

**MINUTES OF THE MEETING OF THE GM COMBINED AUTHORITY HELD ON 1 MARCH  
2019 AT MANCHESTER TOWN HALL**

**PRESENT:**

GM Mayor	Andy Burnham (In the Chair)
Bolton	Councillor Linda Thomas
Bury	Councillor Rishi Shori
Manchester	Councillor Richard Leese
Oldham	Councillor Sean Fielding
Rochdale	Councillor Allen Brett
Salford	City Mayor Paul Dennett
Stockport	Councillor Alex Ganotis
Tameside	Councillor Brenda Warrington
Trafford	Councillor Andrew Western
Wigan	Councillor David Molyneux

**OTHER MEMBERS IN ATTENDANCE:**

Manchester	Councillor Angeliki Stogia
Rochdale	Councillor Janet Emsley
Rochdale	Councillor Sara Rowbotham
TfGMC	Councillor Mark Aldred

**OFFICERS IN ATTENDANCE:**

GMCA – Chief Executive	Eamonn Boylan
GMCA - Deputy Chief Executive	Andrew Lightfoot
GMCA – Monitoring Officer	Liz Treacy
GMCA – Treasurer	Richard Paver
Office of the GM Mayor	Kevin Lee
Bolton	Tony Oakman
Bury	Geoff Little
Oldham	Helen Lockwood
Manchester	Joanne Roney
Rochdale	Steve Rumbelow
Salford	Jim Taylor
Stockport	Pam Smith
Tameside	Ian Saxon
Wigan	Alison McKenzie-Folan
Chair of the Advisory Committee for the Institute of Global Homelessness	Dame Louise Casey

**BOLTON**  
**BURY**

**MANCHESTER**  
**OLDHAM**

**ROCHDALE**  
**SALFORD**

**STOCKPORT**  
**TAMESIDE**

**TRAFFORD**  
**WIGAN**

TfGM	Simon Warburton
GMCA	Julie Connor
GMCA	Simon Nokes
GMCA	Claire Norman
GMCA	Jamie Fallon
GMCA	Nicola Ward

**GMCA 59/19                    APOLOGIES**

**RESOLVED /-**

That apologies were received and noted from Carolyn Wilkins (Helen Lockwood attending) and Steven Pleasant (Ian Saxon attending).

**GMCA 60/19                    CHAIR’S ANNOUNCEMENTS AND URGENT BUSINESS**

There were no Chair’s announcements or urgent business items.

**GMCA 61/19                    DECLARATIONS OF INTEREST**

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

**GMCA 62/19                    MINUTES OF THE GMCA MEETING HELD ON 15 FEBRUARY 2019**

The minutes of the meeting held on 15 February 2019 were submitted for consideration.

**RESOLVED /-**

That the minutes of the meeting of the GMCA held on 15 February 2019 be approved as a correct record.

**GMCA 63/19                    MINUTES OF THE GMCA OVERVIEW AND SCRUTINY COMMITTEES – FEBRUARY 2019**

**RESOLVED/-**

1. That the minutes of the Economy, Business Growth and Skills Overview and Scrutiny Committee held 8 February 2019 be noted.
2. That the minutes of the Corporate Issues & Reform Overview and Scrutiny Committee held 12 February 2019 be noted.
3. That the minutes of the Housing, Planning & Environment Overview and Scrutiny Committee held 14 February 2019 be noted.

**HOMELESSNESS – PROPOSAL TO ALLOCATE FUNDING TO LOCAL AUTHORITIES FOR PROVISION OF THE A BED EVERY NIGHT PROGRAMME**

The GM Mayor, Andy Burnham gave an update on work being undertaken across GM to tackle the issue of homelessness and thanked each of the Local Authorities for their support on this agenda that had resulted in many people being supported into housing over recent months. He explained how the 'A Bed Every Night' programme was moving into its next phase and that the report proposed to extend the current scheme until the end of April 2019.

