

**MINUTES OF THE MEETING OF THE GREATER MANCHESTER COMBINED
AUTHORITY HELD ON FRIDAY 28th NOVEMBER 2025 AT BURY TOWN HALL**

PRESENT

GMCA Mayor	Andy Burnham (In the Chair)
GMCA	Deputy Mayor Kate Green
Bolton	Councillor Nicholas Peel
Bury	Councillor Lucy Smith
Manchester	Councillor Bev Craig
Oldham	Councillor Arooj Shah
Rochdale	Councillor Neil Emmott
Salford	City Mayor Paul Dennett
Stockport	Councillor Mark Roberts
Tameside	Councillor Eleanor Wills
Trafford	Councillor Tom Ross
Wigan	Councillor David Molyneux

ALSO IN ATTENDANCE:

Chair of GM Overview & Scrutiny	Councillor John Walsh
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OFFICERS IN ATTENDANCE:

Group Chief Executive Officer	Caroline Simpson
Group Deputy Chief Executive	Andrew Lightfoot
Group Solicitor & Monitoring Officer	Gill Duckworth
Group Chief Finance Officer	Steve Wilson
Secretary	Sarah Horseman
Bolton	Sue Johnson
Bury	Lynne Ridsdale
Manchester	Tom Stannard
Oldham	Shelley Kipling
Rochdale	Kiama Thompson
Salford	Stephen Young

Stockport	Paul Richards
Tameside	Emma Alexander
Trafford	Sara Todd
Wigan	Alison McKenzie-Folan
Office of the GM Mayor	Kevin Lee
TfGM	Martin Lax
TfGM	Steve Warrener
GMCA	Sylvia Welsh
GMCA	Lee Teasdale

GMCA 151/25 APOLOGIES

That apologies be received and noted from Councillor Eamonn O'Brien (Bury), James Binks (Rochdale) & Michael Cullen (Stockport).

GMCA 152/25 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS

Andy Burnham, Mayor of Greater Manchester, opened by reflecting on the Autumn Budget announcements that had taken place the previous week. It was felt that this was a budget that helped to set up the region for a forthcoming decade of good growth in line with the aims of the Good Growth Plan. Of particular note was the announcement on the ending of the two-child benefit cap which could have a significant impact on lifting thousands of Greater Manchester children out of poverty.

He also highlighted the announcement that Greater Manchester was a region that would be given permission to introduce an overnight visitor levy. This would allow the region to raise more funds for itself and react more quickly in line with the aims of the Good Growth Fund. It was reported that the Group Chief Executive had been requested to convene a working group to consider how best to go about establishing an overnight visitor levy ahead of government consultation.

The second trial period of unlimited concessionary pass travel on Bee Network buses was due to conclude on 30 November, and TfGM had been requested to prepare a

report for the December meeting to allow the GMCA to take a decision on how to proceed in the new year.

Sunday 7 December would see the introduction of rail fare simplification within Greater Manchester and Greater Manchester Local Authorities were requested to actively promote this within their areas. The introduction of this simplification of fares would result in savings for over 50% of rail users within GM. This was another positive step towards rail integration within the Bee Network.

The GMCA expressed its congratulations to Councillor Arooj Shah, who had recently been the recipient of the Leader of the Year Award at the 2025 Local Government Information Unit and CCLA Investment Awards. This was a deserved honour and reflected the considerable hard work and strength Councillor Shah had shown as the Leader of Oldham Council.

RESOLVED /-

1. That the update on the Autumn Budget 2025 announcements and their impact upon the region be received.
2. That the establishment of a working group to consider how best to go about establishing an overnight visitor levy be approved.
3. That the announcement within the Autumn Budget that the two-child benefit cap was to be scrapped, and the impact that this would have in lifting households out of poverty in the region be welcomed.
4. That a report be submitted to the December meeting of the GMCA on the evaluation of the trial of unlimited concessionary pass travel on Bee Network buses.
5. That all GM Local Authorities be requested to actively promote the introduction of simpler rail fares within Greater Manchester being introduced on Sunday 7th December.
6. That the GMCA record its congratulations to Councillor Arooj Shah following her Leader of the Year Award at the 2025 Local Government Information Unit and CCLA Investment Awards.

GMCA 153/25 DECLARATIONS OF INTEREST

RESOLVED /-

That Andy Burnham, Mayor of Greater Manchester, declared an interest in Item 7C – Electric Vehicle Charging.

