

Item 4

DRAFT GMCA HOUSING, PLANNING AND ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

15 NOVEMBER 2018 AT 6.00PM AT THE GMCA OFFICES

Present:	Councillor Lisa Smart (Stockport) (in the Chair)
Bolton:	Councillor Andrew Morgan
Manchester:	Councillor Paula Sadler
Oldham:	Councillor Peter Davis (substitute)
Rochdale:	Councillor Raymond Dutton (substitute)
Rochdale:	Councillor Linda Robinson
Salford:	Councillor Tanya Burch (substitute)
Trafford:	Councillor Bernard Sharp (substitute)
Trafford:	Councillor Graham Whitham
Wigan:	Councillor Lynne Holland

In attendance

GM Mayor Andy Burnham

Salford City Mayor Paul Dennett

GMCA Officers Julie Connor (Assistant Director Governance and Scrutiny)
Amy Fooks (Strategy Principal)
Anne Morgan (Head of Planning Strategy)
Mark Atherton (Assistant Director Environment)
Susan Ford (Statutory Scrutiny Officer)
Emma Stonier (Governance and Scrutiny Officer)

TfGM Officers Michael Renshaw (Executive Director)
Simon Warburton (Transport Strategy Director)
Rod Fawcett (Head of Policy)

M111/HPE APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Shamim Abdullah (Bolton), James Wilson (Manchester), Laura Booth (Stockport), Mike Glover (Tameside), Dorothy Gunther (Bury), Catherine Preston (Bury) and Michael Winstanley (Wigan).

M112/HPE CHAIR'S ANNOUNCEMENTS AND URGENT BUSINESS

Members had received a briefing on the Greater Manchester Spatial Framework (GMSF). The Government's consultation around the revised methodology for assessing local housing need

was due to close on 7 December and that this was crucial to the development of the revised GMSF.

Members asked whether there was any further information available regarding GM's response to the government consultation. It was stated that it was intended that a GMSF update would be taken to the Combined Authority meeting in December and that it was anticipated that a decision would be made then regarding the consultation on the revised GMSF. Members highlighted the impact of delays on residents and the uncertainties surrounding the GMSF. Mayor Paul Dennett recognised this and also emphasised that GM wanted to undertake strategic planning with the most robust methodology available. It was also stated that the spatial plan in development was crucial for future development of GM, and protecting green infrastructure, and therefore it was critical that the revised GMSF both met GM's needs and was a sound plan meeting government guidance.

M113/HPE DECLARATIONS OF INTEREST

There were no declarations of interest received.

M114/HPE MINUTES OF THE MEETING HELD ON 11 OCTOBER 2018

The minutes of the meeting held on 11 October 2018 were submitted for approval.

RESOLVED:

That the minutes of the meeting held 11 October 2018 be approved as a correct record.

M115/HPE BUS REFORM UPDATE

Michael Renshaw, Executive Director, TfGM introduced a report which provided Members with an update on Bus Reform. TfGM is in the process of preparing the 'Assessment' of a proposed bus franchising scheme, which included outlining the impacts of a proposed franchising scheme, and extensive engagement with bus operators. Once this has been completed, and a report obtained from an independent auditor, the GMCA will then consider this prior to a public consultation on the proposals being held. The Housing, Planning and Environment Scrutiny Committee will be kept updated with progress as and when appropriate. It was also highlighted that GM would be the first area to use this legislation and that the audit will not commence until the assessment is complete.

Members welcomed the update and raised the following questions and comments:

-) Requested more detail in relation to progress made since the Committee had last received an update. TfGM informed Members that the preliminary work had been updated in advance of receiving information from operators. A considerable amount of data had been received and the assessment would take this data into account. Modelling work was underway using data from the operators. It was also stated that the audit will validate this process. TfGM continued to engage with bus operators and alternatives to bus franchising also had to be taken into account.
-) The Committee welcomed the opportunity to receive updates around Bus Reform progress and asked whether TfGM had timescales of when it was expected these would

be available. Officers stated that the Committee should have more material to consider over the next year.

