

Combined Authority Questions

1	<p>Can TfGM outline how much GM has been allocated through Network North and how this compares with the original HS2 investment?</p> <p>Cllr Staples Jones</p>	<p>Network North includes a range of measures across rail, road and local transport. The total value of Network North for Greater Manchester specifically is difficult to judge accurately at this stage: some elements are inter-city schemes (e.g. Northern Powerhouse Rail) benefitting a whole region, not just GM; some schemes only carry indicative and highly caveated values which are not yet fully confirmed; for other aspects it is not yet known whether or to what extent Greater Manchester will be eligible. At this stage, a high-level indicative estimate of the value of Network North schemes/initiatives for Greater Manchester is approximately £14.7bn (2023 prices). This is broken down as follows and will change as we learn more about the Network North schemes. It does not include aspects of Network North which currently carry too much uncertainty to warrant inclusion, including national highways improvements.</p> <ul style="list-style-type: none">• Northern Powerhouse Rail (NPR): £12bn for the Manchester Piccadilly to High Legh section of the proposed scheme	<p>Cllr Bayley</p>
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- **City Region Sustainable Transport Settlement: £2.4bn indicative allocation for GM 2026/27 to 2031/32**
- **Highways Maintenance funding: indicative additional funding for GM of approximately £4.4m per year in 2023/24 and 2024/25, part of an indicative “minimum additional uplift” for the decade 2023/24 to 2033/34 of approximately £296.4m**
- **Bus Service Improvement Fund (BSIP) funding for 2024/2025: £16.4m indicative allocation for GM.**

HS2 represented a significant investment in Greater Manchester. While there is no published cost for the components of HS2 located in GM specifically, according to the Integrated Rail Plan for the North and the Midlands, the value of the Manchester leg of HS2 (Phase 2b Western Leg) was £17bn in 2019 prices. This is approximately £20bn in 2023 prices (based on CPI inflation – using the Bank of England inflation calculator). In Greater Manchester, this infrastructure included but was not limited to a new station at Manchester Airport, a new station at Manchester Piccadilly, and a section of railway connecting the two, predominantly in tunnel. This

		<p>infrastructure was also intended to be used for future Northern Powerhouse Rail (NPR) services; therefore, the original budget for Phase 2b should be understood as delivering HS2 to Manchester and core NPR infrastructure in Greater Manchester. HS2 Phase 2a was assigned a cost of up to £7.2bn. This investment would also have supported Greater Manchester by enabling the HS2 connection between Manchester and Birmingham, however it is not included in the above figure.</p>	
2	<p>£1m of funding has been made available to Greater Manchester Combined Authority (as Police & Crime Commissioning body) from the Safer Streets Fund. How will this funding support community safety activity in Bury?</p> <p>Cllr Ryder</p>	<p>Bury has been successful in obtaining £420k of Safer Streets Round 5 funding following a submission by Bury Community Safety Partnership to the Combined Authority, the largest allocation to any one district in Greater Manchester.</p> <p>Safer Streets funding requirements are focused around targeted, evidence based interventions to address anti-social behaviour, violence against women and girls and particular acquisitive crimes, with a prescriptive list of eligible and ineligible interventions.</p>	Cllr Gold

		<p>Through positive partnership input, a series of interventions have been developed and are now been fine tuned into delivery including</p> <p>Increasing public guardianship around Bury town centre as the principle site of ASB in the Borough, including through work with Bury Street Pastors</p> <p>Increased capacity and connectivity of CCTV</p> <p>Provision for dedicated detached youth outreach on the Metrolink network and stations, particularly Bury to Whitefield.</p> <p>Provision for environmental improvement activity to reduce opportunities for ASB to occur.</p> <p>Women and Girls safety training programme</p> <p>Activity is been overseen through the Community Safety Partnership with the funding covering the period up to March 2025.</p>	
3	<p>What was the level of demand GMFRS services around bonfire night this year? Councillor Jo Lancaster</p>	<p>North West Fire Control, who take calls for the Greater Manchester Fire and Rescue Service handled 744 calls over the period 3rd- 5th November inclusive and GMFRS crews attended 432 incidents.</p> <p>For Bury, this year's bonfire period had a low number of incidents requiring GMFRS intervention, with 8 incidents attended to over the period 3rd – 5th</p>	Cllr Gold

		<p>November, none of which related to any activity specifically connected to bonfires or fireworks. Community safety colleagues had worked hard to promote safety messages as part of Operation Treacle, including input into local schools on the run up to November 5th.</p> <p>Thankfully in Bury firefighters did not come under attack whilst carrying out their duties, unlike in other areas both regionally and nationally where police lines of enquiry continue to identify offenders.</p>	
4	<p>Can an update be provided on the work to deliver local Bee Network Forums in each district and how this will help improve the quality of public transport and active travel?</p> <p>Cllr A Arif</p>	<p>The Bee Network Committee has an important role in developing transport policy, and advising and supporting the Constituent Councils, the GMCA and Mayor on specific transport issues. In seeing local accountability and participation as crucial to the delivery of the Bee Network, at the inaugural meeting of the Bee Network Committee, it was recommended that similar forums be replicated by Local Authorities to ensure that local views and priorities can be collated to inform the coordination and development of the network. It has been suggested that these local forums have six key functions:</p>	<p>Cllr Bayley</p>

		<ul style="list-style-type: none">• Accountability: To be accountable to residents and the Bee Network Committee for transport matters in their local area and vice versa.• Feedback: To actively monitor the delivery and performance of services linked to the Bee Network and as appropriate recommend change/improvement to the Bee Network Committee through the local Transport Lead Member/Representative.• Participation: Provide robust mechanisms for elected members and service users to feedback through regular participation at local Bee Network forums.• Local Co-ordination: Identify how issues arising at the Bee Network Committee might impact and be mitigated or responded to in the local area.• Policy Development: Support and contribute to policy development and strategy delivery linked to the Bee Network.• Cross Cutting Analysis: Analyse cross-cutting issues that may affect GM's ability to deliver an efficient service. For instance, through improved co-ordination of roadworks to ensure disruption are kept to a minimum.	
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5	Has Manchester Airport seen an increase in travelling numbers during the summer months compared to last year? Councillor Shahbaz Arif	There has been an in year increase in terminal passenger numbers of 2.354m (14.1%) compared to the previous year (from April – October 2023)	Leader
6	Has the appropriate action been taken regarding the overvaluing of the Manchester Airport by £14.8m? Councillor Iain Gartside	This matter has been considered by the Audit committee on two separate occasions in March and October 2023, The relevant adjustments have been made in the Council accounts, the accounts now show a fair value of 14.8m for this shareholding. BDO who carried out the valuation have not been paid for the corrective work that was undertaken, the newly appointed s151 officer will obtain advice from the Council's monitoring officer in determining future evaluation arrangements.	Cllr Gold