

**GREATER MANCHESTER HOUSING PLANNING AND ENVIRONMENT OVERVIEW & SCRUTINY HELD
ON 14 JANUARY 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 Jill Lovecy	Manchester
Councillor Linda Robinson	Rochdale
Councillor Mike Glover	Tameside
Councillor Liam Billington	Tameside
Councillor Sharmina August	Salford
Councillor Charles Gibson	Stockport
Councillor Janet Mobbs	Stockport
Councillor Fred Walker	Wigan

OFFICERS IN ATTENDANCE:

Simon Nokes	GMCA
Paul Morgan	GMCA
Simon Warburton	TfGM
Nicola Kane	TfGM
Jonathan Marsh	TfGM
Joanne Heron	GMCA
Jamie Fallon	GMCA
Jenny Hollamby	GMCA
Paul Harris	GMCA

HPE 251/20 APOLOGIES

Apologies for absence were received from Councillor's Amy Whyte (Trafford), Kevin Procter (Trafford).

HPE 252/20 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS

There were no announcements or urgent business.

HPE 253/20 DECLARATIONS OF INTEREST

RESOLVED/-

No declarations of interest were received.

HPE 254/20 MINUTES OF THE LAST MEETING HELD 12 NOVEMBER 2020

RESOLVED/-

That the minutes of the meeting held on 12 November 2020 be agreed as an accurate record.

HPE 255/20 LIVING WITH COVID RESILIENCE PLAN UPDATE

Simon Nokes, Executive Director, GMCA, provided an overview of the report which outlined the progress of the implementation of the Living with Covid Resilience Plan, and the development of mechanisms to drive system change, to better respond to the environmental and equalities impacts arising.

It was acknowledged that since the report was produced, GM, like the rest of the UK was responding to a second wave of the pandemic, which meant that progress and developments had been paused. Instead, activity had been redeployed to ensure that the focus was on supporting GM people, places and businesses.

The economic and social impacts of the pandemic were now far more apparent, with increasing and deepening inequalities, rising unemployment, increasing numbers of failing businesses, and the continuing need for expanded government support across sectors and places.

Members were informed that Annex A within the report (page 17) provided detailed updates on the development, and progress of activity undertaken, to implement the deliverables in the Living with Covid Plan. The following key points were highlighted:

- There was lots of excellent partnership working was taking place, emphasising the strength and maturity of the relationships, and delivery structures in place within GM. It was noted that the delivery structures were being further tested by the second wave, and were proving highly effective.
- It was advised that there was scope for further development and expansions to some partnership arrangements, particularly, greater involvement, and engagement with the VCSE sector could be achieved. There was also scope for greater utilisation of engagement structures, and working with those with lived experiences to design, and deliver collective responses.
- Phenomenal innovations were being implemented across all areas, to respond to the changing and emerging needs presented by Covid.
- GMCA had agreed three core interlinked recommendations relating to the development of new ways of working, and mechanisms, enabling GM to better respond to the inequalities highlighted and exacerbated by Covid:
 1. All GMCA reports will include recommendations that assess and identify the impact of the proposal on inequalities, environmental, and financial issues in relation to the topic, supported by a commitment to collect, analyse and report on data, including community intelligence, to understand that impact.
 2. Develop a mechanism to utilise the established and developing partnership governance for the Age-friendly, and Equalities Portfolio, to support system wide responses. This would include actions to address equalities issues identified, and unresolved through the above assessment process.
 3. Consider the adoption of minimum targets, or standards for each locality or neighbourhood, which would support the effective targeting of resources across all GMCA

activity. It was recognised that addressing inequalities in all communities was fundamental to the whole of GM being able to achieve its collective ambitions.

Members raised the following questions:

- Members welcomed the update, and expressed their thanks to the GMCA for developing the plan, which seeks to sustain the City Region, and build resilience throughout the Covid crisis.
- A Member highlighted 'class' as an inequality which had been exacerbated by the crisis but was not specifically detailed within the report. It was acknowledged that although everyone was living through the pandemic, everyone's experiences were different.

Simon Nokes confirmed that the Independent Inequalities Commission was currently considering detailed evidence and analysis on inequalities in GM, with a view to publishing recommendations in early 2021. It was noted that Figure 1 within the report (page 20) displayed both the horizontal and vertical inequalities, which included outlining income inequalities.

