

REPORT FOR DECISION



DECISION OF:	The Council
DATE:	16th March 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 January 2022.
- 1.2 Since the last update there have been two meetings of the Greater Manchester Combined Authority.

2 Mayoral General Budget and Precept Proposals

2.1 At the [28th January 2022 meeting of GMCA](#), members decided:

- 2.1.1 To consider my proposal to increase the Mayoral General Precept to £102.95 (Band D) comprising of £71.20 for functions previously covered by the Fire and Rescue Authority precept and £31.75 for other Mayoral General functions;
- 2.1.2 To note that the proposal for the Mayoral General Precept for 2022/23 is part of a multi-year strategy for setting the Mayoral precept baseline which will be adjusted in future years as further Mayoral functions are covered by the funding raised;
- 2.1.3 To note, and comment on: i). the overall budget proposed for the Fire and Rescue Service, ii). the use of the reserves to support the revenue and capital budgets, and the assessment by the Treasurer that the reserves as at March 2023 are adequate, iii). the proposed Fire Service capital programme and proposals for funding, iv). the medium-term financial position for the Fire and Rescue Service covered by the Mayoral precept
- 2.1.4 To note and comment on the detailed budget proposals for other Mayoral functions;
- 2.1.5 To note and comment on the use of reserves as set out in Paragraph 3.3 of the report;
- 2.1.6 To consider whether they would wish to submit any written comments to the Mayor in line with the legal process and timetable described in this report; and
- 2.1.7 To note that at its meeting on 11 February 2022 there will be an updated budget submitted, consistent with the precept proposals, to reflect final tax base and collection fund calculations and the final Revenue Support Grant settlement.

2.2 The Mayoral General precept proposals include:

- 2.2.1 Continuation of the flagship A Bed Every Night scheme into the next financial year. This scheme is core to the reduction in rough sleeping by 67% in Greater Manchester since 2017 and it will continue to support local schemes and homelessness partnerships to end rough sleeping across the region.
- 2.2.2 Extension of the 'Our Pass' pilot scheme for a further 12 months from September 2022, providing free bus travel within Greater Manchester for 16-18 year olds.
- 2.2.3 Bus Reform implementation as a key step toward development of The Bee Network, an integrated 'London-style' transport system which will join

together buses, trams, cycling and walking and other shared mobility services by 2024.

- 2.3 Greater Manchester Fire and Rescue Service (GMFRS) Medium Term Financial Plan 2022/23 – 2024/25. The precept increase in relation to GMFRS is required to ensure there is no impact on frontline fire cover. The Mayor has committed to continuing with 50 fire engines throughout 2022/23 with crewing at the current level of five firefighters at one pump stations and four firefighters on each engine at two pump stations.
- 2.4 Although it is required to set a precept specifying the Band D Charge, by far the majority of properties, 82.3% in Greater Manchester, will be required to pay less than this amount. The following table outlines the amounts to be paid by each band and the proportion of properties which fall into each band.

2022/23	A	B	C	D	E	F	G	H
Mayoral Other	21.16	24.69	28.22	31.75	38.80	45.86	52.91	63.50
Mayoral Fire	47.47	55.38	63.29	71.20	87.02	102.84	118.67	142.40
Total	68.63	80.07	91.51	102.95	125.82	148.70	171.58	205.90
Proportion of Properties	44.9%	19.8%	17.6%	9.4%	4.8%	2.1%	1.3%	0.2%

3 GM Retrofit Action Plan

- 3.1 Whilst there is an array of renewable heating systems currently available, the poor thermal efficiency of our housing and commercial building stock means that, for many residents, they are not the most affordable option. To make low carbon heating more affordable we need to both increase the thermal efficiency of our buildings by installing retrofit measures. Retrofit measures can include those which increase thermal efficiency and air tightness and moving to lower carbon heating.
- 3.2 Retrofitting our buildings will also address some of the biggest socio-economic challenges we face as a city region; supporting a fair and just transition to a net zero carbon society. If only 20% of Greater Manchester's 1.2m homes were refortified, the market size is in the region of £3-5.4bn, creating home grown and inward investment opportunities.
- 3.3 A Mayoral Retrofit Taskforce was established in June 2021, to accelerate retrofitting of our buildings by overcoming the known market failures. The retrofit market does not currently work effectively, because:
- 3.3.1 Most people do not know they need to heat their homes differently.
- 3.3.2 Most people are unaware of what they can do to make renewable heating an affordable reality.
- 3.3.3 The current supply chain is too small, with many potential suppliers having a limited or an incorrect understanding of what can be achieved.