- J Whether TfGM had a sense of what 'good' looked like in relation to public engagement. TfGM stated that the proposed consultation would be brought back to the Committee to provide assurance that it was clear in its aims and targets.
- J Could TfGM set out their thoughts on how best to keep the Committee informed of progress? TfGM wanted to ensure that Members were fully engaged in this process and provided assurance to Members that this would take place. The Chair also noted that Bus Reform was a key area of devolution, exercising the Mayoral powers, and so it was important that the Committee were kept regularly informed.
- J Whether the modelling undertaken had taken into account bus routes which crossed local authority boundaries into areas outside GM. TfGM confirmed that discussions around this were taking place and that the Bus Services Act was clear that the impact of franchising on neighbouring authorities had to be taken into account. Meetings with officers at neighbouring Local Transport Authorities had commenced and there were a number of provisions in the Act around cross boundary services. This has featured as part of the assessment and consultation process.
- J As part of the assessment process had TfGM considered the provision of new vehicles by bus operators? TfGM recognised that the average age of the current vehicle fleet was deteriorating, however Members were informed that this was not a material component of the assessment. Bus franchising would enable GM to have a stronger role in prescribing fleet age, however challenges with securing funding, in either a franchised or deregulated model, were also stressed.
- J Concerns were noted around the potential impact of a general election on the progress of Bus Reform.
- J That when undertaking public consultation and engagement TfGM should ensure that this is accessible to all, including hard to reach groups and those unable to access IT or with limited IT skills. TfGM intend to consult as widely as possible as they recognise that bus services have a significant impact on a wide range of GM residents. Additionally TfGM stated that they would consult with the Committee around this.

RESOLVED:

1. That the Bus Reform Update be noted.
2. That the Committee would be consulted about the public engagement and consultation process for Bus Reform at the appropriate time.
3. That the Committee received further reports/updates about Bus Reform at future meetings.

M116/HPE

**GREATER MANCHESTER STRATEGY IMPLEMENTATION PLAN AND
PERFORMANCE DASHBOARD UPDATE**

The GM Mayor, Andy Burnham, presented the Greater Manchester Strategy (GMS) Implementation and Performance Dashboard update to Members. Following the development of the GMS attention was now focused on delivery and to support this the GMCA had agreed a two year Implementation Plan in April 2018, with the inclusion of ambitions to be achieved by 2020, and delivery milestones for the first six months (to October 2018). The role of place was

central to the GMS and it was highlighted that GM was able to demonstrate that devolution was beginning to show tangible benefits for residents. The dashboard was intended to provide clarity in relation to GM's ambitions and the chosen indicators were those it was felt could best demonstrate GM's progress.

The Mayor highlighted the following priorities (Priority 5: World class connectivity that keeps Greater Manchester moving, Priority 6: Safe, decent and affordable housing; and Priority 7: A green city-region and a high quality leisure offer for all) as being of interest to this Committee. Some key work areas and issues regarding these priorities were identified as follows:

- J The improvement in Metrolink performance and the success of the guided busway.
- J Congestion and transport infrastructure were highlighted as reputational risks to GM. Related to this was the Mayor's lobbying of government for further transport powers to enable GM to deliver an improved transport system. Some of the requests included taxi and private hire licensing; yellow box junctions and the restriction of lane rentals.
- J The Bus Services Act was awaiting the final order to be laid in Parliament, to enable the use of the powers outlined around bus franchising.
- J The Homelessness strategy developed with the voluntary sector to reduce and tackle homelessness across GM. The Housing First Pilot and the A Bed Every Night Campaign in particular were highlighted. Work was also underway around reconnection and how people could be supported to rebuild their lives and be supported back into their local communities.
- J The Green Summit was highlighted and actions arising from this such as reducing the use of single use plastics within GM. The next Green Summit was currently being planned.
- J The introduction of the Night Time Economy Advisor and work underway with cultural venues and local authorities to improve the cultural offer across GM.

