

**MINUTES OF THE MEETING OF THE  
GREATER MANCHESTER COMBINED AUTHORITY  
HELD ON FRIDAY 10 SEPTEMBER 2021 AT MANCHESTER TOWN HALL**

**PRESENT:**

Greater Manchester Mayor	Andy Burnham (In the Chair)
Greater Manchester Deputy Mayor Police, Crime & Fire	Baroness Bev Hughes
Bolton	Councillor Martin Cox
Bury	Councillor Eamonn O'Brien
Manchester	Councillor Bev Craig
Oldham	Councillor Arooj Shah
Rochdale	Councillor Neil Emmott
Salford	Councillor Paul Dennett
Stockport	Councillor Elise Wilson
Tameside	Councillor Brenda Warrington
Trafford	Councillor Andrew Western
Wigan	Councillor David Molyneux

**OFFICERS IN ATTENDANCE:**

GMCA - Deputy Chief Executive	Andrew Lightfoot
GMCA Deputy Monitoring Officer	Gwynne Williams
GMCA Treasurer	Steve Wilson
Bolton	Sue Johnson
Bury	Paul Lakin
Manchester	James Binks
Oldham	Harry Catherall
Rochdale	Neil Thornton
Salford	Charlotte Ramsden
Stockport	Pam Smith
Tameside	Sandra Stewart
Wigan	Alison McKenzie-Folan
Office of the GM Mayor	Kevin Lee
GMCA	Steve Wilson
GMCA	Sylvia Welsh
GMCA	Nicola Ward
TfGM	Simon Warburton
TfGM	Steve Warrener
GMP - Chief Constable	Stephen Watson
GMP – Asst Chief Constable	Terry Woods

**GMCA 131/21      APOLOGIES**

**RESOLVED /-**

That apologies be received and noted from Sir Richard Leese - Manchester (Cllr Bev Craig attending), Eamonn Boylan - GMCA, Joanne Roney - Manchester (James Binks attending),

Steven Pleasant - Tameside (Sandra Stewart attending), Geoff Little - Bury (Paul Lakin attending), Steve Rumbelow – Rochdale, (Neil Thornton attending) and Tony Oakman - Bolton (Sue Johnson attending).

## **GMCA 132/21            CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS**

The GM Mayor, Andy Burnham, on behalf of the GMCA recognised the significant loss to Greater Manchester following the death of the former Leader of Wigan Council, Lord Peter Smith. He was an individual who had been at the heart of building GM over the past 30 years as an architect for devolution and his legacy would be felt for many years to come.

Since the last meeting of the GMCA, Bolton had appointed its new Leader, and Councillor Martyn Cox was welcomed to the Greater Manchester family. Harry Catherall had also been appointed as the new Chief Executive for Bolton Council and thanks were expressed to the outgoing Chief Executive Carolyn Wilkins for all her work for Greater Manchester, specifically in relation to the Counter Terrorism Strategy and the recent Covid-19 pandemic.

Finally, Sir Richard Leese had also made a public statement announcing that he would no longer be leader of Manchester City Council after 25 years of service. His 'leading from the front' style of leadership was clearly evident in how Manchester had hugely transformed over this period and it was acknowledged that the whole of Greater Manchester had grown significantly because of the strong foundation he has provided.

### **RESOLVED /-**

1. That the GMCA expressed their condolences following the sad passing of Lord Peter Smith, recognising his significant contribution to the growth of Greater Manchester, especially in relation to brokering conversations with Government regarding Devolution.
2. That Councillor Martyn Cox be welcomed as the new Leader of Bolton and subsequently Bolton's representative on the GMCA.
3. That Harry Catherall be welcomed to the GMCA, as the new Chief Executive for Oldham, and that the work undertaken by the previous Chief Executive, Carolyn Wilkins, for her contributions to GM over her term of office be recognised.
4. That the recent announcement by Sir Richard Leese advising that he would be standing down as the Leader of Manchester City Council after 25 years be noted, recognising his incredible record of service and 'leadership from the front' that had made Manchester the place that it was today.

## **GMCA 133/21            DECLARATIONS OF INTEREST**

### **RESOLVED /-**

Andy Burnham declared a disclosable pecuniary interest in relation to item 25 on the agenda.

## **GMCA 134/21            MINUTES OF THE GMCA MEETING HELD ON 25 JUNE 2021**

### **RESOLVED /-**

That the minutes of the GMCA meeting held on 25 June 2021 be approved.

