings presented at district level to Members and trade representatives at the end of June 2021. Additional detailed discussions also

took place with Members of District Licensing Committees to help officers finalise a set of recommended Standards at Stage 1.

5.3 Of the 17 Standards in total proposed at Stage 1; all but 5 of the standards are recommended to be confirmed as proposed. The following 5 standards have been amended in response to the consultation and further discussions as follows:

5.4

Standard Proposal	Amendment
Driver Proposed Standard 1: DBS checks and certificates of good conduct	The DBS certificate and checks requirement remains as proposed. However, it was considered that with regards to overseas certificates of good conduct, there are serious concerns with regards to the lengthy bureaucratic processes involved and the ability to determine the veracity of such documents using current systems. As the burden of the substantial costs of such a requirement would be reflected in the licence fees and the wider risk this presents, it is proposed at this stage that we reflect and engage with government further on this requirement.
Driver Proposed Standard 5: Driving Proficiency Tests (for new drivers only)	It is proposed that this standard is introduced as an outcome where applicable for licence reviews, and that it is introduced both for new and existing drivers in 2022 (in acknowledgement of the significant financial impacts on the trade during the pandemic - allowing time to adjust and recover and reducing the risk of licence holders going elsewhere)
Driver Proposed Standard 7: Dress Code	The appended Dress Code was tweaked in response to the consultation and Members to provide further clarity on what would be deemed acceptable.
Operator Proposed Standard 1: Operator Licence Conditions	Various minor amends to the wording of 7 of the operator conditions.
Local Authority Proposed Standard 6: Excellence in Licensing Award	Not to be introduced at this time to allow time to reflect on how the scheme would be operated and funded, with further direction from Members.

5.5 Members endorsed the Stage 1 recommendations at the 10 September 2021 meeting of GMCA. The recommendations at Stage 1 have now concluded their journey through district governance processes and have been formally approved (without alteration) by all 10 districts. The Stage 1 standards will take effect from 1 December 2021. The GM Licensing Network is already working on the CCTV and Drug and Alcohol Testing policies, as well as establishing a common framework for calculating fees and conducting compliance and enforcement activity.

5.6 At the [29 October 2021 meeting](#) of GMCA, an update was brought on the progress made on the development of a set of minimum licensing standards To

outline the recommendations officers will be making for Stage 2 (vehicles) of the standard proposals.

- 5.7 Whilst ultimately decisions will be made within individual districts on each individual policy standard, the set of final recommendations reflect the aspirations of the GM Licensing Network following months of discussions subsequent to the public consultation. GM Licensing Managers considered all the consultation feedback both at a GM and district level and held further discussions at district level with Members and trade representatives. Detailed discussions also took place with Members of District Licensing Committees to help officers finalise a set of recommended Standards at Stage 2.
- 5.8 As a result of the consultation and additional discussions, a number of amendments have been made to the 10 vehicle standards as proposed at Stage 2. Most notably are the following:
- 5.9 Not to recommend a date at this stage by which licensing authorities will require vehicles to be Zero Emissions Capable (ZEC) in recognition of the significant risk this poses to licensing authority business models in the absence of national standards to this effect, or legislative reform preventing 'out of area' working. However, a clear intention to move fleets to ZEC has been expressed to trades.
- 5.10 In recognition of the feedback from the trade with regards to the impacts of the pandemic, the significant cost to invest in Wheelchair Accessible Vehicles (WAV's) and the challenges within the vehicle market itself at present; the age limit 5 requirements for WAVs has been extended from a maximum 'coming onto the fleet' age of 5 years - to 7 years; and maximum age limit of 10 years extended to 15 years with a commitment to review air quality metrics and impacts over the next 2- 3 years and review the policy if necessary.
- 5.11 Not to recommend a specific colour requirement for Private Hire vehicles at this stage. A piece of research is to be commissioned to further consider the risks/benefits of this policy. However, single colour for private hire vehicles remains an aspiration of the MLS programme. Most major cities across the world have a private hire fleet that is uniform in colour and readily identifiable and, while the deregulated nature of the private sector in the UK makes achieving that more difficult there is a clear commitment to move in that direction as soon as is practicable.
- 5.12 At the 29 October 2021 meeting of GMCA, members noted the progress of the Minimum Licensing Standards workstream and endorsed the proposals at Stage 2 of the recommendations.

6 Cricket in Greater Manchester

- 6.1 In September 2019, following an approach from the England & Wales Cricket Board (ECB), Lancashire Cricket Club, Chance to Shine (a cricketing charity), Cheshire Cricket Board and GreaterSport, the Combined Authority agreed a

partnership and action plan that would use cricket to improve young people's lives and create stronger, healthier communities in Greater Manchester.

- 6.2 As part of this partnership, Leaders agreed a contribution of £600,000 (over three years) from the GMCA, with an additional financial contribution from host districts towards three Urban Cricket Centres, a new concept in sporting and leisure provision. Together, this funding commitment would unlock over £3 million investment from the cricketing organisations.
- 6.3 At the 10th September 2021 meeting of GMCA, members were provided with an update on the progress of the Cricket Strategy for Greater Manchester and their views were sought on a variation to the GMCA's original agreement for providing funding for the action plan that sits beneath it.
- 6.4 Members agreed at this meeting that this arrangement is varied, instead requiring that one urban centre is agreed with a constituent authority for the first year's funding (£200,000), another for the second year (£200,000) and a third centre for the final year's funding (£200,000). As one centre has already been agreed in principle, this would allow activities to commence from Autumn 2021 with the release of one third of the overall funding, with opportunity for the remaining centres to be agreed before 2022/23 and 2023/24 respectively.

7 Response to Flood Risk Management Issues

- 7.1 Leaders received an update last April on issues in relation to flood risk and water management in Greater Manchester. The report covered three areas: Governance, funding/investment, capacity /resources. It was noted that in recent years there have been several major flooding incidents across Greater Manchester. Through climate change this risk is increasing and resources are limited. Often risk coalesces in urban areas, within our strategic development locations and where communities live. Whilst 12% of flood defences in Greater Manchester are in a state of disrepair, given funding constraints there is a balance to be struck between increasing the resilience of existing assets, building new defences and addressing risk from surface water.
- 7.2 Addressing the flood risk challenge is a long-term investment and commitment. The risks will have to be managed and lived with. It was agreed that the following short-term actions are progressed by the GMCA to support the local authorities in Greater Manchester:
 - Actively lobby for resources into Greater Manchester and communicating our challenges to national Government with a view to influencing national policy direction.
 - Work with utilities to identify opportunities for partnership contributions.
 - Work with UU / EA to assess the catchment areas that impact Greater Manchester and identify projects that will benefit multiple downstream Local Authorities.
 - Review projects that have funding awarded and confirm the position on partnership contributions and opportunities for third party contributions to those projects.

