

**GREATER MANCHESTER HOUSING PLANNING AND ENVIRONMENT OVERVIEW & SCRUTINY HELD
ON 8 OCTOBER 2020, AT 18:00 VIA MICROSOFT TEAMS**

PRESENT:

Councillor John Walsh (Chair)	Bolton
Councillor Martin Hayes	Bury
Councillor Paul Copper	Bury
Councillor Mandie Shilton Godwin	Manchester
Councillor Linda Robinson	Rochdale
Councillor Liam Billington	Tameside
Councillor Mike Glover	Tameside
Councillor Sharmina August	Salford
Councillor Charles Gibson	Stockport
Councillor Kevin Procter	Trafford
Councillor Amy Whyte	Trafford
Councillor Fred Walker	Wigan
Councillor Karen Garrido (Substitute)	Salford

OFFICERS IN ATTENDANCE:

Mayor Paul Dennett	Salford City Council
Joanne Heron	GMCA
Julie Connor	GMCA
Andrew McIntosh	GMCA
Sarah Mellor	GMCA
Matt Berry	GMCA
Simon Warburton	TfGM
Nicola Kane	TfGM

HPE 225/20 APOLOGIES

Apologies for absence were received from Councillor Janet Mobbs (Stockport) and Councillor Jill Lovecy (Manchester)

HPE 226/20 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS

There were no announcements or urgent business

RESOLVED/-

- That the item be noted.

HPE 227/20 DECLARATIONS OF INTEREST

RESOLVED/-

- No declarations were received.

HPE 228/20 MINUTES OF THE LAST MEETING HELD 10 SEPTEMBER 2020

RESOLVED/-

- Correction: Councillor Sharmina August home district to be corrected to Salford.
- That with the above amendment, the minutes of the meeting held 29 July 2020 be agreed as an accurate record.

HPE 229/20 GM BROWNFIELD HOUSING FUND ("BHF") TRANCHE 1 SPEND

Paul Dennett, Salford City Mayor outlined the report to Members which highlighted the background and approach to identifying sites to be allocated Grant Funding as part of early Tranche 1 spend under the Brownfield Housing Fund.

Members were given background to this fund such as the initial proposed housing deal which did not come to fruition, and the recent push from current Government in June 2020 to encourage the building of affordable homes. Members heard that Greater Manchester had received £81.1 million through the Brownfield Housing Fund.

Members heard that more funding of this nature would be required in Greater Manchester in the future to address challenges with viability in the GM City Region due to property and land values. It was highlighted that Greater Manchester would need to prove to Government it could deliver to secure more funding of this nature, and that it was key for districts to come forward with proposals which met criteria set by Government and collectively agreed by the Combined Authority.

Following Member questions, it was clarified that allocation would be distributed to districts based on the criteria agreed collectively, and that the detail of the breakdown of the 24 specific schemes in the districts would be reported to the CA on 31st October, and made available to Members once publically published for the Combined Authority on 22nd October. It was clarified that this item had been taken to this Scrutiny for Members to note the prioritisation process used to select schemes.

In terms of the links to the Stockport Mayoral Development Corporation, it was explained that the fund should be considered as one of several initiatives which could progress delivery. Members heard that in terms of the completion of an equality assessment, this would be checked, but it was thought that the proposal to allocate money to schemes and districts did not trigger this, as it would not have had an impact at this stage.

Members heard that in terms of planning permission, strong assurances had been sought for schemes that they would be deliverable, and that they would be monitored, and if there were concerns that schemes would not happen, funding could be recycled and redistributed / reallocated.

It was clarified that Bury had no current sites that could meet Government deadlines for deliverability, and it was likely that a site would be proposed in the next tranche of funding.

Members heard that regarding challenges in timescales of spend and deliverability, in addition to over-provision, work was ongoing to accelerate schemes and to also speed up the next tranche. It was highlighted that districts would need to work with the Combined Authority and appreciate their role in deliverability and accelerating the progress of schemes.

Following Member questions regarding the challenges of the limited nature of brownfield land, it was noted that this was an acknowledged challenge with remediation assembly costs and additional infrastructure affecting viability.

It was clarified that all 10 districts had been fully engaged with the Combined Authority on the Brownfield Land Fund.

