1. INTRODUCTION

At a time when the country has been going backwards, Greater Manchester has been powering forwards.

We are growing faster than the rest of the UK economy and pioneering new ways of running services.

Over the last seven years, Greater Manchester has used its devolved power to prioritise issues long neglected by Westminster – like buses.

At the last Mayoral election in 2021, I pledged to end four decades of disastrous Tory deregulation and put our buses back under public control.

I am proud to say I have delivered on that promise.

The Bee Network has now been successfully introduced across the west and north of Greater Manchester – covering more than half the city-region’s bus services.

At this election, I am committing to completing the job in the south of the city-region in January 2025 – on time and on budget.

At that point, Greater Manchester will have the country’s first low-fare, tap-in-tap-out integrated public transport system outside of London.

We will be one step ahead of other places and set up for continued success.

To maintain momentum, my new pledge for the 2024 election is to bring forward the introduction of the full Bee Network by completing the integration of eight commuter rail lines within the next Mayoral term.

This is just the start of the positive change we are bringing to our city-region.

We are now on the cusp of an exciting new era and the best is yet to come.

From April 2025, thanks to the Trailblazer devolution deal negotiated with the Government, Greater Manchester will move to a new arrangement with Whitehall giving us much greater flexibility over the spending of the public funding received by the Greater Manchester Combined Authority.

This means we will have the chance to do things differently and change the way we support our residents.

We will be able to step up our drive to “fix the fundamentals” – putting right the basics of life that were broken up and sold off from the 1980s onwards.

So, if re-elected in May, as we deliver the full Bee Network vision, I will turn the attention of the GM system to other issues on which Westminster has comprehensively failed – and bring forward radical new solutions.

At this election, I am putting forward three new big ideas for a third term that will shape this new era: GM Housing First, the MBacc and Live Well.

GM has been leading the way on transport. We are now ready to do the same on housing, technical education and health and well-being.

My vision for GM is a place where everyone has a good secure home, a clear path in life and a good secure job; a place where people can get around easily and have the ability to live well, free from the fear of crime.

I believe that vision is achievable in the next 25 years, given the new relationship GM has agreed with Whitehall. We will have the ability to do more for ourselves and develop solutions right for us.

I consider it the greatest privilege of my life to have been the first elected Mayor of Greater Manchester. I have truly given it my all and tried to pioneer a new way of doing politics, taking a “place-first” rather than “party-first” approach to my role. I am asking for your support again so that I can make sure that, over the next decade, Greater Manchester continues to lead the way.
2. OUR THREE BIG IDEAS

GM Housing First

This new approach starts with empowering our residents.

To this end, for all GM residents in rented accommodation, we will introduce a new right for them to be able to request a property check.

Working principally with our councils and Greater Manchester Fire and Rescue Service, we will create a new central resource capable of responding to requests for checks and then following them up with the necessary enforcement action.

To be clear: the days of landlords profiting from renting sub-standard properties which harm the health of our residents, and drag down our communities, are coming to an end. We simply won’t accept it any more.

We recognise, however, that there are many decent landlords in our city-region who try to do the right thing and get unfairly tarnished by the actions of the most disreputable. To help the public differentiate, and give good landlords the recognition they deserve, we will bring in the Greater Manchester Good Landlord Charter. It will apply to all forms of renting and include the social-rented, private-rented and purpose-built student accommodation sectors.

The Charter will set out the standards we expect for all our residents and have the clear purpose of increasing the number living in a good, secure home. We accept that improving homes takes time. So landlords who show the right intent by signing up to start the improvement journey via the Charter will be given help and support to make the necessary changes. For instance, funding to retrofit homes will be available to landlords who support the Charter but not to those who seek to stand outside of the system.

Alongside the drive to improve the standard of existing homes, we will help our councils bring forward a new generation of council and social housing. We have a commitment to build 30,000 truly affordable net zero homes which will be both cheaper to rent and cheaper to run.

