

**MINUTES OF THE MEETING OF THE  
GMCA OVERVIEW & SCRUTINY COMMITTEE HELD WEDNESDAY, 23  
OCTOBER 2024 AT THE TOOTAL BUILDINGS - BROADHURST HOUSE, 1ST  
FLOOR, 56 OXFORD STREET, MANCHESTER, M1 6EU**

**PRESENT:**

Councillor Nadim Muslim	Bolton Council (Chair)
Councillor Russell Bernstein	Bury Council
Councillor Imran Rizvi	Bury Council
Councillor Basil Curley	Manchester City Council
Councillor John Leech	Manchester City Council
Councillor Mandie Shilton – Godwin	Manchester City Council
Councillor Colin McLaren	Oldham Council
Councillor Dylan Williams	Rochdale Council
Councillor Tony Davies	Salford City Council
Councillor Lewis Nelson	Salford City Council
Councillor Helen Hibbert	Stockport Council
Councillor Rachel Wise	Stockport Council
Councillor Jill Axford	Trafford Council
Councillor Ged Carter	Trafford Council
Councillor Shaun Ennis	Trafford Council
Councillor Mary Callaghan	Wigan Council
Councillor Debra Wailes	Wigan Council
Councillor Fred Walker	Wigan Council

**ALSO PRESENT:**

Andy Burnham	GM Mayor
Vernon Everitt	Transport Commissioner for Greater Manchester

**OFFICERS IN ATTENDANCE:**

Peter Boulton	Transport for Greater Manchester
Karen Chambers	GMCA
Julie Connor	GMCA
Steve Fyfe	GMCA
Andrew McIntosh	GMCA
Stephen Rhodes	Transport for Greater Manchester
Caroline Simpson	GMCA
Steve Warrener	Transport for Greater Manchester
Fran Wilkinson	Transport for Greater Manchester

## **O&SC 32/24**

## **APOLOGIES**

Apologies for absence were received from Councillor Peter Wright (Bolton), Councillor Terry Smith (Rochdale), Councillor Claire Reid (Tameside), Councillor Naila Sharif (Tameside), Councillor Joanne Marshall (Wigan) and Cllr Paul Dennett (Deputy GM Mayor and Portfolio Lead for Housing First)

The Chair welcomed new member Cllr Tony Davies (Salford) to the meeting.

## **O&SC 33/24**

## **CHAIR'S ANNOUNCEMENTS AND URGENT BUSINESS**

Members were reminded of their obligations under the GMCA Members' Code of Conduct and were requested to complete an annual declaration of interest form, which had been emailed to them by the Governance & Scrutiny Officer.

The Chair advised that, further to the virtual vote, it had been agreed that the Task and Finish review for this year would focus on the Safety of Women and Girls. The first meeting would be held on 6 November and would consist of an introduction, overview, and scoping session with colleagues from the Stronger and Safer

Communities Directorate. So far, around 11 members were interested. Members were asked to let Karen or Nicola know if they would like to be part of this activity.

Members were advised that the Quarterly Round Up Report, which was similar to the Chairs Annual Report, would be circulated after the meeting. The purpose of the report was to enable the committee to reflect on their achievements and outcomes at regular opportunities during the year. The first report covers July to September 2024.

**RESOLVED /-**

1. That members as per their obligation stated in the Code of Conduct would complete their Annual Declaration of Interest form and return it to the Governance & Scrutiny Officer.
2. That members consider if they wish to be involved in the Task and Finish Review for this year.
3. That the Quarterly Round Up Report be circulated to members after the meeting.

**O&SC 34/24**

**DECLARATIONS OF INTEREST**

Councillor Rachel Wise and Councillor Dylan Williams declared a personal interest in relation to item 36/24 - Housing First.

**RESOLVED /-**

That Councillor Wise and Councillor Williams declared a personal interest in relation to item 36/24 – Housing First.

**RESOLVED /-**

That the minutes of the GMCA Overview and Scrutiny Committee held on 25 September 2024 be approved as a correct and accurate record.

The GM Mayor introduced the report that advised the Committee on the progress of delivering the Bee Network, which is the plan for a high-quality, affordable, and fully integrated public transport and active travel system for the people and businesses of Greater Manchester.