RESOLVED/-

1. That the proposals in the report be noted and supported by this Scrutiny Committee.
2. That the detail of the proposed 24 specific schemes be provided to this Scrutiny Committee after they are published publically on 22nd October.

HPE 230/20 GREEN SUMMIT 2020 - DIVERSITY REVIEW

Sarah Mellor Head of Sustainable Consumption and Production, GMCA updated Members on the background to the delivery of the Green Summit 2020, reflecting on the lack of diversity in the live panels and key note speakers. It was highlighted that the environment sector in general had been acknowledged to lack in diversity, and that measures to rectify this had been undertaken, such as using targeted social media to promote environmental employment positions to encourage better take up from a stronger multi-ethnic representation.

Members highlighted that fellow district Councillors had noted the lack of diversity and over representation of white males as main speakers, and that that there was an urgent need to incorporate a better representation which could encourage more engagement on the environmental agenda from a stronger cross section of GM communities. It was explained that the sudden change in the Green Summit from a 1- day live event, to a 4 day virtual event had resulted in a rapidly changing line up of panellists which had been challenging to monitor and have oversight of.

Members highlighted that meeting diversity standards included representation from a greater breadth of other minority groups such as LGBT, those with disabilities and be age inclusive.

Members commented that they sought stronger recommendations in the conclusions of the report that would include specific targets with timescales to ensure improvements in diversity engagement, such as including restrictions on speakers to incorporate a broader spectrum. It was also enquired as to whether GMCA officers had undertaken unconscious bias training, and what the diversity of the GMCA was itself.

Following Members querying whether the GMSF had influenced participation from certain GM areas engaging with the Green Summit, it was clarified that analytics and analysis was still being studied and that GMSF wasn't mentioned within the Green Summit.

RESOLVED/-

1. That the proposals the report be noted.
2. That it be agreed that Members would receive a breakdown of staff diversity at the GMCA
3. That the full report from the 2020 Green Summit be brought to this Scrutiny Committee when available

HPE 231/20 GREATER MANCHESTER TRANSPORT STRATEGY 2040

Simon Warburton, Transport Strategy Director, TfGM, introduced a report, which outlined the 2040 Transport Strategy documents.

Members heard that the 2040 Transport Strategy was the GM city-region's statutory transport plan, and was first published in February 2017. The Five-Year Delivery Plan was highlighted as setting out the practical actions planned to deliver the Strategy and achieve the transport ambitions of the GMCA and the Mayor, in parallel with the development of the Greater Manchester Spatial Framework (GMSF). Members heard that each of the 10 GM districts would have Local Implementation Plan covering the period 2020 to 2025 and would support the Five-Year Delivery Plan.

Following Members questions, it was clarified that more detailed documents would be provided to the Committee at future meetings as they were signed off by local governance arrangements, and Members would be given the opportunity to review and scrutinise the local level documents such as their district Local Implementation Plan.

Members heard that sustainable transport targets had been broken down for various journeys, for example, the draft city centre transport strategy detailing targets of 90% by sustainable modes. It was also highlighted that there were separate targets for local neighbourhoods, with allocation for short trips under 2km being by foot and bike. Members heard that the breakdown had been published and could be shared.

Members were updated on the progress of GM Bus Reform. Following the outcome of the consultation report that this Committee had reviewed and considered by the Combined Authority at its meeting in June. It was noted that there had been change conditions due to the Coronavirus pandemic, and it was necessary to undertake further work to review the assessment prior to it being brought back to the Combined Authority with recommendations for review by the Mayor. It was hoped that this would take place before the end of the calendar year, but could not be confirmed at this stage.

Members commented that they felt that more detail would be required in associated reports on the Strategy in order to properly scrutinise the approach taken, and that it was difficult to provide helpful critique without being provided with more information. It was commented that if information could not be shared publically with Members before Council leaders overview, that

this should be considered privately as a Part B for this Scrutiny, or be brought after district leader sign off. This point was acknowledged, and that TfGM and GMCA would review how the involvement of Scrutiny could be improved.