- Identify a pipeline of strategic projects that could be brought forward to bid for future funding opportunities.

7.3 Existing pipeline of Bury Council led flood projects:

Project Name	Project Type	Present Value Whole Life Costs (£)	Start of construction	OM2 (Households) moved to lower flood risk category)
Mill Brook, Hollymount, Bury	Defence	80,000	01/02/2023	40
Harwood Road Culvert	Defence	125,000	01/02/2023	40
Lumb Carr Culvert	Defence	140,000	01/02/2023	60
New Street Culvert	Capital Maintenance	415,000	01/02/2023	100
Ramsbottom Flood Mitigation	Defence	650,000	01/02/2023	80

8 Hydrogen and Fuel Cell Strategy 2021-2025

8.1 In 2020, at the GM Green Summit, the Hydrogen and Fuel Cell strategy 2021-25 was launched as a report written by Manchester Metropolitan University on behalf of the region. The strategy sets out to inform how hydrogen and fuel cells may support GM to achieve our goals, both environmentally and economically.

8.2 The GM Strategy focusses on delivery in 3 phases:

- Phase 1: 2020–2025: Establish Transport Supply Chain and Build Confidence in Wider Hydrogen
- Phase 2: 2026–2030: Prepare for the availability of large volume hydrogen supply
- Phase 3: 2028–2031: Establishment of a CO2 free hydrogen supply system.

8.3 At the 10th September 2021 meeting of GMCA, members agreed to adopt the GM Hydrogen and Fuel Cell Strategy.

9 Greater Manchester Electric Vehicle Charging Infrastructure (ECVI) Strategy

9.1 The ECVI Strategy is a sub-strategy of the GM 2040 Transport Strategy, and is the first of a range of sub-strategies due to be produced this calendar year and brought to GMCA for approval. This strategy has been written with guidance

from District officers. Comments have also been sought during drafting from both the Energy Saving Trust and Electricity North West.

9.2 The three main themes within the strategy are that:

- There is need to ensure that an under provision of EVCI is not prohibiting the transition to EVs and the need to encourage and accelerate the transition to EVs to meet net-zero carbon targets especially in light of the November 2020 Government announcement of the ban of the sale of new petrol and diesel cars by 2030 and hybrids by 2035.
- There is also a need for public sector intervention in the short term to encourage and accelerate the transition to EVs, demonstrate commitment to EV technologies and encourage investment from the private sector. Longer term, there is a need for the development of a mature, commercial EVCI network in GM that allows public sector intervention to be scaled back.
- EVs and EVCI are emerging technologies that create uncertainties around accurately projecting demand for EVCI beyond 2025 and therefore there is a need for flexibility to change investment priorities and a need for regular review and monitoring of market developments to ensure that the EVCI network continues to meet with demand.

9.3 In terms of deployment of publicly funded EVCI, the priority will be projects which support the Greater Manchester Clean Air Plan and the 2038 carbon neutrality ambitions by aiding the accelerated transition to EVs for the most polluting vehicles; providing opportunities for those businesses most affected by the CAZ to transition to EVs and supporting those who would find it most difficult to transition to EVs due to home charging constraints.

9.4 For those unable to charge at home, proposed alternatives include:

- Developing and expanding EV car club offer (aligned to the E-Hubs trial project);
- Developing community charging hubs;
- Engaging with employers to encourage more workplace charging; and
- Destination charging including park and ride sites.

9.5 At the 10th September 2021 meeting of GMCA, members deferred the decision to 24th September, where the Greater Manchester Electric Vehicle Charging Infrastructure Strategy was approved.

10 GMCA Culture Fund Investment 2022-2023

10.1 In February 2020, GMCA agreed the two-year GM Culture Fund budget at £3,840m p.a., which included £3.5m a year support to 35 cultural organisations from across Greater Manchester.

10.2 In March 2020, cultural organisations in Greater Manchester closed their doors because of the COVID-19 national lockdown. While many organisations delivered some activity, the culture sector nationally and across Greater Manchester continues to be in a precarious position. Many organisations have received financial support from local authorities, the furlough scheme and

through DCMS's £1.57 billion Culture Recovery Fund. The majority of cultural organisations are a long way from pre-pandemic levels of income, and it continues to be a very challenging time for the sector and that challenge is expected to last through 2022 as long-term impacts of the pandemic become clear.

- 10.3 In March 2021, GMCA approved the one-year GM Culture recovery plan, 'Protect, Restore, Heal, Grow'. The plan outlined how GMCA would draw on all available resources to support the sector over the next twelve months, taking forward some of the learnings of the past year, including significant digital advances to widen access to culture, and a greater love and pride in our local places and cultural and heritage assets.
- 10.4 The plan outlined how GMCA would continue to invest in the 35 organisations in the GM Culture Portfolio for the second year of the 2020-2021 funding round, asking organisations in return to prioritise delivery in the following areas; providing paid employment for artists and freelancers; providing cultural activity for GM residents, especially in relation to mental health, education, physical health and reducing inequality; working with and in our high streets, towns and city centre.
- 10.5 Given the huge difficulties already faced by the cultural sector and the challenges likely to arise throughout 2022 as recovery starts to build, the sector needs surety. While it would be possible to go out for a new GMCA Culture funding round in Autumn 2020, bidding into the fund would place significant pressure on cultural organisations who will hopefully be fully focussed on their initial few months of 'normal' trading for more than 18 months. With this in mind, GMCA is asked to agree to rolling over existing cultural investment for one year (April 2022-March 2023). This would support the current portfolio of organisations and strategic activity at the same financial level as 2020/21 and 2021/22. Many funders (including Arts Council England) are doing similar with their portfolio investment by rolling forward funding for their portfolio organisations for the financial year 2022/3, before introducing a new investment approach in 2023/4.
- 10.6 In 2021/22 the GMCA strategic budget will support the delivery of the GM Culture Recovery Plan, agreed by GMCA in March 2021. This includes investment into StreamGM, the legacy of United We Stream, providing a global platform for GM talent. There is also further investment into Creative Improvement Districts and the development of a resource to match artists, performers and musicians with opportunities and spaces across Greater Manchester. The strategic budget will also be invested into creative ageing and in arts and health activity, building on the recommendations of A Social Glue. The 2021/22 budget will also be invested in the establishment of a Music Commission for Greater Manchester and the continuation of the GM Town of Culture programme
- 10.7 At the [24th September 2021 meeting](#) of GMCA, members agreed a one year rollover of investment of the GMCA Culture budget at current levels to support the continuation of many of these strategic interventions that will help the

cultural sector in Greater Manchester return stronger. £3.84m (£2.84million district contributions + £1million retained business rates) was agreed to create the GMCA Culture Fund Programme 2022/23.