The GM Mayor advised that 24 September 2024, marked the first year of Bee Network operations which saw 60m journeys taken in the regulated area, an increase of 5% compared to the previous year, which has halted the decline in patronage for the first time since deregulation forty years ago. Data showed that services in Tranche 1 and Tranche 2 were more dependable than before bus franchising with record-breaking patronage figures being set on two consecutive days in September.

The Committee were advised that the third and final tranche of bus franchising represented the biggest challenge yet. Mobilisation was at an advanced stage to ensure that buses, onboard technology, drivers, engineers, dispatchers, and depots were ready for 5 January 2025.

The GM Mayor advised that the piloted night services (V1 and No 36) were proving popular with over 50,000 journeys taken in the first month across the two services.

The first new Bee Network bus service was set to be introduced at the end of October. A new 615 service would connect Wigan with Middlebrook retail park. The hourly service restores a link for people in the borough to the popular retail park, giving them access to a wide range of leisure facilities.

Following the implementation of the final phase of bus franchising on 5 January 2025, GM would be able to set fares and introduce and amend ticketing products across the Bee Network, without the need to negotiate with commercial operators. Importantly, it would also allow GM to integrate fares and ticketing so that passengers could move seamlessly between Bee Network buses and trams, with an ambition to integrate cycle hire and GM rail in future.

The GM Mayor advised that from December 2024, residents would be able to apply for the annual bus pass scheme with Credit Unions. This would enable those who may not be able to afford the initial outlay of an annual product to benefit from the value that the annual ticket offers, making the weekly cost for a ticket as low as £15.

In September 2024, GM approved the introduction of 'pay as you go' (PAYG) contactless ticketing and multi-modal capped fares across bus and Metrolink from March 2025. PAYG would provide greater flexibility for customers who would not need to plan and purchase travel in advance and would simply be able to touch-on / touch in and out (on bus and Metrolink) with their contactless bank card or device and know they would be charged the appropriate capped fare.

PAYG on bus would also include the benefits of the Hopper Fares, so anyone travelling on multiple buses within an hour would only be charged the single Hopper fare.

The GM Mayor advised that Metrolink revenue was up by 13% and in May 2024, 4.1 million people travelled on Metrolink across Greater Manchester, setting a new record for monthly patronage since the network opened in 1992. This was thanks in part to a sizeable number of events taking place around the city region.

Revenue protection activities continue to reduce fare evasion across the network. Evasion rates have reduced from a high of 16.6% in August 2023 to 10.2% in August 2024.

More measures to increase safety, including 69 new TravelSafe Support and Enforcement Officers have been introduced across the network to provide a reassuring, visible presence for the travelling public. A Travel Safe Live Chat service has also been introduced.

The Committee were advised that Vernon Everitt was leading conversations with colleagues in the rail industry regarding the next phase of the Bee Network, rail integration. The ambition was to have a Bee Network style service with Metrolink standards in place on eight commuter lines. There were stations on those lines that were not accessible, such as Levenshulme. Discussions were taking place about the budget for capital improvements and which stations may need to be prioritised to ensure they were accessible as well as meeting other standards.

The GM Mayor advised that TfGM and GMCA officers were working together to shape the outcomes framework that would govern the Integrated Settlement, a single funding settlement to GM along the lines of those received by government departments, which would allow GM to target funding better to support local priorities. Transport funding was a key part of the settlement, which would be critical in supporting delivery of the Bee Network and other transport ambitions. Further information about the Integrated Settlement was anticipated alongside the Autumn Budget on 30 October.

The GM Mayor advised that the Liverpool - Manchester Railway Board had now been established to maximise the economic and social benefits of that part of NPR between the Liverpool City Region and Greater Manchester. The Board had already held its first two meetings and launched an initial Growth Report “A new Liverpool-Manchester Railway – Building a route to prosperity” which identified the initial scope of the growth opportunities presented by the Liverpool Manchester Railway (LMR). A Partnership Board had also been established, chaired by former Rail Minister Huw Merriman, which would support the work of the Railway Board.

Work was ongoing to establish a solution for rail connectivity between the North West and the West Midlands following a report commissioned by the GM and West Midlands Mayors.

The GM Mayor advised that GM has had to make some changes to plans regarding the fleet for Tranche 3 caused by manufacturing delays on the fleet that had been ordered under the Zebra programme and managed by Stagecoach. A report has been prepared for the GMCA meeting later this week.

