

**Minutes of the meeting of the
GMCA Overview & Scrutiny Committee
held on Wednesday 22 November 2023
at the Tootal Buildings, Broadhurst House, 1st floor,
56 Oxford Street, Manchester, M1 6EU**

Present:

Councillor Nadim Muslim	Bolton Council (Chair)
Councillor Peter Wright	Bolton Council
Councillor Russell Bernstein	Bury Council
Councillor Imran Rizvi	Bury Council
Councillor John Leech	Manchester City Council
Councillor Basil Curley	Manchester City Council
Councillor Mandie Shilton Godwin	Manchester City Council
Councillor Jenny Harrison	Oldham Council
Councillor Colin McLaren	Oldham Council
Councillor Tom Besford	Rochdale Council
Councillor Patricia Dale	Rochdale Council
Councillor Lewis Nelson	Salford City Council
Councillor Helen Hibbert	Stockport Council
Councillor Naila Sharif	Tameside Council
Councillor Jill Axford	Trafford Council
Councillor Shaun Ennis	Trafford Council
Councillor Nathan Evans	Trafford Council
Councillor Fred Walker	Wigan Council

Also in attendance:

Andy Burnham	GM Mayor
Councillor Bev Craig	GM Portfolio Lead for Economy, Business and Inclusive Growth

Officers in attendance:

Eamonn Boylan	GMCA
Andrew McIntosh	GMCA
John Wrathmell	GMCA
Simon Nokes	GMCA
Nicola Ward	GMCA
Elaine Mottershead	GMCA
Kaja Davies	GMCA
Martin Lax	Transport for Greater Manchester
Nick Fairclough	Transport for Greater Manchester

O&SC 45/23 Welcome and Apologies

Apologies for absence were received from Councillor Joshua Brooks and Councillor Joanne Marshall.

O&SC 46/23 Chair's Announcements and Urgent Business

The Chair announced that there would be a short reflective session (5-10 minutes) at the rise of this meeting to reflect on the work of the Committee. The Chair invited all members to stay if they were able to.

O&SC 47/23 Declarations of Interest

There were no declarations of interest received in relation to any item on the agenda.

**O&SC 48/23 Minutes of the GMCA Overview and Scrutiny Committee
held on 25 October 2023****Resolved/-**

That the minutes of the GMCA Overview and Scrutiny Committee held on 25 October 2023 be approved as a correct record.

**O&SC 49/23 Minutes of the Joint Health Scrutiny and the
GMCA Overview & Scrutiny held on 8 November 2023**

Resolved /-

That the minutes of the Joint Health Scrutiny and the GMCA Overview & Scrutiny Committee held on 8 November 2023 be approved as a correct record.

**O&SC 50/23 GM Investment Plan, Frontier Sector Development and
Business Rates update**

O&SC 51/23 Greater Manchester Investment Zone

The Chair invited Councillor Bev Craig, Portfolio Lead for Economy, Business and Inclusive Growth and GMCA officers, Andrew McIntosh, and John Wrathmell to present these linked items together.

Councillor Bev Craig introduced the reports. The GM Investment Plan was a long-term plan to develop sites across Greater Manchester, not to only respond to Government policy, but to be pro-active and have clear milestones. The plan contained six identified growth zones, with links to the 2040 Transport Plan and funding streams such as Brownfield funding and others. The retention of business rates would also provide income and support the delivery of the Investment Plan. The support from local authorities would be welcomed in the development of the zones that were situated across Greater Manchester. Three investment zones had also been identified and would receive £80m capital and revenue funding over five years. Officers continued the presentation and highlighted the following:

- The GM Investment Plan would drive growth within 10-15 years. The latest Devolution Deal set out the decisions that would be made at Greater Manchester level at different times and set out a methodology for appraisal. There would be a clear framework for decision-making. A set of general principles would be adopted for investment and would be agreed at Greater Manchester level.