GMCA 154/25 GMCA MINUTES 26 SEPTEMBER 2025

RESOLVED /-

That the minutes of the GMCA held on 26 September 2025 be approved.

**GMCA 155/25 GMCA WASTE & RECYCLING COMMITTEE MINUTES 8
OCTOBER 2025**

RESOLVED /-

That the proceedings of the meeting of the GMCA Waste & Recycling Committee held on 8 October 2025 be noted.

**GMCA 156/25 MINUTES OF THE GMCA OVERVIEW & SCRUTINY
COMMITTEE MEETINGS HELD ON 24 SEPTEMBER & 29
OCTOBER 2025**

RESOLVED /-

That the proceedings of the meeting of the GMCA Overview & Scrutiny Committee meetings held on 24 September and 29 October 2025 be noted.

GMCA 157/25

**MINUTES OF THE BEE NETWORK COMMITTEE HELD ON 25
SEPTEMBER 2025**

RESOLVED /-

That the proceedings of the meeting of the Bee Network Committee meeting held on 25 September 2025 be noted.

GMCA 158/25

THE GREATER MANCHESTER STRATEGY DELIVERY PLAN

Andy Burnham, Mayor of Greater Manchester & Group Chief Executive, Caroline Simpson, presented the draft Greater Manchester Strategy (GMS) delivery plan headlines to GMCA prior to publishing a live version. The report also summarised the feedback received from stakeholders and described the links between the SMS, Delivery Plan and other Greater Manchester strategies.

The report highlighted how the whole system across the region was being brought together to deliver the ambition agreed through the SMS. There was clarity around the achievements sought over the 10 year period to deliver the best outcomes for the people, business, economy and quality of life within the region, with absolutely clarity on what that would mean in metric terms, and the progress the whole system would need to make at each stage of the process to deliver on the seven SMS priorities.

Councillor John Walsh, the Chair of the GMCA Overview and Scrutiny Committee was invited to highlight comments made by the Committee.

It was reported that the Overview and Scrutiny members had welcomed the level of ambition in the SMS but had expressed concern about whether the delivery capacity could match the scale of those goals. Reassurance was also around the strength of stakeholder engagement and the ability to take ownership of the ambitions. Members also raised issues around outdated infrastructure requirements in planning applications; and the need for the Strategy to actively address inequalities between boroughs, particularly in areas such as child poverty and housing.

The comments and constructive challenge from Overview & Scrutiny were welcomed and work was taking place to ensure that delivery capacity was appropriately stress

tested and any gaps in capacity identified. Stakeholder engagement had been very strong to date with considerable levels of involvement in the development to date, but it was appreciated that more could always be done around this and stakeholders would be involved directly at every stage.

RESOLVED /-

1. That the GMS delivery plan headlines be approved.
2. That the feedback received from stakeholders across the Greater Manchester system, which has been addressed in the final draft, be noted.
3. That the link between the GMS Delivery plan and the other papers being reviewed at today's meeting, be noted.
4. That the comments made by the GMCA Overview & Scrutiny Committee at its meeting on 26 November 2025 be received.

GMCA 159/25 GREATER MANCHESTER LOCAL GROWTH PLAN

Councillor Bev Craig, Portfolio Leader for Economy, Business & Inclusive Growth, presented a report updating Members on the Government requirement to produce a GM Local Growth Plan and to approve the draft plan developed in line with the Greater Manchester Strategy.

RESOLVED /-

That the GM Local Growth Plan be noted and approved.

**GMCA 160/25 GREATER MANCHESTER GOOD GROWTH FUND AND
INTEGRATED PIPELINE**

Councillor David Molyneux, Portfolio Leader for Investment & Resources, presented a report requesting approval for the first allocation of capital of c£400m from the newly created Good Growth Fund investment pot, which would unlock a further £1.3bn of investment and deliver 2,945 new homes and over 2 million sq ft of employment space.

The Fund was considered to be a 'game changer' for the region, and strongly echoed the sentiment that the region could only truly succeed if all of Greater Manchester's Local Authorities were feeling the benefit of growth, and the first 17 funding allocations detailed within the report were a reflection of this. The first decade of the GMCA had seen good levels of growth, but the Good Growth Fund would now take this to the next level, where nationally and internationally it would be evident that investors were looking north and realising that Greater Manchester was the best place to invest within the UK. It was also noted that these projects were just the start, forming £400m of what was a total of over £1bn of investment.