- Members welcomed the intersectional approach to considering inequalities, but sought clarification as to whether care leavers were a priority as they were not detailed.

It was acknowledged that care leavers were an important consideration in the response to inequalities, and it was confirmed that care leavers would be represented within future iterations of the report.

Members were informed that there was now greater involvement and engagement with the VCSE sector, with Covid demonstrating a greater reliance on the sector. It was acknowledged that funding was a significant issue for the sector, which must be addressed, in order to avoid public services potentially being overwhelmed, as much needed VCSE support could be reduced or withdrawn. A VCSE Commissioning Framework was being developed as part of the implementation of the GM Social Value Framework.

- A Member highlighted that the vast majority of entrenched rough sleepers were subject to 'no recourse', and so, were not eligible for ABEN support. Were there any plans to extend support to those affected by no recourse?

It was confirmed that the query would be raised with the relevant team, and a response circulated to the Committee in due course.

- A Member referred to page 31, and the reference to '156 buildings which had been identified for retrofit over next 12 months' and sought clarification as to whether this contributed to the target for greener homes?

It was confirmed that the reference related to the Public Building Retrofit Programme, as part of the greener economic recovery.

- A Member highlighted that a significant number of businesses were struggling financially due to the pandemic. Why were many businesses experiencing delays in receiving the discretionary grants?

It was confirmed that the £60m Government funding had been received, and local authorities were working hard to distribute the discretionary grants to businesses, with a phenomenal amount of funding already distributed.

In addition, the Government had also announced a number of additional schemes, to support businesses who were closed, and those open, but impacted by the restrictions. Local Authorities had also received funding through the Governments Additional Restrictions Grant, which would be rolled out over the coming weeks. It was noted that each district had adopted a slightly different approach, to help maximise the support to businesses within their boroughs.

Members were advised that the Growth Company were also providing a range of support to businesses including, helping them enhance their online presence, and develop business cases for accessing the discretionary grants.

It was confirmed that the Economy, Business, Skills and Growth Overview & Scrutiny Committee, as part of their remit, were closely monitoring this area of work.

- In terms of 'Building Back Better' how will GM ensure that all boroughs and towns can benefit from the approach, and not just Manchester City Centre?

Simon Nokes reported that the Local Enterprise Partnership had published the Economic Vision for GM, which considers how we can drive growth and economic recovery, in both towns and the city, in particularly through innovation. It was recognised however, that a strong city centre was important for the whole of GM.

- A Member queried whether given the pace of change, the update was now out of date.

It was acknowledged that the situation was changing rapidly, but the report still presented an accurate reflection of the position, in particularly, in terms of the inequalities. It was noted that the GMS metrics were being reviewed as a number of the data sets were time lagged.

- A Member welcomed the addition of neighbourhood level data, noting that an average does not always present a true reflection of the situation in areas.
- Consideration was given to the issue of digital exclusion, in particularly, relating to training health and care staff to use assisted technology within settings.

It was acknowledged that digital exclusion was a massive issue, and it was confirmed that the issue would be shared with the relevant teams for consideration.

- Will the procurement arrangements seek to prioritise businesses within the local area?

Consideration was being given to how the issues could be incorporated within the Social Value Framework to drive how we do procurement at both GM, and locality levels.

RESOLVED/-

1. That the update be noted.
2. That Members receive further information on the arrangements in place for rough sleepers affected by 'no recourse'.
3. That Member comments be shared with the relevant officers for action.

HPE 256/20 GREATER MANCHESTER PREPARATIONS FOR EU EXIT AND UPDATED ANALYSIS ON THE POSSIBLE ECONOMIC IMPACTS

Simon Nokes, Executive Director, GMCA, introduced a report which provided an update on the coordination of activities undertaken across GM to prepare for the end of the transition period.

It was confirmed that a trade deal with the EU had now been agreed, and the EU exit transition period ended on 31 December 2020. The trade and cooperation agreement included:

- A free trade agreement covering the economic and social partnership, including transport, energy and mobility
- A framework for cooperation between law enforcement and judicial authorities across civil and criminal matters
- An overarching governance arrangement which will allow for cross-retaliation across different economic areas

The GM Brexit Readiness Group was continuing to meet in the short term, to ensure any impacts arising from EU exit were understood, and necessary actions taken.