Officers had undertaken a cost benefit analysis of the programme, which had begun to suggest that the programme costs were less than the equivalent service costs, and that reverting back to a 'do nothing' approach would be of further considerable widespread cost to GM.

Dame Louise Casey, Advisory Committee Chair for the Institute of Global Homelessness, had been invited to review GM's current approach to Homelessness and Rough Sleeping. Her background in the Government's Rough Sleepers Unit had a significant impact on the national picture from 1997 onwards and the Mayor had welcomed her external review.

Dame Casey reported that unfortunately from 2010 there had been a national increase in the number of rough sleepers every year, which she felt, could be strongly attributed to the changes in the benefit system, the hospital focussed health service, and the lack of Government commitment to tackling these determinants to homelessness.

GM had been recruited as one of the 12 vanguard areas to work with the Institute of Global Homelessness and was joining a host of other Cities across the world that had the potential to make positive global significance including Brussels, Bangalore and Sydney.

Her review had highlighted the strengths of GM's approach, but also areas where there could be improvements to ensure stronger provision or more emphasis on prevention.

Members welcomed the comments made by Dame Casey and agreed that homelessness was symptomatic of a failing system underpinned by a seeming lack of compassion from Government. An undersupply of affordable housing, poor welfare reform, a lack of mental health services, a reduction in debt advice support services and other factors had resulted in significant austerity across the UK that required Government to move towards a holistic approach to systems thinking.

The GMCA paid recognition to the vital support of the voluntary and faith sectors in delivering 'A Bed Every Night' and the Mayor also extended his thanks for all the work they had undertaken to ensure the greatest level of provision was available across GM.

Dame Casey added that the data gathered from 'A Bed Every Night' would give GM moral authority to go back to Government and evidence where further funding was needed and where their support was required.

In summary, the Mayor added that GM would continue to be a vanguard for the Institute and thanked Dame Casey for her support and the opportunity for a review of GM's work in this area.

#### **RESOLVED/-**

1. That the costs and proposed existing contributions to be made by GM Local Authorities be noted.
2. That authority be delegated to the GMCA Treasurer to allocate funding to local providers to cover approved and specified costs incurred in the 'A Bed Every Night' programme, where these costs have been assessed and approved by each GM Local Authority and confirmed by GMCA.
3. That that the allocation of £1m from the Trailblazer funding to be utilised to deliver Hub provision under the 'A Bed Every Night' programme be approved and that it be noted and agreed that Mayor would allocate £1.1m from the Mayoral Priority budget.
4. That it be noted and agreed that the Mayor make grants to GM Local Authorities on the basis outlined in section 3.9 of this report, and that authority be delegated to the GMCA Treasurer to allocate funding to cover approved and specified costs.
5. That the proposal to extend the delivery of the 'A Bed Every Night' programme initially until 30<sup>th</sup> April 2019, be approved, pending further discussions to secure a long-term funding platform and that it be noted that the Mayor of GM has allocated up to £250k from the 2019/20 Mayoral Priorities budget and an equal sum from Police & Crime Commission resources.
6. That the proposal to utilise £745k of funding from the Trailblazer programme to Manchester City Council for the development of the Longford Centre as a cross-boundary Hub, fulfilling Theme 2 of the Trailblazer programme be agreed.
7. That the slides, which detail the findings of Dame Louise Casey, be circulated to members of the GMCA.

8. That thanks be recorded to the voluntary and faith sector along with GM Local Authorities for their support and dedication to the 'A Bed Every Night' programme.

**GMCA 65/19**

### **CLEAN AIR PLAN – OUTLINE BUSINESS CASE**

Councillor Alex Ganotis, Portfolio Lead for the Green City Region, introduced a report that outlined the key features of GM's feasibility study and the Clean Air Plan Outline Business Case, developed collectively by all GM Local Authorities and coordinated by TfGM in line with Government direction and guidance.