The first task of the GM Housing First unit will be to develop a plan to submit to the incoming Government to build 10,000 of those homes – 1,000 in every Greater Manchester borough – by 2028 and within the next Mayoral term.

We will sustain our ground-breaking A Bed Every Night scheme at its current level throughout the entirety of the next Mayoral term. We remain completely committed to ending rough sleeping in our city-region and that will never change. I will continue to donate 15% of my salary every month to support A Bed Every Night.

The ‘MBacc’

If re-elected, I will set a new mission for our city region: to be the first in the UK to give our young people a genuine and equal alternative to the university route.

Of all the issues that Westminster has neglected, technical education stands out. Under successive governments, the country has unforgivably and unfairly failed to lift the aspirations and life chances of over half of the young people in Greater Manchester.

For too long, education policy in England has been dominated by the university route. Given that two thirds of young people in Greater Manchester don’t currently pursue that path, they are being let down by an education system not designed for them. This is wrong. It must change.

Using new powers granted to us by the Trailblazer devolution deal, Greater Manchester is now ready to rebalance the system and create an equal, alternative path for our young people.

So, starting this September, we will begin to introduce the MBacc (Greater Manchester Baccalaureate) – a new technical education pathway starting at age 14 which will directly connect our young people with high-quality opportunities across the fast-changing economy of Greater Manchester.

We will build the new system through the academic years so that, by 2030, all students in Year 11 who want to pursue technical options will be able to apply online via a centralised applications system (GMACS). For T levels or other technical qualifications at different colleges but, critically, with an attached work placement at a named employer. We have already secured the support from some of our biggest business names for the MBacc and we will continue to build the network of supporters. These brands will give the prestige to the MBacc that the Russell Group gives to the university route.

We will ask our public sector employers in the GM family to lead the way in establishing the MBacc – providing work placements and new career pathways. In particular, we will create a Blue Light pathway for those who want to work in emergency services and a Bee Network pathway for those who want to work in public transport.

While the English Baccalaureate (EBacc) concentrates on the subjects most valued by universities, the MBacc will focus on those most valued by Greater Manchester employers.

Later this year, in consultation with our schools and businesses, we will set out the first MBacc list of subjects linked to our seven gateways into the GM economy to help guide the options taken by our Year 9s. For those taking their GCSEs this summer, we will bring forward the first offer of T Levels linked to high-quality work placements, via a central application system, to start in September 2024.

The idea of a central application system for the best T Levels and work placements is important. It means they will be opened up to any young person growing up anywhere in Greater Manchester. Crucially, it opens up the possibility of allowing young people to apply in Year 11 for the work placement offered by named, prestigious employers. That is where the MBacc could be a real game-changer.

To support this new approach, which will see greater specialisation by our colleges and young people possibly travelling longer distances, I am committing to maintain the Our Pass – the free bus pass for 16
to 18-year-olds – for the entirety of the next Mayoral term. To build on that, I will also introduce new, half-price Bee Network monthly passes for 18 to 21-year-olds. This will support the introduction of the MBacc and help ensure that financial considerations do not limit young people’s horizons. The new half-price pass will also help university students and make Greater Manchester an even better place to study than it already is.

My goal is to create two clear equal routes at 14 – one academic and one technical – that give everyone a clear path and maximise their life chances. So alongside the well-understood path of EBacc-ALevels-UCAS-university, there will be a new one of MBacc-TLevels-GMACS-apprenticeship. The aim is to create complete parity between the two.

If we are to succeed, we will need to achieve a significant expansion in the number of apprenticeships and degree apprenticeships, including in SMEs. We will therefore accept the proposal put to us by the think tank Onward to set a “big and visible” target for apprenticeships and an accompanying Apprenticeships Accelerator initiative to achieve it. In fact, we will set a target for each of the five years from 2025 to 2030 for both apprenticeship and degree apprenticeship starts – as part of a rolling plan to support the MBacc.

