

**MINUTES OF THE VIRTUAL MEETING OF THE GREATER MANCHESTER COMBINED AUTHORITY
HELD ON FRIDAY 29 JANUARY 2021 VIA MICROSOFT TEAMS**

PRESENT:

Greater Manchester Mayor	Andy Burnham (In the Chair)
Greater Manchester Deputy Mayor	Baroness Bev Hughes
Bolton	Councillor David Greenhalgh
Bury	Councillor Eamonn O'Brien
Manchester	Councillor Nigel Murphy
Oldham	Councillor Sean Fielding
Rochdale	Councillor Allen Brett
Salford	City Mayor Paul Dennett
Stockport	Councillor Elise Wilson
Tameside	Councillor Brenda Warrington
Trafford	Councillor Andrew Western
Wigan	Councillor Keith Cunliffe

IN ATTENDANCE:

Tameside	Councillor Leanne Feeley
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OFFICERS IN ATTENDANCE:

GMCA - Chief Executive	Eamonn Boylan
GMCA - Deputy Chief Executive	Andrew Lightfoot
GMCA – Monitoring Officer	Liz Treacy
GMCA – GMCA Treasurer	Steve Wilson
Bolton	Tony Oakman
Bury	Donna Ball
Manchester	Joanne Roney
Salford	Jim Taylor
Stockport	Pam Smith
Tameside	Steven Pleasant
Trafford	Sara Todd
Wigan	Alison McKenzie-Folan
Office of the GM Mayor	Kevin Lee
GMCA	Simon Nokes
GMCA	Julie Connor
GMCA	Nicola Ward
GMCA	Lindsay Dunn

GMCA 01/21 APOLOGIES

RESOLVED /-

1. That apologies be received and noted from Sir Richard Leese (Councillor Nigel Murphy attending), and Councillor David Molyneux (Councillor Keith Cunliffe attending).
2. That it be noted that Steve Rumbelow (Rochdale) was unable to join due to technical difficulties.

GMCA 02/21 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS

RESOLVED /-

That it be noted that the GM Mayor and the GMCA expressed their sincere thanks and appreciation to Jim Taylor, retiring Chief Executive of Salford, for his 40 years of dedicated service to Greater Manchester and within seven out of the 10 boroughs.

GMCA 03/21 DECLARATIONS OF INTEREST

RESOLVED /-

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

GMCA 04/21 MINUTES OF THE GMCA MEETING HELD 18 DECEMBER 2020

RESOLVED /-

That the minutes of the GMCA meeting held on 18 December 2020 be approved as a correct record.

GMCA 05/21 MINUTES OF THE GMCA OVERVIEW AND SCRUTINY COMMITTEE MEETINGS HELD IN JANUARY 2021

RESOLVED /-

1. That the minutes of the Corporate Issues & Reform Overview & Scrutiny Committee held on 19 January 2021 be noted.
2. That the minutes of the Housing, Planning and Environment Overview & Scrutiny Committee held on 14 January 2021 be noted.

GMCA 06/21 GMCAMINUTES OF THE GM WASTE COMMITTEE HELD 13 JANUARY 2021

RESOLVED /-

That the minutes of the GM Waste and Re-cycling Committee held 13 January 2021 be noted.

GMCA 07/21 MINUTES OF THE GMCA AUDIT COMMITTEE HELD 22 JANUARY 2021

RESOLVED /-

That the minutes of the GMCA Audit Committee held 22 January 2021 be noted.

GMCA 08/21 MINUTES OF THE GM TRANSPORT COMMITTEE HELD 11 DECEMBER 2020

RESOLVED /-

That the minutes of the GM Transport Committee held 11 December 2020 be noted.

GMCA 09/21 MINUTES OF THE LOCAL ENTERPRISE PARTNERSHIP HELD 19 JANUARY 2021

RESOLVED/-

That the minutes of the GM Local Enterprise Partnership held 19 January 2021 be noted.

GMCA 10/21 GMCA APPOINTMENTS

RESOLVED/-

That the appointment of Councillor Dylan Butt (Trafford) to replace Councillor Brian Shaw on the GM Waste & Recycling Committee be noted.

GMCA 11/21 MAYORAL GENERAL BUDGET & PRECEPT PROPOSALS

The GM Mayor introduced a report which set out proposals for the Mayoral General Budget and precept for 2021-22. It was proposed that the level of precept remained the same as 2020-21 which equated to £70 per year for the majority of households in Greater Manchester, consisting of £51 for fire services and £19 for the mayoral element. Retaining the same level of precept had been considered in light of the current covid situation, the financial pressures that families were already facing and in recognition of the significant deficit in Local Authority finances further exaggerated by the pandemic.

Uniquely amongst Combined Authorities, the proposals included a significant element for the Fire Service. Freezing the level of precept would still allow for 50 pumps to be maintained across GM's fire service, the A Bed Every Night project to continue to provide accommodation for c. 520 people, an extension to the Our Pass scheme offering free travel and new opportunities for young people and the continued support for Bus Reform.