- 3.3.4 Due to a lack of demand, the unit costs are too high, and we are lacking a suitably sized and skilled workforce.
- 3.3.5 Due to the failings of past initiatives, the supply chain has limited confidence that the market will take off.
- 3.3.6 Changing heating systems is not a priority for most people and is often an emergency purchase. As such, little thought is given to the options available.
- 3.4 The Retrofit Action Plan seeks to address these barriers. The Retrofit Task Force has highlighted three current challenges which, if addressed together, can stimulate greater retrofit activity. These were:
 - 3.4.1 Insufficient skilled operatives required to retrofit our homes, public buildings, and businesses.
 - 3.4.2 Lack of innovative funding models and solutions to support the circa 33% of GM residents willing to complete retrofit measures to their homes; and
 - 3.4.3 The lack of a local, quality assured offer which both informs and demystifies retrofit
- 3.5 The three challenges identified are complex and multifaceted, however, so are the benefits we can realise by addressing them. These benefits are not limited to carbon saving; but can also realise many wider benefits outlined in the Greater Manchester Strategy e.g., Improved health, equality, economic inclusion, and alleviation of fuel poverty
- 3.6 Priority Area 1 will focus on boosting skills to meet the current known requirements and gaps, whilst readying the region to meet the overarching opportunity over the years to come. The regions current training programme indicates that 60% of trainees are existing tradespeople and 40% new to the sector across GM. The sector sees around 1,000 apprentices and 3,000 Further Education learners completing Construction programmes every year. This needs to increase; curriculum changes are needed in existing apprenticeships and there is a need for higher level skills such as Retrofit assessors and coordinators, as well as degree level apprenticeships.
- 3.7 Priority Area 2 supports improving access to funding and finance. To enable a suitably skilled and scaled market to emerge, we need those who can 'move early' to lead by example, whether in the public, private or third sector. Enabling and supporting building renovation within all tenures, will be critical. The plan recognises some renovation activity is underway, utilising primarily government funding to target our worst performing properties and to realise wider social objectives. While socially desirable, and equitable, this approach excludes 75% of the homes that need to be improved in GM. Collectively, we need to create the conditions which allow more market-based delivery and finance mechanisms to be developed e.g., local climate bonds, property-linked financial products, green rental agreements, and green mortgages to deliver

the speed and scale required. The Plan sets out how we will investigate the feasibility of deploying such funds.

- 3.8 Priority Area 3 supports accelerated deployment. Speeding up delivery through the Greater Manchester 'Places for Everyone' planning framework, standards for new buildings and developments will be set, however, we still need to increase thermal performance, renewable energy generation and low carbon heating in existing homes and buildings. To achieve this, residents, businesses, and stakeholders will need support to help make the right decisions, making sure everyone can benefit from these changes to ensure a fair and just transition. GMCA is taking an active 'market-making' role to help drive up renovation activity.
- 3.9 At the January 2022 meeting of GMCA, members noted the plan and approved the plan for design and publication.

4 Greater Manchester International Strategy 2022 to 2025

- 4.1 The purpose of the refreshed International Strategy is four-fold:
- 4.1.1 Address the most immediate international challenges facing Greater Manchester following the pandemic and ensuring it continues to respond to any emerging challenges following the UK's formal departure from the EU.
- 4.1.2 Outline Greater Manchester's international ambitions, priorities and markets under a single framework and collective narrative, highlighting the interconnectedness of internationalisation, coordinating across key organisations on strategic activity and ensuring delivery is greater than the sum of its part.
- 4.1.3 Highlight Greater Manchester's areas of global competitiveness, identifying clear areas where Greater Manchester can play a transformational role in supporting the UK government to deliver on Global Britain.
- 4.1.4 Emphasise the transformational benefits of internationalisation for Greater Manchester, highlighting the ways in which it can deliver on the Greater Manchester Strategy vision of a greener, fairer and more prosperous Greater Manchester, bringing benefits to all of our residents.
- 4.2 At the January 2022 meeting of GMCA, members approved the strategy and noted the approach to developing the GM International Strategy Delivery Plan.

5 Greater Manchester Information Strategy and CA and Executive Leadership

- 5.1 Better use, management and sharing of information is an enabler for the delivery of the Greater Manchester Strategy. An Information Strategy will provide a cohesive ambition underpinned by a delivery plan to supporting ambitions around understanding and improving equality, ethical service delivery, and productivity.