Our commitment to parity between the academic and technical routes is a serious one. So, working with colleagues in the co-operative sector, we will pilot the “Halls of Apprentice” concept – living accommodation for young people who wish to move across the city-region to take up apprenticeship opportunities. The ability to live independently at 18 should be available to all young people, regardless of which path they are on. We will ensure that there are sufficient supported pathways for young people who are neurodiverse, have learning disabilities, special educational needs or other disabilities. We will work with employers to help them make the reasonable adjustments needed. Our goal of a path for everyone is a deadly serious one.

The MBacc will be the UK’s first integrated, employer-driven technical education system. We have established an Employer Integrated Board to sit above it to ensure it is always shaped by the changing needs of employers and the GM economy. It will evolve into an all-age system as we integrate adult education funding into it and make the case for further devolution from the Department of Work and Pensions.

We are grateful to the Greater Manchester Chamber of Commerce for the outstanding support they have given to us as we have built our vision for technical education. Given the needs of our employers and the wider economy, the Chamber have called for a rapid roll-out of the all-age system and, to support it, returns to the Apprenticeship Levy so that it can be used much more flexibly, with firms able to invest in a variety of accredited skills and training. This is important if we are to respond more quickly to sector-specific skills shortages and address the significant long-term decline in employer-led training and development. Alongside that, the Chamber argues for more training to enhance the skills of existing staff in management and leadership skills as well as innovation skills so that businesses can achieve the biggest productivity gains from new technology. They also identified shortfalls in specialised tutors in FE as a potential risk to the development of the system and believe greater business engagement with education is needed to address this.

So, to deliver all this, we will make the case to the next Government to allow Greater Manchester more devolved control of funds raised by the Apprenticeship Levy in our city-region and the ability for it to be used as a much more flexible fund in the building of our new integrated all-age system.

Going forward, the idea is that, every day in every community, people are able to access simple support and advice to improve their physical and mental health and deal with the problems and issues they may have.

To work properly, Live Well support needs to be both purposeful and structured and available within walking distance in every locality in GM.

To achieve that full vision, we want to explore ways in which we might create a new partnership between primary care and services provided by the Department of Work and Pensions.

We have two pieces of important evidence to support our case.

First, we have learnt from our Housing First pilot that, if people are set up to succeed, the vast majority will. If you lift people with the greatest challenges out of the bureaucracy of public services, and give them time and breathing space to recover, they mostly do.

Second, from our Working Well programme, we have seen how positive personalised support, particularly focused on people's mental health, is more successful at putting people on a path towards work than a traditional, more tick-box approach.

The problem is that these pilots are the exception rather than the norm. The benefits system, with all of its accompanying bureaucracy and sanctions, can often leave people feeling worse about themselves and further away from work. It is based on a distrust model and rules designed to catch people out rather than an approach that builds trust, self-esteem and readiness for volunteering and work.

After the next election, we will ask the incoming Government to make Greater Manchester the test-bed for an entirely different way of providing social support and social security in the 21st century.

On the Live Well foundations we have already created, established by the extension of social prescribing in recent years, we will ask for devolution of employment support funding and changes in the way the local Job Centre Plus estate is used. Using the flexibility that comes with our new single settlement, we will seek to create a single Live Well service connecting DWP resources, primary care social prescribing and new funding from the GM level switched towards prevention.
3. COMPLETING THE BEE NETWORK VISION

If re-elected, I will accelerate the introduction of the full Bee Network, seeking to complete it within the next Mayoral term.

This means, by 2028, GM will have a fully integrated tap-in-tap-out public transport system, uniting bike, bus, tram and train under the Bee Network umbrella.

We will expand the number of commuter rail lines we wish to add to the system to eight and speed up their integration. This will give residents in all parts of the city-region, and beyond our borders, the ability to make journeys using a variety of transport modes all covered by the daily fare cap.

We will establish a Liverpool-Manchester Railway Board to oversee the creation of a publicly operated railway – the Liverpool and Manchester Railway – serving the North West of England.