He reminded members of the GMCA that the development of a Clean Air Plan was a Government requirement to bring air quality to legal levels as soon as possible and that the deadline for the submission of the Outline Business Case was the end of March.

As background to the report, he commented that in GM over 1200 people die every year as a direct or in-direct result of poor air quality and as a public health issue the GMCA has a moral responsibility to address. A report presented in October 2018 highlighted 152 stretches of road in GM that exceeded national legal levels, many of which were located in areas of deprivation, resulting in a further determinant to poorer life chances for those communities.

GM had taken a socially inclusive approach in their production of the Outline Business Case that looked to minimise the impact on the economy, jobs and the finances of residents. It had been determined that the 'Clean Air Zone' option was the only option available to GM that would allow the required levels to be achieved, introduced on a phased approach, to buses and taxis by 2021 and to light good vehicles by 2023 (to give the market time to adjust). Private vehicles would not be included within the clean air zone, given 80% were already compliant, the remaining 20% were not required to be included to achieve the legal compliance levels. The socio-economic impact study had further identified that the inclusion of private vehicles would disproportionately impact on the most deprived communities.

The draft Outline Business Case was conditional, and would only be introduced with the financial support of Government to help bring vehicles to compliance and where possible to avoid any penalty charge.

Recent press coverage had included some inaccuracies arising from comments from the bus sector, as they had made no reference to the support offered by Government to support the retro-fitting of buses to ensure compliancy. It was important for the bus industry to recognise their role in minimising the emissions of buses that contribute to poor air quality. Furthermore, it was also crucial for Highways England to engage as part of the solution and recognise the role that motorways must play in reducing the levels of Nitrogen Dioxide.

Once the Outline Business Case was agreed, there would be a series of public engagement activities undertaken in May and then a full public consultation in advance of the co-design of the full business case in Autumn 2019.

Members of the GMCA agreed that the financial support of Government was vital to ensure the successful delivery of the clean air agenda, and echoed the view that Highways England must be part of the solution.

**RESOLVED/-**

1. That it be noted that the GM Local Authorities were working together to address nitrogen dioxide exceedances at the roadside and that it is predicted that there will be 250 points of exceedance across 152 road links and all ten local authority areas in 2021.
2. That it be noted that Government required GM to undertake a feasibility study and as part of that study, to submit an Outline Business Case (OBC) by the end of March 2019.
3. That it be noted that further stakeholder engagement and public consultation was an essential element of the process to help inform and refine ongoing work to produce a Final Business Case by the end of the calendar year.
4. That it be noted that significant financial support from Government would be required to deliver the measures described in the OBC in a way that contributes to GMCA's wider economic, social and environmental objectives.
5. That the GMCA commend to all GM Local Authorities both the collaborative approach adopted to meet GM's NO2 challenge and the key features of the OBC, as set out in this report, noting that the decision-making with regard to the OBC was for each constituent Local Authority to undertake.
6. That GM's clear expectation of Government be reconfirmed in place in support of this plan as follows:
  - a) Clear arrangements and funding to develop workable, local vehicle scrappage / upgrade measures
  - b) Short term effective interventions in vehicle and technology manufacturing and distribution, led by national Government with local authorities
  - c) Replacement of non-compliant buses
  - d) A clear instruction to Highways England with regard to air pollution from the strategic highway network in GM
7. That thanks be recorded to officers at TfGM and the Local Authorities for their support to Cllr Alex Ganotis in the work to date to deliver the Clean Air Plan Outline Business Case.

**GMCA 66/19****GM 5 YEAR ENVIRONMENT PLAN**

Councillor Alex Ganotis, Portfolio Lead for Green City Region, presented a draft of the GM's 5 Year Environment Plan which sets out the actions needed to achieve carbon neutrality by 2038, helping GM to achieve its contribution to bringing global temperatures down as soon as possible.

Buildings, energy, transport and natural capital were all included within the 5 Year Plan, and a series of detailed thematic plans would be developed following its consideration by a number of bodies, including the Green Summit, with final approval by the GMCA on 29 March 2019.