- 5.2 The vision of the GM Information strategy is to: 'create a better information ecosystem that realises the full potential of information; manages, shares, and uses information responsibly; helps to tackle our most serious challenges; and supports GM's wider ambitions'.
- 5.3 The vision is supported by information principles, to guide our work: Doing the right things with information; Valuing information; Information-led decision-making; Reducing inequality; Forging strong relationships; Building trust and confidence; Fostering a culture of openness; Empowering the workforce; Connecting our work; and doing things differently.
- 5.4 The draft GM Information Strategy has six missions:
- 5.4.1 Create an information governance framework for Greater Manchester that acts together as one.
 - 5.4.2 Develop and implement the tools, infrastructure and standards needed to manage and use information properly.
 - 5.4.3 Foster trust between the people, communities, and businesses of Greater Manchester through greater transparency.
 - 5.4.4 Promote and maintain the responsible and ethical use of information.
 - 5.4.5 Enhance the skills, capabilities and behaviours for good information management.
 - 5.4.6 Establish an inclusive and proactive governance framework to drive the strategy.
- 5.5 At the January 2022 meeting of GMCA, members approved the strategy, and agreed a lead Combined Authority Member (Cllr Martyn Cox) and Chief Executive (Alison McKenzie-Folan) to lead and oversee implementation of the GM Information Strategy.

6 Bid to the Zero Emission Bus Regional Areas (ZEBRA) Fund

- 6.1 In order to help accelerate the decarbonisation of the bus fleets, the Department for Transport (DfT) announced a funding competition in March 2021. The DfT invited Local Transport Authorities in England (outside London), to submit expressions of interest in receiving funding to become a Zero Emission Bus Regional Area. GMCA submitted an Expression of Interest in July 2021 and were invited by the DfT (alongside 16 other LTA's) to develop the proposal further and submit a Full Business Case to the DfT by 31 January 2022.
- 6.2 The GMCA ZEBRA submission, if successful, would replace the 170 diesel buses that operate from Stockport Bus Depot to Zero Emission technology, by spring 2024.

- 6.3 The ZEBRA fund can only be accessed by Local Transport Authorities but requires full support of a named operator and specificity with regards to which bus routes operated by which bus company or companies will be converted to Zero Emission Bus technology. TfGM consulted all bus operators across Greater Manchester to gauge their interest in collaborating on a ZEBRA fund submission. The only operator who expressed an interest in pursuing this opportunity was Stagecoach.
- 6.4 Further discussions with both Stockport MBC and Stagecoach suggested that the Stockport proposal could form the basis of a compelling submission to the DfT whilst simultaneously meeting and furthering the objectives and strategic vision of each party.
- 6.5 The existing Stockport Bus Depot is located within the town centre of Stockport in an area that has been identified for redevelopment and urban renewal. This ZEBRA proposal seeks to build on the depot relocation by securing sufficient additional funds to purchase a Zero Emission, rather than a Diesel, Bus fleet of 170 Battery Electric Buses ('BEBs') for Stockport. ZEBRA funding would also ensure that the new depot facility is equipped to operate this Zero Emission fleet by covering the depot infrastructure costs associated with upgrading the grid connection and paying for charging plant and associated infrastructure works. It is anticipated that the depot could be complete in time to support the deployment of the full Zero Emission Bus ('ZEB') fleet by the end of Q1 2024.
- 6.6 The proposal will help to commence the delivery of the fleet vision contained in the GM Bus Service Improvement Plan. Specifically, the ZEBRA submission would convert approximately 10% of the GM bus fleet to Zero Emission technology and result in a reductions of CO₂e emission from the bus fleet of approximately 100,000 tCO₂e by 2038.
- 6.7 At the January 2022 meeting of GMCA, members decided:
- 6.7.1 That approval be delegated to the Chief Executive Officer, GMCA & TfGM, in consultation with the Mayor of Greater Manchester and the Chief Executive of Stockport MBC, to approve the GMCA ZEBRA fund bid.
- 6.7.2 That the GMCA financial contribution of £12.5m be provisionally approved, that will be financed by prudential borrowings, noting that the borrowings will be repaid to GMCA over the lifetime of the assets through a subsidy control clawback mechanism; and that it be further noted that in the event that the submission is successful, final approval would be sought once costs have been confirmed.
- 6.7.3 That it be noted that any assets created through this fund would be available for the future franchised GM bus network.

7 Budget Reports

- 7.1 A collection of reports were brought to the [February 2022 meeting of GMCA](#). These included:

- 7.1.1 **Mayoral General Budget** – Funded from the Mayoral precept and statutory charge/contributions from the districts (excluding the transport levy). Fire funding is part of the Mayoral precept but also receives a revenue support grant, business rates income and a top up grant.
- 7.1.2 **GMCA Transport Revenue Budget** – This is funded from a contribution from the mayoral budget for statutory mayoral functions include Bus services and from a levy on district budgets for non-mayoral functions in relation to public transport and a contribution to Metrolink financing costs agreed previously as part of the establishment of the Greater Manchester Transport Fund. The budget also includes a number of other grants received in relation to specific activities.
- 7.1.3 **GMCA Revenue General Budget** – This includes the core cost of the Combined Authority funded by district contributions together with functions funded through the retention of business rate growth and central grants funding including the Adult Education grant.
- 7.1.4 **GM Waste and Resources Service Budget** – This is funded through a levy to the nine GM districts who participate in the GM waste service (Wigan are not part of the waste contract). The contributions are on the basis of an agreed funding mechanism (LAMA).
- 7.1.5 **GM Capital Programme** – The required capital programme to support the delivery of the GMCA and Mayoral functions is set out in Paper F and is funded from a variety of sources including, where required, external borrowing
- 7.2 The Mayoral General Precept for the financial year 2022/23 will increase to £80.07 for a Band B property split between £55.38 for the fire service and £24.69 for other Mayoral-funded services (£102.95 for a Band D property, with the fire service accounting for £71.20 and £31.75 for non-fire).
 - 7.2.1 Continuation of the flagship A Bed Every Night scheme into the next financial year.
 - 7.2.2 Extension of the 'Our Pass' pilot scheme for a further 12 months from September 2022, providing free bus travel within Greater Manchester for 16-18 year olds.
 - 7.2.3 Bus Reform implementation as a key step toward development of The Bee Network, an integrated 'London-style' transport system which will join together buses, trams, cycling and walking and other shared mobility services by 2024.
 - 7.2.4 The precept increase in relation to GMFRS is required to ensure there is no impact on frontline fire cover.

- 7.3 The transport levy is £7.082M and Statutory Charge is £5.805M equalling £12.887M which is unchanged for last 2 years.
- 7.3.1 The funding will support Bury's transport links within GM, following the impacts of levelling up bids and covid there is a need for improved bus services, zero carbon, affordable transport network. There is a need to connect people to homes, jobs, learning, leisure and culture, and create opportunities for all of Greater Manchester's communities from urban to rural, city to town and village.
- 7.4 GMCA Revenue General Budget 2022/23 - Bury's contribution is based on population as is consistent across the budget proposals. The 2022/23 contribution is £606k which is unchanged from 2021/22. There are a wide range of services and programmes detailed in the report which will be of benefit to the residents of Bury across a number of key themes such as GM Digital Strategy; economic growth, place shaping, environmental, education work and skills.
- 7.5 The waste levy for 2022/23 is £13.384m an increase of £9k (0.1%) from the 2021/22 levy of £13.375. Indicative outturn for current year shows a refund potentially payable to Bury Council based on forecast tonnage.
- 7.6 The funding will support the ongoing effective recycling and management of waste. There are no service changes identified in the report which does include capital investment for process and operational improvements alongside the replacement of an MBT site at Reliance Street.
- 7.7 The capital investment mitigates the risk of waste not being managed and recycled with the revenue budget ensuring an appropriate budget is provided to support ongoing service delivery.
- 7.8 The GMCA Capital Programme 2021/22 - 2024/25 lists over 30 different capital schemes many of which have a number of individual elements.
- 7.9 The capital programme is £421m in 2022/23 which are funded from a variety of sources with the largest element being borrowing £157m (37%), capital receipts of £94m (22%) with the majority of the remaining £170m being funded through grants.
- 7.10 Capital investment will support and benefit residents of Bury due to the wide range of schemes being delivered.
- 7.11 The Treasury Management Strategy Statement and Annual Investment Strategy is a largely technical document detailing how the financing of the capital programme will be managed.
- 7.12 The Capital Strategy maintains a strong link to the aims of the Greater Manchester Strategy (GMS) and identifies the following key priorities, transport, economic development and regeneration, fire & rescue services, waste & resourcing service and the police service.

- 7.13 The strategy provides the identification of priority areas which have identified above and whilst the strategy does not have a direct operational impact, this is contained within the capital programme and revenue budget, the priority areas will benefit Bury communities and residents.
- 7.14 The strategy will ensure key services are prioritised within the GM capital programme, for example fire & rescue and police which will have a direct impact on managing personal and community safety risks.
- 7.15 The budget reports were all approved and noted. Additional comments and amendments made by members can be viewed here:
<https://democracy.greatermanchester-ca.gov.uk/documents/g4417/Decisions%2011th-Feb-2022%2010.30%20Greater%20Manchester%20Combined%20Authority.pdf?T=2>