The following key points were highlighted:

- In terms of data, interim arrangements had been agreed (for up to 6 months) whilst the UK seeks to agree data equivalence arrangements with the EU.
- It was confirmed that the deal does not cover the services sector, although, this was one of the sectors in GM, most at risk of potential labour shortages, according to the size of the current EU workforce in GM. The decisions made by companies over the coming months would indicate the direction of travel.
- The UK and the EU had reached an agreement in relation to Horizon Europe, the €95bn research and innovation programme, which runs from January 2021 to December 2027. UK organisations have been some of the largest beneficiaries of past EU research programmes. In exchange for a contribution to the EU budget, the UK will join the research and innovation programme as an associate member, with similar terms and conditions as other non-EU associate members such as Switzerland and Israel. Associate members were however not, involved in the decision making process, so the UK will lose its influence over the programme and how the funding is spent. Attention was being given to positioning GM outside of the EU.
- The Economic Dashboard (refreshed monthly) supports the ongoing analysis of the potential issues highlighted by Brexit. A range of metrics are outlined including export value, and labour market issues. It was noted that the impact on the migration system would take time to fully understand.

Members raised the following questions:

- A Member referred to paragraph 7.5 within the report, which outlined that migrants would only be entitled to access income-related benefits after indefinite leave to remain was granted, usually after five years. Given that many migrants are reliant on benefits (particularly housing benefit), has the impact on homelessness been considered?

It was confirmed the officers were considering the detail of the agreement, noting that the query would be raised with the relevant team and a response circulated to the Committee in due course.

- Should the GM Brexit Readiness Group be meeting more than once a month to address the issues arising from Brexit?

It was confirmed that there was an Economic Resilience Group which considers all economic issues, which reports into the Strategic Coordination Group, which considers all the current issues affecting GM. However, the GM Brexit Readiness Group would meet as and when required. It was noted that the Growth Hub was also available to advise and support businesses on a day to day basis.

- A Member explored what arrangements were in place to resolve any issues in receiving essential items such as food and medical supplies.

Simon Nokes confirmed that he was not aware of any significant delays within GM, however, the GM Brexit Readiness Group was monitoring the situation closely.

- Members welcomed the update and requested that regular updates be brought to Committee as appropriate.

RESOLVED/-

1. That the update be noted.
2. That further information on the potential impacts of the UK's points-based immigration system on homelessness be circulated to the Committee.
3. That the Committee receive regular updates as appropriate.

HPE 257/20 GM TRANSPORT STRATEGY 2040, OUR FIVE YEAR TRANSPORT DELIVERY PLAN AND LOCAL IMPLEMENTATION PLANS

Simon Warburton, Transport Strategy Director, TfGM, introduced the report which outlined the recent work on the Greater Manchester Transport Strategy 2040, which had undergone a 'light touch' refresh to bring it up to date with policy and delivery developments, since it was originally published in 2017. It was confirmed that the refreshed 2040 Transport Strategy would be published in early February, subject to approval by GMCA (January 2021).

Members received a presentation from Nicola Kane, Head of Strategic Planning, Insight and Innovation, and Jonathan Marsh, Strategic Planning Manager, TfGM, which outlined the key changes within the refreshed 2040 Transport Strategy:

- An overview of the GM Mayor's 'Our Network' plan to develop a world-class integrated transport network
- The 'Right Mix' ambition for at least 50% of all journeys to be made by active travel and public transport by 2040
- An increased emphasis on the importance of cycling and walking; and highlights a renewed focus on tackling climate change and achieving clean air commitments
- The contemporary devolution agenda, work to develop our 2040 sub-strategies and spatial planning priorities, including the increased and important emphasis placed on regenerating town centres throughout the city-region.

Members were informed that the Five Year Transport Delivery Plan (2021-2026) had also been updated to reflect the current spatial planning context, and updates on funding following the 2020 Spending Review. It was noted that the Delivery Plan, and ten Local Implementation Plans (LIPs), were live documents which would be developed over time.

Simon Warburton advised that following the Spending Review, the Government announced a new Local Transport Funding stream, the Inter City transport settlements, which was timely, as by setting out GM's investment plans in a contemporary way, GM was in an excellent position to capitalise on the opportunities.

Members raised the following questions and comments:

- A Member requested further information regarding the Clean Air Plan (page 106) which did not include targets on the reduction in carbon. How are we going to invest in carbon reduction?