Steve Warrener, TfGM Managing Director apologised for the short notice of bringing this to the attention of the Committee, but talks had been taking place very recently. He advised that GM have the opportunity to acquire a fleet of Bee Network ready buses owned by Stagecoach. If agreed, this would allow the replacement of older buses currently running in Tranche 2 and provide zero emission buses for Tranche 3. The Committee was informed that if GM does not acquire these vehicles, they would need to purchase alternatives, which could take up to 12 months to procure. Therefore, acquiring these vehicles now would be advantageous. If not purchased, the buses would be relocated to other Stagecoach depots across the country. Other advantages were increased customer satisfaction, reduction of operation costs in future years and savings on the capital grant. The Committee agreed that the purchase of the fleet would be advantageous to GM.

Members asked what the capacity was in relation to the 50,000 journeys on the night buses. The GM Mayor advised that the numbers did vary depending on the day and time but there had been heavy usage on Saturday nights. More data would become available on this as the services embedded. The GM Mayor advised that it was his ambition to see at least one night service route available for each local authority.

Members asked if any consideration had been made for the potential for the Government to end the £2 bus fare cap and what were the consequences of this. The GM Mayor advised that the GM £2 cap was not funded by the national scheme as it was in other areas; at the moment the £2 cap in GM was fully funded until March 2025 through the BSIP (Bus Service Improvement Programme) scheme. Members were advised that GM would need to reconsider whether the £2 cap could continue after the budget was announced.

Members were keen to understand how decisions regarding new bus services were made and quantified and how could GM ensure residents know how to put forward suggestions for new or improved services, such as routes to Stepping Hill Hospital. Officers advised that the majority of changes to services were marginal so easy to amend, these minor changes tended to be made following feedback from customers and the local Bee Network Committees. However more significantly, the first network reviews for Tranche 1 were underway and formal consultations have begun to gather views. This intensive engagement may lead to further changes to services. Consultation would also be completed for Tranche 2 and Tranche 3. Once completed the results of the consultations would be presented to the Bee Network Committee for scrutiny and approval.

Members asked what safety nets were available if one bus operator was to purchase another, and if there was anything in the contracts to prevent this. The GM Mayor confirmed that this would be covered in the contract. Any changes would need to be approved to ensure it was in the interest of the Bee Network.

Members asked if there was any progress with the proposals to extend Metrolink. The GM Mayor advised that this was dependent on the long-term pipeline for capital funding. Areas such as Stockport would need to build a business case to present to DfT, but he was optimistic as to how this would proceed.

Members asked if other stations, such as Glossop and other Bee Network lines would see accessibility improved. The GM Mayor advised that in order to improve access outside the Bee Network, GM would need to support other Combined Authorities to have similar schemes in place. The Transport Commissioner was in talks with the rail industry about the branding of these stations as GM would like them to be Bee Network stations.

Members commented that the information on active travel was encouraging and asked if there was a breakdown available to show how many extra journeys have taken place and what the data was specifically regarding women and girls accessing active travel. Officers advised that more information on this could be provided to the



Committee. In relation to safety and active travel, officers commented there were two elements to this, safety in traffic and safety at night. This continues to be a priority, and an action plan was being completed and was a high priority.

Members were keen to understand the figures in relation to car ownership increasing by 60% in the last 10 years and asked if this was miles driven or ownership and what the footprint was. Officers advised that it was ownership that has increased over the last 10 years with the cost of running a car reducing by 10% compared to the cost of rail travel increasing by 20%. Therefore, it was important to ensure GM could hold on to the £2 cap to encourage people to use bus services.

In relation to School Streets, The GM Mayor advised that he and the Active Travel Commissioner Dame Sarah Storey have written to all Primary Schools in GM to ask for expressions of interest in the School Streets Scheme with a view to support the vision for up to 100 schools. The GM Mayor visited a school in Trafford recently and it was clear that this brought benefits for everybody, both the school and residents. The GM Mayor asked members to look at their wards to see if there were any schools that might want to partake in the scheme. Members commented that the volunteer model for School Streets was not sustainable. The GM Mayor advised that there was capital to support this objective.

Officers advised that in relation to the communication strategy for the Bee Network, at the moment the strategy was focused on Tranche 3. However, following this, a wider comms campaign would commence to promote the benefits of the Bee Network across all GM.