Councillor Peel highlighted the success of a launch event that had taken place at Bolton Wanderers stadium and had been attended by a wide array of investors and developers. There had been positive and robust conversations throughout the event, with questions raised around why the Bolton/Wigan corridor should be invested in over other areas of the region. The answer to that was quite simple, that Greater Manchester was not competing internally within itself, but rather working together to bring further investment to the region as a whole. This collaboration would be incredibly important and showed the maturity of approach within Greater Manchester.

Members also highlighted the welcomed the plans around transport infrastructure being used to support developments to lift areas out of previously entrenched decline; the success of the initial launch event in Stockport; the ability to deliver much needed social homes; the ability to show how GM can truly be 'one family'; the willingness to emphasise delivering for place over politics; the fact that the Fund still prioritised green commitments; and the ability of the Fund to provide necessary growth within the centre that would help to fund even further regeneration for all corners of the region.

Councillor John Walsh, the Chair of the GMCA Overview and Scrutiny Committee was invited to highlight comments made by the Committee. Members had strongly welcomed the Fund but were keen to ensure that every scheme contributed towards ambitions around mitigating climate change impacts and closing the inequality gap. There was a general comfort with the level of risk to balance future growth but still sought further detail on how good growth could be truly defined, whilst the requirements had been established in principle, it was suggested that each scheme

needed further challenge to ensure that all components for good growth were included within proposals.

Mayor Burnham welcomed the comments and noted concerns raised at the OSC meeting around whether the Committee had the skills of oversight necessary to unpack some of the more detailed financial aspects of the Fund. This did open up the question of what an oversight mechanism for the Good Growth Fund beyond the Combined Authority meetings should look like. Officers were being asked to look into proposals around this valid concern.

Mayor Burnham advised that a letter had been received from the government in the past week following the culmination of the task & finish process that had been run with various government departments throughout the summer. The outcomes had been very positive, with a particular highlight around the governments wish to see the Ashton & Stalybridge transport corridor as the UK's first transport led town centre regeneration project.

RESOLVED /-

1. That the progress made in developing the Greater Manchester Good Growth Fund and Greater Manchester Integrated Pipeline, since the original launch in May be noted.
2. That the revised approach to investment be approved and that the emerging governance process noted.
3. That the intention, that the revised approach to investment will be supported by the Greater Manchester Good Growth Fund, for which initial capacity, subject to approval of the borrowing outlined at recommendation 4, was in excess of £1bn be noted.
4. That GMCA borrowing up to £150m against future Retained Business Rates, for investment into the integrated pipeline, be approved.
5. That the prioritisation methodologies used to appraise the initial funding allocations recommended, as set out in Appendix 1, be approved.
6. That the indicative allocation of funding to the recommended housing and employment projects, as set out within this report, be approved.
7. That the alignment with the GMCA budgets setting process be noted.

8. That the opportunity to leverage social value through the investment pipeline supply chain be noted,
9. That the changes to the Stockport Interchange loan, as set out in the report, be approved.
10. That the comments made by the GMCA Overview & Scrutiny Committee be received.
11. That the letter received from Government on the Task & Finish process be noted.

GMCA 161/25 LOCAL INNOVATION PARTNERSHIP FUND

Councillor Bev Craig, Portfolio Leader for Economy, Business & Inclusive Growth, provided an update on the development of the national Local Innovation Partnerships Fund (LIPF), the successor fund to the Innovation Accelerator pilot, and to agree arrangements for the development and allocation of the Fund by the Innovation Greater Manchester Board (IGM).

This would allow the region to continue to be an innovation led economy building about previous successes and would put a framework around how to ensure the spending was within the parameters of the key innovation intensive areas of the economy. This was about setting out the process at this stage rather than the allocation of funding.