- 10.8 Officers will work with the existing portfolio on an organisational health check in Autumn 2021 before co-developing one year delivery plans, aligned to the delivery of the Greater Manchester Culture Strategy. New grant funding agreements will be signed in February 2022 and delivery will start in April 2022. Officers will also work with colleagues across GM and with national partners to develop new investment proposals from 2023 onwards, aligning where possible with Arts Council England's funding round.

11 Greater Manchester Gender-Based Violence Strategy

- 11.1 The development of this strategy commenced in late 2018. The length of time it has taken to develop the strategy demonstrates the complexities of the issues that must be tackled. In this period several drafts of a strategy have been prepared, which following dialogue with stakeholders led to further work being required. The outbreak of COVID-19, as has been common across all sectors, meant that resources had to be diverted to deal with immediate and ongoing implications.
- 11.2 In October 2020 intense work was able to recommence. This work was supported and enhanced by a small team from the University of Manchester led by Professor David Gadd.
- 11.3 The strategy is informed by ten key principles:
1. Working to tackle the attitudes and underlying inequalities that foster gender-based violence, while mobilising the public, employers, health service, Voluntary, Community and Social Enterprise (VCSE) sector and educational institutions to work alongside the police and criminal justice system to protect victims and prevent violence and harassment.
 2. Making it as easy as possible for victims and survivors to access the support and guidance they need, and providing high quality, joined-up victim-focused services across health care, criminal justice, and the VCSE sector.
 3. Maximising accountability to victims and survivors, especially with regard to police and justice outcomes. Working with the public, especially young people to tackle the norms, attitudes and inequalities that enable, justify and excuse gender-based violence, whilst protecting those at risk of harm and working effectively with those at risk of perpetrating it.
 4. Ensuring all frontline staff understand both that anyone can become a victim of gender-based violence and that poverty economic insecurity, and other inequalities compound people's vulnerability to victimisation. These other inequalities arise from discrimination in response to sex, gender, ethnicity,

age, sexual orientation, gender identity, immigration status, physical and intellectual abilities, and physical and mental health.

5. Anticipating how the threats posed to victims are intensified by online forms of abuse, while building on investment in new technologies to increase reporting, open up access to services, and provide evidence in criminal cases.
 6. Taking a Whole Housing Approach to reducing the risk of homelessness that forces many victims and their children to endure domestic abuse and increase the options for rehousing perpetrators to minimise the harm caused to victims.
 7. Developing a culture of reflective learning that builds on the valuable work provided by specialist 'by and for' providers; enabling all frontline professionals to redress shortcomings in service provision at a system level and access the very best international research and evidence, so as to continuously develop best practice.
 8. Providing risk assessment tools for all those working with victims and perpetrators, which anticipate the diverse and complex needs of many service users, and state of the art training in their application.
 9. Working with employers, professional bodies and government inspectorates to set new professional standards and internal policies for tackling gender-based violence and harassment that respond to reports of it in the workplace, including abuse perpetrated by or against professionals working in the sector.
 10. Measuring the effectiveness of our interventions and public engagement campaigns, to ensure they increase safety for victims, change attitudes and behaviour, and reduce the prevalence of gender-based violence and the gendered inequalities underpinning it
- 11.4 At the 24th September 2021 meeting of GMCA, members approved the strategy for publication and delivery, and approved the establishment of a public campaign to promote the Gender Based Violence Strategy be endorsed and that all boys and men be urged to take responsibility for their actions and to take a stand against gender-based violence.

12 Tackling Inequality in Greater Manchester – response to the reports of Independent Inequalities Commission and Marmot 'Build Back Fairer'

- 12.1 This report was brought to the 24th September 2021 meeting of GMCA, with the purpose of describing the response to the recommendations of the Greater Manchester Independent Inequalities Commission and the Marmot 'Build Back Fairer' Report as a key part of a comprehensive and integrated Greater Manchester approach to tackling inequality and enabling equity.

12.2 Bury Council's contribution to this report is as follows:

12.3 Our Bury 'Let's Do It' strategy has tackling inequalities at its heart with a clear vision to stand out as a place that is achieving faster economic growth than the national average and lower than national average levels of deprivation by focusing on seven core outcomes:

- Improved quality of life
- Improved early years development
- Improved educational attainment for our children and young people
- Increased adult skill levels and employability
- Inclusive economic growth
- Carbon neutrality by 2038
- Improved digital connectivity

12.4 This vision is underpinned by a clear set of outcome measures benchmarked against comparable boroughs, other GM boroughs and national averages as well as measuring progress in reducing internal borough inequalities. We are also aiming to ensure that key issues around vulnerability, disadvantage and poverty are at the heart of our decisions through high-quality equality analysis of every change / opportunity.

12.5 To deliver this vision a number of key programmes of work are already underway and will be progressed further through the lifetime of the strategy for example:

Through our Inclusion Strategy we are working with the local voluntary and community sector to develop inclusive community engagement structures - empowering local communities to set their own agendas and participate in solutions building on our participatory budgeting work; we are taking an equity-based approach to targeting public resources through our neighbourhood teams, to give every person access to the conditions to achieve their full potential. We are also working to develop an inclusive and representative workforce across all public service partners who understand unconscious bias and will use our culture strategy to celebrate and value the diversity of our borough

12.6 Our Health and Well Being Board has recently been established and re-focused as a 'standing commission' on health inequalities. Using the GM Model of Population Health system as a framework, the board works to ensure strategies and programmes of work are actively working to understand and address inequalities, promote inclusion and are developed in co-production with individuals and communities. This has already led to improvements in equalities monitoring within services, a radically new approach to recovery and transformation of elective care and increasing application of the concept of 'implementation decay' (where inequalities are perpetuated across service pathways) in analysis and to inform action to reduce inequalities.

