

REPORT FOR DECISION



DECISION OF:	The Council
DATE:	19th January 2022
SUBJECT:	Update on Greater Manchester Combined Authority Activity
REPORT FROM:	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 November 2021.
- 1.2 Since the last update there have been two meetings of the Greater Manchester Combined Authority.

2 Homeless Families Review – Progress Update

- 2.1 At the [26th November 2021 meeting of GMCA](#), a report was brought to update members on the progress of the Homeless Families Review. The GM Homeless Families Task and Finish Group was established as a subgroup of the GM Homelessness Programme Board to progress and improve the understanding of the issues facing Homeless Families, informed by the work of Shared Health Foundation reports 'Homeless Families – A Gold Standard' and 'A Call to Action'. The group was made up of a range of sectors and organisations with a role and interest in supporting families experiencing homelessness.
- 2.2 The Task and Finish Group initially responded to the issues raised in the Gold Standard report by exploring them individually in detail and mapping the roles of the organisations and sectors involved in responding to these. Where gaps were identified, connections to wider work programmes were sought such as early years, models of neighbourhood working, and Troubled Families. There were a number of areas identified where it was felt progress could be made by reviewing existing working practices and working more collaboratively across the existing system. These were:
- GM Bed & Breakfast Framework.
 - Homeless Families and Inclusion Health.
 - VCSE and Faith Sector support.
 - Early Help and Children's Services.
- 2.3 Having put in place activity to support delivery aligned to the above themes, the Task and Finish Group stood down at the end of July 2021, with a final report to the GM Homelessness Programme Board. This set out the work to date and made recommendations on future activity and oversight. The paper brought to this meeting of the GMCA drew together the work undertaken by the group against each of the themes, including updates post July 2021 where relevant. The progress was noted and members stated GMCA would continue its support.

3 The Mayor's Cycling and Walking Challenge Fund (MCF) and Side Road Zebra Study

- 3.1 The release of up to £532,000 of MCF funding for the Stockport Hazel Grove Phase 1 scheme was approved.
- 3.2 In March 2019, and following agreement with GM Highways Group, GMCA approved a research commission tasked with gathering evidence to assess the risks and benefits of novel side road junction zebra crossings and help build a case to change national traffic sign regulations. The ability to introduce such crossings at side-roads is recognised as key to delivery of the active travel components of the Bee Network. As such £0.34 million was approved by the GMCA to undertake this work, with Transport Research Laboratory (TRL) appointed to the role.

- 3.3 In summary, the research concluded that the evidence gathered sufficiently demonstrated that side road zebra crossings were universally understood by the public and significantly improved the proportion of drivers giving way to pedestrians (30% uplift) when compared to no crossing provision, and without any increase in the level of harmful interaction. The study followed a series of sequential stages, of which the final stage was on-street trials within Tameside.
- 3.4 The 2-year study concludes by recommending 'that regulatory approval be sought to implement crossings at a larger number of sites for longer term monitoring'. These findings have been shared with key stakeholders, including GM Highway Authority partners, Living Streets and the Department for Transport.
- 3.5 It is envisaged that if regulatory approval is provided, side road zebra crossings will provide local highway authorities an additional crossing type that is low-cost, effective and can be used regularly at side roads in support of enhanced pedestrian provision. Side road zebra crossings would also represent a practical method for meeting the 'double buggy' test for walking contained as set out in the interim GM Active Travel Design Guide.
- 3.6 These measures could be introduced, at little or no marginal cost, to on-going cycling and walking schemes or new, additional targeted areas could be enabled to further establish the priority GMCA wish to give to vulnerable pedestrians, especially in local neighbourhoods, on routes to schools and complementing, for example; school streets or active neighbourhoods, subject to the identification of suitable funding.
- 3.7 At the November 2021 meeting of GMCA, members approved the release of MCF funding for the Stockport Hazel Grove Phase 1 scheme and requested Transport for greater Manchester (TfGM) to seek regulatory approval from the Department for Transport to allow further long-term side road zebra trials as recommended.

4 GMP Site, Chester Road, Trafford

- 4.1 Consideration was given to entering into a Joint Venture (JV) with Trafford Council and a Developer Partner and to agree to the disposal of the Chester Road site.
- 4.2 The disposal of the GMP Chester Road Site was approved. GMCA also:
- Approved GMCA entering in a Joint Venture with Trafford Council and a Developer Partner on terms to be agreed.
 - Approved the £642,500 of funding needed to appoint a development partner and obtain detailed planning consent for the scheme.
 - Delegated authority to the GMCA Chief Executive and Treasurer to commence the procurement process and appoint a development partner.
 - Delegated authority to GMCA Chief Executive and Treasurer to agree appropriate legal agreements with Trafford Council.

- Delegated authority to the GMCA Treasurer acting in conjunction with the GMCA Monitoring Officer to prepare and effect the necessary legal agreements.

5 GM Housing Investment Loans Fund – Investment Approval Recommendations

5.1 At the November 2021 meeting of the GMCA, members approved a GM Housing Investment Loan of £1.464m to Corbar Ltd for the development of 5 new build houses in Great Moor, Stockport.

6 Greater Manchester Strategy Refresh

- 6.1 At the [17th December 2021 meeting of GMCA](#), a report was considered on the Greater Manchester Strategy Refresh, along with the proposed performance framework approach, targets and metrics to be used, and an initial delivery plan with process for approval for the further development of the delivery plan and implementation process.
- 6.2 The refresh of the Greater Manchester Strategy (GMS) has been developed following several months of engagement from across sectors, partners and communities. The draft strategy builds from the issues and actions in the Living with Covid Resilience Plan, and forms the systemwide response to the findings and recommendations of the Independent Inequalities Commission and the Marmot Build Back Fairer report.
- 6.3 The new strategy places the interconnected challenges of climate change and tackling inequalities at its heart, providing the lenses through which Greater Manchester activity should be framed and challenging where policy or delivery is contrary to climate and equalities ambitions. The strategy positions Greater Manchester as a greener, fairer and more prosperous city-region - delivered through the unique and distinctive neighbourhoods, towns and cities, coming together in a vibrant successful Greater Manchester. The strategy sets out shared outcomes and commitments to be attained over the period of the strategy, and which are underpinned by collective ways of working.
- 6.4 The draft strategy provides a ten-year vision and direction of travel for Greater Manchester, leading the recovery and renewal as the city-region comes out of the pandemic and learns to live with the ongoing implications from it. The strategy is accompanied by a three-year delivery plan, which initially captures those specific programmes of activity being delivered currently which support the shared outcomes and commitments in the strategy, with a proposition for the further development of a more comprehensive delivery planning process as set out below.
- 6.5 Members approved the final strategy, approved the performance framework, noted the delivery plan and approved the establishment of a multiagency Delivery Support Group.