RESOLVED /-

1. That the information on the LIPF, the decisions and processes required for its successful allocation and delivery, and the roles and responsibilities of UKRI, IGM and GMCA be noted.
2. That the role of the representatives of the GMCA who are members of IGM, who will participate fully (on behalf of the GMCA) in that Board's discussions and decisions on the elements of the co-design and allocation of the LIPF for which IGM is responsible be noted.
3. That subject to IGM taking the decision to pass additional responsibilities in managing the LIPF to the GMCA on its behalf, that delegation be approved to the Group Chief Executive Officer, in consultation with the GMCA

Portfolio Lead and Portfolio Lead Chief Executive for Economy, Business and Inclusive Growth, the decision-making authority for: the process of allocating the LIPF, the selection of interventions to be recommended to UKRI to be funded, and - as required - to accept and award grants to successful local projects on behalf of IGM and UKRI.

**GMCA 162/25 DRAFT LOCAL TRANSPORT PLAN – GREATER
MANCHESTER TRANSPORT STRATEGY 2050 AND
DELIVERY PLAN**

Andy Burnham, Mayor of Greater Manchester, presented a report setting out the final drafts of the Greater Manchester Transport Strategy 2050 and Delivery Plan, seeking formal approval to consult on them. It was advised that the consultation would commence in December to allow for time to re-draft to incorporate the comments highlighted by the Overview and Scrutiny Committee.

The Local Transport Plan (LTP) emphasised the ambition to move towards a 50/50 mix of public transport/active travel and private vehicle usage and it was vital that the region began to echo similar sized regions throughout Europe that provided many alternatives to taking cars into the very centre of the city region. The Plan also emphasised the need for more public transport orbital connectivity throughout the region and not require people to have to travel via the centre to reach other outer communities.

Councillor John Walsh, the Chair of the GM Overview and Scrutiny Committee was invited to highlight comments made by the Committee. Whilst the Committee had recognised the hard work that had formed the development of the LTP, there had been significant disappointment that the Draft Plan did not emphasise the importance of feeling safe on the network, particularly in the case of women and girls, which had been the recent subject of an extensive Task & Finish Group exercise, and it was welcomed that a redrafting was taking place to bring more emphasis to this vitally important aspect.

The Committee also commented on concerns that the 50/50 'right mix' approach might not be appropriate to all parts of the region and that it should be kept under regular review. Concerns had also been raised that local authority Bee Network

Committees needed to be active and kept engaged throughout the whole process, as did the wider community, as the LTP needed to reflect the needs of all residents of the region.

Deputy Mayor for Safer & Stronger Communities, Kate Green, echoed the concerns raised around the safety of women and girls on network, stating that people would not come to the region if they did not feel they could move around the city region safely and therefore this was an absolutely imperative part of the LTP to emphasise. The network was very safe statistically, but it was vital to provide constant reassurances to passengers, and put infrastructure, messaging and staffing in place to ensure this.

Members raised concerns around the local Bee Network Committees being put in place and the ensuring of a clear connect between the central planning of TfGM and these local committees. It was vital that these acted as a conduit between the travelling public and the decision-making hierarchy at TfGM. Collaboration was key to ensuring a localism led approach to redesigning bus routes for example.

TfGM officers confirmed that an immediate re-draft of the Draft Plan was taking place to reflect the need to incorporate more detail around the safety and women and girls on the network, and that this would be shared for comment with relevant members of the GMCA Overview and Scrutiny Committee Task & Finish Group.

RESOLVED /-

1. That the Draft GM Transport Strategy 2050 and the Draft GM Transport Delivery Plan (2027-2037) be endorsed.
2. That the commencement of a public consultation exercise on the Draft GM Transport Strategy 2050 and the Draft GM Transport Delivery Plan (2027-2037) be approved.
3. That authority be delegated to the GMCA Group Chief Executive, in consultation with the GM Mayor, to finalise the consultation materials, including the 'Summary' (of the Draft Transport Strategy and Draft Delivery Plan) that will support the consultation.
4. That the proposed consultation period, and the associated engagement plan and the proposed consultation materials be noted.

5. That it be noted that the Draft Transport Strategy and Draft Delivery Plan were supported by an Evidence Base, Policy Documents and an Integrated Appraisal that will also be publicly available as part of the public consultation.
6. That the comments made by the GMCA Overview and Scrutiny Committee be received.
7. That it be noted that there will be a re-draft of the report to reflect the need to incorporate more detail around ensuring the safety and women and girls on the network, and that this would be shared for comment with relevant members of the GMCA Overview and Scrutiny Committee Task & Finish Group.
8. That authority be delegated to the Group Chief Executive in consultation with the GM Mayor, to approve of the re-drafted Local Transport Plan.