**GMCA 135/21      MINUTES OF THE GMCA OVERVIEW AND SCRUTINY COMMITTEES – JULY 2021**

**RESOLVED /-**

That the minutes of the meetings of the GMCA Overview and Scrutiny Committees held in July 2021 be noted as follows:

- Corporate Issues and Reform – 6 July 2021
- Economy, Business Growth and Skills – 9 July

**GMCA 136/21      MINUTES OF THE GMCA WASTE AND RECYCLING COMMITTEE HELD 13 JULY 2021**

**RESOLVED /-**

1. That the minutes of the GMCA Waste and Recycling Committee meeting held 13 July 2021 be noted.
2. That the appointment of Councillor Allison Gwynne as the Chair of the Waste & Recycling Committee for 2021/22 be agreed.

**GMCA 137/21      MINUTES OF THE GMCA AUDIT COMMITTEE HELD 27 AUGUST 2021**

**RESOLVED /-**

That the minutes of the GMCA Audit Committee held 27 August 2021 be noted.

**GMCA 138/21      MINUTES OF THE GM TRANSPORT COMMITTEE HELD 18 JUNE & 20 AUGUST 2021**

**RESOLVED /-**

1. That the minutes of the GM Transport Committee meetings held 18 June and 20 August 2021 be noted.
2. That the decision of the GM Mayor to approve the appointment of Councillor Mark Aldred, as Chair of the GM Transport Committee, for 2021/22 be noted.

**GMCA 139/21      GMCA APPOINTMENTS AND NOMINATIONS**

Gwynne Williams, Deputy Monitoring Officer to the GMCA took members through a report which updated a number of appointment changes received from GM Local Authorities in relation to GMCA Committees.

**RESOLVED /-**

1. That the appointment of Cllr Martyn Cox, Bolton, as a member of the GMCA be noted.

2. That the appointment of Cllr Martyn Cox to the GMCA Standards Committee be agreed.
3. That the appointment of Cllr Martyn Cox to the GMCA Resources Committee be agreed.
4. That the appointment of Councillor Christine Roberts (Wigan) to replace Councillor Joanne Marshall (Wigan) on the GMCA Audit Committee be agreed.
5. That the following appointments, by the GM Mayor and District Councils to the GM Transport Committee, be noted as follows:
  - Cllr Tom McGee to replace Cllr Elise Wilson (Stockport), who remains his substitute, by the GM Mayor.
  - Cllr Dzidra Noor, to replace Cllr Julie Connolly (Manchester) as the substitute member.
  - Cllr Barrie Holland (Tameside) as the substitute member.
6. That the appointment of Cllr Jude Wells (Stockport) to the GM Joint Commissioning Board to replace of Cllr Tom McGee, who remains the substitute member, be noted.
7. That the appointment of Cllr Jude Wells and Cllr Tom McGee (substitute member) (Stockport) to the GM Health & Care Board be noted.
8. That the following appointments to the Air Quality Administration Committee be noted as follows:
  - Stockport Council - Cllr Tom McGee and Cllr Jude Wells (substitute member)
  - Salford City Council, Cllr Mike McCusker and Cllr Sophia Linden (substitute member)
9. That the following appointments to the Air Quality Charging Authorities Committee be noted as follows:
  - Salford City Council - Cllr Mike McCusker and Cllr Roger Jones (substitute member)
  - Stockport Council - Cllr Tom McGee and Cllr Jude Wells (substitute member)
10. That the appointment of Cllr Amanda Peers (Stockport) to the GM Work & Skills Executive be noted.
11. That the appointment, by Salford City Council, of City Mayor Paul Dennett and Cllr Mike McCusker (substitute member) to the Joint Development Plan - Places for Everyone Committee be noted.
12. That the following appointments to the GM Culture & Social Impact Fund Committee be noted as follows:

- Stockport Council - Cllr David Sedgwick and Cllr Tom McGee (substitute member)
- Manchester City Council - Cllr Tim Whiston

13. That the appointment of Cllr Amanda Chadderton (Oldham) to the Growth Co Board replacing Cllr Arooj Shah be agreed.

**GMCA 140/21            DECISIONS TAKEN UNDER DELEGATED POWERS BETWEEN THE 30 JULY AND 10 SEPTEMBER 2021**

Gwynne Williams, Deputy Monitoring Officer to the GMCA introduced a report which informed the GMCA of the decisions taken following the cancellation of the GMCA meeting on 30 July 2021.

**RESOLVED /-**

That the decisions taken under delegated powers as detailed in the report be noted.

**GMCA 141/21            GREATER MANCHESTER POLICE IMPLEMENTATION PLAN**

Stephen Watson, the Chief Constable for Greater Manchester Police advised the GMCA that now was time for change for GMP and the publication of the Implementation Plan was a key milestone in their recovery journey providing a clear forward direction.