7 Integrated Rail Plan for the North and the Midlands

- 7.1 On Thursday 18 November the Government published the Integrated Rail Plan for the North and Midlands (IRP), setting out a blueprint for the development of the strategic rail network in the North and the Midlands over the next 30 years.
- 7.2 A report was considered at the December meeting of the GMCA to set out the IRP's headlines for Greater Manchester. The IRP confirms the delivery of HS2 Phase 2b, from Crewe to Manchester (the 'Western Leg'), with new high speed rail stations at Piccadilly and – subject to "local" or "third party" funding - at the Airport. The High Speed Rail (Crewe to Manchester) Bill was announced in the Queen's Speech in May 2021, and is now expected to be deposited in early 2022. GM Partners continue to develop the Growth Strategies at Piccadilly, Manchester Airport, Wigan and Stockport to maximise benefits of HS2 in Greater Manchester.
- 7.3 Regarding the approach to the new high speed station at Piccadilly, the IRP explains that the Government continues to consider that an enlarged (6-platform) surface station can meet [the requirements for services provided by HS2 and Northern Powerhouse Rail] at substantially lower cost and construction impact than underground alternatives.
- 7.4 Greater Manchester continues to regard an underground station as the right solution on the basis of capacity for future high speed services, future economic growth, customer experience, resilience and reliability, and fit with local strategic regeneration and other policy priorities. While capital costs would be higher, GM's position is that these would be mitigated by a greater return on investment over the whole life of the infrastructure, including through local economic benefits accrued by way of greater opportunities to leverage regeneration and inward investment with an underground option.
- 7.5 In addition, the IRP contains significant new uncertainty over timescales and indicates that the Western Leg to Manchester may not be delivered until the early-to-mid 2040s, significantly behind the previously-expected timeframe: the HS2 Phase 2 Business Case set a 2033 completion date; the National Infrastructure Commission's 'Rail Needs Assessment' described a completion date of 2038. Further information is being requested from the Department for Transport regarding these timescales.
- 7.6 The IRP includes the Golborne Link, the infrastructure which would enable HS2 services to carry on to Wigan via the West Coast Mainline. However, the IRP notes that the Union Connectivity Review will consider whether any alternative approaches to the link to the West Coast Main Line could achieve faster and higher capacity connections for passengers from HS2 to Scotland.
- 7.7 The Union Connectivity Review was published on Friday 26th November and recommends that further work is carried out to explore an alternative connection to the WCML, for example at some point south of Preston, saving 2-3 minutes more than the Golborne link. Such a proposal could bypass Wigan.

- 7.8 The IRP also provides for a new line between Warrington and Manchester, which would connect with the HS2 line via the Airport and into Manchester and provide connectivity through 'Northern Powerhouse Rail' between Liverpool and Yorkshire. According to the IRP this new line could be delivered by the early-to-mid 2040s.
- 7.9 Between Manchester and Leeds a new line will be delivered connecting the high speed station at Piccadilly to the existing Transpennine Route near to Marsden. According to the IRP this new line could be delivered in the early-to mid-2040s. An upgrade of that Transpennine Route was already in planning pre-IRP (the 'Transpennine Route Upgrade') and the IRP further-enhances the scope of the TRU. However, Transport for the North's preferred network for Northern Powerhouse Rail (NPR), with a new high speed line between Manchester and Leeds via a new city centre station in Bradford, is omitted.
- 7.10 Therefore, while the IRP sets out a long-term prospectus for investment into Greater Manchester's railway, the pre-IRP plan for HS2 and NPR envisaged a new, segregated, high speed rail network across the North and the Midlands in which connectivity between Manchester, Leeds, Liverpool, Bradford, Sheffield and beyond would be dramatically improved; a level of connectivity which would generate significant additional economic and other benefits across the whole network, including for Greater Manchester. The downgrading of this plan in the IRP therefore represents a missed opportunity for the whole of the North. This is exacerbated in the Union Connectivity Review, which highlights 6 'Fast growth cities' – Swindon, Oxford, Milton Keynes, Cambridge, Peterborough and Norwich – all of them in the south east of the Union.
- 7.11 Finally, IRP also signals a change in the role of Transport for the North (TfN) in the future development of NPR, with TfN being reclassified as a "cosponsor" for the programme. TfN has previously had co-client status; however, the Secretary of State for Transport will be the sole client going forwards, supported by a central delivery mechanism comprising Network Rail, HS2 Ltd and other parties as determined.
- 7.12 At the December 2021 meeting of GMCA, members:
- Noted the early TfGM analysis of the Integrated Rail Plan and also noted that it fell substantially short of expectations in terms of connectivity through HS2 on both the east and western side of the country and linked by a high speed east & west (HS3/Northern Powerhouse Rail) service.
 - Noted that Manchester City Council would bring forward further evidence of the detrimental economic and wider regenerational impact as a consequence of the proposed overground station development proposals for Manchester Piccadilly.

- Noted that there were ongoing strategic discussion underway with Trafford Council regarding the wider impact of the proposals, noting the scope for similar discussions across GM regarding the wider impact and opportunities including active travel solutions that may potentially arrive from HS2 that the opportunities be raised with Government continuously.
- Noted that the GM Mayor would relay these concerns through the Transport for the North Board.
- Noted that collectively the Northern Leaders, were considering options, including proposals for land value capture along the original proposed new line from Liverpool through Warrington to Manchester Airport and Bradford/Leeds, as an alternative proposal for submission to Government.
- Noted work was underway to respond to the HS2 Bill, including petitioning specifically against the Bill if it included the surface level Piccadilly Rail Station.

8 GMCA Response to the Public Consultation on December 2022 Timetable Option to Improve Rail Performance in the North of England

- 8.1 The Manchester Recovery Taskforce (MRTF) was set up in January 2020 to develop and deliver solutions that improve the reliability of rail services for passengers. The MRTF was attended by a range of organisations, including the Department for Transport, Transport for the North (TfN), Network Rail, train operators and Transport for Greater Manchester amongst others. The objective for the MRTF was to recast the rail timetable to address some of the structural issues around the pre-Covid timetable and provide reliable performance to passengers while different infrastructure solutions, with longer lead times, were planned, and delivered.
- 8.2 Earlier this year, the Department for Transport, TfN and Network Rail sought views of the public and stakeholders on rail timetabling work that had been undertaken during 2020 by the MRTF; this consultation ran from 14 January to 10 March.
- 8.3 The views expressed in the consultation feedback, including and in particular by GMCA and GM Local Authorities, were considered by the MRTF and led to a revised recommended timetable structure being developed for implementation in December 2022. The revised option, Option B+, was endorsed by the Rail North Committee in exchange for a clear plan on future infrastructure delivery and closer partnership working with city regions and TfN.