It was confirmed that the Plan sets out the need to revise the investment prioritisation process to ensure that all decisions which are taken are driven by a clear and consistent understanding of the carbon impact. The proposal would be brought forward to the GMCA for approval and adoption on along with the Plan. It was noted that the measures proposed through the Clean Air Plan would also bring a carbon dividend

- A Member referred to road safety, and the challenges posed by bad drivers. It was felt that although education and engagement help, without enforcement there would not be a step change.

Simon Warburton confirmed that a strong renewed focus on road safety was required, noting that the quality of driving had plateaued over recent years. It was confirmed that the first tranche of pedestrian cross measures would be coming forward, over the next few months for agreement through the Mayor's Cycling and Walking Fund Programme.

Nicola Kane, added that enforcement was an issue, along with design which was high on Chris Boardman's agenda. High quality design standards were in place, to ensure that designs were safe for all resident to use. It was acknowledged that infrastructure development would take time to implement, but a major programme of development was underway.

The perception of safety was important, and a comprehensive set of key performance indicators had been outlined within the Plan, ensuring that customers views were considered.

- A Member added that cyclists also posed a risk to pedestrians on pavements, which must be addressed.

It was confirmed that consideration was being given to ensuring that the right mechanisms were in place which would discourage cyclists from using the pavement i.e. ensuring that there is right provision on the highway.

- A Member felt that there was far too much emphasis on developing cycling networks across GM, when the focus should be on improving transport services, and encouraging people to walk more. The uneven distribution of jobs across the conurbation was highlighted, in particularly the impact on congestion and pollution.

Nicola Kane advised that there was a focus on ensuring that the approaches taken to cycling were relevant to local markets. It was acknowledged that there was an extensive amount of really short care journeys undertaken across GM, which could potentially be undertaken on foot or by bike. It was hoped that the initiatives would support a period of transformation, seeking to create a culture, particularly around cycling. It was noted that without developing the right infrastructure, real change would not be seen. The introduction of e bikes was highlighted as a new market, which had proved popular in other countries.

It was acknowledged that cycling was not accessible for all, however, the range of bicycles available was being enhanced to improve accessibility (i.e. e bikes, bicycle therapy, tricycles), and encourage people to take up cycling.

- A Member referred to Map 2 (page 272) which outlined the commitment to deliver business cases for a number of projects over the next five years, and explored how quickly they could be brought forward given the associated costs.

Simon Warburton confirmed that he was confident that the schemes outlined within Map 2 could be brought forward by the middle of the decade. The work had been used to convince DfT that there was a case for investment in urban transport, and subsequently the Government had announced the Inter City Transport Fund which was ring fenced to Mayoral Combined Authorities (bid into £2.5b funding from April 2022). It was acknowledged that the costs associated with developing business cases was extensive, however, it was confirmed that the Government had set aside £50m to support their development, of which GM could bid into (available from April 2021).

- Further information was requested in relation to e scooters.

It was confirmed that currently e scooter trials were being undertaken, including one at Salford's University Campus. The trial which had been running since the Autumn had been popular despite the current crisis. It was envisaged that e scooter use would be legalised in the near future, and GM was monitoring its progress, to ensure that the right regulations were introduced. It was noted that GM was also developing a GM Bike Hire Scheme, and consideration was being given to how different modes could be integrated with public transport.

- A Member requested further information on the expected costs of Bus Reform on taxpayers over the next 5 years (Scenario A within the consultation documents would cost taxpayers £96m).

Simon Warburton advised that an assessment of costs covering a wide range of scenarios had been undertaken, which would be driven by the demand for bus services. It was confirmed that the worst case scenario (deficit £292b) could be broadly discounted, given that prior to the current lockdown, the demand for bus services had returned to 70% of pre Covid levels, which demonstrated how critical the bus services were to many people's lives.

- A Member queried why local road resurfacing projects were included within the GM Five Year Transport Plan and not local Transport Plans.

It was confirmed that this was an oversight which would be amended.

- A Member highlighted that since the pandemic more people were now choosing to travel by car. How will GM encourage people to use public transport when it is safe to do so?

It was confirmed that public transport modes were currently being supported by emergency grants, however, it was recognised that this was not sustainable. TfGM was working with DfT, and collectively through the Transport Group to consider an appropriate, and achievable recovery path for each mode. It was noted that this recovery would be vital, particularly for those in low paid employment who rely on the transport network. Simon Warburton advised that once the recovery plans were developed they would be submitted to the Committee for consideration.