- A key part of the Investment Plan would be the Frontier Sector Development and this would feed into projects appropriately with links to skills development and interfacing with business investment decisions.
- The final part would be the retention of business rates with the ability to allocate five different zones where business rates could be collected and aggregated over a set period of time.
- It was clarified that the Investment Zones were not physical zones but more packages to develop particular sectors such as manufacturing and materials.
- Existing governance arrangements would be used. Businesses would be engaged through the GAMMA (Graphene, Advanced Materials and Manufacturing Alliance) network. All four GM universities were also involved.
- The Autumn Statement announcement (today) would set out more details.

Comments and questions:

- Members were keen to see the “people” element of this work linked to the more technical aspects, particularly in terms of links with employment. The work could be viewed through the lens of social justice and should consider how to help people who have missed out on opportunities. In response, it was noted that this could be a first for the region and investors were keen to be involved. The targets for the funding were not prescribed and, whilst it did not need to be directed to Education, Skills and Work, it was recognised that this would be an important area and route to progression.
- Members were pleased to see Northern Gateway within the GM Investment Zone as this offered a significant opportunity to re-balance the economy of this area.

- It was questioned whether the outcome of the Places for Everyone consultation would impact the delivery or outcomes of the Investment Plan. Officers confirmed that the Investment Plan would have no bearing on Places for Everyone being able to be implemented at the end of the consultation phase.
- Members suggested that opportunities to link these plans and other elements of the GM Strategy be explored e.g. the Bee Network, Places for Everyone, Atom Valley, Education, Skills and Work, and the Clean Air/Green City agenda.
- Further clarification on the funding was sought including the difference in capital and revenue streams and typically what might be targeted. It was confirmed that 60% of capital funding and 40% of revenue funding was given by the Government. There were five investment policy areas – infrastructure (predominantly capital), facilities (revenue to run the programmes), skills (mix of capital and revenue), local business support (predominantly revenue).
- Members questioned whether the £80m fund would be secure across the forthcoming five years. Officers reflected on the Chancellors commitment through his announcement of further Investment Zones in today's Autumn Statement.
- It was acknowledged that the maps depicting the business rates retention from Growth Zones were too small to decipher and revised copies would be circulated. The zones had been identified to maximise income rather than having geographical significance. It was confirmed that a business which was outside of the zone boundary line would not benefit from relocating. The benefits would be in the additional business rate retention income, which would be invested across Greater Manchester, and individual businesses would not be affected either adversely or favourably for being inside or outside the zones.
- A question about retained business rates was raised and whether any income that was gained would be inconsequential once the administration costs had been added. It was confirmed that the significant benefits from cumulative growth would outweigh any administrative costs and procedures.

- The difference between a growth and a development zone was queried along with the reference to “on menu” and “off menu” interventions for investment zones for which further details would be circulated. Officers explained that Growth Zones allowed for maximum growth in resources but freedom to invest across GM as required, whilst Investment Zones had to be spent in frontier sectors.
- There was discussion about the transport infrastructure and how it was fundamental to deliver these plans for investment and employment. In response, it was noted that the Bee Network had already started to give much more flexibility around responding to need and this would continue to grow as the vision for the network progresses.
- It was acknowledged that future investment into specific geographical areas had not been detailed in the report but this would form the next stages of the Investment Plan which would be shared with the Committee in due course.
- In response to a request for the Investment Plan to consider Greater Manchester’s responsibilities in relation to climate change, members were reminded that it was already delivering on the regeneration of Brownfield Land and incentivising the development of net zero homes.

Resolved/-

1. That officers note the comments from members after reviewing:
 - a. the overall approach to developing Frontier Sector Development Plans that will sit alongside the GM Investment Plan to direct investment in growth of our frontier sectors and growth locations.
 - b. how the Sector Development Plans should be most effectively brought into the Growth Locations.
 - c. The overall approach to developing the Investment Zone and the places and businesses which can benefit from the focus on Advanced Manufacturing & Materials.

2. That a social justice focus be considered as the Investment Plan is developed in order to create opportunities for those who have previously missed out on education, training and employment opportunities.
3. That the investment zone maps be enhanced and circulated to the Committee.
4. That the 'on menu' and 'off menu' interventions for the Investment Zone be circulated to the Committee.
5. That future iterations of the Investment Plan be shared with the Committee in due course.