8 A Bed Every Night (ABEN) 2022-25 Programme

- 8.1 Leaders were asked to approve the direction of travel of the planned budget for 2023/24 and 2024/25, with the risks and uncertainties that it contains both on the income side (requiring further agreement and potentially greater or additional contributions) and the expenditure side (viability of budget reductions on maintaining bed numbers and support quality in all areas).
- 8.2 The intention is not only for bed numbers to be maintained, but also for quality to increase. This will be achieved through the continued use of evidence-based practice, with the independent review of ABEN by Herriot Watt University providing clear direction. Setting a three-year budget plan is aimed at best offsetting negative impacts of budget reduction on the A Bed Every Night service, and the response to rough sleeping more broadly, as it will enable multi-year re-commissioning in many areas. It will provide an opportunity to improve quality and responsiveness to local demand as it is now understood.
- 8.3 Expected cost savings will come from the minimum use of welfare (Local Housing Allowance) where this is not currently the case, and through the categorisation of some accommodation as 'supported exempt' allowing for higher (Housing Benefit) claims. This requires a specific landlord and support provider model which some LAs will need to re-commission for. A high proportion of 'bad debt' is modelled in order to ensure that this is not exclusive to those who do not enter the service with benefits in place or are unwilling to claim.
- 8.4 At the February 2022 meeting of GMCA, members:
- 8.4.1 Approved the ABEN budget for 2022/23.
- 8.4.2 Approved the direction of travel towards a more equitable allocation of funds to Local Authorities, pending reviews on the total budget required and

evidence of the need for variance in Local Authorities allocations for 2023/24 and 2024/25.

- 8.4.3 Supported the continuation and ongoing delivery of the Greater Manchester Housing First pilot.
- 8.4.4 Supported the submission of the Greater Manchester Rough Sleeper Initiative bid.

9 GMCA Corporate Plan

- 9.1 The Corporate Plan provides a framework for GMCA's activity over the next three years. This is the organisation's first corporate plan and is an externally focused document, which will be accompanied by annual (internally focused) business plans.
- 9.2 The Corporate Plan highlights some of the achievements across the GMCA in recent years and sets the priorities and areas of focus for the next three years, based around GMCA's four corporate objectives:
 - 9.2.1 Deliver core / devolved services for the public
 - 9.2.2 Secure, and manage, funding and investment at GM level for agreed activity
 - 9.2.3 Work with the 10 local authorities in GM to drive collective activity that puts GM at the forefront of tackling social, economic and environmental issues
 - 9.2.4 Ensure Greater Manchester is speaking with one voice – developing, leading & implementing evidence-based strategies, building networks and partnerships and influencing policy
- 9.3 At the February 2022 meeting of GMCA, members endorsed the approach to develop annual business plans to sit alongside the corporate plan and an effective performance framework to monitor progress in delivering the activities, set out in the report.

10 The Mayor's Cycling and Walking Challenge Fund (MCF)

- 10.1 Over the last 3 years, TfGM has been working closely with scheme promoters to set up and progress the projects in line with the agreed governance arrangements, in particular those agreed on 25 May 2018 and continues to utilise TfGM's established Cycling & Walking Infrastructure Support Team to provide collaborative support to Local Authority partners.
- 10.2 Having previously received MCF Programme Entry, the Salford Chapel Street East Phase 1 and Bury Fishpool Phase 1 schemes are now recommended for Full Approval and subsequent delivery, requiring a total MCF contribution of £5,348,358. For Local Authority-led schemes, Full Approval will enable the release of delivery funding via legal delivery agreements.