Members asked about a specific active travel route for which, due to funding, was proving difficult to resolve. The GM Mayor advised that officers from TfGM would be able to look into a possible solution for this.

Members enquired as to when GM could see the Bee Network Career Pathways in place. The GM Mayor advised that this was an exciting time for Bee Network and the MBacc. The MBacc team were making great strides in building the number of T

Level placements available. The team has been instructed to include Bee Network careers on the GM Apprenticeship and Careers Website and the Bee Line Tool as soon as possible. This would enable young people to see the opportunities available to them in public transport and demonstrate the career progression from bus to tram to train driver. The Committee was advised that a report was due to be taken to the Combined Authority at the end of November and were assured that a section on Transport careers would be included.

Members raised an issue in relation to a lack of park and ride facilities in Atherton and Oldham. The GM Mayor commented that there was currently a business case being put together for park and ride facilities at Tyldesley which would alleviate some of the pressure on parking in Atherton. He added that there were lots of park and ride sites in GM, some of which were underused. The ambition in GM was to develop an app which would tell users how many spaces were available at each site. Similar issues were noted in relation to Bike and Ride and the GM Mayor advised that TfGM would be looking at this in more detail.

Members asked what more could be done to tackle anti-social behaviour at Metrolink stops. The GM Mayor advised that GMP were taking anti-social behaviour much more seriously than before, but more could be done, not only on the buses and trams but also on the journey from the tram to home. In relation to safety on public transport, the Transport Commissioner advised members that the Travelsafe Partnership engage with community groups, and they have designed the additional safety features built into the night bus network, specifically aimed at women and girls, such as Strut Safe, which was a service you can call as you get off the bus and continue your extended journey. In addition to this a large number of travel safety officers on buses and at interchanges have been introduced.

Members raised concerns about the age of some of the buses being used on the Bee Network, the GM Mayor advised that this was one of the reasons it was so important that GM can acquire the bus fleet from Stagecoach.

Members also raised concerns in relation to bus stops and asked if there would be a Bee Network standard for bus stops to include shelter, seating, and more greenery. The GM Mayor advised that level boarding, tactile paving and high visibility railings were standards that were introduced to Metrolink stops many years ago. Officers advised that there would be an opportunity to reprocure our bus stop services so there was real opportunity to enhance these.

Members asked if anything could be done to improve Metrolink reliability. Officers advised that there have been a number of incidents that have impacted on Metrolink services recently, including critical renewals work to ensure the network runs as efficiently as possible.

The GM Mayor addressed issues in relation to connectivity to Partington/ Carrington and it was hoped that the Bee Network bus services would improve this. He advised that the plans to relocate the freight lines that run through the city centre to Port Salford would improve the connectivity in these areas.

The GM Mayor highlighted that franchising was now costing a third less per km compared to the services tendered before its implementation. This, he argued, demonstrated to the Government that the approach ensures a more efficient use of public funds. He emphasised that this efficiency sets Greater Manchester apart from the rest of the country, excluding London, in terms of value added from funding provided.

## **RESOLVED /-**

1. That the Delivering the Bee Network Update be noted.
2. That the comments of the Overview and Scrutiny Committee on the Delivery of the Bee Network Update be noted and reported to the GMCA on the 27 October 2024.

3. That information regarding active travel journeys and specifically women and girls accessing active travel be provided to the Committee in future reports.
4. That a section on transport careers be added to the MBacc report being taken to the Combined Authority at the end of November.
5. That Officers from TfGM would offer their assistance concerning an active travel route to a member of the committee.

**O&SC 37/24**

## **A HOUSING FIRST GREATER MANCHESTER**

The Chair invited GM Mayor, Andy Burnham, GMCA Director of Place, Andrew McIntosh, and GMCA Head of Housing Strategy, Steve Fyfe, to present this item.

The report aimed to set out the Housing First vision for Greater Manchester, the challenges of the current housing crisis and the headline measures the unit would help drive to build a new system and to inform the Committee of the launch of the Housing First Unit.

The GM Mayor advised the Committee that it was important to recognise the fundamental importance of someone having a good secure home and that GM needs to start to think about housing as part of an integrated system.

There were three strands to the work of the Housing First Unit.