- 8.4 Since that activity, Northern and TransPennine Express have produced indicative timetables based on Option B+, which were published on 15 November. These timetables, which will be introduced in December 2022, are now subject to consultation. The formal consultation on these timetables will end on 31 December 2021.
- 8.5 Overall, GM supported the aims of MRTF work to improve train performance, maintain service levels and capacity for as many passengers as possible, and create a timetable based on sound principles from which it will be possible to build improvements as infrastructure investment becomes available. However, based on the options presented, GM did not state a preferred option as all the options presented did not give a service pattern that meets GM's needs adequately. In all options, there were unacceptable compromises either to capacity, frequency, or connectivity, with a clear imbalance of impact on some of the Local Authorities.
- 8.6 In addition to highlighting impacts of Option B+ on GM, it was intended to make the following key points in the response:
- The lessons of the failure of the May 2018 timetable must be learnt, with much closer working permitted between TfGM and the Train Operators, Network Rail and Rail North Partnership. As part of the Timetable Consultation TfGM will continue to support Local Authorities with individual responses. TfGM has undertaken a detailed assessment of the impacts of the proposed timetables district-by-district and has issued this to Local Authority Lead Officers to help shape their individual responses. TfGM officers will continue to help support their submissions.
 - That a first step to improve rail performance and rebuild passenger trust should be 'making best use of what is available now' providing longer, higher capacity vehicles with simpler service patterns to improve reliability and punctuality.
 - That any changes to the timetable must be part of a wider Covid-19 recovery plan for the railway which helps encourage people back to the railway post-pandemic to support Greater Manchester's social, economic and environmental objectives.
 - Further to the above, that the Sunday service provision needs to be substantially enhanced to reflect that the leisure market has recovered most strongly as GM emerges from Covid-19, and move closer to the service levels envisaged in the original 2016 franchise plans for Northern.
 - That the long-term solution to improving the reliability and resilience of rail services across the north is to deliver infrastructure enhancements in central Manchester at the earliest opportunity.

8.7 At the December 2021 meeting of GMCA, members:

- Noted that the proposals for rail timetable improvements for December 2022 included a reduction in the current service levels in the north of England, given limitations of the current infrastructure.
- Agreed that the GMCA formally object to the new timetable proposals, unless a timetable for the required infrastructure improvements be provided.
- Agreed that the declassification of train services on the Pennine route, to enable increased capacity on those services be pursued.
- Noted that the analysis undertaken by TfGM has suggested that the network could support 2 trains per hour, throughout the day, on the on the Greenfield and Mosley line from May 2022 and that the proposal would be included in the formal response to the timetable proposals.
- Delegated authority to the Chief Executive Officer, GMCA & TfGM, in consultation with the Mayor of Greater Manchester, to approve and submit a response to the consultation on behalf of GMCA.

9 Youth Homelessness Prevention Pathfinder

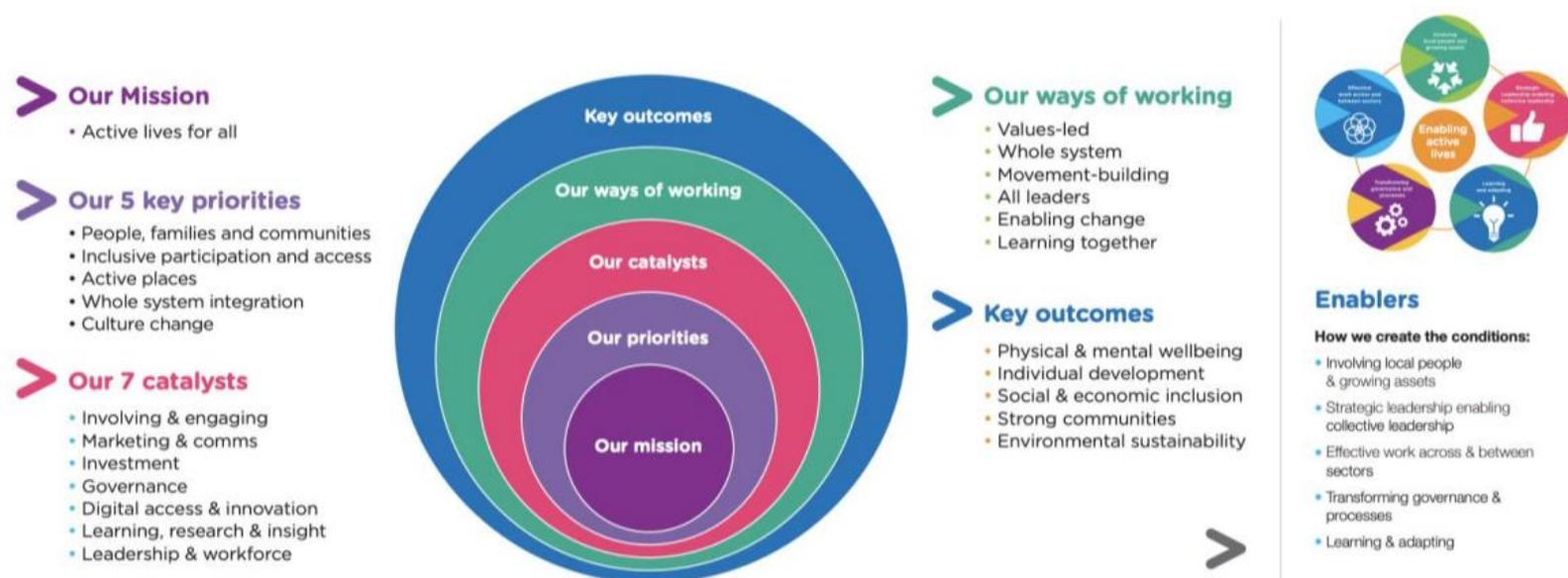
- 9.1 A GM Youth Homelessness Prevention programme was envisaged in late 2019 following the Dame Louise Casey review of A Bed Every Night which identified a high proportion of young people (54%) in transient and persistent forms of homelessness and associated risks.
- 9.2 Prior to the Covid-19 crisis work had commenced on a proposition for a GM Homelessness Prevention programme, which would take the form of an outcomes-based contract (Social Impact Bond) using funding from the £5m Department for Digital, Culture, Media and Sport (DCMS) Life Chances element of the Reform Investment Fund. It was anticipated that this investment would be matched through local contributions in line with the expectations set out when Government agreed to allocate this funding to the GM Reform Investment Fund. This was later agreed as £2.5m from the 2019/20 retained business rates contributions at the GMCA meeting December 2020.
- 9.3 Government agreed to bring together a number of different funding streams under the auspices of the Reform Investment Fund which included an £5m allocation from DCMS's Life Chances Fund in 2018. With the arrival of COVID-19 in early 2020, the GMCA decided to fund a 'Pathfinder' on a fee-for-service basis for 12 months to establish a working model that could be procured as a full social outcomes contract. The Youth Homelessness Prevention Pathfinder ran from December 2020, and will end in December 2021, by which time it will have supported 250 young people at risk of homelessness.

