

GREATER MANCHESTER INTEGRATED TRANSPORT AUTHORITY

REPORT FOR RESOLUTION

DATE: 28 AUGUST 2009

SUBJECT: MEMBERS' ALLOWANCES

REPORT OF: The Clerk to the Authority

PURPOSE OF REPORT

To present the findings and recommendations of the independent remuneration panel engaged to review Special Responsibility Allowances following a restructuring of the Authority's committee structure.

RECOMMENDATIONS

1. That the Authority determines whether or not the recommendations of the independent remuneration panel should be accepted in full or in part and to confirm that any agreed amendments to the current scheme should be back-dated to 19 June 2009, with the exception of the post of Single Equalities Spokesperson which should be effective from 28 August 2009.
2. To note that the costs of the proposed changes, resulting in a reduction in the total amount of SRA expenditure by circa 10%, will be met from within the GMITA support budget.
3. To agree the revised mileage rates detailed in the report.
4. To authorise the Clerk to make the necessary changes to the Authority's Constitution.
5. To request officers to prepare guidance for Section 41 Spokespersons in advance of the next meeting of the Authority.

BACKGROUND DOCUMENTS

File on Members Allowances kept in GMITA office
Minutes of the Authority 19 June 2009

CONTACT OFFICER

Terry Bowers Committee Services Manager

0161 234 3302

1. Background

- 1.1 At its meeting on 19 June 2009 the Authority requested the Clerk to convene an Independent Remuneration Panel to review the Special Responsibility Allowances (SRAs) payable to members to reflect the Authority's new committee structure.
- 1.2 The review was carried out on 31 July 2009 and the findings and recommendations of the Panel are detailed in the attached report.

2. Summary of recommendations of Review

- 2.1 The full recommendations and the rationale behind them are detailed in the review report but in summary these are as follows:

- (a) That there be no change to the Basic Allowance and the SRA for the **Chair of the Authority**.
- (b) **Vice Chair of the Authority and Chair of Policy and Resources Committee** – that the separate SRAs for the Vice Chair of the Authority and Chair of Policy Committee are discontinued and replaced with a SRA for the Vice Chair GMITA/Chair of Policy and Resources Committee set at 75% of the Chair's SRA (which equates to £19,917 pa).
- (c) **Chair of Capital Projects Committee** – recommended that the SRA for this post be uplifted to one third of the GMITA Chair's SRA (which equates to £8,851 pa).
- (d) **Vice Chair of Policy and Resources Committee** – recommended SRA £4,979 pa (25% of SRA of Vice Chair of Policy and Resources Committee).
- (e) **Chairs of Bus Network and GMPTE Services and Rail and Metrolink Networks committees** – recommended SRA of £8,851 pa
- (f) **Vice Chairs of the Bus Network and GMPTE Services and Rail and Metrolink Networks committees** - recommended SRAs are £2,213 pa
- (g) **Leader of the Opposition Group** – recommended increase in the ratio of the SRA from just over 22% of the GMITA Chair's SRA to 25% (equates to £6,639 pa)
- (h) **Deputy Leader of the Opposition Group** – recommended SRA £2,656 pa (40% of Opposition Leader's SRA).
- (i) **Chair of Audit Committee** – recommended SRA 2,656 pa (10% of GMITA Chair's SRA)

(j) **Single Equalities Spokesperson** – recommended SRA £2,213 pa

(k) **Section 41 Spokespersons** – recommended that SRA be maintained but at current level (£804 pa), subject to indexation.

2.2 The Panel was also asked to review the current Travel and Subsistence scheme with specific reference to the Bicycle Allowance. The panel recommends that the Authority adopts the following mileage rates based on HMRC approved payments:

Motor cars and vans

Up to 10,000 miles per annum 40 p per mile (all engine sizes)

Motor cycles

24p per mile (all engine sizes)

Bicycles

20p per mile

Passenger supplement

5p per passenger per mile up to a maximum of 4 passengers

3. Spokespersons

3.1 The recommendation (j) relating to the proposed single equality spokesperson is discussed in greater detail for members' consideration and determination elsewhere on this agenda.