**Housing Supply** – the ambition was to provide 75,000 homes of which 10,000 would be truly affordable net zero (TANZ) social homes. GMCA officers were working on a proposal for submission to Government for the delivery of 10,000 TANZ homes, setting out the support which would be required from Government – in financial and other terms – to unlock that scale and pace of accelerated delivery of net zero homes for the GM residents who need them most.

**Housing Standards** - working at GM level to support the development and delivery of interventions to ensure existing homes were safe, secure, healthy, and affordable across all tenures. It was estimated that in the privately rented sector, 30-40% of people were living in accommodation that was poor quality. This was a huge number of residents living in homes that were potentially harmful to their health, so a change was needed.

**Housing Support** -GM level activity that transforms how residents were supported to live healthy, independent lives at home, which integrates services and improves ways of working, delivering better outcomes and reducing costs within wider public services. This was integral to and would be closely aligned with the Live Well model.

The GM Mayor advised that a whole range of work has commenced, and it was expected that the Good Landlord Charter would be introduced in May 2025. One of the aims of the Charter was to empower residents living in poor quality housing to request a property check. GM would use enhanced enforcement powers to tackle these poor standards. It was anticipated that a pilot would take place in Salford to begin to understand how this would work.

The GM Mayor added that the most effective way to support people was through integrated services that were able to take a holistic approach to people's needs. Integrating the housing system into this model of support would make the most of the sectors unique role in neighbourhoods and the range of activity it undertakes to support people to live healthy lives. This Live Well approach would then take pressure off the districts and reduce the temporary accommodation bill.

In relation to finance, the GM Mayor advised that GM were moving to an integrated settlement for 25/26; with an ask of Government to have more flexibility with Homes England funding which, alongside flexibility with retrofit funding, would allow more control over how this was spent. GM had operated the Housing Investment Loan Fund for 10 years, and approaching £600m of loans had been lent, with no defaults. This loan fund and the revenue GM generated from it was reinvested into wider housing improvements in GM and now the GM Good Landlord Charter.

Members asked about the targets for social housing and what the policy for building social homes in the next few years was and specifically if there was any update on the suspension of right to buy. The GM Mayor advised that GM's target was to build 10,000 homes, 1000 in every borough and work was ongoing to deliver this. GM await the outcome of the budget to allow us to progress this further. The GM Mayor advised that it would be beneficial to suspend right to buy from new build properties and the new Government had launched a consultation on this.

Members asked how realistic the targets to build 10,000 new homes were, given it was known that there was limited capacity in the system in relation to skills such as planners and construction roles. The GM Mayor advised that the targets were challenging but realistic. He advised that GM were in a position to move forward quickly due to the work already completed on Places for Everyone so would attract the skills needed. He advised that it was more likely to be delivered if GM looked at high density developments. He explained that the GM Land Commission were looking to identify locations and land that could be used for housing, perhaps in the vicinity of the Bee Network, where there was already the infrastructure in situ such as Castleton and Farnworth. This would bring a new demographic to the area which in turn would support the high street and regenerate the area. Officers added that GM had demonstrated in the past that these figures were realistic. If GM could create the right conditions and tools these would be achievable, so this was why the talks with Government were so important.

Members asked how many of the 10,000 new homes could be met through Places for Everyone allocations. The GM Mayor advised that this would be for the districts to decide but GM would hope that some of these might be built on land freed up by the GM Land Commission. More clarity was needed on the 10,000 homes pipeline and plan before any decisions could be made.

Members commented that the name of the Unit, Housing First, could cause confusion. The GM Mayor advised that he adopted the Housing First philosophy following his visit to Finland. As a country, housing has never been first on the list

when tackling issues. But, as we saw during the pandemic, areas of poor housing really presented challenges for the health of our residents. When housing and support are linked together to make it mainstream it extends the same philosophy to other services.

Members enquired if there was any update on the plans to save the Seven Sisters accommodation, if demolished this would dramatically lower the social housing stock not only in Rochdale but also the surrounding areas. Officers advised that an announcement was made recently which provided an update in terms of the way forward. Rochdale Borough Housing (RBH) and Legal and General had not been able to produce a plan, so RBH were opening this up to other options. It was expected that Rochdale Council would work with RBH and GMCA would help where it could to find the right solution.