We will bring forward plans for Metrolink expansion and will prioritise Middleton, Heywood and Stockport and build a business case for Bolton working with Government, for better connectivity arising from new extensions. We will also bring forward a new stop at Sandhills in North Manchester to unlock 5000 new homes.

We will complete the building of a new rail station in the Wigan borough at Golborne in the next Mayoral term – the first new station in Greater Manchester in 30 years.

We will introduce a new simpler, flatter fairer fare structure from January 2025, further reducing the cost of travel for all of our residents in GM. The cost of an ‘onibus’ weekly will fall to £20 and a monthly by over £5 to £80.

We will work with Greater Manchester’s credit unions to create a new scheme whereby annual Bee Network passes – and the discount that comes with purchasing up front – are made available to people on lower incomes who would otherwise struggle to afford the initial outlay.

People will be able to get an annual pass by signing up to their local Credit Union and making weekly no-interest repayments over the course of the year. This will significantly reduce the weekly cost of travel for many of our residents and increase the numbers of people who are able to benefit from everything our excellent credit unions have to offer.
Beyond our three big ideas, and building the Bee Network, we will continue to work at every level across our city-region in every community to improve people’s quality of life.

**Safety**

Safety is one of the most basic human needs. All of our other ambitions for Greater Manchester won’t be achieved unless people have a sense of safety in their homes, communities and as they travel across our city-region.

In Greater Manchester, we know there are challenges with levels of crime and anti-social behaviour. When 2000 police officers were cut from our force between 2010 and 2017, it left too many of our communities too exposed. Since 2017, we have stopped the cuts and built GMP back up to where it should be. In my time in office, front-line policing in GM has been strengthened by over 1600 additional warranted officers. New, dedicated neighbourhood policing teams are being introduced across the city-region. The decision to bring new leadership into our force has led to a culture change within the organisation. GMP has recently been judged to be the fastest-improving police force in England and Wales by His Majesty’s Inspectorate of Constabulary and Fire and Rescue Services (HMICFRS).

The introduction of Operation Vulcan in Cheetham Hill, now extended to Piccadilly Gardens, is evidence of the change in GMP. It represents a much more proactive approach to policing which is appreciated by our communities. If re-elected, I will ask GMP to extend the Operation Vulcan model to our 10 boroughs, asking our Community Safety Partnerships to nominate a priority local area, and also around Victoria and Piccadilly stations.

In the difficult times in which we live, hate crime has been on the rise. This is a form of crime which has a devastating impact on individuals and communities. It can have a severe impact on people’s mental health and well-being and also raise tensions in communities, creating the prospect of further crime. If re-elected, I will ask GMP to consider introducing a new service standard for responding to hate crime, similar to that for household burglary: for instance, speaking to every complainant in person. It is essential that the GM public can see that all incidents are treated in the same, even-handed way.

One of the main reasons why too many young people get caught up in crime has been because they lack good employment and educational opportunities – or the ability to access them. If we want to truly shift the dial on criminal activity in our city region, we need to focus on the causes of crime too, providing opportunities and support to those we know are at risk of grooming by criminals before it’s too late.

If re-elected, I will break the cycle of the ‘school-to-prison’ pipeline by asking our widely-respected Violence Reduction Unit to work closely with the MBacc team to create a new referral pathway for young people in GM at greatest risk. The aim will be to create highly personalised pathways into training and work, with wider life advice and support, for young people who might otherwise end up on a destructive path.

This work could be strengthened by a proposal from the Centre for Social Justice. They have called for attendance mentors to tackle the scourge of absence from education. We are open to establishing a pilot with the CSJ to consider how attendance mentors might support the work of the VRU and the personalised pathways we seek to develop via the MBacc.

We will also maintain a strong focus on young people who are at risk of child sexual exploitation, giving a high priority to improving our response to this issue.

By 2030, we will achieve a 100% zero emission bus fleet in GM – giving us the UK’s first integrated zero carbon public transport system at street level. We will improve the coverage of EV charging in all of our communities.