3.2 The role of Section 41 spokespersons was discussed as part of the 2008/9 Committee Improvement Project. The roles are a requirement of the Local Government Act 1985. It is recommended that officers should bring guidance on the nature and duties of Section 41 spokespersons to the next meeting of the Authority, so as to assist those members in fulfilling this role.

4. Recommendations

4.1 A detailed set of recommendations appear at the front of this report.

**Sir Howard Bernstein
Clerk to the Authority**

A Review

Of

Members' Allowances

For

**The Greater Manchester
Integrated Transport
Authority**

The Sixth Report

By the

**Independent Remuneration
Panel**

**Bill Berry
Dr Declan L. G. Hall (Chair)
Angie Robinson**

August 2009

Foreword

This report arises out of the sixth independent review of Members Allowances for what is now the Greater Manchester Integrated Transport Authority (GMITA – since February 2009). The first review for the then Greater Manchester Passenger Transport Authority (GMPTA) was carried out by an independent remuneration panel (IRP) established in 2001 to make recommendations to the Greater Manchester Passenger Transport Authority (GMPTA) on the range and levels of remuneration for elected Members. The Greater Manchester Integrated Transport Authority (GMITA), unlike all district authorities, has never been required to establish its own IRP and pay regard to its recommendations before it makes or amends a new scheme of allowances, or amends aforesaid scheme. The then GMITA entered into the spirit of the requirements of the 2001 Members' Allowances regulations which applied to principal authorities only by appointing an IRP to provide it with advice.

However, the *Local Authorities (Members' Allowance) (England) Regulations 2003*¹ and subsequent amendments required all joint authorities to make new allowances schemes that provided for, *inter alia* local discretion on travel and subsistence, setting of new schemes and Co-optees' allowances. In keeping with the previous spirit of seeking independent advice the GMPTA again sought advice from its non-statutory IRP to assist the GMPTA in complying with the 2003 Members' Allowances Regulations before it determined a new scheme of allowances. This third review was completed in June 2003 and the main recommendations accepted by the Authority. The fourth review was prompted by the fact that the current scheme has been in place for over 3 years and it is a requirement for districts to review their schemes at least every four years, thus the GMPTA was also acting in the spirit of the regulations as applied to districts; and on-going developments in the national public transport agenda impacting on the work of the GMPTA and its Members.

The fifth review in October 2008 was prompted by changes in political structures based on the priorities of the new administration. The fifth review was partly related to on-going developments in the Authority and the need to recognise the new political reality and maintain stability while promoting best practice in setting up a new Audit Committee. The other driver was the statutory requirement to obtain a fresh authority to continue indexation of allowances from 1 April 2008. The fifth review, as a minor review was carried out by Dr Hall, acting as sole consultant, in lieu of the establishment of a new IRP.

This, the sixth review sees the establishment of a new IRP, which in effect is the Manchester City Council IRP, to review allowances in light of the change in political management structures of GMITA. As, such this review is not revisiting the fundamentals but is concerned with reassigning the total spend on Special Responsibility Allowances (SRAs), which if the Authority accepts the IRP's recommendations will result in a minor decrease in total spend on SRAs and the number of SRAs payable

Dr Declan Hall
Chair of the Independent Remuneration Panel

¹ See Statutory Instruments 2003 Nos. 1021, 1022 and 1692 for further details.