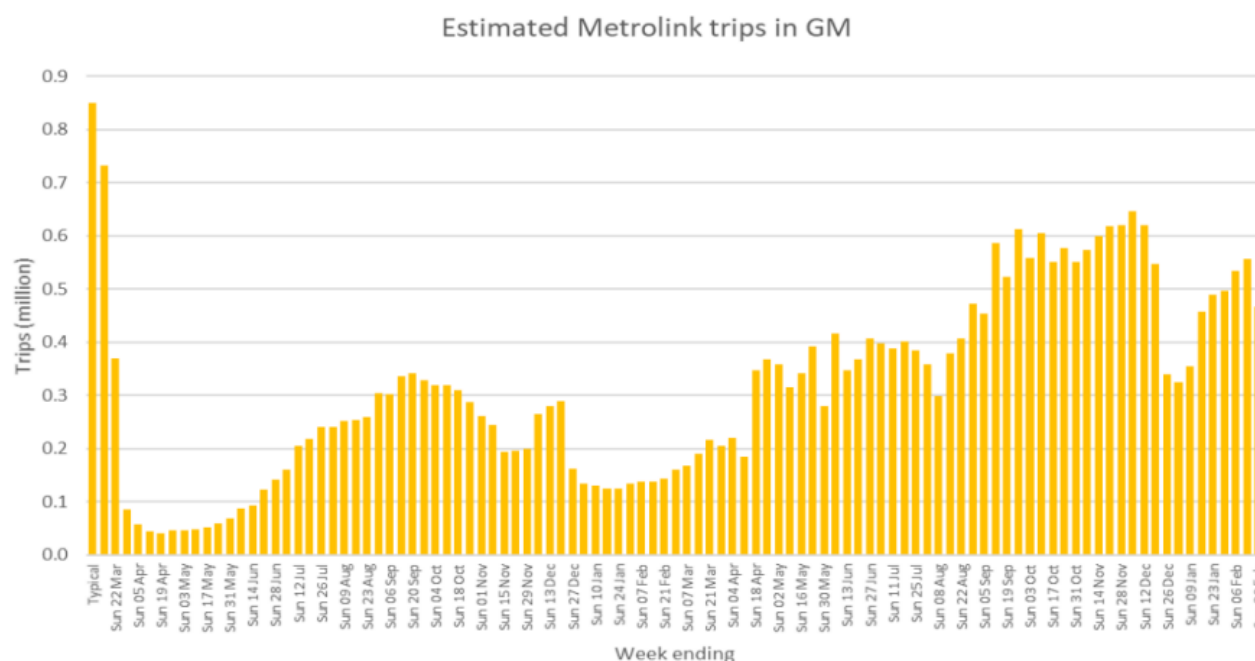
10.3 Bury Fishpool Phase 1

- 10.4 The Fishpool scheme is to be delivered in 2 phases and has been designed to reduce severance within Fishpool and increase the number of neighbourhood walking and cycling trips, whilst enhancing access by active travel modes to Bury town centre and Bury interchange.
- 10.5 The Phase 1 scheme includes the construction of a new bridge crossing over the River Roch, enhancing access at a point near to the closed Gigg Mills footbridge. The new crossing will provide direct access to Pilsworth Industrial Estate, connect to the Roch Valley Greenway and will help enable a network of cycling and walking routes to support active travel connections between Bury town centre and the residential areas of Fishpool and Gigg.
- 10.6 The scheme has a total cost and MCF funding ask of £1,155,948 and following a full business case review by the MCF programme team is forecast to return a very high value for money.
- 10.7 Full Approval of these schemes would result in a total of 35 MCF work packages having secured full funding approval, with an associated total full approval commitment of circa £70.1 million of MCF funding.
- 10.8 At the February 2022 meeting of GMCA, members agreed the release of up to £5.4 million of MCF funding for the Bury and Salford schemes and noted the planned continuation of the Mayor's Challenge Fund Cycling and Walking Programme into 2022/23.

11 TfGM update

11.1 Metrolink

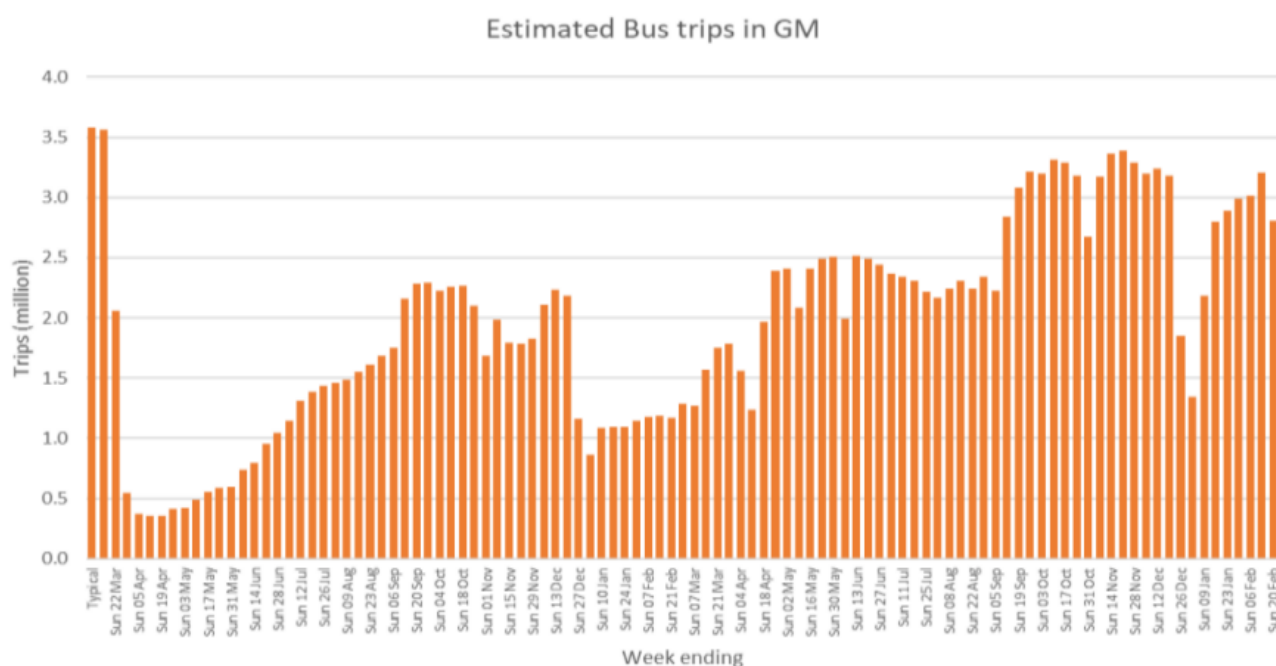
- 11.2 Rolling annual patronage for Metrolink is shown below. Patronage was 15.4% below last week, and 56% of the equivalent week during 2020.