Members welcomed the update and noted that the report and dashboard were clear and articulate and that the language used in the report was accessible.

Members posed the following questions and comments about the GMS Implementation Plan and Performance Dashboard to the GM Mayor:

- J That the Mayoral Manifesto commitment to end the need for rough sleeping by 2020 was not included as one of the aims in the dashboard. This was recognised and it was highlighted that the dashboard objectives were around initiatives which contributed to reducing rough sleeping. The Mayor also highlighted entrenched rough sleeping and the challenges associated with engaging and supporting a small cohort of rough sleepers. Members of the Committee also noted that due to a variety of factors there would be new people becoming homeless. Austerity and cuts to local government, including experiences officers, were also highlighted as an area which was impacting on local authorities' homelessness support. The need to build a homelessness response system based on prevention was stressed as were the links between mental health and homelessness. One of the aims of the homelessness work in GM was to work with local authorities, in partnership and through the sharing of knowledge/expertise/evidence, to tackle homelessness at a local level. Challenges around the future financial sustainability of these models were recognised, as was the impact of austerity on local government.
- J That communication to the public around the homelessness agenda was crucial, as there was a public perception that not enough was being done to tackle this. Challenges around

informing people about differences between begging and rough sleeping were also highlighted. The Mayor highlighted the 'A Bed Every Night' campaign, as one which could be used to make people aware of the difference between the two issues, and separate them into two distinct areas. The campaign clearly outlined GM's ambitions and demonstrated how donations were being used to assist in reducing rough sleeping. It was also felt that, although this campaign was in its infancy, a significant amount of progress had already been made. A partnership was also in place between GM's ten local authorities who are working together to reduce homelessness.

- J The powers of local authorities around homelessness prevention and the variation in the provision/support provided across GM were highlighted and it was asked whether there had been any consideration of how authorities could be further supported to maximise their work to prevent homelessness. Members were informed that discussions had taken place at the GM Reform Board around the Department for Work and Pensions (DWP) sharing data around those at risk of sanction to assist with the development of an early warning system around homelessness. A review of provision across local authority organisations was also planned.
- J The Mayor also highlighted the GM care leavers guarantee which was currently being developed. A range of organisations are working together to improve the offer around the provision of support for those leaving care. One of the principles being discussed was young people leaving care being exempt from council tax until age 25, first implemented in Rochdale.
- J Was GM engaging with the voluntary sector at a strategic level around the homelessness agenda and had consideration been given to the provision of seed funding for voluntary organisations? The Mayor highlighted the Greater Manchester Housing Action Network (GMHAN) which was a network of voluntary organisations across GM offering support around policy and the development of partnership working and strategic thinking around homelessness. Additionally the Mayor's Homelessness Fund had been set up to enable organisations to access funding for homelessness projects. A GM Homelessness Business Network has also been launched, as part of the GMHAN, to coordinate the private sector response to tackling homelessness and the Mayor has asked them to look at support for people how have become recently homeless.
- J Difficulties with disabled access to The Christie Hospital following the implementation of the Oxford Street Bus Gate were raised. Members were informed that signage on the Oxford Street Bus Gate was the responsibility of Manchester City Council. TfGM officers stated that they would discuss signage on this corridor with officers at Manchester City Council.
- J A Member noted the new transport interchange in Bolton but highlighted the poor performance of public transport (trains and buses) serving the residents of Bolton. Members also emphasised that transport infrastructure was one of the most important issues for GM residents as a whole and noted that it was critical to the success of GM in the future. The Mayor recognised that there were improvements required around transport, particularly the train network and highlighted some of the work he was doing to assist with improving this which included; the convening of a Strategic Transport Board and having a unifying voice for GM; lobbying Government around HS2 and Northern Powerhouse Rail to ensure the best solution for GM and expediting a review (due to report in the new year) around capacity on the Oxford Road Rail Corridor. Additionally in relation to rail the Bolton Line electrification had been completed and testing was taking place. Following this new rolling stock would be able to be introduced to the network.