Executive Summary

SRAS currently paid (2008/09) and Proposed (2009/10)			
Posts 2008/09	SRAs 2008/09	Posts 2009/10	SRAs 2009/10
BAND 1		BAND 1	
Chair GMITA	£26,556	Chair GMITA	£26,556
BAND 2		BAND 2	
Vice Chair GMITA	£16,734	Vice Chair GMITA/Chair Policy & Resources Committee	£19,917
Chair Policy Committee	£16,734		
BAND 3		BAND 3	
Chair Transport Network Committee	£8,424	Chair Bus Networks & GMPTE Services Committee	£8,851
		Chair Rail & Metrolink Networks Committee	£8,851
Chair Development & Operations Committee	£8,424	Chair Capital Projects Committee	£8,851
BAND 4		BAND 4	
Opposition Group Leader	£5,964	Opposition Group Leader	£6,639
BAND 5		BAND 5	
Vice Chair Policy Committee	£4,542	Vice Chair Policy & Resources Committee	£4,979
Chair Performance Management Committee	£4,542		
BAND 6		BAND 6	
Opposition Group Deputy Leader	£2,340	Opposition Group Deputy Leader	£2,656
		Chair Audit Committee	£2,656
BAND 7			
Vice Chair (Bus) Transport Network Committee	£2,214	Vice Chair Bus Networks & GMPTE Services Committee	£2,213
Vice Chair (Rail) Transport Network Committee	£2,214	Vice Chair Rail & Metrolink Committee	£2,213
Vice Chair Performance Management Committee	£2,214	Vice Chair Capital Projects Committee	£2,213
Chair Audit Committee	£2,214	Equalities Spokesperson	£2,213
Chair Bus Shelters Committee	£2,214		
BAND 8		BAND 8	
Spokesperson Women's Transport	£1,170		
Spokesperson Equalities	£1,170		
Spokesperson Youth	£1,170		
BAND 9			
Section 41 Spokespersons: 10 X £804	£8,040	Section 41 Spokespersons: 10 X £804	£8,040
Total Sum Payable on SRAs	£118,880		£106,847
Number of SRAs Payable	27		22

Introduction

The Regulatory Context and Paying Regard to Nominating Districts

1. The review has been conducted in the context of the *Local Authorities (Members' Allowances) (England) Regulations 2003* (SI 1021), which came into force on 1 May 2003. The main aspects of the regulations that apply to the GMITA require the Authority to determine most aspects of its own scheme of allowances. Moreover,

All secondary authorities which set up allowances schemes for their members will be required to have regard to the recommendations of the reviews of those authorities which make nominations to the secondary authority.²

2. There is currently no statutory requirement for secondary authorities such as the GMITA to establish their own allowances panels to provide independent advice on their allowances schemes, thus the provision to require them to refer to nominating authorities when setting their own allowances schemes.
3. **This review has fulfilled the Authority's regulatory requirement to pay regard to the recommendations of the reviews of appointing authorities through its deliberations (see below).**
4. In the spirit of transparency and in line with good practice GMITA has commissioned this independent review by its non-statutory independent remuneration panel (IRP) to provide advice to the Authority on allowances that go beyond the regulatory minimum requirements and as such has applied similar principles to its review that district authority reviews utilise. The review has also been conducted within the spirit of all the regulations that apply to district authorities except where there is ITA related reason not to.
5. The 2003 Regulations issued by the Office of Deputy Prime Minister (ODPM – since replaced by the Department of Communities and Local Government) require joint authorities to establish their own scheme of allowances that:
 - Provide for the payment of a Basic Allowance, which shall be the same amount for each Member.
 - May provide for the payment of a Special Responsibility Allowance (SRA) to those Members who have such special responsibilities as defined in the regulations.
 - May provide for the payment of travel and subsistence allowances and how and what rates are payable
 - May provide for the payment of a Co-optees' Allowance
 - May provide for annual adjustments by reference to an index

² Paul Rowsell, Head of Democracy and Local Governance Division, ODPM, The Local Authorities (Members Allowances) (England) Regulations 2003, Annex B, Written Statement, Covering Letter, 2 April 2003.