The first section of the document reflected historically on the force and showed that there were a number of issues to be tackled head on, including strategic leadership, strategic clarity, use of data, the absence of a performance management framework, significant pressure on staff, loss of talent, low morale, technological issues, dissatisfied victims, unacceptable outcomes and the need to move to a more place-based operational model. There had been significant work undertaken to understand the root cause analysis of these issues and as a result there was confidence that they were all fixable, and now formed the core of the Implementation Plan.

The second section of the document highlighted surge activities which would be undertaken rapidly in order to address the recommendations of the latest HMIC report, areas including measures to address the under recording of crime and ways by which victims could be given a higher quality of service.

Section three described a reformed operational model that would address the integral issues starting with strategic leadership. A number of high level appointments had been made recently including Deputy Chief Constable Terry Woods, who would have responsibility for overseeing the appointment of a number of Chief Superintendents for every GM area, ensuring that the calibre of officers was of the highest level and could lead change.

The Plan itself had been distilled down to one page, allowing everyone to locate themselves within it, and enabling it to guide every action of GMP. The series of promises included in the Plan clearly defined what the public would be able to see/feel differently as the Plan embeds itself including, rapid response rates, a commitment to investigate all crime and to pursue all lines of enquiry. The re-opening of the custody facility in Bolton, was one of the initiatives introduced which would contribute to the delivery of the ambition to double the number of arrests over the next year. Serious organised crime would be one area in which

GMP would be increasing its presence, as it was recognised as a key driver for many associated crimes. Police visibility would also be increased, through an allocated District Commander for each area of GM who was accountable and contactable and would have the ability to build knowledge about their communities in order to deliver a truly neighbourhood based model.

Addressing the spirit of the force would be another area of key focus, as it was recognised that although morale had been damaged, it had not been destroyed and officers were ready for the challenge of delivering the Forward Plan alongside the surge activity that had already begun at pace.

The GM Mayor added that this presentation was exactly what the people of Greater Manchester needed to hear, with the promise that more crimes would be investigated, that the surge activities to address those actions which required an immediate response were already underway and that there would be stronger arrangements to hold the Chief Constable to account.

Through the last four years of office, the GM Mayor had discovered that there were a number of cultural issues within GMP that prevented officers from being as transparent as possible, and finally the recent HMIC report into the force gave enough evidence for action to be taken to change the strategic leadership. The Mayor gave further assurances that there would be significant counterbalancing to ensure that the Plan was delivered and the Police Force remained strong in this new direction.

To actively hold the Chief Constable to account, there would be a series of measures put in place beginning with regular performance reporting to the Police and Crime Panel which would act as an early warning system if any of the objectives were off balance. Secondly, the ongoing independent enquiries into child sexual exploitation in Oldham and Rochdale would be completed as soon as possible. The outcomes of the Kerslake review and the Arena enquiry would be cross referenced to understand any relationships between the recommendations and ensure answers could be provided to those families affected. A team of GMCA officers had been tasked to undertake an internal review into the IOPS system and provide further evidence in relation to the findings of the HMIC report, which had highlighted that despite the broad system being effective, the Police Works element was not fit for purpose and therefore a decision to repair or replace would be taken imminently, supported by an external validation process. The final element to increased transparency would be a programme of Police Accountability meetings with local councillors and MPs in the public domain.

The Deputy Mayor, Baroness Bev Hughes added that this new era for GMP was a marked change because the Force's strategic leaders were now of the same opinion as the GM political leaders that accountability should be done in the public domain, ensuring they were accountable to not only elected representatives but also to the public. There was a sense of confidence that they could rise to the challenge now that they were working in the same direction and shared these same values.

Members of the GMCA were encouraged by the presentation from the Chief Constable and expressed their desire that the Forward Plan was implemented successfully. It was recognised that ensuring the Force was delivering was the responsibility of all Leaders and that strong effective partnerships would be the key.

Local Authorities reported recurrent levels of 'low-level' which impacted greatly on residents, crime including traffic related incidents, antisocial behaviour and brazen drug dealing in

public spaces had not been taken seriously by GMP, it was felt that clear and swift responses were needed in order to send out a message to criminals that this would no longer be tolerated. The Chief Constable added that there was no such thing as 'low-level crime', and that crimes should not be categorised, moreover the impact to the victim was of the highest importance. He was clear that it remained the fact that all crime was crime.