We will ensure that the introduction of the full Bee Network enables Greater Manchester to meet its legal obligation to achieve clean air compliance by 2026. We will continue to resist the introduction of a charging Clean Air Zone. We urge the Government to accept our proposal for an investment-led approach to reducing air pollution. If the Government insists on a charging zone, against the wishes of Greater Manchester, we will step up our opposition and consider all options to stop it.
both past and present. We will complete the fourth stage of our assurance review and maintain full support for GMP’s ongoing investigations and the crucial work of its force-wide team.

We recognise that the pressures on young people are greater these days. It is a fact that some are not as safe or as secure as they were even within their own homes. To respond to this, I am ready to answer a call I have heard repeatedly from young people across our city-region: to have a safe space for them, on evenings and weekends, which is within easy walking distance within every locality. We already have an excellent network of youth zones and hubs but, in the next phase, we will ensure there is somewhere for young people to go in every part of GM.

We will continue to support the vital work of our Gender Based Violence Board in tackling violence against women and girls.

We are proud of our #IsThisOK campaign and will consider ways in which its reach and impact can be increased.

We have received strong representations from three trade unions on issues related to the safety of women and girls, particularly at work. As a union of 75% women members, Unison has called for stronger action on women’s safety.

In response, we will ask the Gender Based Violence Board to pioneer a new collaboration with employers to ensure all workplaces are safe places, free from any form of gender-based violence, and where those experiencing it can be helped to access support. We will consider how the Greater Manchester Good Workforce Board can be involved.

We will continue to call on the Government to allow GM to outlaw out-of-area taxi and private hire working – recognising the negative implications for public safety of the deregulated system – and revive efforts for more consistent taxi standards across GM.

Mobility

Our clear policy is to create a city-region that helps everyone to move around in the way that works for them.

Our priority is improving public transport through the Bee Network. But the great thing about giving people a better public transport system is that it gives people more incentive to leave the car at home and get active – either by walking or cycling the first or last mile.

One of the ways in which police forces can respond to unfolding incidents or missing persons is by using roadside ANPR infrastructure. Unfortunately, GMP currently has one of the least developed ANPR systems of any of the big city forces. However, for retrospective investigations, it is able to apply to use data from the camera infrastructure set up in anticipation of the introduction of the Clean Air Zone and that has led to charges being brought for very serious crimes. We believe it would enhance public safety in GM for GMP to be given permanent real-time access to this camera infrastructure and we will make that request to the Government as part of the final negotiations on the CAZ. If agreed, GMP would go from having one of the poorest ANPR systems to the one of the best.

We are extremely proud of Greater Manchester Fire and Rescue Service and the improvements it has made in recent years. Following its recent inspection by HMICFRS, it is now recognised as the best-performing brigade in the country. To maintain that progress, and improve the safety of everyone in our fast-growing city-region, we will increase the number of operational pumps to 52 and set that as the new minimum level with the same established staffing levels. We will ask GMFRS to consider ways in which it can increase the safety of GM residents, including by playing a significant role in the delivery of the new property checks. We will also work with them to see whether there is a better way of supporting our firefighters to deliver an emergency medical response, learning from the previous experience.

We want to give more children in Greater Manchester the opportunity to cycle to school. So, building on the success of our School Streets pilots, we will allocate a dedicated pot of funds from our CRSTS allocation to enable every borough to create a set of school streets, with the ambition of creating 100 school streets across the city-region in the next Mayoral term. We will ask TfGM to create a guide for communities who want to deliver one and a clear step-by-step process. We will work with districts, TfGM and GMP to create
a permanent system of enforcement so that School Streets don’t have to rely on volunteers.

We will also make funding available for new schools crossings on roads that are not suitable for a School Street.

We recognise that our disabled and older residents can face some of the biggest barriers in getting out and about. Pavement parking can pose real problems for people in wheelchairs or on mobility scooters and we will continue to press for powers to address it.