12.7 We already have in place a local network of anchor institutions but now taking this further with a framework for Community Wealth Building based on the

work of CLES with identified leadership for each element by senior leaders from across the public sector. The Council has also committed to ensuring that the Real Living Wage is paid to all staff who are directly employed or who work within services commissioned by the Council. We also have a number of ambitious regeneration programmes focused on a number of townships in the borough which bring significant improvement to the quality of the local environment, access to good quality jobs, housing and services but will also ensure these developments are connected and informed by the ambitions and needs of local residents who will have a strong voice in shaping the plans.

- 12.8 Our approach to Public Service Reform and our neighbourhood working model has at its heart the drive to transform and realise new relationships across services and with local communities with a strong emphasis on co-production, strengths based approaches and community led decision-making. In addition to targeting timely and appropriate levels of wrap around support to those with or at risk of higher level needs we have a strong emphasis in ensuring good quality universal services with an emphasis on good quality education and health services and getting basics right for our residents.

13 Refresh of Greater Manchester VCSE Accord

- 13.1 In November 2017 and on behalf of the GMCA, an Accord was signed by the Mayor of Greater Manchester with the Voluntary, Community and Social Enterprise (VCSE) sector, which set out new, improved standards of working with VCSE organisations. The GM VCSE sector also entered into a Memorandum of Understanding (MOU) with the Health and Social Care Partnership. Since that time, a huge amount of collaborative work has taken place and the relationship between the public and VCSE sectors has increased in strength, particularly during the Coronavirus pandemic.
- 13.2 In September 2020, GMCA Members agreed to extend the scope of the Accord to embrace health and social care, replacing the previous MOU, and to work collaboratively with the GM Health and Social Care Partnership to co-produce this new agreement with the GM VCSE Leadership Group. At the same time, the GMCA also approved a proposal for investment in VCSE leadership and infrastructure in the Sector at a GM footprint.
- 13.3 The development of this new Accord is the product of a series of structured conversations held in July and early August with stakeholders including GM VCSE networks, local VCSE infrastructure organisations, local VCSE leaders and a range of GMCA and GM Health and Social Care commissioners, local authority policy leads and other statutory sector stakeholders.
- 13.4 The Accord is a three-way collaboration agreement between the Greater Manchester Combined Authority and the Greater Manchester Health and Social Care Partnership and the GMVCSE Sector⁴ represented by the GM VCSE Leadership Group, based in a relationship of mutual trust, working together, and sharing responsibility. It will act as a framework for collaboration involving VCSE leaders and organisations in the delivery of the GMS and in the thematic strategies and delivery plans that will exist to deliver the GMS vision, including

the strategic plan of the new GM Integrated Care System. The purpose of this Accord is to further develop how we work together to improve outcomes for Greater Manchester's communities and citizens. The agreement is intended to work in a number of ways:

- Through a shared understanding of the contribution that VCSE organisations make towards tackling inequality in society, creating a more inclusive economy and addressing the climate crisis.
- Through the building of effective partnerships and relationships between the statutory sector with VCSE organisations across different geographies (for example GM-wide, district-wide, or in neighbourhoods and communities)
- Through a shared vision, ways of working principles and set of commitments which underpin these partnerships and relationships
- Through a 5-year iterative programme of enabling and developmental activities driven at a GM-wide footprint, which aims to maximise the ability of VCSE organisations to deliver beneficial outcomes in communities and localities.

13.5 At the 24th September 2021 meeting of GMCA, members approved the GM VCSE Accord and authorised the Mayor of Greater Manchester, the GM Portfolio Lead for Community, Co-operatives, Voluntary Sector and Inclusion and the Chief Executive of the Combined Authority to sign the Accord Agreement on their behalf.

14 GMCA, Environment Agency and United Utilities Memorandum of Understanding

14.1 There are demonstrable benefits in having a single joined up conversation with individual infrastructure providers to overcome barriers to integrated planning and delivery. The GMCA received a report last July outlining issues and proposed response to flood risk and water management in Greater Manchester. The report highlighted that GMCA officers are working with United Utilities (UU), the Environment Agency (EA) and other infrastructure providers to identify shared outcomes and ways to strengthen day to day working.

14.2 The aim is to:

- Ensure all parties have a common understanding of what we are trying to achieve together and can see the value in doing so.
- Agree governance arrangements.
- Create the structures to drive action planning and delivery and most importantly.
- Align a complex system of legislation, funding arrangements and organisations to achieve tangible and measurable outcomes within Greater Manchester.

14.3 The approach is more than a change to operational governance. The outcomes the partnership is aiming to achieve are a reduction flood risk, improvements in

water quality and efficiency, more resilient and liveable places and developments, enhancement to natural capital, reduction in carbon emissions and an increase in investment into Greater Manchester.

- 14.4 The partnership will inform business and investment planning, for example (UU's) next price review and investment cycle. It will help partners to allocate resources and monitor progress to make this a success, leverage funding to deliver agreed outcomes, including integration of funding within priority places/strategic growth locations.
- 14.5 At the 24th September 2021 meeting of GMCA, members agreed that the GMCA will enter into a memorandum of understanding with the Environment Agency and United Utilities and that the GMCA will receive an annual report on progress, success and any issues/barriers to delivery.

15 Sustainable Warmth Competition

- 15.1 Sustainable Warmth Fund is a competition being launched to bring together two fuel poverty schemes (Local Authority Delivery Phase 3 and Home Upgrade Grant Phase 1) into a single funding opportunity for Local Authorities (LAs). The two schemes that make up the Sustainable Warmth competition have a shared goal to contribute to the aims set out in the Sustainable Warmth: protecting vulnerable households in England strategy.
- 15.2 Through funding made available under the Sustainable Warmth competition, the Government aims to save households money, reduce fuel poverty, cut carbon and support the aims of the Prime Minister's 10 Point plan for a Green Industrial Revolution. Funding is available to upgrade homes both on and off-gas grid, and is comprised of:
- Local Authority Delivery (LAD) Phase 3: a third phase of LAD with £200m available. LAD3 has a refined scope to support low-income households heated by mains gas.
 - Home Upgrade Grant (HUG) Phase 1: £150m for low-income households with homes off-gas grid through the Home Upgrade Grant (HUG) scheme.
- 15.3 Both schemes aim to support low-income households in England, living in energy inefficient homes, by installing energy efficiency and low carbon heating upgrades with a delivery timeframe of January 2022 to March 2023.
- 15.4 The funds aim to raise the energy efficiency of low-income and low EPC rated homes (those with Band E, F or G) including those living in the worst quality off-gas grid homes, delivering progress towards reducing fuel poverty, the phasing out the installation of high carbon fossil fuel heating and the UK's commitment to net zero by 2050. BEIS have confirmed that EPC 'D' rated properties can also be included, up to and not exceeding 30% of any proposed programme.
- 15.5 Funding to owner occupied eligible households will cover the full cost of upgrading a home and the expected average cost of upgrades should not

exceed £10,000 per property. The scheme expects landlords eligible for funding (private and social) to provide at least 33% contribution towards the cost of the upgrades and the subsidy should not exceed £5,000 on average per household. A cap of 10% for social landlords has been applied by BEIS, limiting the numbers of eligible social housing that may be considered.