Members of the GMCA wished to recognise the hard work of the frontline policing staff, who had continued to persevere through broken systems and processes. The scale of the challenge was significant, and it was noted that building public trust and confidence would take time. Greater levels of public accountability would be one way in which to begin this process. The Chief Constable agreed that confidence and trust were not malleable commodities, and they had to be preserved and built upon. The asks of the public were often easily accomplishable, in that they wanted a force that was decent, professional, caring and respectful. All of which underpinned confidence in a police force, and through greater public accountability tracking progress against public confidence would be ongoing through regular dialogue about their experiences.

In relation to the reviews into cases of child sexual exploitation, members of the GMCA were pleased to see GMP and the Deputy GM Mayor continuing to prioritise this work, as it was a difficult and sensitive matter to address, often plagued by historical issues and barriers and required complete honesty from strategic leaders and a willingness to make significant institutional changes.

Members of the GMCA reiterated the importance of diversity to Greater Manchester, and that this vibrancy should also be reflected in GMP's strategic leadership. The Chief Constable recognised the diversity of the City Region and how its makeup underpinned the Force's promise for fair and proportionate policing to all communities with the same high standard of professionalism. Each of the Chief Superintendents would be held to account for the actions of their teams, as would the District Commanders whose appointments had been made in line with GMP's diversity and equality commitments whilst ensuring they shared the ambition to see Greater Manchester Police be transformed.

Austerity on the force had played some role in its issues along with significant population growth in GM, and members recognised the need for long term financial support in order to support the delivery of the Forward Plan. It would be crucial to continue to lobby and influence Central Government to provide funding and resources. The Chief Constable added that better leverage of current resources was also needed, however it was imperative that Government recognised that as a whole, the force was under capacitated and under resourced following the loss of 2000 officers. This would take time to rebuild and would require strong recruitment and comprehensive training to address the knowledge deficit, however it was achievable. The support of the GM Mayor and Deputy Mayor was welcomed in providing the platform for the required negotiations with Central Government to ensure the aspirations of the Forward Plan could be delivered.

## **RESOLVED /-**

1. That the presentation from the Chief Constable Stephen Watson be noted.
2. That the further measures to improve the Force's accountability and transparency as outlined by the GM Mayor, specifically the commitment to regular reporting to the GMCA and the Police & Crime Panel, be noted.

## **GMCA 142/21 GREATER MANCHESTER ARMED FORCES COVENANT DELIVERY**

The GM Mayor, Andy Burnham introduced a report which sought to prepare the city region to move to the next level of support for those that are serving, have served, and their families through the re-signing of the Armed Forces Covenant.

Since the initial signing in June 2017 there had been a number of practical and tangible initiatives further developing Greater Manchester's commitment to a gold standard of support. A number of GM Local Authorities had already achieved gold standard including Manchester and Salford, and this included some credible examples of projects which addressed some of the wider issues faced by veterans including homelessness, isolation and work issues. Although there was a lot to be proud of, it was recognised that there was still a lot to do to improve Greater Manchester's offer even further.

### **RESOLVED /-**

1. That the update on progress made to deliver against the Armed Forces Covenant coherently across GM be noted.
2. That the forthcoming developments with regards to forthcoming legislation, which will provide the impetus to further enhance delivery of Greater Manchester's Armed Forces Covenant, be noted.
3. That the proposal to re-sign the Greater Manchester's Armed Forces Covenant in accordance with the GM Mayor's Manifesto pledge be approved.

## **GMCA 143/21 GREATER MANCHESTERS EQUALITY PANELS**

Councillor Brenda Warrington, Portfolio Leader for Equalities took the Combined Authority through a cover report which presented the 2020-21 Annual Reports and updates from Greater Manchester Equality Panels for consideration. There were now seven equality panels, all at various stages of development, but each being highly significant to the delivery of the recommendations outlined in the Independent Equalities Commission report. Based on the activities and outcomes presented, the report sought support to secure funding for 2022/23 to continue their positive impact.

The GM Mayor added that there had been a quickening of pace on GM's equality ambitions since the establishment of the equality portfolio and panels. The recent report from the Northern Health Science Alliance further reinforced the required determination of GM to address inequalities, especially post pandemic and the importance of hearing all voices in relation to public service reform.

### **RESOLVED /-**

1. That the Annual Reports provided by the Disabled People's Panel, LGBTQ+ Panel and the Youth Combined Authority, and updates from the Race Equality Panel, Women and Girls Panel, and Faith and Belief Panel be noted.
2. That it be noted that recurrent funding of £350,000 would be required from the Mayoral Budget from 2022/23 to continue the work of the Equality Panels.