11.3 On the Bury Line, there were 98,255 passenger journeys, 12% down on the previous week, running at 56% of the pre-Covid average. Storms brought trees down impacting, Bury, Airport, and Oldham-Rochdale lines.

11.4 **Bus**

11.5 Bus patronage was 13% below last week, and 77% of the equivalent week during 2020. The storms had a relatively light impact on the bus network. Updates were provided to Customer function throughout the disruption.



11.6 In Bury there were an estimated 132,232 passenger trips for the week ending 20 February, with intermediate point punctuality increasing to 76%, from 73% on week ending 13 February.

11.7 **Clean Air Plan**

11.8 The Government has withdrawn a legal direction that required Greater Manchester to implement a charging category C Clean Air Zone across the region to comply with the legal limit for nitrogen dioxide on local roads as soon as possible and by no later than 2024. A new government direction now requires Greater Manchester's 10 local authorities to bring nitrogen dioxide on local roads to within legal limits as soon as possible and by no later than 2026. Greater Manchester has until 1 July 2022 to work with government to develop a new plan.

11.9 Daily charges for the most polluting vehicles that don't meet emission standards: HGVs, buses, non- Greater Manchester licensed taxis and Private Hire Vehicles (PHVs), had been due to begin on 30 May 2022 but will now not go ahead. The withdrawn legal direction would have led to charges for noncompliant vans, Greater Manchester-licensed taxis and PHVs from June 2023.

11.10 Wording on already installed Clean Air Zone signs stating the original opening date of 30 May 2022 will be covered, applications for funding for light goods vehicles, minibuses, taxis and PHVs, and discounts or exemptions under the previous plan have been paused, but HGV and bus funding remains open to support people to upgrade and help deliver improved air quality. HGV funding for small businesses is due to open from 5pm on 28 February.

11.11 **Bus funding**

11.12 Last Friday a statement was issued by the Chair and Vice Chairs of the Greater Manchester Transport Committee (GMTC) warning that around a third of Greater Manchester commercial bus services could be affected by the continuing uncertainty around ongoing central government support for public transport beyond 5 April, when the current funding arrangement expires.

11.13 This could result in wide-scale reductions in frequencies and potentially 30 routes withdrawn completely, adversely impacting on people's day-to-day lives and reducing connectivity to key places including hospitals and retail centres.

11.14 **Planned Metrolink improvement works**

11.15 Planned Metrolink improvement works will take place during early March.

11.16 CRSTS progress

11.17 Further to the submission of the City Region Sustainable Transport Settlement (CRSTS) bid to government in October last year, the award of £1.07bn capital funding to GM and the subsequent direction to include the capital funding element of the Bus Service Improvement Plan (BSIP) in the allocation, a reshaped programme, developed with Local Authorities, has been submitted. This follows the GMCA meeting on 28 January when the following report was considered: [CRSTS Bid \(greatermanchester-ca.gov.uk\)](https://greatermanchester-ca.gov.uk/crsts-bid/).

11.18 Detail of the full list of schemes included in the reshaped programme can be found in the GMCA paper and has been developed through discussions with officers including the GM Delivery Group and Directors of Place. TfGM will continue to liaise with LA transport officers through the fortnightly GM Delivery Group sessions and regular 121s over the coming weeks.

11.19 Following review by government, it is expected that DfT will make a final funding award and, once this is received, the final CRSTS Programme Case will be produced and published. Following further review by government and the announcement of the final award from government, the final Programme Case will come to GMCA for approval. Publication is expected by the end of March 2022 and TfGM will continue to provide updates on progress.

11.20 **Active travel**

11.21 Following a request from DfT for further information around some schemes, it is anticipated that the announcement of the ATF 2021/22 (ATF3) bid process

will be delayed until March 2022. The TfGM ATF Infrastructure Support Team are in contact with individual district project leads to progress the request.