- 15.6 Following successful bids by GMCA to the Green Homes Grant Local Authority Delivery (LAD) Scheme Phase 1a, 1b and 2, it is now proposed that GMCA bid for an additional c£15m Government funding from the 'Sustainable Warmth Competition' from BEIS, on behalf of Greater Manchester Local Authorities and Registered Providers.
- 15.7 At the 24th September 2021 meeting of GMCA, members agreed that GM Local Authorities should collectively bid for c£15m of Sustainable Warmth Competition funding, to continue the existing Green Homes Grant funded retrofit programme from December 2021 to March 2023. It was also agreed that the GMCA should be the accountable body for the bid on behalf of GM Local Authorities and Registered Providers.

16 The Mayor's Cycling and Walking Challenge Fund (MCF) and Active Travel Fund

- 16.1 At the 24th September 2021 meeting of GMCA, members agreed the release of up to £1.3 million of development cost funding for the 2 MCF schemes, Rochdale Castleton (Phase 2) and Trafford North Altrincham Bee Network. At this meeting members also agreed the release of up to £7.24 million MCF funding for the 6 schemes, Metrolink (Bury Line) Cycle Parking, Wigan Leigh-Atherton-Tyldesley: Leigh to Pennington, Manchester Northern Quarter Areas 1 and 3, Salford Trinity Way / Springfield Lane and Salford Gore Street Connection.
- 16.2 The Bury Metrolink Cycling Parking scheme will provide a series of improvements at a number of Metrolink stops on the Bury Line. The scheme targets improvements at the older stops on the network, and will provide sheltered, illuminated Sheffield stands to a consistent standard, with improved signage. The scheme will ensure that a combination of natural visibility and CCTV camera installation will provide a secure environment for cycle storage. In total these improvements and upgrades will be applied to 103 cycle parking spaces. The scheme has an MCF funding ask for delivery of £1,200,000 and following a full business case review, it is forecast that this scheme will return a 'medium' value for money.

17 Streets for All Strategy

- 17.1 The Streets for All Strategy is well-aligned with national policy documents, including 'Gear Change: A bold vision for Cycling and Walking' (2020) in which Government outlines its ambition to create better streets for people walking and cycling, and 'Bus Back Better: A National Bus Strategy for England' (2021) in which Government asks all Local Transport Authorities to 'commit to

significant improvements in traffic management, including bus priority measures and active travel measures’.

- 17.2 The Streets for All Strategy enables us to deliver our ambitions for walking, cycling and bus in a holistic way. The approach set out in Streets for All will also support our pathway to net zero transport, which is vital to the Government’s ‘Decarbonising Transport’ plan, alongside our local plans to reduce carbon and improve air quality.
- 17.3 Streets for All is a new approach for everything we do on streets in Greater Manchester. Streets for All supports our place-based agenda as well as achieving our ambition for more travel by walking, cycling and public transport, which will help us to tackle our most pressing economic, environmental, quality of life and innovation challenges.
- 17.4 The ambition is to design more welcoming and greener streets which enable people to incorporate more physical activity into their daily lives; which have clean air; which are safe and secure for everyone; which provide good access to public transport; and which are accessible for those with mobility impairments.
- 17.5 Streets for All offers a long-term approach - rather than an overnight ‘quick fix’ - which will require changes over time to how streets are designed and managed. It will also involve changes to the role of some existing streets where, for example, place-making may be given greater emphasis than the movement of private vehicles.
- 17.6 Streets for All will be guided by 7 ‘Essentials’ which are for us – GMCA, 10 Greater Manchester Local Authorities and TfGM - to deliver in partnership with residents, businesses, transport operators, the NHS, emergency services - all working together and doing our bit.



- 17.7 The Streets for All approach is about working at three levels (1. Spatial Planning; 2. Network Planning; and 3. Street Design & Management) to ensure that Greater Manchester’s roads can transition to Streets for All.

- 17.8 Central to the approach is reducing the distances people need to travel to reach everyday destinations such as work, healthcare, education, green spaces and leisure facilities. Shorter distances mean more trips that can easily be walked or cycled and new developments can be designed to be easy and safe to access on foot, by cycle and using public transport. The 15-minute neighbourhood concept, whereby in urban areas residents can meet most of their needs within a short walk, cycle or public transport journey, is an example of this.



- 17.9 A major benefit of this Streets for All approach is that it avoids pitting different transport users against one another (e.g. drivers vs. cyclists; bus users vs. pedestrians) and instead starts with a consideration of all people and places and then considers what sorts of movement need to be facilitated within a broad corridor or across a local area.

17.10 At the 24th September 2021 meeting of GMCA, members approved and adopted the strategy.

18 Social Housing Decarbonisation Fund

18.1 The Social Housing Decarbonisation Fund (SHDF) is a competition being launched by Government as the delivery phase from a previous demonstration funding round. Registered providers of social housing (including private and local authority providers) can apply to Wave 1 of the Social Housing Decarbonisation Fund (SHDF) to support the installation of energy performance measures in social homes in England. Up to £160 million is available.

18.2 GM Housing providers have been working together, via the GM Housing Providers Group, to co-ordinate a submission of cr£15m, including the required match funding of cr£7m.