## **GMCA 144/21      GREATER      MANCHESTER      HOMELESSNESS      PREVENTION STRATEGY**

City Mayor Paul Dennett, Portfolio Leader for Housing, Homelessness and Infrastructure introduced a report which outlined that a commitment to a Greater Manchester Homelessness Prevention Strategy was made in 2017 by the incumbent Mayor of Greater Manchester. The Strategy had now been through extensive co-production and public consultation and now sought approval from the Greater Manchester Combined Authority.

It provided a city region framework for activity to prevent homelessness through a 5-year lens, recognising that the determinants were complex and included issues related to housing, employment, debt, austerity, drugs, alcohol, mental health, welfare reform and benefit cuts. Furthermore, it was anticipated that as a result of Government's planned reduction in Universal Credit, there would be an additional 1.2 million people across the UK forced to skip meals.

The Strategy had three principles for delivery including being person-centric, building inclusive participation and embedding prevention in reformed public services. It built on learning from previous schemes and work that has already been undertaken in GM such as the GM Housing Strategy and aimed to further influence Government on this agenda. By October 2021 there would be a set of actions to deliver the Strategy which had been coproduced through a range of engagement with partner agencies. The level of engagement was welcomed by the GM Mayor and the continued support of Local Authorities and partners was acknowledged, as without which programmes such as 'a bed every night' would not have been able to continue to support as many people.

There was a shared understanding across partner organisations that homelessness support needed to move to a more preventative approach, and the measures within the Strategy would allow for more comprehensive thinking as to how we can support people through their recovery from trauma, reducing any risk of homelessness as a consequence. The Housing First pilot had helped to illustrate the importance of time to recover allowing trauma to be addressed effectively and as a result GM was clearer as to the type of approach that would work going forward.

### **RESOLVED /-**

1. That the missions set within the Homelessness Prevention Strategy in Greater Manchester be approved.
2. That the principles set to guide homelessness prevention activity in Greater Manchester be approved.
3. That the commitment to the development of an accompanying Greater Manchester Homelessness Prevention Action Plan, by October 2021, that sets out regional commitments, deliverables and indicators be approved.
4. That it be noted that Greater Manchester's target for 50,000 affordable homes will be at the heart of the forthcoming Comprehensive Spending Review bid.

## **GMCA 145/21 GM MINIMUM LICENSING STANDARDS FOR TAXIS AND PRIVATE HIRE**

The GM Mayor introduced a report which updated the GMCA on the progress made on the development of a set of minimum licensing standards relating to taxi and private hire in Greater Manchester. There were two phases to the proposal, the first to address standards for drivers, operators and local authorities and the second to address standards across all vehicles.

The consultation on phase one had been completed, and as a result the proposals had been revised and now contained 17 recommendations to be approved by each GM Local Authority.

Members of the GMCA reported that there were strong and clear views from the public regarding the potential for a set of standards to increase their feeling of safety. This would also inherently increase the confidence of the trade that they were not at risk of being undercut by other drivers. A GM wide approach was fully endorsed to ensure there was a consistent approach to the quality of taxis and private hire vehicles.

### **RESOLVED /-**

That the progress of the Minimum Licensing Standards workstream be noted and the proposals at Stage 1 of the recommendations be endorsed.

## **GMCA 146/21 HS2 AND NORTHERN POWERHOUSE RAIL (NPR)**

The GM Mayor took members through a report which provided an update on the HS2 and Northern Powerhouse Rail Programme and the significant work being undertaken by GM Partners to inform it in anticipation of a hybrid bill in early 2022. It was noted that GM retained their clear ambition to improve Piccadilly Rail Station and it was hoped that this work would be a key enabler for delivery of these improvements.

Members of the GMCA echoed the importance of both the north-south and east-west rail links as well as a focus on both intra-city and inter-city rail schemes. However, in order to see the desired changes, it was vital that Government remained committed to the improvement of the public transport network in and out of Greater Manchester, and the publication of the Integrated Rail Plan was needed as soon as possible to address the current gaps in the system. It was frustrating that the industry still remained in project silos, resulting in negative impacts in other areas of the network and continued barriers to the delivery of more strategic aspirations for the industry.

The GM Mayor added his disappointment that Greater Manchester had been the only area in the UK that had been asked to contribute financially to HS2, which seemed unequitable.

### **RESOLVED /-**

1. That the unique opportunity that the HS2/NPR Programme presents for Greater Manchester, in achieving the GMCA objectives for economic rebalancing and growth be noted.