- 9.4 The Pathfinder has been delivered as a partnership between GMCA, Greater Manchester Better Outcomes Partnerships (GMBOP), a special purpose vehicle established by Bridges, and DePaul UK. The service has worked with 250 young people at risk of homelessness across three boroughs; the City of Manchester, Salford and Bolton.
- 9.5 The Pathfinder has had two principal objectives:
1. Provide support to young people identified as being at high risk of becoming homeless, helping them secure and sustain suitable, safe accommodation, engage in meaningful activities, and improve their overall wellbeing.
 2. Build a detailed understanding of the circumstances of the young people accessing the service, the systemic barriers they face, and the intervention approaches needed to support them to feed into the design of a future service.
- 9.6 The Pathfinder has shown the central operating model to be highly effective, preventing homelessness for 84% of the cohort¹ and diverting demand from Local Authority Housing Options teams when referral pathways mature to targeted community based interventions.
- 9.7 Key lessons learned:
- Identified key support needs contributing to accommodation insecurity; mental health, finances and money management, relationships and support networks.
 - Understanding of demand, appropriate pathways to enable prevention and 'what works' for young people.
 - Building an understanding of local ecosystems, community assets and viable delivery partners, with particular regard to Voluntary, Community, Faith and Social Enterprise (VCSFE) sector organisations.
 - Testing out and supporting the development of social outcomes requirements.
- 9.8 At the December 2021 meeting of GMCA, members noted the update in relation to the Youth Homelessness Prevention Pathfinder 2020/21, delegated contract award to GMCA Treasurer, and approved funding for the contract from the Reform Investment Fund (£2.5m) and 2019/20 Business Rates (£2.5m) contribution totalling £5m for years 2022-2024.

10 GM Moving In Action - GM Moving Strategy 2021-31

- 10.1 GM Moving in Action is the Greater Manchester strategy for physical activity. It is shaped and powered by GM Moving, the 'movement for movement'. Everyone has a role to play in GM Moving; people, communities and

organisations, from every sector and place across the city region, pulling in the same direction and with a shared goal to help people move more.



10.2 The above visual captures the shared mission, key priorities, the catalysts, the collective ways of working, key outcomes and enablers. These all align to the priorities and principles of the Greater Manchester Strategy, and this plan will be a key building block for delivering on shared GM outcomes.

10.3 The strategy was shared at an online launch and conference event in September, with over 400 people and a range of community, locality, Greater Manchester and national leaders supporting sessions on the strategy. These included panel discussions on the collective leadership required, with Andy Burnham, Jaweeda Ido (GMHSCP), Pritesh Patel (Bury Council) and Tim Hollingsworth (CEO Sport England) and the learning that can inform the approach to the next phase of GM Moving, with the GM Moving evaluation partner.

10.4 Since the launch, each priority within the strategy is being progressed, with leadership coming from across the whole system, under the GM Moving Executive Group. This group comprises members from GMCA, GMHSCP, TfGM, 10GM, GM Active, GreaterSport, Sport England. A review of governance has taken place to ensure that the group can lead effectively into the next phase.

10.5 At the December 2021 meeting of GMCA, members:

- Endorsed the Strategy and the approach, for local authorities and other partners across the system to enact.
- Recommended that senior leaders from across Greater Manchester agencies continue to provide visible strategic leadership on this agenda at the highest level.
- Recommended that Local Authority senior leaders provide ongoing support to their district integrated locality teams and local networks, supporting culture change, system change and behaviour change.
- Recommended that Local Authorities facilitate a meeting of key strategic leaders across the integrated system in each district in 2022.

11 Devolved Adult Education Budget - Proposed Priorities and Approach for 2022/2023 onwards

- 11.1 The Adult Education Budget (AEB) is a single budget stream bringing together adult further education (all 19yrs+ provision with the exception of apprenticeships/ traineeships), community learning, and discretionary learner support. The AEB is intended to fund provision which supports the local labour market and economic development. In particular, it focuses on ensuring that adults have the core skills that they need for work, including guaranteeing a number of statutory entitlements relating to English, maths and digital skills, as well as first Level 2 and 3 qualifications and English for Speakers of Other Languages (ESOL).
- 11.2 It is one part of the education, skills and work support landscape in Greater Manchester, which brings together large-scale national programmes managed and funded by various central government departments, devolved/co-commissioned activity developed and commissioned at GM level, and smaller scale targeted activity focused on priority cohorts, sectors and geographies (funded variously at national, GM and LA levels).
- 11.3 The GM ambition is to bring all of this activity together to create an integrated education, skills and work system through strategic leadership and commissioned services and programmes that will ensure:
- Young people leave education and training ready to succeed in the labour market, with a balance of academic, technical and 'life ready' skills.
 - Adults can acquire the skills, mindset and support they need to fulfil their career potential and adapt to changing employer needs throughout their lives, from entering employment for the first time through to highly skilled careers and retraining.

- Employers have access to a system that is flexible, resilient and adaptable, and which meets their needs in the rapidly changing 21st century world of work, driving a sustainable economic future for GM in which companies compete on the basis of high productivity, good quality work, and excellent employment practices.
- Residents are supported by a welfare system, under Universal Credit, that provides access to good work for those who can, support for those who could, and care for those who can't.

11.4 As part of that long-term journey of change that would deliver positive outcomes for the region's residents the following priorities were set:

- 11.4.1 Closer Working with Providers - 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.
- 11.4.2 Place-based Approach - To 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.
- 11.4.3 Response to Employer Needs - To 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.
- 11.4.4 Barriers to Adult Education - To gain 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.
- 11.4.5 To shift the focus of AEB funding away from the traditional view that it is simply there for 'second chance' essential skills, towards one that also supports businesses and residents to keep pace with changes in the labour market and the global economy at all levels.
- 11.4.6 Utilising skills providers as key strategic planning and delivery partners - recognising the important proactive role that is played by skills providers, contributing to the impact aimed towards the communities, places and economies.