- May provide for backdating of amendments with effect from the beginning of the financial year
 - May provide for payment to be withheld for a period in which a Member is suspended
6. All Joint Authorities are also required to:
- Publish their Scheme of Allowances
 - Maintain a record of allowances paid to Members, with such record being available for inspection at all reasonable times.
 - Publish a list of allowances payments made at the end of each year.
7. There is no express power or requirement for Joint Authorities to:
- Make direct provision for the payment of a Dependents' Carers' Allowance (DCA)
 - To permit Members to join the Local Government Pension Scheme (LGPS).
 - Establish an independent remuneration panel
8. The 2003 Regulations terminate the ability of joint authorities to pay the following:
- Attendance Allowances
 - Conference Attendance Allowance

The Review

9. GMITA re-established a new IRP to carry out this review of allowances, which consisted of the following:
- Bill Berry – Unison North West
 - Dr Declan Hall – Institute of Local Government, University of Birmingham (reappointed Chair)
 - Angie Robinson – Greater Manchester Chamber of Commerce
10. The Review was supported and serviced throughout by the following Officer:
- Terry Bowers, Committee Services Manager
11. The Panel would like to record their gratitude to the Members and Officers of Greater Manchester Integrated Transport Authority for ensuring the work of the Review was adequately supported and conducted in an efficient and effective fashion by facilitating requests for information and in meeting with the Panel.

Terms of Reference

12. The terms of reference for this review are to make recommendations to the GMITA on Special Responsibility Allowances to reflect the workloads and responsibilities of the new political management structures.
13. The Panel was also asked to review the current Travel and Subsistence scheme with specific reference to the Bicycle Allowance.

Methodology and Statutory Requirements

14. The IRP visited the offices of the Greater Manchester Integrated Transport Authority in Manchester Town Hall and at GMPTE headquarters in Piccadilly Place, Manchester on 31st July 2009 to consider all the relevant information and meet with Members and Officers of the Authority before arriving at the recommendations set out below – see Appendices for Members and Officers who met with the IRP and other evidence considered.
15. As per the regulatory requirements, **the IRP confirms that in arriving at the recommendations contained within this report it has paid regard to the recommendations of the Independent Remuneration Reviews in the ten constituent district authorities of Greater Manchester.** In particular, the IRP has paid regard to allowances payable in the districts in Greater Manchester and comparative practice in the constituent and other relevant authorities, insofar as the most recent information can be readily obtained.

Principles of the Review

16. The IRP has been guided by its previous overarching principle; namely that it should seek to minimise barriers to public service while not making recommendations that lead to Members standing for and remaining on the GMITA primarily for financial reasons.
17. More specifically, the IRP is keen to ensure that the current level of spending on SRAs should not be increased particularly in the current economic context. Further the Panel did not receive any indication at this stage that the work and responsibility of the Authority as a whole has increased thus necessitating an increase in the total sums payable.
18. As such the Panel has been concerned with modifying the current scheme to reflect the new political management arrangements.
19. Finally, the Panel notes that if its recommendations are accepted it should result in a minor decrease in the current levels payable on SRAs.

Basic Allowance and Chair's SRA – Still appropriate

20. Although not part of the terms of reference a health check was carried out to see how the Basic Allowance and Chair's SRA compared with those paid in other GMITAs. As Table 1 below shows the Basic Allowance and Chair's SRA in the GMITA is marginally above the median paid in all ITAs and GMITA Members are paid comparable with their peers. **Thus, the Panel recommends no change to the Basic Allowance and the SRA for the Chair of the GMITA.**

Table 1: BA and Chair's SRA paid in the ITAs 2008/09

Metropolitan GMITA	Basic Allowance	Chair's SRA
Greater Manchester	£4,152	£26,556
Merseyside	£5,675	£37,291
South Yorkshire	£3,426	£13,233
Tyne & Wear	£3,039	£11,930
West Midlands	£3,692	£25,841
West Yorkshire	£4,764	£33,648
Mean	£4,122	£24,750
Median	£3,992	£26,199

21. The other main observation is that the GMITA did have extensive political management structures particularly compared with the South Yorkshire and Tyne and Wear ITAs, which has led to a large number of Members receiving a SRA but the recommendations contained below reduce that list from 27 to 23 SRAs potentially payable, out of a total of 33 Members. However, it is noted that 10 of the potential SRAs payable are for Section 41 Spokespersons which are often not paid in reality due to the 1 SRA only rule.