Over half of our rail stations do not have step-free access and we salute the campaign of GM resident Nathaniel Yates on this critically important issue. So far, the rail industry has comprehensively failed to address it. While some of our stations will soon be made accessible, we have not seen the urgency from the rail industry that we requested in the last Mayoral manifesto. A different approach is now needed. As Chair of the Rail North Committee, I have asked Transport for the North to set a clear ambition of making all rail stations in the North of England accessible within a decade. If re-elected, I will bring forward a plan to achieve this in GM, including the widespread devolution of station assets so we can bring forward creative ways of regenerating them and unlock new funding to make them accessible to all.

We have also heard how many people who need to travel with a carer are restricted from doing so because of the cost and the lack of a concessionary pass for carers in GM. This is not acceptable. It is time that this issue was fixed. If re-elected, I will bring forward options for a GM Carer’s Pass before the end of this year.

Beyond this, we will:

- continue to expand our Starling hire bikes scheme and integrate it into the rest of the Bee Network
- consider the results of the ‘bikes on trams’ pilot scheme and consider how this flexibility can be safely introduced
- make sure that active travel options are promoted prominently on the Bee Network App
- ask all of our districts to establish a local Bee Network Committee so that they can begin to make recommendations for new and restored local bus routes.

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consider how our postmen and women might play a greater role in supporting people in their homes.

Second, working with the Manchester Camerata and other music organisations in the city-region, we will establish a new network of Music Champions providing music therapy in community settings. We believe this could benefit professional musicians working in our city-region to supplement their income outside of performances and capitalise on our status as one of the world’s leading music cities. We believe music has untapped potential to support people living with dementia and our aim over the next Mayoral term is to unlock it. Overall, we want to make Greater Manchester a centre of excellence when it comes to music and dementia.

Beyond this, we will:

1. work with our VCSFE organisations as equal partners in the delivery of the ambitions set out in this manifesto, and the Greater Manchester Strategy, and commission them accordingly
2. continue to support the community-led approach to violence reduction and the pilots established by our Violence Reduction Unit
3. unite our food security, digital inclusion and homelessness action networks, together with local climate and green space action groups, via GMNetworksConnect – the “network of networks” idea pioneered by the Reverend Ian Rutherford. GMNetworksConnect will be crucial if we are to deliver our Live Well ambitions. We will create an independent digital platform for it to nurture a community of common practice around bottom-up action across GM to improve our places and increase support for people in need.

Prosperity

In many ways Greater Manchester is a success story, with huge development around the urban centre heralding business growth and economic opportunity. But our growth story is still a tale of two halves.

While some areas have seen inward investment, others are still waiting.

In the next stage of Greater Manchester’s development, we need to take decisive steps to ensure that prosperity and opportunity are more evenly spread.

It is not enough for us to sit and wait for growth in the urban core to trickle down to our residents. A model of growth restricted to the service economy will not meet the needs of all our city-region’s diverse communities.

If re-elected, I will make bringing new prosperity to the north of Greater Manchester a high priority. I will give strong support to Atom Valley – our plan for a world-class cluster in advanced materials and manufacturing bringing new prosperity to Rochdale, Bury and Oldham – and maintain the highest ambitions for the employment we will bring to the site.

I will shortly bring forward a plan to connect Atom Valley to the Metrolink network as well as serving nearby Middleton, Heywood and on to Bury.

We are proud of what has been in achieved in town centre Stockport through the creation of the Mayoral Development Corporation. This shows how the strength of our city is now beginning to lift the proud towns around it. It is exciting to see the same approach starting to spread, particularly to places like Farnworth.

I will ensure that this successful model of town centre regeneration is made available to all districts in GM.

Bolton Council has indicated its wish to set up a new Mayoral Development Corporation based on the Stockport model covering Bolton town centre. If re-elected, I will ask the GMCA to move quickly to establish the new Bolton MDC under a high-profile chair. The council has already made a great start with new start-up space and residential development coming to the town centre and this is the perfect time for an MDC to bring a much bigger vision for Bolton together.