RESOLVED/-

1. That the proposal to freeze the Mayoral General Precept at £90.95 (Band D) comprising of £66.20 for functions previously covered by the Fire and Rescue Authority precept and £24.75 for other Mayoral General functions be approved.
2. That the overall budget proposed for the Fire and Rescue Service, the use of the reserves to support the revenue and capital budgets, the assessment by the Treasurer that the reserves as at March 2022 are adequate, the proposed Fire Service capital programme and proposals for funding, and the medium term financial position for the Fire and Rescue Service covered by the Mayoral precept be noted.
3. That the detailed budget proposals for other Mayoral functions be noted.
4. That the funding included in the budget for Bus Reform be noted, and that a further update on expenditure and funding would be provided following a Mayoral decision on Bus Reform.
5. That the use of reserves as set out in section 4 of the report be noted.
6. That it be noted that the GMCA would 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.
7. That it be noted that at the meeting of the GMCA on 12 February 2021 there would 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.

GMCA 12/21 MONTHLY ECONOMIC RECOVERY UPDATE

Councillor Elise Wilson, Portfolio Lead for the Economy took Members through the latest version of the Greater Manchester Resilience Dashboard. The most recent data from the Office of National Statistics showed that 141,250 people had claimed unemployment benefit during November 2020 which was a slight increase on the previous month. It also highlighted that economic activity in the North West was disproportionate to the rest of the country, and that this should be a focus for Government support going forward.

Many GM businesses were still relying on Government loans and grants, and in the last survey undertaken by the Growth Hub, there had been a 18% increase in the number of businesses who had reported a negative impact from the EU exit compared to the previous month. The issues in relation to leaving the EU were complex and were requiring businesses to undertake high levels of adjustment specifically in relation to importing and exporting. It was a serious concern amongst businesses that the increased cost of goods transportation would remain, which was just one of the issues that needed to be worked through in more detail to ensure economic growth moving forward.

Members reported that local businesses were not always reporting issues with Brexit through central channels, but directly with their haulier and export companies. There were a number of cross cutting concerns in relation to the bureaucracy of the new systems and associated additional costs which could ultimately result in UK products becoming less competitive and businesses unstable.

It was felt that these issues may be recurring throughout businesses across GM and that it was important to identify them as promptly as possible for collective action through the most appropriate mechanisms.

Members asked whether there was any evidence to date of businesses being advised to set up an EU base to mitigate the challenges of importing and exporting. There were no specific incidents reported, however it was noted that there was difficulty in separating the impact of Covid vs the impact of EU exit. It was still early days for businesses to identify what leaving the EU really meant for their business, and many were reporting just 'muddling through'. There were further concerns that there would be even greater challenges for the movement of people across the EU for work purposes in relation to the recognition of qualifications. The Growth Hub would continue to monitor this data and report back to the GMCA through the dashboard on a regular basis.

RESOLVED/-

That the report be noted.

GMCA 12/21 GREATER MANCHESTER TRANSPORT STRATEGY 2040, OUR FIVE-YEAR DELIVERY PLAN AND LOCAL IMPLEMENTATION PLANS

The GM Mayor informed the GMCA that the GM Transport Strategy and Five Year Delivery Plan had been designed to create the foundation for an affordable, integrated public transport network for Greater Manchester. Specifically addressing the ambitions for a zero carbon city region, full accessibility across all modes and ticketing that was supported between all types of public transport. Its vision was significant, but would be vital to ensuring the levelling up of GM.

Members welcomed the Delivery Plan, with its wide-ranging priorities and ambitions to also connect orbital routes around the conurbation. The ambition for further Metrolink lines was supported, specifically in relation to high frequency connections for northern towns creating intra-GM links that would further support economic prosperity.

RESOLVED/-

1. That the revised Greater Manchester Transport Strategy 2040 be approved for adoption and publication.
2. That the final version of Our Five-Year Transport Delivery Plan (2021-2026) be approved for adoption and publication as a statement of what GM plans to achieve in the next five years through transport investment and reforms, in support of Our Network and the 2040 Transport Vision for Greater Manchester.

GMCA 13/21 GM CLEAN AIR PLAN: CONSULTATION

Councillor Andrew Western, Portfolio Lead for the Green City Region introduced a report which set out the progress that had been made on the development of Greater Manchester's Clean Air Plan following the recent public consultation. The report further detailed the establishment of a Clean

Air Charging Authorities Committee and an Air Quality Administration Committee (with the terms of reference set out in appendix 6 of the report).

In relation to the issue regarding the Mottram By-Pass there were reported increasingly positive dialogues with Government and an assessment was underway that was envisaged to offer further specific asks of Ministers.