GMCA 163/25 GET GREATER MANCHESTER WORKING PLAN

Sara Todd, Portfolio Lead Chief Executive for Education, Work and Skills, presented a report setting out an overview of the Get Greater Manchester Working Plan, which built out from the Greater Manchester Strategy (GMS) workstreams of: Clear Line of Sight to High Quality Jobs, Everyday Support in Every Neighbourhood and Great Place to do Business.

The Plan set out a 10-year vision to reduce unemployment and economic inactivity across the region. At its heart was the ambition to raise the employment from the current 71.8% to 80% to close the gap with the national average.

Members made reference to the construction industry and the vital need to increase capacity in terms of skills within the sector. Collective working across the 10 authorities could pressure the government to put on focus on upskilling across this sector to meet future need.

RESOLVED /-

That the Get Greater Manchester Working Plan be approved for publication in December 2025 and support the CA to continue work with system partners to drive this work forward.

**GMCA 164/25 HOUSING FIRST: STRENGTHENING HOUSING STANDARDS;
PROPERTY CHECK PROGRAMME PROGRESS &
ENFORCEMENT TRAINEE PROGRAMME EXPANSION**

Deputy Mayor Paul Dennett, Portfolio Leader for Housing First, provided an update on the progress of Greater Manchester's Property Check Programme, which sought to ensure all renters could request a property check by 2030. The report also highlighted recent actions to expand council capacity, the impact of new legislation making property checks easier, and ongoing efforts to improve standards in the private rented sector.

This was an essential mechanism for renters, as government statistics gathered in 2020 had shown that 12% of GM's private rented homes had serious category 1 hazards and 58,564 homes fell below the decent homes standard.

Deputy Mayor, Kate Green, made reference to the Eccles pilot scheme. This had been an ambition for some time to make use of the trust in Greater Manchester Fire and Rescue Service who are able to enter people's homes to undertake fire and safety assessments and through the Eccles pilot, now extending the range of activities they can undertake such as checking for damp, for electrical hazards and trip/fall risks. 188 property checks had taken place across the two months of this pilot from Eccles Fire Station alone, which showed the impact that these checks could have if rolled out across the wider region. The current pilot would continue to run until March 2026 when the results would be considered for the next steps, but the current picture was very encouraging.

RESOLVED /-

1. That approval be given for the use of Retained Business Rates to deliver a new Housing Enforcement Trainee Programme cohort, in line with paragraph 2.7.
2. That the update on the previous trainee programme be noted.
3. That formal thanks be issued to the Bishop of Manchester for his work to secure an amendment to the Renters' Rights Act to reduce the risk to tenants of asking for a property check and make it easier for councils to carry them out.
4. That the other actions taken as part of the Property Check Programme since June 2025 be noted.

**GMCA 165/25 HOUSING FIRST: TACKLING SUPPLY OF TEMPORARY
ACCOMMODATION THROUGH EMPTY HOMES AND
LEASING PROGRAMME**

Deputy Mayor Paul Dennett, Portfolio Lead for Housing First, presented a report setting out a programme for the new supply of temporary accommodation, designed to improve value for money and reduce reliance on unsuitable, 'ad hoc' temporary accommodation placements in Greater Manchester.

RESOLVED /-

1. That the deployment of £911,213 in 2026/27 to engage 17x Empty Homes Officers across Greater Manchester be approved.
2. That the deployment of £10,568,100 in 2026/27 as a comprehensive lease and repair programme to bring 400 properties back into use be approved.
3. That approval be given to the continuation of the GM Temporary Accommodation Observatory (£206k), providing GMCA and localities with intelligence on TA usage and spend.

**GMCA 166/25 HOUSING FIRST: GREATER MANCHESTER NHS &
GREATER MANCHESTER HOUSING PROVIDERS GM
TRIPARTITE AGREEMENT**

Deputy Mayor Paul Dennett, Portfolio Lead for Housing First, presented a report providing an overview of the Greater Manchester Tripartite Agreement, the partnership plan that connected GMCA to NHS GM Integrated Care and GM Housing Provider partnership on joint ambitions on housing, health and growth.

RESOLVED /-

1. That the GM Tripartite Partnership Agreement be approved.
2. That the proposal for the GMCA to become a signatory alongside NHS Greater Manchester Integrated Care and GM Housing Providers be approved.