Recommendations

Vice Chair of GMITA and Chair of Policy and Resources

22. Historically the Vice Chair of GMITA and the Chair of Policy have been two separate remunerated roles. However, the reality of the present joint administration arrangements is such that it is now held by one person. Moreover, the Policy Committee has now got an expanded remit and is now the Policy and Resources Committee. It has taken on overall responsibility for overseeing performance and its major role over the next 2 years will be to set the policies for the 3rd Local Transport Plan, which is now the sole responsibility of the GMITA rather than a joint responsibility with AGMA.
23. The Panel has decided that the Vice Chair of GMITA has and will continue to hold the Chair of Policy and Resources for the foreseeable future rather than have separate provision for the two posts by making a single recommendation that also recognises the slightly enhanced role.

24. The Vice Chair's SRA was originally set at 65% of the Chair's SRA, the Panel has decided to increase this ratio to 75% of the Chair's SRA.
25. Thus, **the Panel recommends that the separate SRAs for the Vice Chair of GMITA and Chair of Policy are discontinued and replaced with a SRA for the Vice Chair of GMITA/Chair of Policy and Resources.**
26. **The recommended SRA for the Vice Chair of GMITA/Chair of Policy and Resources should be set at 75% of the Chair's SRA (£26,556), which equates to £19,917.**
27. The Panel notes that this would make the Vice Chair of GMITA the highest paid amongst the six ITAs, however the GMITA Vice Chair has a large remit with the expectation of chairing an enhanced Policy and Resources Committee. If the posts are separated in the future the Panel will take a further view when the changes are implemented.

Chair of Capital Projects Committee

28. In effect the Capital Projects Committee is the successor to the now abolished Development and Operations Committee. On the one hand this committee has lost its operations function but on the other has gained overall responsibility for approving all releases for capital schemes, within the capital programme as agreed by the Policy and Resources Committee. It also has a larger capital projects budget to oversee.
29. The Development and Operations Committee was perceived as a major committee of the GMPTA, on a par with the Transport Network Committee (now abolished – see below) and there is no reason to see the Capital Projects Committee any other way, with a small uplift to recognise the larger capital budget.
30. The Chair of the Development and Operations Committee was paid a remuneration originally set at 30% of the Chair's SRA. The Panel has decided to uplift this to one third of the Chair's SRA.
31. **The recommended SRA for the Chair of the Capital Projects Committee is £8,851.**

The Vice Chair of Policy and Resources Committee

32. The SRA for the Vice Chair of the then Policy Committee was originally set at just over 25% of the SRA for the Policy Committee's Chair. The Panel feels that 25% is still an appropriate ratio for the Vice Chair of the new Policy and Resources Committee
33. **The recommended SRA for the Vice Chair of the Policy and Resources Committee is £4,979.**

The Chairs of Bus Network & GMPTE Services and Rail & Metrolink Networks Committees

34. These two committees replace the Transport Network Committee (TNC) -. The TNC was on a par with the Development and Operations Committee and the Panel feels that the two new full committees – Bus and GMPTE Services and Rail and Metrolink Networks Committees – should be placed on a par with the Capitol Projects Committee due their enhanced status by taking on operational functions that previously lay with the Development and Operations Committee.
35. **The recommended SRAs for the Chairs of the Bus Network and GMPTE Services and Rail and Metrolink Networks Committees are £8,851.**

The Vice Chairs of the Bus Network & GMPTE Services and Rail & Metrolink Networks Committees

36. These posts are new posts and have no corresponding predecessors. However, the common practice for this Panel is to set Committee Vice Chairs' SRA at 25% of their Chair's SRA.
37. The Panel has decided to maintain this ratio for the Vice Chairs of Bus and GMPTE Services and Rail and Metrolink Networks Committees and set their SRA at 25% of the recommended SRAs (£8,851) for their respective Chairs.
38. **The recommended SRAs for the Vice Chairs of the Bus Network & GMPTE Services and Rail & Metrolink Networks Committees are £2,213.**