- 11.5 In October 2018, GMCA set a number of priorities, against which there has been considerable progress. GMCA are now proposing refreshing the priorities with a set of overarching objectives and themes which will provide greater clarity of what the GM devolved Adult Education funding will deliver for GM residents and businesses.
- 11.6 The aim is to have Adult Education understood more clearly by stakeholders and residents equally and address GM and local needs in the right way, not based upon a national format of funding and qualifications. The aim is to be clearer on who the GM Adult Skills Programme is for, across GM, and what it will fund and why. Improving take up by residents by making the system clearer for learners and AEB skills providers.
- 11.7 Three key objectives have been identified for all residents on programmes funded through the Adult Education Budget and these will underpin the priorities above. The objectives are to ensure that all residents over the age of 19 can:
- Encourage residents to re-engage with skills and training at any point in their lives, no matter what qualifications they have previously attained.
 - Acquire a good level of competence in essential life skills such as maths, English and digital literacy.
 - Helping residents develop the skills and occupational competence needed to progress in learning, work or careers on courses aligned with local employer needs.
- 11.8 At the December 2021 meeting of GMCA, members noted the progress against the planned priorities, agreed the proposed process for continuing plan-led grant funding agreements and extension to the procured contracts for 2022/2023 academic year, and agreed the proposed refreshed objectives for the Adult Education Programme, in preparation for implementation from 2022/2023 academic year.

12 Growth Locations Update

- 12.1 Working with the district partners, GMCA have identified six 'Growth Locations' which represent opportunities for the whole city-region to bring forward development at a scale that can drive the transformational change we want to see in GM. The six Growth Locations are: North East Growth Corridor, Eastern Growth Cluster, Airport & Southern Growth Corridor, Central Growth Cluster, Western Gateway, and Wigan & Bolton Growth Corridor.
- 12.2 The Growth Locations each include unique opportunities and assets to respond to the variety of needs and challenges present in different parts of the conurbation. The Growth Locations will provide the platform for a levelling up approach across GM, by creating value through new development and in turn

ensuring that the resultant benefits and outcomes are experienced across wider GM communities.

- 12.3 The Growth Locations will make an important contribution to meeting the objectives of some of the key plans including the Greater Manchester Strategy (GMS), GM Five Year Environment Plan, Local Industrial Strategy, Transport Strategy 2040 and GM Places for Everyone (PfE) by supporting growth across the following key areas: Employment and supply chain, education and skills, housing, transport, innovation, and low carbon.
- 12.4 The North East Growth Corridor includes significant opportunities for new employment and housing growth in the north of Greater Manchester, supported by key sub-regional town centres in Bury, Oldham and Rochdale. The North East Growth Corridor is the single largest employment opportunity for the city region, delivering c1,500,000sqm of new employment floorspace, thousands of quality jobs and thousands of new quality, low carbon homes linked to sustainable transport.
- 12.5 Of fundamental importance to this growth location is the Northern Gateway. As one of the largest opportunities for employment development in the country, this site alone has the potential to deliver transformational change with capacity for around 1,200,000 sq.m. of employment floorspace, including proposals to incorporate a significant element of advanced manufacturing and major investment in transport infrastructure.
- 12.6 With sustainability and the ambition of zero carbon integral to the design of all the growth locations, it is proposed that the North East Growth Corridor will be connected to surrounding areas via sustainable public transport infrastructure, including proposals for tram-train developments connecting Bury, Rochdale, Oldham, Middleton and beyond, as well as a Bus Rapid Transit system.
- 12.7 Work is already underway with the district partners, coordinated through Directors of Place, to set out the vision and plans to support the opportunities identified in each of the Growth Locations. Each of the Growth Location steering groups have already met and agreed plans for the preparation of the following key documents:
 - Growth Plan – The Growth Plan sets out the strategic narrative for each growth location and describes the type and scale of growth the area can support. The Growth Plan considers the key employment sectors, development opportunities, significant infrastructure and anticipated benefits of each location. A growth plan has been drafted for each of the Growth Locations in collaboration between GMCA and districts.
 - Local Investment Frameworks (LIFs) – A number of LIFs will be developed for each of the growth locations to set out a more detailed proposal for specific opportunity areas / projects that require significant public sector intervention and the appropriate sequencing of such intervention. The purpose of the LIF is to develop the early framework for an investment proposition, which could be progressed into a full

business case or funding application in response to specific investment opportunities.

12.8 The next steps for the Growth Locations work include:

- Continue the preparation of key documentation and project planning. Seeking approval to use Evergreen surplus funding (or partners' resource support) to commission key feasibility studies or required evidence to support delivery and investment proposals.
- Coordinate engagement with key external stakeholders on the Growth Location opportunities and seek their input and support to target resource as plans progress.
- Consider opportunities from the imminent CSR announcement and ensure the Growth Location activity responds accordingly.

12.9 At the December 2021 meeting of GMCA, members endorsed the six GM Growth Locations, noted the work plan, progress update, and next steps, and noted that further details on each of the Growth Locations would be shared at the 'A new era for Greater Manchester - Greener, Fairer and more Prosperous' event in January 2022.

13 Delivering Net Zero Carbon Social Rented Homes: A Whole System Challenge For Greater Manchester

13.1 The GM Mayor's manifesto commitments included a stepping up of earlier pledges around affordable housing delivery. It does so in two ways: Taking an existing (GM Housing Strategy, draft GM Spatial Framework and now Places for Everyone) commitment to deliver 30,000 social and affordable rent homes by 2037, and focusing specifically on 30,000 social rented homes; and further requiring that these 30,000 homes should be net zero carbon, as a step toward the existing 2028 target date for all new development in GM to be net zero carbon.

13.2 There is a further Mayoral manifesto commitment to the publication of a detailed plan for the delivery of those 30,000 homes, and the report considered by the GMCA is a first interim step in the production of that plan. This is a big financial challenge, and GMCA will undoubtedly need additional support from Government to be successful.

13.3 The detailed plan for delivery of the 30,000 net zero homes needs to recognise the current landscape in which GMCA are operating and set some ambitions, steps and milestones that the whole system needs to strive to meet in order to achieve the total delivery target by 2038. With the anticipated adoption of Places for Everyone and the net zero new homes target included for 2028, this plan focusses on the steps needed to ramp up systems during the period from 2022 to December 2028 such that the adoption of the new standards within Places for Everyone are commercially deliverable from 2028 onwards.