***Councillor Walsh left the meeting, Councillor Gibson took over Chair of this meeting**

Members enquired around how planning was being undertaken for the new developing forms and trends of transport such as electric scooters, which could influence the infrastructure needs of the GM City Region. It was explained that an innovation team at TfGM were assessing new modes and innovations to understand incoming trends and their impacts. Members heard that an E scooter trial would be piloted in Salford in the near future, which would assist in understanding both the benefits and impacts of this mode, and assist in developing the right framework to manage this.

Members highlighted that mobility difficulties needed be taken into account when planning for the use of public transport. It was confirmed that a community based communications plan had been developed through the Coronavirus pandemic to learn more about specific needs and provide additional support to transport passengers where it was needed. Members were also reassured that the transport strategy was fully linked into the GM Clean Air Plan addressing emission and local pollution issues, and that the consultation for this plan had been very recently launched and would be running for 8 weeks.

Members enquired around the targets in relation to 50% of all journeys to be made via walking and cycling, noting that job commuter journeys were among the biggest need for transport, and that many journeys required vehicles for those travelling excessive distance and topography from the satellite boroughs to urban parts of GM. It was acknowledged that this was a challenge, and it was recognised that some journeys, such as long work commutes, would continue to rely on different modes of transport. Developing a relationship with spatial planning would be key to bring other aspects closer to individuals such as shops, schools and leisure facilities. It was noted that there was a need to understand the relationship between development, regeneration and transport to help to achieve targets which were accepted as challenging, but thought to be achievable.

Members concerns around any delays to the GMSF not influencing the delivery of the transport strategy were noted. It was clarified that achieving Net zero carbon was the target by 2038 for Greater Manchester.

Members enquired around road safety during Covid lockdown, with reduced traffic resulting in an increase in speeding across the GM City Region. It was highlighted that in order to make progress in increasing the take-up of cycling, reckless driving would need to be tackled, and more severe consequences for speeding introduced to improve the perception of road safety. It was acknowledged that these were concerns that TfGM also shared, and that the reducing trend of RTC incidents had recently begun to curtail. Members heard that there were partnership arrangements in place to manage, enforce and maintain a strong message around road safety behaviour, however some partners had limited resource.

In terms of Key Point Indicators for cycling, it was explained that TfGM had a limited number of cycle counting equipment which had resulted in a stretched interpretation of data. Members heard that through the Mayors Cycling and walking Board, there were resources being invested in to conduct monitoring and evaluation, and that data would start to improve. The Travel Diaries

survey were also highlighted as being vital to understand the variety of trips that were made, for what purpose and by what means.

In terms of providing means for residents to raise concerns and getting interventions to improve traffic safety in certain local hot spots, it was explained that a community led approach had been developed for the Beelines Network, with live online opportunities for community groups to add concerns and proposals for neighbourhood schemes. It was also noted that by working with officers feeding into the district, Local Implementation Plans would give opportunities to set out local ambitions and priorities, and that this could give better opportunities for funding measures.

Members heard that there had been a strong focus on safeguarding connectivity to health facilities and that this would be brought back to a future meeting of this Committee.

RESOLVED/-

1. That the proposals in the report be noted and supported by this Scrutiny Committee.
2. That reports submitted to future scrutiny meetings be shared in advance and contain sufficient detail to allow for full scrutiny, contributing to improvements within the scrutiny process.

HPE 232/20 REGISTER OF KEY DECISIONS

RESOLVED/-

- That the Register of Key Decisions be noted.

HPE 233/20 WORK PROGRAMME

Julie Connor, Assistant Director, Governance and Scrutiny GMCA reflected on comments that Members had made in relation to the work programme and on the wider scrutiny process, and proposed that an informal session be arranged to properly respond to what Members would like to focus on, with a more Member-led approach, incorporating key decisions as they arise. Members requested that potential items be provided in advance of this session for pre consideration.

In terms of Members receiving more detail on items coming to this Scrutiny, it was noted that officers at this meeting agreed with the comments made and would ensure that detailed, timely reports would be provided where possible.

It was reiterated that the Mayor would be in attendance at the next meeting in November and members were asked to give thought to areas they would like to question.

RESOLVED/-

1. That the work programme be noted
2. That the proposal to hold an informal work programme session be agreed.

DATE AND TIME OF NEXT MEETING

Thursday 12th November 18:00, Microsoft Teams Live