The Leader of the Opposition Group

39. The Panel received no representation to increase the SRA for the Leader of the Opposition Group and it is noted that the SRA for the Leader of the Opposition Group is on a par with the median paid in other ITAs, and only marginally below the average SRA paid to Opposition Group Leaders in other ITAs.
40. However, the Panel took the view that the current administration arrangements warranted a well supported Opposition. The SRA for the Leader of the Opposition Group was originally set at just over 22% of the Chair's SRA. The Panel has decided to increase this ratio to 25%.
41. **The recommended SRA for the Leader of the Opposition Group is £6,639.**

The Deputy Leader of the Opposition Group

42. The SRA for the Deputy Leader of the Opposition was originally set at 40% of the Opposition Leader's SRA. The Panel can see no reason to alter this ratio vis-à-vis the recommended SRA for the Leader of the Opposition Group.

43. **The recommended SRA for the Deputy Leader of the Opposition is £2,656.**

Chair of Audit Committee

44. At the time of the previous review the Audit Committee was a new post but it has now settled in. While the Chair has limited decision making powers in relation to the Authority accounts the committee has an expanded remit by taking on the performance management function.
45. The SRA for this post was originally set by placing it on a par with Vice Chairs (Bus and Rail) of the Transport Network Committee. The enhanced remit merits a slight increase in the SRA and should be set at 10% of the Chair's SRA, which incidentally is on a par with the recommended SRA for the Deputy Leader of the Opposition Group.
46. **The recommended SRA for the Chair of the Audit Committee is £2,656.**

The Equalities Spokesperson

47. The Panel was informed that the Authority intends to amalgamate the 3 existing posts of Equalities, Youth and Women's Transport Spokespersons into one Equalities Spokesperson post with an enhanced responsibility to report back to the Authority. While this amalgamation has yet to occur the Authority has asked to take an initial view on the proposal.
48. While it is always difficult to ascertain the size of a role without having experience of it the Panel takes the view that the amalgamation of the current posts of Equalities, Youth and Women's Transport Spokespersons into one post will result in synergies and economies of scale and will be less than the sum of the whole.
49. As a result the Panel has simply decided to place the post on a par with the Vice Chairs of the Bus Networks and GMPTE Services, Rail and Metrolinks and the Capital Projects Committees.
50. **The recommended SRA for the proposed Equalities Spokesperson is £2,213.**

Section 41 Spokespersons

51. **It is recommended that the SRAs for the Section 41 Spokespersons be maintained but the current level unaltered - £804, subject to indexation.**

The Co-optees' Allowances

52. **The Panel recommends no change to the current scope and level of Co-optees' Allowances payable.**

Mileage Allowances

53. The current car and van mileage allowances are based on outdated National Joint Council (NJC) rates as follows:

Engine Size	Pence per mile
Up to 999cc	36.4p
1000cc – 1199cc	40.2p
Over 1199cc	49.9p

For first 8,500 miles

54. The relevant NJC rates for 2008/09 were: are

Engine Size	Pence per mile
Up to 999cc	42.9p
1000cc – 1199cc	46.9p
Over 1199cc	58.7p

55. However, it is noted that many of the AGMA authorities have altered their Members mileage allowances to reflect the rates approved by HMRC, which also have the benefit of being tax neutral. The Panel not only feels that the HMRC car mileage rates are more environmentally friendly but feel they should also apply to all applicable mileage rates as determined by HMRC.
56. **It is recommended that GMITA adopt the following mileage rates based on HMRC approved payments**

Motor Cars and vans

Up to 10,000 miles per annum 40p per mile (all engine sizes)

Motor cycles

24p per mile (all engine sizes)