GMCA 167/25 TFGM EXECUTIVE BOARD APPOINTMENTS

Andy Burnham, Mayor of Greater Manchester, presented a report requesting members to approve Non-Executive Director appointments to the Executive Board of Transport for Greater Manchester (TfGM).

RESOLVED /-

1. That it be noted that Tracey Matthews will step down as Non-Executive Director of TfGM on 31 January 2026
2. That the appointment of Tanya Coff as a Non-Executive Director of TfGM for an initial three-year term from 1 February 2026 until 31 January 2029 be approved
3. That extension to the appointment of Jo Kaye as Non-Executive Director of TfGM for a third, and final, three-year term from 1 February 2026 until 31 January 2029 be approved; and
4. That authority be delegated to the Group Chief Executive, GMCA to formalise the terms of these appointments.

GMCA 168/25 GREATER MANCHESTER TAXI REVIEW: TRADE ENGAGEMENT AND LICENSING MODEL

Andy Burnham, Mayor of Greater Manchester, presented the outcomes of an independent review and engagement with the taxi trade; including an update on the Department for Transport's response to the Casey Audit recommendations; and describing a new proposed clause in the English Devolution and Community Empowerment Bill to resolve issues with out-of-area taxis.

It was advised that the Hackney Fund was due to go live on 8 December 2025, and all relevant information would be circulated in advance.

Members were discouraged by the discussion that had taken place in parliament in the past week around out of area working in the taxi trade. The amendment to the English Devolution & Community Empowerment Bill that had been tabled by Elsie Blundell MP seeking the end to loopholes allowing taxi drivers to seek licences within authorities some distance from the authorities in which they operated had been

strongly welcomed, but the government indicated that they would not progress with the amendment at this time.

This went against the Baroness Casey Review undertaken in the summer which had strongly recommended the ceasing of these practices to strengthen safety. The GMCA would now seek to work with a GM based member of the House of Lords to bring this amendment into the discussion on the Bill in that chamber. The Greater Manchester taxi trade was united in supporting this amendment becoming part of the Bill.

RESOLVED /-

1. That the key findings of the Greater Manchester Taxi review be noted.
2. That it be noted that the findings of the Greater Manchester Taxi review will be used to inform a GM response to a future government consultation on taxi powers.
3. That it be noted that the need remains for an appropriate legislative framework to address out-of-area licensing concerns.
4. That the proposed clause to amend the English Devolution and Community Empowerment Bill to limit out-of-area working be noted.
5. That the exploration of a potential Greater Manchester taxi licensing model, to ensure that, if legislative reform occurs, the impacts and implications of this approach are thoroughly understood, be endorsed.
6. That Greater Manchester Local Authorities be recommended to continue to actively review policy standards and processes to deliver improvements where possible.
7. That the establishment of a taxi industry working group, led by the Transport Commissioner, to support alignment with the Bee Network and, publish summaries of key discussions to keep the trade informed, be endorsed.
8. That exploration of a fund to assist private hire vehicle owners in upgrading their vehicles to meet emission standards during the 2026/27 GMCA Budget setting process, be endorsed.
9. That it be noted that the Hackney Fund will go live on 8 December 2025.

10. That an update be received on the further work taking place to seek amendment to the English Devolution & Community Empowerment Bill to end out of area licensing of private hire vehicles.

GMCA 169/25 ELECTRIC VEHICLE CHARGING PRICING

Mayor Andy Burnham left the meeting for this item due to an interest declared in GMCA 153/25. Deputy Mayor, Paul Dennett, took the Chair for this item.

Deputy Mayor Paul Dennett, Portfolio Lead for Housing First, presented an update seeking approval to enhance pricing flexibility for the publicly owned electric vehicle (EV) charging infrastructure. The aim was to ensure the publicly owned EV infrastructure, part of the Be.EV network, remained responsive to market conditions while upholding a commitment to fair, consumer-focused pricing.

RESOLVED /-

1. That the agreement be given to the delegation of the function of making all tariff pricing decisions for the publicly owned electric vehicle infrastructure, (managed and operated by Iduna Infrastructure Ltd as part of the Be.EV network) to Transport for Greater Manchester; and
2. That it be agreed that Transport for Greater Manchester will report on the outcomes of all tariff pricing decisions as part of the Quarterly Revenue Monitoring reports to the GMCA.