- 13.4 This approach recognises that during the period to 2028, there will be an incremental improvement to the carbon emissions of new social homes delivered with Greater Manchester, with the objective of being able to commercially deliver net zero homes beyond 2028 and having the appropriate supply chain in place to deliver at the required annual delivery rate to meet Places for Everyone planned housing targets.
- 13.5 The whole systems challenge approach is welcomed by Bury – additional resources will also be required within the local authority in terms of training and staff time to commit to the process. This will involve commitment from officers within planning, housing delivery, affordable housing and environment.
- 13.6 The benefits for local communities would be an increased supply of social rented homes with lower associated day to day running costs as a result of being zero carbon. Training programmes may be required for the residents of zero carbon homes to understand and maximise the benefits of the new technologies used.
- 13.7 The increase in the share of social rented homes would lead to a consequent reduction in other forms of affordable housing – such as affordable rent, shared ownership and discounted market housing. The opportunities for affordable home ownership would be reduced.
- 13.8 Investment in skills and training will be required to ensure that local people can benefit from job opportunities arising from the delivery of zero carbon homes.
- 13.9 A full plan will be brought back to the Combined Authority by the end of May, setting out more specific actions and milestones, with an implementation plan to follow later in the year. The plan will clearly distinguish between those actions which can be delivered by GMCA and partners with available powers, capacity and funding, and those where GMCA will need to seek additional Government intervention, support or funding to deliver. This will be detailed in the full plan, and GMCA will engage with Government in the interim period to 21 understand their focus and areas where they will be able to help such that this can be reflected in the implementation plan.
- 13.10 At the December 2021 meeting of GMCA, members:
- Noted that a further report detailing a robust Delivery Plan will be submitted to the GMCA in the New Year.
 - Agreed that the GMCA support the call for more support from Central Government to enable Greater Manchester to reach its ambition and specifically for a change in the criteria to enable all GM Local Authorities to access the Affordable Homes Grant.
 - Endorsed the ambitions set out in the GM Mayor’s manifesto to achieve the delivery of 30,000 net zero carbon social rented homes by 2038.

- Agreed that the adoption of the whole system challenge approach to delivery of these ambitions, and the commencement of the work outlined.
- Noted that significant support will be required from Government to achieve substantial and sustained progress toward the ambitions.

14 Greater Manchester Go Neutral – Smart Energy Opportunity Pipeline

- 14.1 The Scatter GM preferred carbon reduction pathway sets out the need for solar PV on 50% of domestic properties and an additional 5.5km² on commercial roof space and ground mounted sites. Deployment at this scale will require the region to develop a long-term pipeline of land, car park and building based generation opportunities with an effective route to market.
- 14.2 Our response to this challenge is Go Neutral - a GMCA-led smart energy programme to decarbonise the city region and deliver social value, community wealth-building and inclusive growth, with a focus on affordability and impact.
- 14.3 In conjunction with other GMCA-led low-carbon initiatives, Go Neutral will put GM on the pathway to:
- Take control of how GMCA generate, use and trade the energy locally to create a resilient and connected energy system.
 - Create investment opportunities that will support new jobs and skills on the pathway to carbon neutral by 2038.
 - Create greener, healthier, and more affordable lifestyles.
- 14.4 Go Neutral will identify, develop, and deliver a pipeline of smart energy opportunities via a range of investment and delivery models. The initial phase will seek to deliver 85 MW of solar power generation with battery storage and electric vehicle charging infrastructure. These will be located on circa 430no. public sector owned land, car park and building assets. It is expected to require circa £155m of capital investment and £5.5m at-risk revenue expenditure, via a range of investment and delivery models.
- 14.5 Activity to assess, prioritise, and shortlist public sector owned assets is now nearing completion. This has involved geospatial assessment of the sites, GMCA/partner review and determination of a preferred shortlist for the call-off framework. This exercise will help to de-risk the sites being brought to market and provide clear signals to the market on partners readiness to engage.
- 14.6 A total of 9,436 land assets, 864 car parks and 2,495 buildings were submitted by public sector partners for the site assessment and prioritization exercise. For the initial phase, circa 10% of these assets are undergoing review by GMCA partners. Of the sites that have been reviewed and confirmed onto a preferred shortlist so far, GMCA are on track to achieve the target size of opportunity pipeline for the call-off framework. Through this activity GMCA have received unanimous support from partners (ten Districts, Environment Agency and TFGM) to engage with the next stage of the process.

14.7 At the December 2021 meeting of GMCA, members approved the establishment of a Smart Energy call-off framework, approved a call-off framework fee structure, noted that if viable projects were achieved, GMCA partners may require additional support to access funds to further develop and deliver the projects, and noted that the environmental outcome was to substantially reduce the carbon emissions of Greater Manchester’s public estate, through new and additional renewable energy generation and storage capacity.

15 GM Investment Framework, Conditional Project Approval

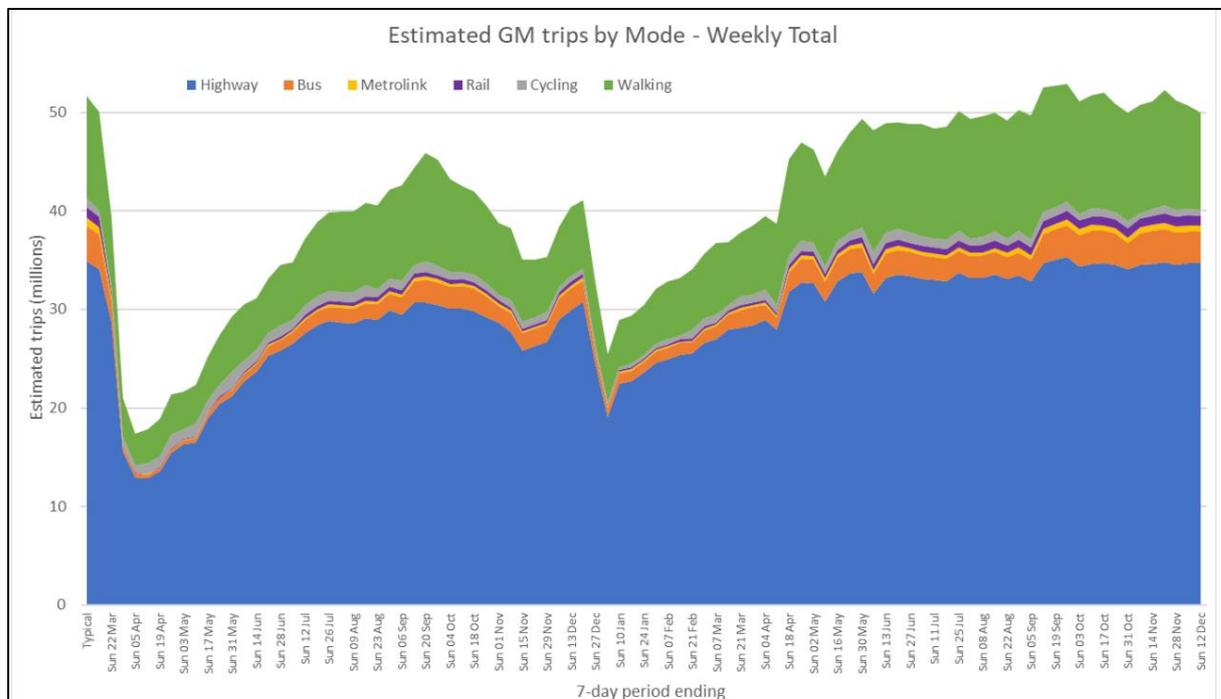
15.1 At the December 2021 meeting of GMCA, the following decision was taken on the GM Investment Framework:-

- That an investment into My First Five Years Ltd of up to £750k be approved.
- That a follow-on investment into Immersify Education Ltd of up to £200k be approved.
- That a follow-on investment into Tootoot Limited of up to £100k be approved.
- That authority be delegated to the GMCA Treasurer and GMCA Monitoring Officer to review the due diligence information in respect of the above Fund, and, subject to their satisfactory review and agreement of the due diligence information and the overall detailed commercial terms of the investment, to sign off any outstanding conditions, issue final approvals and complete any necessary related documentation in respect of the investment noted above.