There is similar work underway by Tameside Council in Ashton. I will give strong backing to the new Ashton Mayoral Development Zone as it brings forward plans for investment in the town centre and Ashton Moss.

More broadly, we will bring forward detailed plans for all of our growth locations across GM.

We will stick to our plans of a net zero city-region by 2038 as it is the best chance we will ever have to re-industrialise Greater Manchester and secure high-quality, future-facing jobs. To support this, we will continue to work with our Business Board, Innovation GM and our universities on making GM the leading innovation ecosystem outside of the Golden Triangle. We are excited by GM’s emerging Golden Triangle. We are excited by GM’s emerging

Combined Authority and, through it, we will pioneer a new model of regional industrial and innovation collaboration for the UK.

We will ask our Business Board to review business support in Greater Manchester and consider proposals which have been put forward by the Federation of Small Business and the CBI. Specifically, there is a case to consider how we can better support our SMEs and whether public procurement in GM could be used more directly to support small business growth and innovation. We also need to look at what more can be done to help businesses capture productivity and efficiency gains through decarbonisation as well as by adopting new technologies such as AI. On the latter, the CBI has called for a targeted subsidised programme and we will ask the Board to evaluate that as part of its review.

Greater Manchester is known around the world for its rich musical heritage and vibrant current music scene. It is a source of huge prosperity and we need to do more to promote it. To do this, and ensure musicians and industry professionals can maintain sustainable careers in our city-region, we will accept a recommendation from our Greater Manchester Music Commission and create the UK’s first regional music export office.

The Greater Manchester Music Office will support our music industry to open up international pathways for our own artists, provide talent development and enable more international acts to play in Greater Manchester.

To tackle our legacy of inequality, and enable everyone in GM to benefit from its rising prosperity, it is essential that, at all times, GM is pursuing a model of inclusive growth rather than the extractive model of inclusive growth rather than the extractive

energetic in expanding the ‘social economy’. If re-elected, I will:

1. back our new ‘Our Business’ hub to create new social enterprises, co-operatives and community businesses – keeping the wealth created in our city-region
2. work to link all public procurement and other forms of public support to our GM Good Employment Charter – building on the success of the recent bus franchising process.

While there are things we can do to reduce inequality, bolder solutions are needed at a national level if more of our residents are to be able to live on a decent income which covers the essentials.

Up until the 1970s, our residents had a level of security through the nature of their work and housing which supported a good life. That is now eroded beyond recognition and it is clear we need a new social settlement if people’s needs are to be met without having to rely on foodbanks and other forms of voluntary support.

The evidence from our Housing First pilot is that, if you set people up to succeed, the vast majority will and, in turn, that saves money on crisis provision in other public services. For this reason, we believe the logical next step after the success of our Housing First pilot, is to bring forward a Basic Income pilot, as suggested by Compass. This would fit well with our new Live Well concept and would test whether a different, more preventative way of supporting people would lead to better use of public funds. Initially, it could be focused on reducing child poverty or young people who have experienced being in care. GM would be unable to bring this pilot forward on our own but will make the case for hosting one to the next Government.
5. CONCLUSION

Greater Manchester is a very different place today to the one I left in 1991 because I couldn’t find a decent job. Back then, we were in decline. To get on in life, my generation had to go south.

30 years on, things couldn’t be more different. Our city-region is on the up. It is the most forward-thinking place in the UK and the place to be. We are leading the way in so many ways.

And yet we still struggle with that legacy of inequality.

There are young people today growing up in Greater Manchester who can see the new skyscrapers from their bedroom windows. But they can’t see a clear path as to how they will go from where they are to making a successful career inside them.

This is our new mission: to open up our successful city-region to them.

I am more optimistic about Greater Manchester’s future than I have ever been because I believe in the coming generation of Greater Mancunians and where they will take us. Our job now is to open the doors for them, let them walk through and, on the foundations we have laid, make this place everything it can be.
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GREATER MANCHESTER LEADING THE WAY

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