O&SC 52/23 Local Transport Plan Process and Renewing Our Vision

GM Mayor Andy Burnham introduced this item and explained that the Local Transport Plan launched in 2017 was due to be refreshed and invited the Committee to comment and influence the revised version.

There were large parts of the plan that were still relevant and would remain but there were also significant core parts to debate. The “right mix” ambition for 2040 was to have 50% of journeys completed using public transport and/or active travel and 50% by vehicles. This target was considered to be a more significant priority than it was in 2017, with acknowledgement of changes in the landscape, for example, three out of four young people, under the age of 25, cannot drive nor were they learning to drive.

In 2017, there were 250 million journeys, under 1km, in Greater Manchester that were carried out by car. The latest figure demonstrated that this had now reduced to 150 million. This still meant, however, that there were approximately 410,000 journeys of under 1km being carried out, per day, in a car. There was clearly some behaviour change, but still further work to be done, particularly around the shared use of roads and highways.

It was recognised that there were different emerging themes since the 2017 plan was produced. The de-regulation and franchising of buses had been a significant achievement and there were opportunities now to dictate the pace of change. There were also further opportunities to dictate progression on decarbonisation, zero carbon

emissions and more compliance alongside the Trailblazer devolution deal. The eventual integration of rail would also be an important step.

The Committee agreed that the new Plan's focus should include affordability, accountability, a system that can respond to need and a 'right mix' approach. However, it was suggested that the right mix should be applied differently in each location as determined by current and planned transport infrastructure. It was clear that a 50:50 mix would not work for all areas of Greater Manchester.

Questions and comments:

- Members recognised the need to balance the use of road space for active travel, pedestrian, and vehicle use. They were keen to see different options explored further including the potential effects of displacement and welcomed the ambition of 'integration'.
- A member highlighted particular concerns about a CYCLOPS junction and the GM Mayor agreed to look at this separately to learn from the experiences of Manchester City Council and Trafford Council.
- There was a suggestion that increased patronage could benefit from consideration of the purpose of the journey (e.g. leisure, business/study, exercise) rather than the starting point and destination. Equally, consideration should be given to other factors such as seasonality, demographics, local choice etc.
- Members welcomed the efforts to date on improving safety and security on public transport, highlighting this as a particular issue for women and girls. Initiatives such as the GMP and TfGM live chat services were welcomed, as was the #IsThisOk campaign. They noted that safety on roads, and safety on transport, were two different elements that should be prioritised. The Committee further queried whether there should be an aspiration to also make public transport journeys 'pleasant'.
- The success of Our Pass was recognised and it was suggested that there could be potential for further expansion and promotion of the scheme.

- It was acknowledged that some journeys do still need to be done by car for various reasons and improvements should be sought across all modes, making those car journeys that were genuinely necessary to be more tolerable. This would need to be done in the context, however, of the overall vision to reduce car dependency and aiming for cleaner and greener targets and therefore it should be approached with proportionality. The Committee did reflect on the impact that just a 7% reduction in car usage over the school holidays has across the transport network.
- Members noted the increase in delivery vehicles across the conurbation and reported that their use of pavement parking was proving dangerous and damaging in some areas. It was clear that the Plan should prioritise safe and secure public travel, whether that be on pavements or any other mode.
- Finally, the Committee urged that the Plan should reflect strongly on Greater Manchester's clean air ambitions as a key driver for all the outputs, and that the Plan should be co-produced alongside residents, especially with regards to their neighbourhood right mix.

Resolved /-

1. That the comments of members on the following be noted:
 - a. the preparation of a new Local Transport Plan to date (LTP); including the development of a 'Renewing Our Vision' LTP engagement document; and
 - b. the contents of the report, specifically the vision statement, LTP goals, spatial themes, and network ambitions.
2. That the comments of the Committee will be shared with the GMCA as appropriate.

O&SC 53/23 Work Programme

Resolved /-

1. That the Overview & Scrutiny work programme be noted.

2. That members contact Nicola Ward directly if they had suggestions for topics on future briefing sessions.

O&SC 54/23 Dates of Future Meetings

The schedule for the future meetings was noted:

13 December 2023	1-3pm
24 January 2024	1-3pm
7 February 2024	1-3pm
21 February 2024	1-3pm
20 March 2024	1-3pm