2. That the critical issues that require a resolution for HS2 and NPR delivery in Greater Manchester be noted.
3. That the scale of activity and investment that will be required over the coming years to secure the full potential of HS2 and NPR impact in Greater Manchester through the programmes for station development/renewal, local connectivity provision, place-based regeneration and local skills/supply chain development, as set out in the Greater Manchester HS2/NPR Growth Strategy be noted.
4. That in addition to the issues surrounding the principal HS2/NPR stations at Manchester Airport and Piccadilly, the importance of HS2 development stages for Wigan North Western and Stockport Stations be recognised.
5. That the HS2 Phase 2b Western Leg (Crewe to Manchester) Bill process; the opportunities for GMCA to engage and influence the Bill; and the importance of ensuring that the final scheme is brought forward in a manner that is sensitive to local planning conditions, be noted.
6. That the update on the development of Northern Powerhouse Rail (NPR) be noted.
7. That the work programme underway to continue to develop, engage with and inform the HS2 and Northern Powerhouse Rail Programme be endorsed.
8. That the importance of Inter-city and Intra-city rail services to the success of HS2 and NPR be endorsed.

**GMCA 147/21 THE MAYOR'S CYCLING AND WALKING CHALLENGE FUND AND ACTIVE TRAVEL FUND**

The GM Mayor introduced the latest report on the Mayor's Cycling and Walking Challenge Fund and Active Travel Fund which sought approval for the funding requirements to ensure the continued delivery of the GM Active Travel Capital and Revenue Programmes.

**RESOLVED /-**

1. That the release of up to £1.656 million of development cost funding for the 4 MCF schemes, as set out in section 2 of the report, be approved.
2. That the proposed update to the previously agreed governance process and scheme of delegation for the Greater Manchester Active Travel Fund (ATF) programme, in respect of the GM-wide complementary measures package, be approved.

**GMCA 148/21 GMCA CAPITAL UPDATE 2021/2022 - QUARTER 1**

Councillor David Molyneux, Portfolio Leader for Resources introduced a report which presented an update in relation to the Greater Manchester Combined Authority 2021/22 capital expenditure programme.

**RESOLVED /-**

1. That the current 2021/22 forecast, of £681m million, compared to the 2021/22 capital budget of £439m, be noted.

2. That the addition to the Capital Programme of the GM Clean Air Zone (part of the Greater Manchester Clean Air Plan), as outlined in section 9 of the report, with a current forecast expenditure of £18.4 million in 2021/22, £18.8 million in 2022/23 and £9.5 million in 2023/24 be approved.
3. That the addition to the Capital Programme of the Clean Funds Scheme (part of the Greater Manchester Clean Air Plan), as outlined in section 9 of the report, with a current forecast expenditure of £5.1 million in 2021/22, £73.2 million in 2022/23 and £31.3 million in 2023/24, be approved.
4. That the addition of Bus Franchising to the Capital Programme be noted and the additional capital expenditure of £24.6 million in 2021/22, as outlined in section 10 of the report, be approved.
5. That, in line with the financial strategy, incremental prudential borrowings of up to £15.7 million in 2021/22 to finance depot and land acquisition capital expenditure for Bus Franchising, be approved.
6. That it be noted that Bus Franchising capital expenditure, and the related interest and repayment costs, be, as appropriate, funded from the overall financial strategy as previously approved by the GMCA.
7. That authority be delegated to the GMCA Treasurer and the TfGM Finance and Corporate Services Director to determine the optimum funding mix between Earnback Capital grant and Prudential Borrowings for Bus Franchising capital expenditure.
8. That the addition to the capital programme of the Affordable Homes, Public Sector Decarbonisation, Homelessness Rough Sleeper Programme and Green Homes Grant schemes, outlined in section 14 of the report, be approved.

#### **GMCA 149/21      GMCA REVENUE UPDATE QUARTER 1 – 2021/22**

Councillor David Molyneux, Portfolio Leader for Resources introduced a report which informed the GMCA of the 2021/22 financial position at the end of June 2021 (quarter 1) and the forecasted revenue outturn position for the 2021/22 financial year. The report also provided an update on reserves and balances held by GMCA at 31<sup>st</sup> March 2021 and approved use of reserves in the 2021/22 budget.

#### **RESOLVED /-**

1. That an increase to Mayoral budget of £283k, to be funded from reserves, as set out in Section 2 of the report, be approved.
2. That an increase to the GMCA General budget of £21.381m, fully funded from additional income and use of reserves, as set out in Section 3 of the report, be approved.
3. That the use of reserves and revenue grants unapplied for GMFRS of £1.077m, as set out in Section 4 of the report, be approved.
4. That the award of £8.6 million of funding from Department for Transport, with respect to the Intra-City Transport Settlement Resource funding for financial year 2021-22,

be noted, and that the inclusion of this funding and associated costs in the 2021/22 budget, which will be used alongside the previously approved funding from TCF, for expenditure on the development of a pipeline of infrastructure schemes in Greater Manchester by TfGM and the ten Local Authorities, be approved.