16. TfGM – Bury Transport Update

16.1 Network Patronage and Facemask Compliance

16.1.1 During the seven-day period ending Sunday 19 December there were an estimated 49.9million trips on the Greater Manchester transport network, 1.5% below the previous week and 7.9% below the same week in 2019 (pre-pandemic).

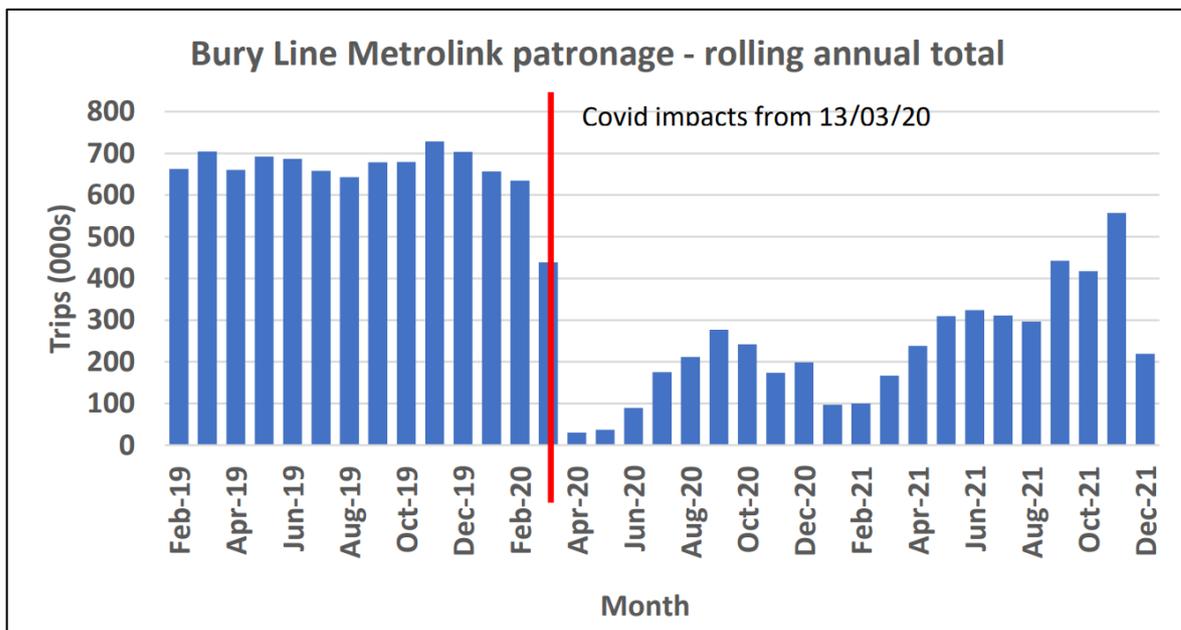


16.1.2 Traffic volumes across GM remained consistent with the previous week, but 4.9% below the same period in 2019. For Bury, traffic volumes were 1% lower than the previous week. Weekend volumes were 1.7% down on last weekend and were 0.5% below the same weekend in 2019. Saturday was the busiest weekend day of the winter period so far 1% up on last week. However, Sunday was 5% down on last week.

16.2 Metrolink

16.2.1 Bury Line Performance and Patronage

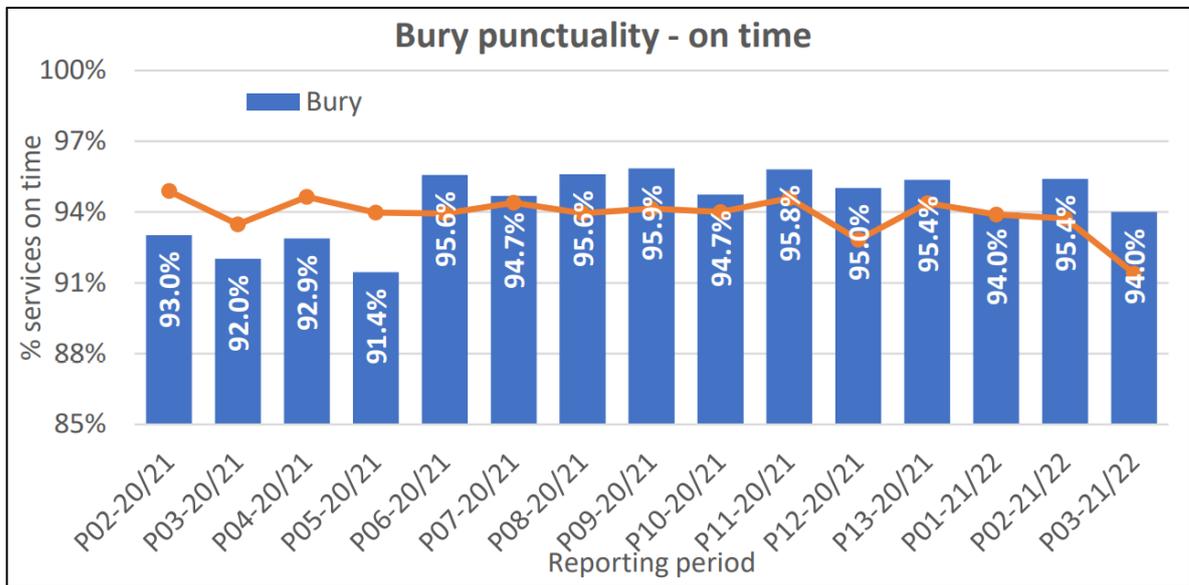
16.2.2 Rolling annual patronage for the Bury line is shown below. Following a consistent increase in patronage following the summer period, initial data is now showing a downwards trend following the issuing of Government work from home advice, increasing avoidance of public transport due to the spread of the Omicron variant, and approaching Christmas period.



16.3. Punctuality

16.3.1. 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.

16.3.2 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.



16.4 Face Covering Compliance

- 16.4.1 54% of passengers on the network have been complying with face covering requirements, up from 28% in early November, following changes in government advice and encouragement to wear face coverings by Metrolink staff.