- Members welcomed the update and requested that regular updates be brought to the Committee as appropriate.

RESOLVED/-

1. That the update be noted.
2. That the Committee's support of the Greater Manchester Transport Strategy 2040 and Five Year Transport Delivery Plan (2021-2026) be noted.
3. That the Committee receive regular updates as appropriate, in particularly on the recovery plans developed.

HPE 258/20 NATIONAL WASTE AND RESOURCES STRATEGY - IMPLICATIONS FOR GREATER MANCHESTER

Paul Morgan, Head of Commercial Services, GMCA, provided an overview of the draft National Waste and Resources Strategy, which was published by Government in December 2018.

Key aspects of the document included:

- Development of Extended Producer Responsibility (EPR) where producers bear the full net costs of the life cycle of their products;

- Deposit Return Scheme (DRS) introduction for single use drinks containers;
- Recycling and Landfill diversion Targets - recycling of municipal solid waste target of 65% and municipal waste to landfill of 10% or less by 2035 on a tonnage basis. The definition of municipal waste is aligned to the EU definition which includes commercial waste as well as household;
- Consistency in the collection of dry recyclable materials by local authorities and separate weekly collections of food waste from household and businesses by 2023;
- Consistency of bin colours nationally;
- Tackling waste crime; and
- Measures to reduce food waste from all stages of production and consumption.

Following an initial consultation in early 2019, it was envisaged that the next round of consultations would be released towards March 2021.

In order to inform the GMCA, and district response to the next consultations, a suite of modelling work had been commissioned which would consider the financial and environmental impact of a range of scenarios that could result from the final National Waste and Resources Strategy. The agreed scenarios were:

- The 'baseline' services as they are delivered now;
- A twin stream recycling system (as we operate now), fortnightly collection of residual waste, weekly food waste and fortnightly free garden waste; and
- A weekly kerbside sort system utilising a trio of boxes for recycling, weekly food waste and fortnightly free garden waste.

Although there was some uncertainty around the direction of travel, it was clear that there were likely to be some changes to current arrangements (whether collection and/or disposal), which would have associated costs which must be met. It was confirmed that GMCA would continue to build its robust evidence base through the work commissioned, noting that the response would be reviewed by the Waste and Recycling Committee.

Members raised the following comments and questions:

- A Member requested further information regarding the requirement for anaerobic bio gas production, and whether the combustion would create a 'carbon sink', keeping carbon in the environment. Was GM planning to increase the use of bio gas?

It was confirmed that comparisons had been undertaken, which had shown that anaerobic digestion was the better carbon solution, and the gas given off could be combusted to generate electricity to self-feed the system (does give off CO₂). The wide range of anaerobic digestion options was noted. The use of bio gas more widely had not been considered in detail but would be raised with the Environment Team.

- Members commented that the number of receptacles was extensive, given the potential impacts.
- Which boroughs do not undertake weekly food collections?

It was confirmed that there was a mix of collection frequencies across the conurbation for food waste, due to a range of factors. The aim would be to have weekly or fortnightly collections of mixed organics.

- Members welcomed the update, and the proposed changes to weekly collections, and standardisation of arrangements.

RESOLVED/-

That the update be noted.

HPE 259/20 WORK PROGRAMME

Joanne Heron, Statutory Scrutiny Officer, introduced the Work Programme, and following discussion, it was agreed that the work programme would be updated to include regular updates on the following items:

- Living with Covid Recovery Plan
- EU Exit
- GM Transport Strategy 2040
- The Waste and Resources Strategy
- Greater Manchester's Plan for Homes, Jobs and the Environment

The Chair confirmed that a Homelessness Task and Finish Group was being developed, noting that regular updates would be brought to the Committee.

RESOLVED/-

1. That the Work Programme be noted.
2. That the Work Programme be updated to include regular updates on:
 - Living with Covid Recovery Plan
 - EU Exit
 - GM Transport Strategy 2040
 - The Waste and Resources Strategy
 - Greater Manchester's Plan for Homes, Jobs and the Environment

HPE 260/20 REGISTER OF KEY DECISIONS

RESOLVED/-

That the Register of Key Decisions be noted.

DATE AND TIME OF NEXT MEETING

Thursday 4 February 2021 at 6pm via Microsoft Teams Live.