Bicycles

20p per mile

Passenger Supplement

5p per passenger up to a maximum of 4 passengers

Implementation of Recommendations

- 57. As permitted by the 2003 Members' Allowances Regulations (paragraph 10. (6)) it is recommended that the amended scheme of allowances as approved by GMITA arising from this review should be implemented from the date of the AGM 2009/10 or at any date thereafter agreed by the Council.**

APPENDIX ONE: Members and Officers who met with the IRP

Members:

Cllr K. Whitmore	Chair of Authority (Lib Dem)
Cllr I. MacDonald	Vice Chair of Authority/Chair of Policy & Resources (Con)
Cllr A. Fender	Leader of Opposition Group (Lab)
Cllr D. Dickinson	Chair of Rail & Metrolink Networks Committee/Deputy Leader of Conservative Group

Written Submissions:

Cllr R. Knowles	Chair of Capital Projects/Leader of Liberal Democrat Group
Cllr D. White	Chair of Bus Networks and GMPTE Services Committee

Officers:

Terry Bowers	Committee Services Manager
Simon Warburton	GMITA Policy Team Leader

APPENDIX TWO: WRITTEN INFORMATION RECEIVED AND CONSIDERED BY IRP

1. Current Members Allowances Scheme – GMITA.
2. Previous Allowances Review Reports for GMITA
3. The District Council Reviews and Current Schemes of Allowances in Greater Manchester 2008/09
4. Allowances schemes (2008/09) in the 5 other metropolitan Passenger Transport authorities (Merseyside, South Yorkshire, Tyne & Wear, West Midlands and West Yorkshire) and other relevant joint authorities, including the London Passenger Transport and Emergency Planning Authority, the Greater Manchester Police and Fire and Rescue Authorities.
5. Office of Deputy Prime Minister (ODPM): SI 2003 No. 1021, *The Local Authorities (Members' Allowances) (England) Regulations 2003*, 7 April 2003.
6. Office of Deputy Prime Minister (ODPM) and Inland Revenue: *New Council Constitutions: Guidance on Consolidated Regulations for Local Authority Allowances*, July 2002.
7. Briefing on Committee Structure and Key Strategic Issues for GMITA 2009/10
8. GMITA Emergency Committee Report, GMITA Committee Improvement Project, 5 June 2009
9. GMITA, Committee Appointments 2009/10, including protocols
- 10.

APPENDIX THREE:

Allowances Paid in the 10 GM Districts

Allowances paid in the GM Districts as at June 2008															
	BA	Deputy Chair Licensing	Deputy Chair Planning and Highways	Deputy Leader - Opposition	Assistant Executive Members	Overview and Scrutiny Chairs	Chair of Licensing and Appeals	Chair of Planning and Highways	Chair Audit	Executive Members	Deputy Leaders	Leaders of Opposition	Leaders	Co- optees	Chair Standards
Manchester	£14,640	£3,234	£3,234	£6,462	£6,462	£9,698	£9,698	£9,698	NA	£16,149	£16,149	£16,149	£38,391	£840	£840
Bolton	£9,400		£2,519	£5,669			£6,928	£7,319	Under Review	£10,964	£17,218	£9,449	£28,698	£500	£1,000
Bury	£7,659			£3,200	£6,067	£6,067	£6,067	£6,067	£6,067	£9,704	£14,556	£8,007	£24,256	£250	£250
Oldham	£8,500	£1,657	£1,657	£5,100	£5,100	£7,650	£7,650	£7,650	Co- optee	£12,750	£16,575	£12,750	£25,500	£350	£600
Rochdale	£7,458	£2,490	£2,490			£7,458	£7,458	£7,458	NA	£10,062	£11,178	£10,062	£22,350		
Salford	£9,573				£5,862	£7,722	£7,722	£7,722	NA	£12,354	£13,899	£7,722	£26,766	£384	£546
Stockport	£9,207	£1,321	£1,564			£7,254	£5,338	£7,812	£7,254	£13,950	£15,624	£8,370	£27,899	£390	£558
Tameside	£10,946					£9,009			£9,009	£18,899	£22,092	£10,596	£33,885	£500	£1,000
Trafford	£5,980	£3,558	£3,558			£7,175	£9,568	£9,568	NA	£11,959	£16,743	£11,959	£23,920	£1,082	£2,164
Wigan	£11,257	£2,050	£3,330			£10,145	£6,763	£10,145	£3,382	£15,218	£20,290	£6,200	£39,455	£1,015	£6,763
Average	£9,462	£2,385	£2,622	£5,108	£5,873	£8,020	£7,466	£8,160	£6,428	£13,201	£16,432	£10,126	£29,112	£590	£1,525
Median	£9,303	£2,270	£2,519	£5,385	£5,965	£7,650	£7,458	£7,722	£6,661	£12,552	£16,362	£9,756	£27,333	£500	£840
Manchester +/-	£5,178	£849	£612	£1,354	£589	£1,678	£2,232	£1,538		£2,948	£283	£6,023	£9,279	£253	£170