5. That the updated budget prepared for implementation of the GM Bus Franchising Scheme in 2021/22 be noted and the inclusion of this expenditure and funding in the 2021/22 budget be approved in line with the funding arrangements for Bus Franchising previously approved by GMCA in November 2020 and originally approved in October 2019.

## **GMCA 150/21 CRICKET IN GREATER MANCHESTER**

The GM Mayor took members through a report which provided an update on the progress of the Cricket Strategy for Greater Manchester and sought views on a variation to the GMCA's original agreement for providing funding for the Action Plan that sits beneath it. Its vision was to see a number of urban cricket centres across GM, reaching all communities, especially those where there were currently no facilities, in order to increase the opportunity to play cricket and for talent to be highlighted.

Members of the GMCA were enthused by the potential of this project to grow and explore local talent, and felt that the value of such a scheme was likely to be immeasurable in some of the most deprived wards in GM. Such opportunities for young people were vital to increasing their aspirations and awareness of the sport and thanks were also expressed to Lancashire Cricket Ground for providing free tickets to live cricket as part of the Our Pass scheme. In turn this would also increase awareness, diversity and see a range of benefits for the sport as a whole, members were pleased to see GM leading on this agenda.

### **RESOLVED /-**

1. That the progress report on the Action Plan within the Cricket Strategy be noted.
2. That it be agreed to vary the original terms of the grant to support activity within the Strategy, requiring the in-principle agreement of an Urban Cricket Centre in order to release the GMCA's funding for each year of the strategy, as described in Section 3 of the report.

## **GMCA 151/21 RESPONSE TO FLOOD RISK MANAGEMENT ISSUES**

City Mayor Paul Dennett, Portfolio Leader for Housing, Homelessness and Infrastructure presented a report which sought agreement on a proposed approach to addressing strategic issues relating to flood risk and water management in Greater Manchester. Since the last report to the GMCA in April, climate change continued accelerated the risk of flooding which had already been evidenced through a number of major incidents over the past few years.

It was imperative to have a collective approach to this agenda, increasing the resilience of current assets, mitigating risks and ensuring a single coordinated approach across the GMCA and GM Local Authorities. The report made it clear that engineering solutions alone would not be enough, but that these should be delivered in conjunction with green infrastructure projects, drainage system works and nature-based solutions. The latest analysis from the Environment Agency had highlighted that over 63,000 properties were at risk of damage from river flooding alone, and that surface water also proved a significant

risk as precipitation was anticipated to rise by 59% by 2050. Therefore, aligned strategic thinking was needed to assess catchment areas that impact GM and to plan a pipeline of future projects whilst actively lobbying Government at the same time to influence national policy direction.

Members of the GMCA shared their concerning experiences of flooding and reported that current resources were at a stretched capacity. Therefore Government must do more to provide resources for flooding policies, especially in relation to prevention through improved and regularly maintained infrastructure. The urgency of this work was noted as was the key role of the Local Authority in overseeing flood management, as well as clear asks for developers to ensure this agenda was delivered.

**RESOLVED /-**

1. That the issues raised in the report be noted.
2. That the short-term actions, as set out in section 7 of the report, be agreed.

**GMCA 152/21      HYDROGEN AND FUEL CELL STRATEGY**

Councillor Neil Emmott, portfolio leader for the Green City Region introduced a report which sought approval to adopt the GM Hydrogen and Fuel Cell Strategy 2021-2025, that had been produced by Manchester Metropolitan University on behalf of the city region. Following the commitments made within the Green Summit Strategy in 2020, this work further supported GM's economic and environmental goals and carbon neutrality target for 2038. It was clear that hydrogen offered a strong alternative to fossil fuels that should be considered carefully as its technology advanced.

Members of the GMCA were in support of the strategy and its fit with the wider GM economic development vision, as hydrogen fuel cell technology was a frontier sector further supporting Greater Manchester's green city region ambitions.

**RESOLVED /-**

1. That the Hydrogen and Fuel Cell Strategy and its contents be noted.
2. That it be agreed that GMCA adopt the GM Hydrogen and Fuel Cell Strategy (draft attached at Annex 1 of the report).

**GMCA 153/21      GM HOUSING INVESTMENT LOAN APPROVALS**

City Mayor Paul Dennett, Portfolio Leader for Housing, Homelessness and Infrastructure took members through the latest loan requests to the Housing Investment Loan Fund.