17 Network Rail and Metrolink Line Closures

- 17.1 Essential track replacement work is due to be carried out at the Victoria Metrolink stop over the next two months. The work will begin after the last Metrolink service at approximately 2am on 1 January and will continue until the first tram in service at 4am on Tuesday 4 January 2022. Maintenance work will continue on 9 and 16 January. During this time no trams will run through Victoria and the following Metrolink lines will be affected:
- Bury line services will terminate at Queens Road.
 - Rochdale/ Oldham services will terminate at Monsall.
 - East Didsbury services will terminate at Exchange Square.
 - Airport line services terminate at Cornbrook.
- 17.2 To help minimise disruption, replacement bus services will be in operation, signed pedestrian walking routes will be in place and Customer Service Representatives will be at stops to direct passengers to the nearest replacement bus stop.
- 17.3 The work has been programmed to coincide with other essential heavy rail works, which will be carried out separately by Network Rail, between Victoria rail station and Queens Road railway bridge. This is to limit the overall duration of both works and the impact on passengers and local community.

18 Restoring Your Railway Round 3 Bids – Rawtenstall - Buckley Wells

- 18.1 As part of the Autumn Budget, awards to bids in Round 3 of the Restoring Your Railways 'Ideas Fund' were confirmed. One such successful bid for funding to investigate Rawtenstall-Buckley Wells was made by Rossendale Council, sponsored by MPs Jake Berry and Sara Britcliffe.
- 18.2 This scheme would require services to run on the East Lancashire Railway (ELR) between Rawtenstall and Bury (Bolton Street), continuing down to Buckley Wells (where the line interfaces with the Metrolink network).
- 18.3 TfGM's understanding is that the RYR Rawtenstall scheme would not need proposed services to enter the existing Bury Interchange or operate of the Bury Metrolink Line. Instead an interchange station at Buckley Wells is proposed, where passengers would transfer at a new Metrolink station.
- 18.4 TfGM has not yet been approached by Rossendale Council to discuss potential implications of the scheme for the Metrolink network. Next steps would likely see the securing of consultants to undertake a feasibility study, with a report submitted to DfT in summer/autumn 2022, in line with other Round 3 schemes.

19 Active Travel Grant Launch

- 19.1 In order to support GM businesses, employers and organisations to embed and encourage active travel, two active travel grants have reopened for applications.
- 19.2 The Active Travel Facility Grant is available to GM businesses who are looking to enable and encourage active travel amongst their employees. The grants can be used for interventions such as cycle parking, pool bikes or changing and storage solutions. Organisations of any size can apply, however there must be fewer than 250 staff employed at any site/s where funding is to be used. Further application guidance can be found on the business travel portal.
- 19.3 The Cycling Parking Grant is available to four audiences: NHS, education, housing associations and small organisations (employing 20 staff or less) who are located within several catchment areas that have been identified as having the greatest potential for increases in walking and cycling trips. The grant is intended to be used by organisations wishing to install cycle parking that will be available for use by anyone travelling to that location by bicycle, including but not limited to staff, pupils, residents, patients and visitors. Further application guidance can be found on the dedicated Active Travel webpage.
- 19.4 Both grants are available up to a maximum of £10,000 and application deadlines are 31 January 2022 at 5pm.

20. Clean Air Zone Financial Support Scheme

- 20.1 In November, a Clean Air Zone Financial Support Scheme was launched in order to help Greater Manchester registered HGV owners adapt before the introduction of the Clean Air Zone. The scheme will initially be open to Greater Manchester-registered HGV owners and will provide vehicle financing before the Zone comes into effect on 30 May 2022. Letters have been delivered this week direct to Greater Manchester-registered owners of non-compliant HGVs that would be subject to Clean Air Zone daily charges – directly notifying those affected of exemptions and funding support.
- 20.2 All vehicle owners can answer a series of simple questions at cleanairm.com/prepare to find out whether they will need to pay a charge to drive in the Clean Air Zone, if they might be eligible for an exemption or funding support, and further vehicle-specific information regarding their options and timescales.
- 20.3 Funding for Greater Manchester-licensed private hire vehicles (PHVs) and hackney carriages, coaches, minibuses and vans (LGVs) will launch at the end of January 2022. These vehicle owners will also receive letters from early in the new year to notify them of 5 exemptions and funding support available. While those eligible for an exemption will also be able to make an application from the end of January.

21 TravelSafe Special Operations

- 21.1 Following the launch of a new TravelSafe campaign in early November, the partnership continue to carry out targeted activity on the network, designed to tackle crime and ASB. Special Operations took place at Bury (15 November) and Cornbrook (18 November) Metrolink stops, with a total of 2,760 passengers stopped across the two events: this saw 256 penalty fares issued, 4 arrests and 7 antisocial behaviour incidents dealt with. TfGM continue to promote the work of TravelSafe across our social channels, including clips and graphics detailing security features in place across the network and how people can report incidents.

22 GMCA Update on Waste and Resources Contract

22.1 Van, pickup truck and twin axle trailer permit

- 22.1.1 The permit scheme is part of the access restriction policy introduced last year to deter trader from illegally using the HWRCs to dispose of trade waste. The sites are for household waste only, all waste from trader and businesses are chargeable and should be disposed of at the appropriate licenced facility.
- 22.1.2 The permit is helping 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.

22.1.3 Residents using a car, single axle trailer or vehicle adapted to carry a wheelchair do not need to apply for a permit.

22.1.4 As of 20th December, SUEZ have had approximately 5,000 applications, 2597 have been approved. Reasons for applications being declined include the following:

- they don't live in any of the 9 boroughs;
- they're a trader;
- they've uploaded incorrect documentation (V5 logbook and proof of address such as a utility bill or council tax bill); and
- they're using a works van, in these cases, SUEZ ask for a letter from their employer to give permission for them to use the van for their own domestic use. In most cases, they do not continue with their application.

23 R4GM Food Waste Campaign – Buy, Keep, Eat, Repeat.

23.1 The campaign aims to encourage residents to reduce their food waste and to use the council's food waste recycling service for any unavoidable food waste.

23.2 Out of home advertising throughout December aimed to encourage residents to think about the food they buy at Christmas and to only buy what they're going to eat.

23.3 In January the campaign continues with a focus on a younger audience with 'Plan your Scran'. This looks at planning meals, using up leftovers and how to save money by wasting less food.

24 ReNew Hub Update

24.1 The ReNew Shops located at the 3 household waste recycling centres in Trafford, Oldham and Salford reached sales of £100,000 in December.

24.2 Money raised goes to the R4GM Community Fund and the Greater Manchester Mayors Charity.

24.3 In the New Year, SUEZ will be introducing online sales through Facebook Marketplace which will allow residents to 'click and collect' larger items such as electricals, white good and furniture.

25 Recommendation

25.1 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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