The Mayor also supported the importance of transport infrastructure to enable the achievement of GM's ambitions.

- J) How strong was the collective voice in GM, including residents/civil society, for the devolution of more powers from government? The Government were expected to carry out a spending review in 2019 and careful consideration was currently being given as to GM's asks from Government in relation to this. One area of success was devolution from DWP Working Well programme which was supporting the most GM's most vulnerable residents. One of the areas the Mayor felt that GM would benefit from further devolution was skills and control over the apprenticeship levy, which would provide GM with the ability to steer young people into key sectors of the GM Economy and develop a more joined up approach to funding. Further developing GM's approach to skills was of key importance to the Local Industrial Strategy and was of crucial importance for GM.

RESOLVED:

1. That the updated GMS Implementation Plan and GMS Performance Dashboard be noted.
2. That it be noted that the draft Implementation Plan update will be presented to the GMCA at their meeting in November.
3. That TfGM would discuss signage on the Oxford Road Corridor with officers at Manchester City Council and feedback to the Committee.
4. That the Housing, Planning and Environment Scrutiny Committee received future updates/reports regarding homelessness.

M117/HPE

WORK PROGRAMME

Susan Ford, Statutory Scrutiny Officer, GMCA, introduced the Work Programme. Members were asked to contact the Statutory Scrutiny Officer with any suggested items for inclusion in the work programme or with any comments about scheduled items.

Members were informed that a date for consideration of Young People's Travel was yet to be finalised but it was confirmed that the Committee would receive a report prior to it being submitted to the Combined Authority.

RESOLVED:

That the Work Programme be noted.

M118/HPE

GREATER MANCHESTER CLEAN AIR PLAN: UPDATE ON LOCAL AIR QUALITY MODELLING

Members received an update on local air quality modelling in relation to the GM Clean Air Plan. The Clean Air Plan will be submitted to Scrutiny prior to being submitted to the Combined Authority for decision. GM Leaders had made specific asks around the following: clarity in relation to the operation of Highways England; support from government around appropriate scrapping arrangements if all diesel vehicles were to be banned and raising with Government the provision of sufficient funding for the implementation of Clean Air Plans.

A Member commented that for local businesses it was important that clarity around diesel emitting vehicles was received as soon as possible.

TfGM were asked for reasoning behind some roads, which had poor air quality, not being included in the local air quality modelling maps. Members were informed that modelling and the maps produced were based on the best available data and guidance from national experts and academics. Additionally some data was still to be identified and incorporated and further work was planned around validation of data with localities to ensure that TfGM continued to work with the most up to date real time data when modelling local air quality.

Members asked whether modelling took into account future areas of poor air quality and additionally whether it was intended to measure the impact of interventions on congestion and air quality. Appendix 3 in the report modelled potential annual concentrations of NO² for the GM local road network in 2021. Areas considered when modelling future air quality included investment in transport systems and the built form of the environment.

RESOLVED:

1. That the outcomes of the local NO² modelling, particularly that it predicts exceedances in all ten Greater Manchester local authority areas beyond 2010 be noted.
2. That the public awareness raising activity that has commenced since the last Committee meeting be noted.
3. That the feedback to the query raised at the August 2018 Committee meeting about the use of chemical agents to reduce emissions in paragraph 9.3 be noted.

M119/HPE

REGISTER OF KEY DECISIONS

Members received the register of Key Decisions for information only.

RESOLVED:

That the Register of Key Decisions be noted.

M120/HPE

DATE AND TIME OF NEXT MEETING

Thursday 13th December 2018, 10.30am at GMCA Offices, Churchgate House