Councillor Western firmly emphasised that the Clean Air Plan was Government Policy that GMs approach would only affect older high polluting vehicles. He added that recent reports in circulation from some local Conservative MPs stating that it was akin to a congestion charge were seriously misleading to the public and it was critical that this misinformation is corrected.

RESOLVED/-

1. That the progress of the Greater Manchester Clean Air Plan be noted.
2. That the next steps for the development of the Clean Air Plan and Minimum Licensing Standards, listed at Section 11 of the report, be noted.
3. That the distribution of Bus Retrofit funding commenced in December 2020 be noted.
4. That it be noted that Government ministers had agreed to consider extending Greater Manchester's Clean Air Zone (CAZ) charges to the sections of the A628/A57 which form part of the Strategic Road Network, within the proposed CAZ boundary, subject to the outcomes of an assessment, which was expected to be completed by early 2021.
5. That it be noted that the GM Clean Air Plan was required to take action tackle nitrogen dioxide exceedances until compliance with the legal limits had been demonstrated and that the nearer term influence of COVID-19 on air quality was not expected to lead to sufficiently long term reductions in pollution such that the exceedances of the legal limits of nitrogen dioxide would not occur without implementing a Clean Air Zone.
6. That it be noted that the GM CAP final plan would be brought forward for decision makers as soon as is reasonably practicable and no later than summer 2021.
7. That it be noted that the outputs of the MLS will be reported alongside the GM CAP as soon as is reasonably practicable and no later than summer 2021.
8. That the proposal to establish a Clean Air Charging Authorities Committee (a joint committee created by the 10 Greater Manchester Local Authorities) be noted and that the establishment of an Air Quality Administration Committee (a joint committee created by the ten Greater Manchester local authorities and the GMCA) be agreed for the purposes as set out in the report at paragraph 8.5 with specific terms of reference, as set out in Appendix 6.
9. That the Portfolio Holder with responsibility for the Clean Air Plan for the GMCA be appointed as the representative on the Air Quality Administration Committee and that the Assistant Portfolio Holder with responsibility for the Clean Air Plan be appointed as the substitute member for the purposes as set out in the report at paragraph 8.5 with specific terms of reference, as set out in Appendix 6 of the report.

GMCA 14/21**PRIORITISATION OF SECOND TRANCHE OF TRANSFORMING CITIES FUNDING**

The GM Mayor took Members through a report which sought the GMCA's approval for the second tranche of Transforming Cities Funding. In 2017 GM had received its allocation of the first tranche of funding which enabled the establishment of the BeeNetwork and for additional trams to be purchased. This second tranche offered a further £69m for other emerging priorities including improved access at Swinton train station, and a proposal for a new train station at Golbourne.

Members welcomed the proposals for the prioritisation of this funding and reflected on the long campaign for a station in the Golbourne area to ensure that the west of the conurbation was better served by rail links. The Park and Ride proposals for Tyldesley were also welcomed, as due to its success the Guided Busway had experienced some issues relating to parking and congestion. Such a scheme would be welcomed in other areas of GM to improve bus services to further improve the network and provide wider connectivity.

Members urged for consideration to be given as to how to integrate the electric charging network within these proposals to initiate a move towards alternative fuelled vehicles that would encourage the market to follow suit.

RESOLVED/-

1. That the contents of the report be noted.
2. That the prioritisation of the Transforming Cities Funding Tranche 2 (TCF2) funds be approved.
3. That it be approved that the TCF2 programme be governed by the Single Pot Assurance Framework and, as such, the existing Growth Deal governance procedures be used for scheme development and approval.
4. That the TCF2 programme is included in the transport capital programme from 2021/22 be approved.

GMCA 15/21**THE MAYOR'S CYCLING AND WALKING CHALLENGE FUND (MCF)**

The GM Mayor introduced a report which sought approval for the detailed funding requirements to ensure the continued delivery of the Mayor's Challenge Fund Programme for Walking and Cycling.

Members welcomed the funding for all areas of GM as this allowed them to reach a competitive position to access further support for active travel schemes. This remained a key priority across the whole of the City Region with further initiatives being built around the MCF funded schemes.

The Mayor added that these funds had been spent well due to full devolution that has allowed them to be allocated to the schemes deemed necessary by local residents. Government's commitment to this funding was welcomed and devolved allocation was recognised as allowing for areas previously neglected by central government funding to see the benefit of such a programme.

RESOLVED/-

1. That the agreed MCF delivery priorities across GM and the prioritised first phase for the programme, as set out in Appendix 1 of the report be noted.
2. That the release of up to £1.3 million of development cost funding for the 4 MCF schemes set out in section 2 of the report be approved.

GMCA 16/21

DATE AND TIME OF FUTURE MEETINGS

RESOLVED/-

That it be noted the next meeting of the GMCA would be held on Friday 12 February 2021, as agreed at the GMCA Annual Meeting.

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