APPENDIX FOUR: ITA ALLOWANCES 2008/09

Appendix Four: Allowances Paid in Metropolitan ITAs 2008/09

ITA	BA	Chair of Authority	Chair's Total BA+SRA	Vice Chair	Highest Paid Com'tee Chair	Main Com'tee Chairs	Main Com'tee V/Chr	Minor Com'tee Chairs	Minor Com'tee V/Chr	Chair Audit	Main Oppstn Grp Leader	Minority Oppstn Grp Leader	Chair Standards Co-optee	Standards Co-optees	Index	Other SRAs & Comments
Greater Manchester	£4,152	£26,556	£30,708	£16,734	£16,734	£8,424	£4,542	£2,214	£2,214	£2,214	£5,964		£1,170			1 SRA only, no info on travel card for members, Sect 41 S/persons £804, Other S/persons £1,170, Main Opp Grp D/Leader £2,214
Merseyside	£5,675	£37,291	£42,966	£13,818	£14,389	£10,223		£5,655		£3,885	£3,440		£1,323	£1,323	"staff Salary increase"	LD Group Sec £1,194
S. Yorkshire	£3,426	£13,233	£16,659	£6,616	£2,700								£903	£451	Local Govt %age pay increase	All Pension Fund Members £423
Tyne & Wear	£3,039	£11,930	£14,969	£3,966							£1,980		£1,980	£980	Non specified	"2 V/Chrs" receive £1,980 + Audit Co-optees £980
West Midlands	£3,692	£25,841	£29,533	£18,458	£8,438	£4,219	£2,109	£1,055	£791		£8,438	£3,692	£527	£264	Local Govt %age pay increase	Lead Members £8,438, Mbrs on Transport Strategy Committee £3,692, V/Chr Standards £264, Members on Bus Shelte Appeals £527, 2 SRAs payable
West Yorkshire	£4,746	£33,648	£38,394	£13,474	£6,737	£2,399				£2,399	£11,144	£6,737	£210 per meeting	£210 per meeting	PTE staff %age pay increase	1 SRA only
Highest	£5,675	£37,291	£42,966	£18,458	£16,734	£10,223	£4,542	£5,655	£2,214	£3,885	£11,144	£6,737	£1,980	£1,323		
Lowest	£3,039	£11,930	£14,969	£3,966	£2,700	£2,399	£2,109	£1,055	£791	£2,214	£1,980	£3,692	£527	£264		
20/08/2009 Mean	£4,122	£24,750	£28,872	£12,178	£9,800	£6,316	£3,326	£2,975	£1,503	£2,833	£6,193	£5,215	£1,181	£755	17	
Median	£3,922	£26,199	£30,121	£13,646	£8,438	£6,322	£3,326	£2,214	£1,503	£2,399	£5,964	£5,215	£1,170	£716		

Notes: Merseyside ITA SRAs shown represent the top, middle and bottom ranges of plethora of SRAs payable