18.3 At the 29 October 2021 meeting of GMCA members approved the GMCA bid.

19 Public Sector Decarbonisation Scheme (Phase 3)

- 19.1 As part of the Summer Fiscal stimulus of 2020, Government announced an initial £1bn funding for the Public Sector Decarbonisation Scheme (PSDS). This funding was released as 100% grants, via Salix Finance (NDPB), between October 2020 and January 2021. The region was successful in obtaining cr£1m in revenue and £78m of capital.
- 19.2 The PSDS fund aims to halve carbon emissions from the Public Estate by 2032 through the deployment of energy efficiency and heating measures, excluding gas powered boilers and Combined Heat and Power (CHP). All buildings, where the end beneficiary is confirmed as being a public body, are eligible for this scheme including Local Authority estate, Leisure sites (if the savings can be recouped by the LA), Schools and Health facilities.
- 19.3 Further phases of funding were subsequently released, with GMCA and partners choosing not to bid for Phase 2 due to limited availability of funds for that round. Phase 3 has now been released for applications on the basis that a formal funding allocation will be announced after the Spending Review in November 21.
- 19.4 The Phase 3 funding window will open on October 6th and close again on November 6th, 2021. This phase is very 'heat' focused and no longer provides 100% grant funding, requiring match equivalent to the replacement costs of a proposed 'like for like' heating system. Applicants have the option to apply for funding to complete projects over either 1 year or 3 year delivery periods. However, 85% of any awarded funding from BEIS to Salix will focus on delivery over the first 12 months of the programme.
- 19.5 At the 29 October 2021 meeting of GMCA, members noted the opportunity to bid for circa £20-40m of Public Sector Decarbonisation Scheme funding from Salix (NDPB). Members also agreed that a top slice from the capital grant would underpin the GMCA's cost of coordinating and project managing the scheme. The scale of the top slice will be confirmed on receipt of the grant.

20 Greater Manchester Town of Culture 2022

- 20.1 In 2019 GMCA ran its first ever Town of Culture in which Bury was awarded the role. Bury was awarded £50,000 investment from GMCA, which brought in more than £150,000 in additional funds for the programme from Bury Council, Arts Council England and the Victoria Wood Foundation, bringing the total budget to £200,000. There is strong legacy for the programme in Bury with the town in the process of developing a Culture Strategy, with a focus on placing culture at the heart of economic regeneration of towns in the borough.
- 20.2 To establish the 2022 GM Town of Culture, it was proposed that local authorities will be invited to put forward a single proposal for Town of Culture within their borough. This short proposal should set out the proposed programme, ambition and impact of securing Town of Culture for their

nominated town. To ensure a focus on the town when the very best activity is happening, LAs will be able to nominate the length of their programme (min. 3 months, max. 6 months), providing flexibility if a place has a particularly strong summer, autumn, or winter programme.

- 20.3 An independent panel made up of non-LA members or representatives from the GM Culture and Heritage Steering Group will select the winning bid, based upon the bids ambition, impact and additionality. As previously, it is intended this group will be cochaired by Lisa Nandy MP (Chair - Centre for Towns) and a member of GM Local Economic Partnership.
- 20.4 The successful 2022 Town of Culture borough would be awarded up to £50k programming budget, allocated from the Strategic Projects element of the GM Culture Fund 2022/3. It is expected that this amount would be matched either in cash or kind with the support of the relevant local authority. Places will be encouraged to approach local businesses and organisations to support activity.
- 20.5 At the 29 October 2021 meeting of GMCA, members approved the proposal for a second GM Town of Culture to be delivered in 2022.

21 Greater Manchester's Bus Service Improvement Plan

- 21.1 At the 29 October 2021 meeting of GMCA a report was presented with an update on how, in the context of the development of the "Bee Network": a London-style transport network that enables seamless, safe and sustainable journeys for all, Greater Manchester is planning to develop and deliver improvements for bus passengers across Greater Manchester.
- 21.2 In particular, the report provided a summary of the strategic context within which the vision for bus is being developed and delivered; and sought approval to publish and submit to Government by the end of October, Greater Manchester's proposed Bus Service Improvement Plan (BSIP), which is required by Central Government in response to their National Bus Strategy – Bus Back Better.
- 21.3 The approach adopted has been to present a positive Levelling Up deal to Government which will deliver a London-style transport network with affordable London-level fares, which will help accelerate plans for a net zero future with better, greener homes and communities and better jobs and skills.
- 21.4 In summary the ambition contained within the BSIP is – "to develop a modern low emission accessible bus system, fully integrated with the wider Greater Manchester transport network on which everyone will be willing to travel regardless of their background or mobility level."
- 21.5 In order to achieve the ambition for bus, significant improvement to the quality of the bus offer will need to be brought about, by delivering what people say they want. Based on research with bus users, journeys by bus will be made quicker, cheaper, greener, more reliable and more attractive, with the aim of improving the whole journey – including pre-trip information, the journey from

home to bus stop and bus stop to destination, in-journey information, customer care, the integration with other services, and the waiting experience.

21.6 The ambitions for bus are summarised around the following seven thematic areas:

21.7 **Customer Experience:** This is the golden thread that runs throughout BSIP with all the improvements targeted at providing customers with a safe and seamless travel experience, supported by a “Mobility as a Service” platform to provide a digital one-stop-shop for all travel needs. The Customer Charter will set out the standards that customers can expect when using bus services in Greater Manchester;

- **Services:** Stabilising and then strengthening services and routes to a minimum ‘turn up and go’ frequency (at least every 10 minutes per hour on Monday to Saturday daytimes) on major routes to form a ‘London-style network’ to ensure that all of Greater Manchester’s diverse populations and geographies are able to access our bus network;
- **Infrastructure:** Significant increase in bus priority including Quality Bus Transit on main corridors, and the removal of congestion ‘hotspots’ for buses, plus investment in bus passenger facilities and multi-modal mobility hubs. All of this investment is set out in Greater Manchester’s City Region Sustainable Transport Settlement (CRSTS) Prospectus approved by GMCA on the 10 September 2021;
- **Information:** Readily available; live and up-to-date; multi-modal information that is integrated with the purchase of travel and is provided in a variety of ways to reflect the needs of all customers ensuring its use is captured and used to inform service design;
- **Fares and ticketing:** More affordable journeys, with attractively priced and simply structured London-style fares for ‘hoppers’, travelcards, daily and weekly capping for all bus travel, and for trips interchanging between bus, Metrolink and other modes including some elements of Active Travel
- **Fleet:** Introducing a fleet of zero emission high quality buses within Greater Manchester alongside associated support infrastructure by 2032. New vehicles will also meet improved accessibility standards. The target will be to make 50% (circa 800 vehicles) of the fleet zero emission in the next 5 years (by 2027). In addition, it is envisaged that the Ring and Ride fleet will be electrified by 2027 and a further 330 zero emission vehicles will be required to meet the passenger demand generated from the service enhancements (270) and fares reduction initiatives (60); and
- **Network Management:** Prioritising bus passenger journey times and reliability consistently across Greater Manchester.