**RESOLVED /-**

1. That the GM Housing Investment Loans Fund loans detailed in the table below, be approved.

BORROWER	SCHEME	DISTRICT	LOAN
Cityheart Limited & Rise Homes Ltd	Stockport Interchange	Stockport	£21.500m

Northstone Development (Pemberton) Limited	Pemberton, Wigan	Wigan	£10.800m
Northstone Development (Pemberton) Limited	Garnet Fold, Bolton	Bolton	£6.800m

2. That authority be delegated to the GMCA Treasurer acting in conjunction with the GMCA Monitoring Officer to prepare and effect the necessary legal agreements.

## **GMCA 154/21 CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT**

The GM Mayor introduced a report which outlined Greater Manchester's submission to the City Region Sustainable Transport Fund (CRSTF) and was appended by a set of compelling proposals within the draft prospectus. There had been significant work in the background since Government had announced its commitment to a transport infrastructure fund and it was felt that the CRSTF would help to deliver many of the transport ambitions for GM through a proportion of £1.19b of funding over the next 5 years.

Greater Manchester were in a unique position as the Local Transport Spatial Development Plan was already underway and work to reform bus services had already begun. Therefore using these levers, GM could make a clear commitment to Government and demonstrate what could be actively delivered through this fund, putting the prospectus in a strong position.

In parallel there were ongoing conversations regarding the Bus Service Improvement Plan revenue funding bid, both of which would retain active travel at the heart. The Streets for All work to reallocate road space across all modes was also underway, and conversations regarding Government's key route network consultation would begin in due course. All of which contributed to GMs strong position to bid for the maximum funding available through the CRSTF, ensuring benefits could be experienced across the sub region.

The prospectus would also become a key foundation for conversations with Government on a wider levelling up deal, enabling the 2.8 million people in Greater Manchester to become better connected to jobs, education and opportunities.

Members of the GMCA welcomed the reference to the levelling up agenda and recognised the importance of infrastructure improvements that were often dependant on Transport Act status in order to allow land acquisition. This often proved a barrier to developing complex projects on budget and on time and it needed to be addressed in Government's Levelling Up White Paper.

Reference to the expansion of the Metrolink system was also welcomed, as was GM's continued ambition for a London-style bus system, capped fares and multi-modal ticketing. Joined up towns and cities would lend itself to economic growth through an increase in job opportunities and retention of talent. Another element would include brownfield regeneration alongside zero carbon homes and zero carbon transport, all of which highlighted what levelling up could really look like and the potential breadth of its impact.

## **RESOLVED /-**

1. That it be noted that GMCA was requested on 20 July 2021 to prepare a submission to the Government's new City Region Sustainable Transport Fund by as soon as possible after the end of August, so as to secure up to £1.19 billion of capital funding for the period 2022/23 to 2026/27.
2. That the conditions for this submission, as set out in section 1 of the report, be noted.
3. That the draft Prospectus, summarising the GM submission in accordance with the Fund guidance, for submission to Government be approved.
4. That it be noted that further draft background documents for the submission are contained in Part B of the agenda, to be released as they are finalised through review with Government.

### **GMCA 155/21      GREATER MANCHESTER ELECTRIC VEHICLE CHARGING INFRASTRUCTURE STRATEGY**

## **RESOLVED /-**

That this item be deferred to the meeting of the GMCA to be held on 24 September 2021.

### **GMCA 156/21      EXCLUSION OF THE PRESS AND PUBLIC**

## **RESOLVED /-**

That, under section 100 (A)(4) of the Local Government Act 1972 the press and public should be excluded from the meeting for the following items on business on the grounds that this involved the likely disclosure of exempt information, as set out in the relevant paragraphs of Part 1, Schedule 12A of the Local Government Act 1972 and that the public interest in maintaining the exemption outweighed the public interest in disclosing the information.

### **GMCA 157/21      CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT**

## **RESOLVED /-**

That subsequent to the Part A report, which considers the draft CRSTS Prospectus to be submitted to Government, the additional supplementary material to be included in GM's submission, in particular the detailed list of schemes that underpin the Prospectus proposals and a description of some additional annex materials to be provided to Government, be noted.

### **GMCA 158/21      GM HOUSING INVESTMENT FUND APPROVALS**

**Clerk's note:** This item was considered in support of the report considered in Part A of the agenda (Minute GMCA 153/21 above refers).

## **RESOLVED /-**

That the report be noted.

### **GMCA 159/21      DATE AND TIME OF FUTURE MEETINGS**



**RESOLVED /-**

That the GMCA would next meet on 24 September 2021.

Signed by the Chair:

1.