- 11.22 The Government's new cycling and walking body, Active Travel England (ATE) launched on 24 January with Chris Boardman as Interim Commissioner. ATE is responsible for driving up the standards of cycling and walking infrastructure and managing the national active travel budget; awarding funding for projects that meet the new national standards set out in 2020. It will inspect finished schemes and ask for funds to be returned for any that have not been completed as promised or have not started or finished by the stipulated times. ATE will also begin to inspect, and publish reports on, highway authorities for their performance on active travel, and identify particularly dangerous failings in their highways for cyclists and pedestrians.
- 11.23 ATE will support local authorities such as Bury to train staff in spreading good practice in design, implementation, and public engagement. It will be a statutory consultee on major planning applications to ensure that the largest new developments properly cater for pedestrians and cyclists.
- 11.24 Greater Manchester has been awarded £100k by DfT for feasibility studies into an active travel social prescribing pilot. This will see health professionals and community organisations investigate ways in which cycling, walking and other ways to move can be built into people's lives.
- 11.25 **eHUBs**
- 11.26 At the end of 2020 TfGM launched the eHUBS project, a year-long pilot set to give people in parts of Greater Manchester innovative electric alternatives to private cars, to help people make more sustainable travel choices. The scheme offers residents in Chorlton, Whalley Range and Ancoats electric cargo bikes for hire (a first for the UK) along with an electric car club scheme, which will also be available in Bury town centre and Prestwich in the coming months. Uptake has been good and to boost the number of first-time E-Cargo bike users, any first-time users downloading the Cargoroo app can get their first hour of hire free. TfGM will keep Bury informed of the eHUB progress within the district in future briefings.

12 GMCA Update on Waste and Resources Contract

12.1 R4GM supports Food Waste Action Week 7th to 13th March

- 12.2 The national Food Waste Action week campaign aims to raise awareness about the link between food waste and climate change. 70% of all food waste in the UK comes from households. The production, consumption, transportation and unnecessary disposal of food uses up a huge amount of energy which creates a huge carbon footprint. Advertising will feature on the tram network, local newspapers and will be supported by social media and digital display advertising. The R4GM website will show a campaign page of tips on how to reduce food waste including better planning and storage.

12.3 Following the 'Buy, Keep, Eat, Repeat' campaign will continue to raise awareness of the issue of food waste.

12.4 **R4GM Community Fund**

12.5 The R4GM Community fund will be open for applications from 1st April to 31st May. The £220,000 fund is from money raised at the 3 Renew shops located at the household waste recycling centres. The shops sell pre-loved household items donated by residents. The Community fund is open to all schools, community groups and charities to run projects that will prevent waste, increase recycling or reuse.

12.6 More details on how to apply will be available on the Greater Manchester Environment Fund website.

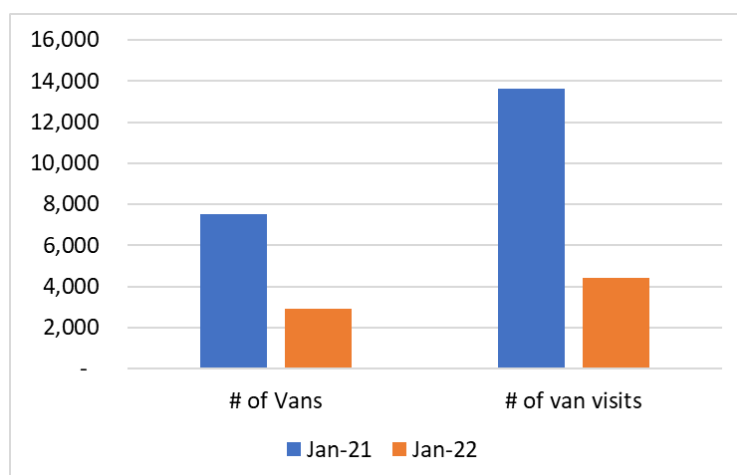
12.7 **Van Permit Scheme**

12.8 As part of the GMCA's implementation of the household waste recycling centre (HWRC) access policy a permit scheme for van owners went live at the start of December 2021. In brief, if a householder owns a van and uses it to take household waste to a HWRC then they must apply for a permit through an online system.

12.9 Once accepted the resident then shows a QR code to site staff to be allowed to use one of their 18 annual allocation of visits. The purpose of the scheme is to eliminate the abuse of the HWRC network by traders who should use alternative legal disposal facilities.

12.10 To the end of January 2022, 11,531 permit applications had been made with 56% of those being approved (6,412). Reasons for a permit being declined include the applicant not living in Greater Manchester, the van is registered to a company and the user cannot obtain permission from that company for its use or the required evidence cannot be supplied (such as the van's V5C registered to the applicants' home address).

12.11 The measures of success for the scheme come in the form of reduced van visits and a consequent reduction in the amount of (particularly) non-recyclable waste delivered to the HWRCs. The below shows the reduction of van visits to R4GM HWRCs comparing January 2021 and January 2022.



12.12

12.13 The impact this reduction in van usage is being reflected in the quantities of non-recyclable waste being delivered – the graph below illustrates this showing a 21% decrease in the amounts of this costly waste stream.



12.14 The van permit scheme is an important tool in the GMCA's approach to managing the use of the HWRC network. It is early days but does seem to be showing signs of achieving its aims and gives the Authority the opportunity to consider how the HWRCs now operate to see whether R4GM can, for example, allow residents with 'high sided' vehicles to return to the HWRCs rather than use the transfer loading stations to deposit their waste.

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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