21.8 In order to deliver GMCA’s ambition for bus, the overall ask of Government from a capital perspective is expected to be over £600 million (largely zero

emission fleet and systems up until March 2027) which is in addition to our £322 million capital ask from CRSTS to fund bus priority infrastructure and improvements to passenger waiting facilities. The required additional annual revenue subsidy is between approximately £60 million and approximately £140 million across 2022/23, 2023/24 and 2024/25, which are the three years covered by the BSIP funding. This range reflects the incremental and phased introduction of service and fares improvements. Beyond this time period and in order to maintain the benefits which would be delivered through BSIP there would be a requirement for an ongoing annual revenue subsidy of approximately £175 million.

- 21.9 This funding will help build upon the significant local investment that has already been made over recent years and continues to be made within the bus network and associated infrastructure. This includes revenue funding as follows: £134.5 million committed funding up until 2025/26 towards the establishment of a franchised bus network; over £30 million per annum (based on 2021/22) in the provision of subsidised and Ring and Ride services; and c£16 million per annum to support the ongoing Our Pass pilot.
- 21.10 At the 29 October 2021 meeting of GMCA, members approved the publication of the plan and the submission to Government.

22 GMCA Update on Waste and Resources Contract

22.1 Van and Twin Axle Trailer

- 22.2 From 1st December, residents using any of the household waste recycling centres or transfer loading stations to dispose of household waste will need a free permit for their van, pick-up or twin axle trailer.
- 22.3 The permit scheme is part of the access restriction policy introduced last year to deter traders from illegally using the HWRCs to dispose of trade waste. The sites are for household waste only, all waste from traders and businesses are chargeable and should be disposed of at the appropriate licenced facility.
- 22.4 The permit will help the SUEZ operatives to identify genuine residents disposing of household waste. The permit allows up to 18 visits per year (April 21 to March 22) for residents using a van, pick-up or twin axle trailer.
- 22.5 Residents using a car, single axle trailer or vehicle adapted to carry a wheelchair do not need to apply for a permit.

22.6 Recycle for Greater Manchester (R4GM) Food Waste Campaign – Buy, Keep, Eat, Repeat.

- 22.7 The Buy, Keep, Eat, Repeat, campaign continues to run across Greater Manchester, providing tips on how to reduce food waste and how to use the

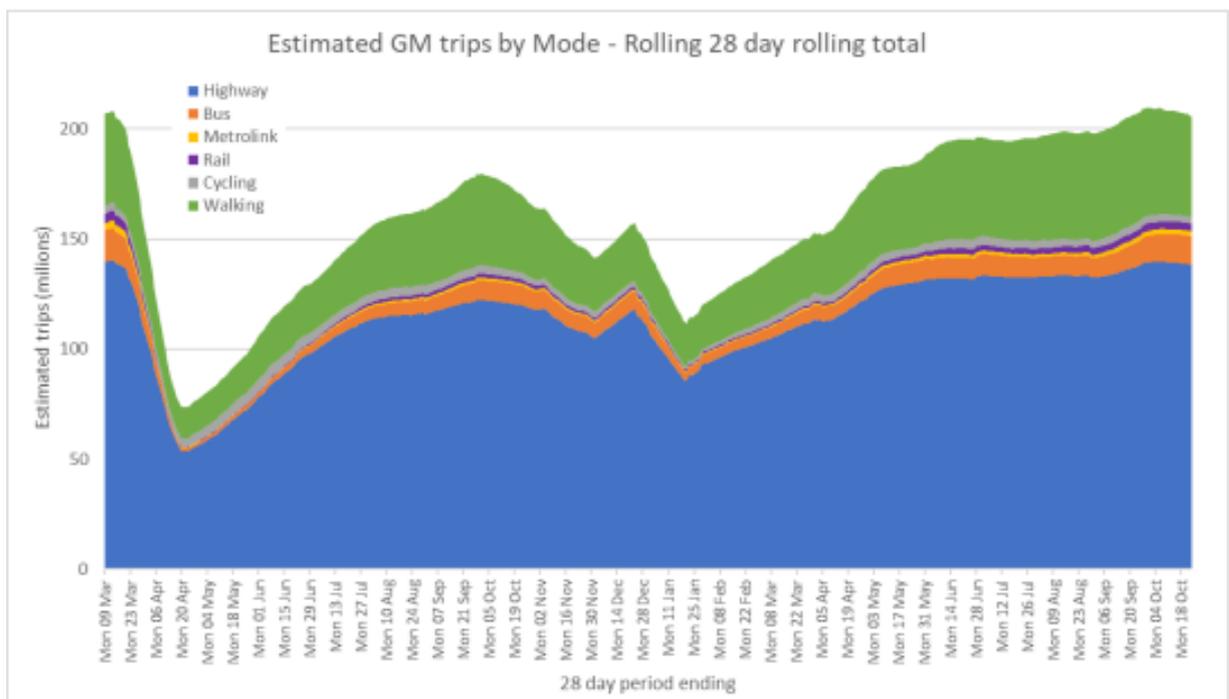
council food waste recycling service for any unavoidable food waste. It aims to raise awareness about the economic and environmental impacts of wasted food and encourages residents to take easy and actionable steps to reduce food waste in their homes.

- 22.8 In November across Greater Manchester there will be an advertising campaign including, digital adverts, newspaper ads, in partnership with TFGM there will be adverts across the tram and bus network. A radio campaign will also run across GM DAB stations including Hits radio station and partners. A social media toolkit will be sent to Bury’s Communication team and partners this can be used on channels to engage further with residents.
- 22.9 Going forward R4GM are calculating the value and carbon impact of wasting food and producing relatable messaging, this will be use during the festive campaign. Again, this campaign will be a multimedia approach with adverts displayed across GM papers, TFGM trams and digital advertising. The radio ad will be amended from November to suit the festive period. A toolkit will be sent to districts and partners to promote the campaign.