The report set out the scale of the challenge and how officers of GM would track progress to ensure delivering the Plan was in track, which would ultimately also have wider benefits for health, housing and employment. He added that GM Local Authorities have a key role to play in the support of the Plan, specifically leading by example, convening partners for change and developing the right local policies.

The GM Mayor recognised that the Plan had significant ambitions, which were vital to ensuring our desire to be a leading city region in this area, and welcomed the support of all the GM Local Authorities.

**RESOLVED/-**

1. That the content of the draft Plan be noted.
2. That authority be delegated to the Chief Executive of GMCA, in consultation with Cllr Alex Ganotis, the Portfolio lead for Green City Region, to make any further amendments to the draft Plan in advance of the Green Summit on 25th March
3. That it be agreed that the draft Plan would be published for the Green Summit on 25 March, with a final version submitted to the GMCA on 29 March 2019 for approval.

**GMCA 67/19****URBAN INNOVATIVE ACTION – 'IGNITION PROJECT'  
CONTRACTING WITH EUROPEAN COMMISSION – REQUEST  
FOR APPROVAL**

Councillor Alex Ganotis, Portfolio Lead for the Green City Region, took members through a report advising that the GMCA had been successful in attracting an award of £4m European funding for the 'Ignition' Urban Innovation Action (UIA). The scheme provided the opportunity for GM to identify pipelines of natural capital (green/blue infrastructure) climate adaptation projects which could be attractive to private investors, creating the mechanisms and confidence for investments to be made in nature-based solutions.

He reported that work on project planning, legal, finance and contract issues were nearing completion. However, the GMCA were requested to formally approve the acceptance of this funding to enter into contract before the UK leaves the EU at the end of March. This project would be a key component in the delivery of the Natural Capital Plan over the next three years.

**RESOLVED/-**

1. That the projects background, outputs and opportunities, costs and risk management and mitigation measures be noted.
2. That authority be delegated to the Chief Executive of the GMCA, in consultation with Cllr Alex Ganotis as the Portfolio Lead for Green City Region, to finalise the arrangements for implementing this project, including awarding the project partners (Annex 01) funding as outlined in Annex 2.
3. That authority be delegated to the GMCA Treasurer to enter into the grant agreement with the EU before the end of March 2019.
4. That authority be delegated to the GMCA Monitoring Officer to put in place all necessary legal documentation to implement the project, including the relevant 'back to back' contracts with partners as outlined in para 3.2.

**GMCA 68/19                      TOWN CENTRE CHALLENGE: FUTURE HIGH STREETS FUND PROSPECTUS**

The GM Mayor, Andy Burnham took members through a report that provided an overview of the Future High Streets Fund prospectus and outlined the proposed submissions for multi-functioning town centres by the GM Authorities, recognising that these proposals will make a significant contribution to the delivery of additional homes over the next five years.

Members of the GMCA added that these sites were often brownfield sites that with the Mayoral Development Corporation powers would have the potential to be obtained for remediation works to be undertaken to unlock further potential housing development sites.

The Mayor added that GM was in a strong position to bid for these funds which would bring in additional funding to further support the town centre regeneration agenda.

**RESOLVED/-**

1. That the report be noted.



2. That GMCA agree to support the proposed bids outlined in Section 6 and Appendix 1.
3. That an update on the outcome of the bids be submitted to a future meeting of the GMCA.

#### **GMCA 69/19 GM FULL FIBRE PROGRAMME - IMPLEMENTATION**

Councillor Andrew Western, Portfolio Lead for Digital City Region, introduced a report that provided an update on the successful GM bid to Government's Department for Digital Culture Media and Sport (DCMS) for £23.8m Local Full Fibre Networks funding (LFFN) in March 2018.

He reported that the programme had reached the procurement stage to establish a north and south framework for the implementation of full fibre that would require all Local Authorities in GM to plan for a future capital investment. This would enable an increase of coverage from 2% to 25% within the next three years, giving GM the best coverage in the whole of the UK.