23 Transport for Greater Manchester (TfGM) update

23.1 Network Patronage and Facemask Compliance

- 23.2 During the seven-day period ending Sunday 31 October there were an estimated 50.7million trips on the Greater Manchester transport network, with a slight decrease compared to the previous week.

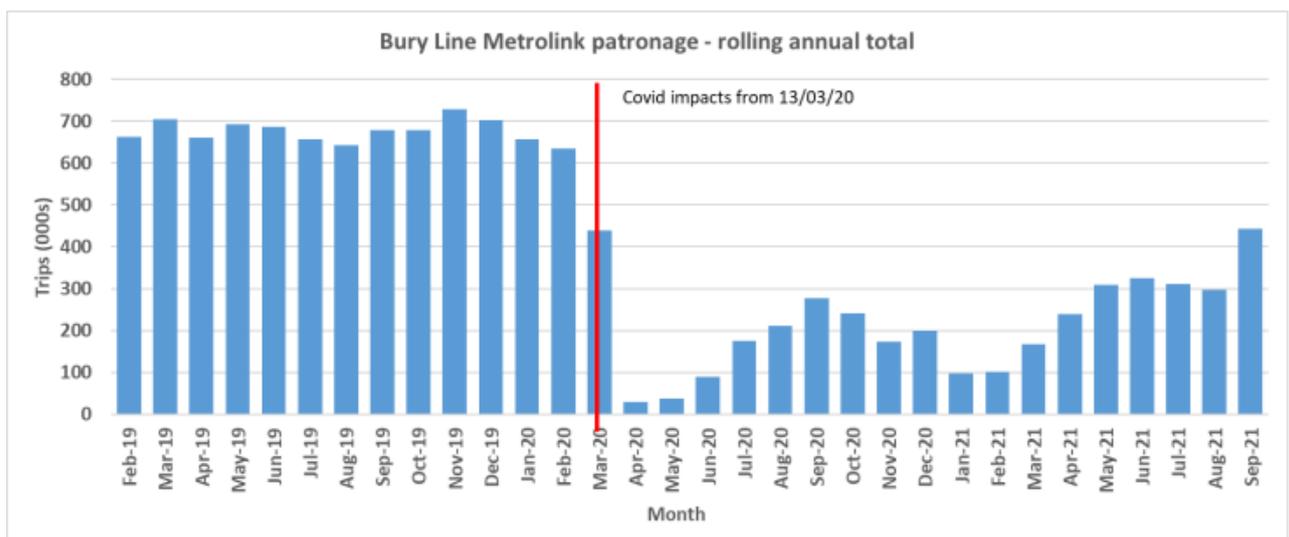


- 23.3 Traffic volumes across GM were 0.5% down compared to the previous week. T With fewer large scale events taking place, the number of regional centre trips were at approximately 82% of pre-pandemic levels last week (compared to a high of 85% in late September / early October).

23.4 Face covering compliance has seen a significant network wide decrease since Stage 4 reopening. Compliance is now estimated to be at 27%. TfGM are developing campaign activity to step up focus to try and help stop the spread of Covid-19 and to encourage people to wear face coverings when using public transport.

23.5 Bury Metrolink Line Performance and Patronage

23.6 Rolling annual patronage for the Bury line is shown below. Following a slight decline in rolling patronage due to the summer holiday period, the Bury Line has seen a significant increase in ridership, in line with the rest of the network. This is due to an increase in the return to the workplace, especially within the regional centre, and the return to school/education. However, patronage is still significantly below pre-Covid-19 levels (42%).



23.7 Punctuality

23.8 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.

23.9 Face covering compliance

23.10 Face covering observations at stops along the Bury line in the peak periods each week show that 23% of passengers along the line have been complying with face covering requirements since Stage 4 reopening. This remains slightly below the network wide average compliance rate over the period, which is at 29% and stabilising.

23.11 City Regions Sustainable Transport Settlement

23.12 October's Spending Review contained confirmation of GM's £1.07bn allocation under the City Region Sustainable Transport Settlement (CRSTS). This will be

invested in supporting the delivery of transport infrastructure as laid out in the Five Year Transport Delivery Plan (2021-2026) and required to deliver the Bee Network, the vision for a fully-integrated 'London-style' public transport network. The CRSTS Prospectus, produced in partnership with each GM local authority, can be read here.

23.13 Elsewhere, there was no specific funding to support the recovery of light rail after March 2022, although the treasury stated that they continue to monitor the position and DfT confirmed there is the potential to consider a 'business case' for further recovery funding for bus and potentially other local transport modes.

23.14 Other GM transport headlines included £50,000 to develop early-stage proposals for an orbital rail link between Ashton and Stockport, and £50,000 for early-stage proposals for a restored link between Buckley Wells and Rawtenstall, following a successful bid under the Restoring Your Railway Fund. Meanwhile, there was confirmation of existing A66 and Simister Island funding.

23.15 **Destination: Bee Network public conversation**

23.16 The Destination: Bee Network online survey has now amassed over 2600 responses following its launch earlier this month. In total over 450 in-person conversations have taken place at these events, the ranking of values for a future integrated network as collected at the events are currently in order of Reliability, Affordability, Accessibility, Safety, Sustainability, and Inclusivity. The majority of people who have engaged in the activity have indicated that an integrated, multi-modal ticket would change the way they travel. The Bee Network Bus will be visiting Bury on Wednesday 10 November, between 10am and 4pm, at Stand C Bury Interchange.

23.17 Meanwhile, in order to ensure the views of all of GM's diverse communities are heard in this activity, TfGM are hosting a series of virtual, targeted engagement workshops throughout November. Each workshop is themed around key development areas and will be delivered twice; one day time slot and one evening slot.

23.18 **Clean Air vehicle checker launch**

23.19 A new online checker has been launched at cleanairgm.com/prepare, to enable vehicle owners to find out if their vehicle would be subject to a charge to drive in the GM Clean Air Zone and, if so, whether they would be eligible for an exemption, discount or financial support to upgrade to cleaner vehicle.

23.20 Applications are now open for financial support to upgrade or retrofit HGVs. Applications for all other impacted vehicle types opens late January 2022. Early application is encouraged to ensure applicants are well-placed to access the available funding. To help promote this new tool and the support available, TfGM have been liaising with business-facing contacts at each local authority. Ongoing meetings are happening to understand routes to local businesses, and

what opportunities there are to share information ahead of the introduction of the Clean Air Zone in May 2022.

24 Recommendation

- 24.1 That Council note the updates from the Greater Manchester 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

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