#### **RESOLVED/-**

1. That an investment of £1.46M capital from GMCA (Fire & Rescue Service) and £3.384M capital from GMCA (TfGM Urban Traffic Management Control) be approved.
2. That all GM Local Authority partners be requested to make provision for their respective capital investment commitments before the end of March 2019, with formal financial approvals in place before the contracts were awarded in July 2019. Noting that this capital investment was in place of revenue costs for connectivity over a minimum of 20 years.
3. That all GM Local Authority partners be requested to ensure that local project and contract management support was in place for the programme.
4. That it be noted that following the procurement exercise, the £20.465m Department for Digital, Culture, Media & Sport (DCMS) grant for Local Full Fibre Network (LFFN) would be allocated between the GM Local Authorities and the GMCA to maximise full fibre site coverage across each GM Local Authority and GMCA agreement will be sought to the final grant allocations.
5. That the allocation of £835,000, from the DCMS LFFN grant, to Manchester City Council for Public Building Service Upgrade be agreed.
6. That the proposed approach to procurement and contract management be agreed, namely that:

- The GMCA will be the Framework Authority and will contract directly with the supplier for the delivery of its network connectivity for UTMC assets and Fire and Rescue Service sites.
  - The GM Prospectus is put in place by July 2019, which is a joint agreement by local authorities, and the GMCA to adopt common processes and criteria to utilities infrastructure delivery to minimise barriers to investment and reduce roll out costs of utilities works across GM.
  - Participating Local Authorities and the GMCA are requested to agree, and be party to, the Inter Authority Agreement to formalise their participation in the GM Full Fibre Programme and secure Government (DCMS) LFFN grant funding.
7. That authority be delegated to GMCA Treasurer, in consultation with the Cllr Andrew Western, Portfolio Lead for Digital City Region, to approve the selection of up to 2 providers under single supplier framework contracts, to be used by the GMCA and also each participating Local Authority to enter into a contract in their own right for their locality.
  8. That authority be delegated to the GMCA Monitoring Officer to put in place appropriate legal and Inter Authority Agreements.
  9. That it be noted that Clinical Commissioning Group assets were no longer part of this project, having secured fibre infrastructure via an alternative route.

## **GMCA 70/19**

## **GM GOOD EMPLOYMENT CHARTER**

The GM Mayor, Andy Burnham introduced a report seeking agreement from the GMCA to establish a GM Good Employment Charter, based on the model developed through co-design with employers, employees and others. The Charter was currently being taken through a consultation period with local businesses, and had been further informed by the recent Independent Prosperity Review. The report further set out how the Charter is planned to be developed to an implementation phase.

Councillor Richard Leese added that the initial shape of the Charter had been shaped through effective consultation and highlighted three key elements; the option for a supporter businesses who are not ready to adopt the full charter, a high threshold for membership, and the requirement to have active advocates for the Charter.

### **RESOLVED/-**

1. That the model for the GM Good Employment Charter, as set out in the paper, be agreed.
2. That it be agreed that when the detailed work on implementation was complete, a further paper will be submitted to the GMCA, with full revenue



He re-iterated that the May timetable would be the final opportunity for train operators to evidence an improved service before calls would be made to remove the franchises of any operator who was not meeting the required service standards.

Members of the GMCA supported the Mayor in this approach, and expressed further concern that the May timetable would not provide the resolutions as promised by operators. In relation to the union disputes and minimal Sunday services, members urged that the GMCA take a strong stance that this poor level of service to passengers across GM could not continue.

The GM Mayor agreed to continue to raise these issues at the Transport for the North meetings, and echo the points raised by members especially in relation to the May timetable change being the final opportunity for operators to make the required level of improvements.

**RESOLVED/-**

1. That the report be noted.
2. That the Mayor would take comments regarding the continued unsatisfactory performance of the rail network to the next meeting of Transport for the North.