Members commented that although HMO's (house of multiple occupancy) do have a place, more were being created in areas where they were not needed. Officers advised that this was a symptom of the crisis and shortage of housing. Part of the issue was enforcement, and GM would be able to assist local authorities to manage this part of the sector more effectively. There was a lack of capacity in skills in this sector and GM would also continue to grow capacity in this area.

Members advised that local authorities do not support gentle density and gave an example where planning permission was granted for a HMO but not an extension of a property. Officers advised that as GM move forward with the adoption of Places for Everyone, local authorities should take the opportunity to revisit their local plan process in respect of density.

Members raised concerns regarding the many large organisations that operate as landlords in GM and the difficulty this may bring when asserting enforcement powers. The GM Mayor advised that the owner of the building was responsible therefore the Charter would ensure the owner of the property was accredited making accountability clearer.

Members asked how GM could ensure that the elderly population, some with chronic health conditions, were suitably housed on discharge from hospital admissions, and how GM could ensure that social landlords take responsibility for housing standards. The GM Mayor advised that the Good Landlord Charter does have a strand for social landlords, so they too would be held responsible. He agreed that it does not make sense for our hospitals to be spending time and money to get someone well for them to be discharged to a home that could make their health worsen. Housing was the best investment that could be made in terms of effectiveness on other public spend. The GM Mayor and the Integrated Care Partnership Board had recently written to the Health Secretary proposing that GM become a prevention demonstrator to show what could be done to prevent entrenched ill health. He added that GM should take great encouragement from a recent report from the Kings Fund on Devolution in which they pointed to GM as a success story in developing a whole system approach to these issues.

The GM Mayor stated that it was important to start talking about strengthening the role of local authorities in housing. During the inquiry into the death of Awaab Ishak, it was noted that councillors were being excluded from the housing association board and their concerns were unanswered, that cannot be allowed to continue to occur. GM have requested as part of the English Devolution Bill, to restore the golden share where elected representatives are elected on housing association boards. The GM Mayor suggested that a greater awareness amongst social landlords of their social policies, could be enhanced by greater local authority involvement.

Members asked if there was anything that could be done to enable more people to have the option to purchase a home. The GM Mayor responded that this would be difficult at a local level, at the moment, as GM needs to focus on addressing the current housing crisis, and the primary source of capital and funding must focus on affordable and social housing, but there were national home ownership schemes available.

In relation to empty homes, Caroline Simpson stated that there has not been the capacity in the Local Authorities to bring empty homes back into use, but it was



hoped that this could begin to be tackled as part of the whole system approach of the Housing First Unit, working with local authorities to turn these homes around.

In relation to the standards in the private sector, Members would like to see a greater focus on selective licensing. The GM Mayor advised that in the Trailblazer Devolution Deal GM were given the ability to introduce selective licensing without reference to the Secretary of State but there was more work for officers to do on this.

Members asked in relation to retrofit, how confident were GM that the private sector could deliver the energy efficiency required. The GM Mayor advised that consideration was being given to the energy efficiency and understanding the risk of retrofitting without considering the wider condition of the property. This was why it was important to link retrofit funding to the Good Landlord Charter and the condition of the property.

Members asked how Local Authorities could be supported to deliver the Live Well Approach. The GM Mayor advised that GM were making an argument to Government for the employment support to be routed via the GM single settlement which would then be passed on to local authorities and the volunteer sector to provide local support for residents. This funding amounts to over £6b per year nationally, if GM take their share and route through our communities, it could have a more significant impact to the volunteer partners who provide a full range support for local people.

Members asked how GM could influence the investment choices of the GM Pension Fund into this sector. The GM Mayor advised that members of the pension fund were best placed to lobby the Pension Fund about this, he advised that policy debates were opening up within Government about local pension funds so it may be timely to have discussions about the future of the GM Pension Fund. Officers reassured members that GM have historically invested alongside the pension fund to unlock investment into the GM housing fund, so the pension fund does already work with GM to achieve its targets.

Members asked whether private landlords who receive payments or rents directly from the Government can have payments stopped if they do not keep their properties up to standard. The GM Mayor advised GM had begun to look at this, but if GM did this, it would need to be done carefully as GM would not want to see lots of landlords exit this sector. Conversations around linking universal credit to housing standards were ongoing.

**RESOLVED /-**

1. That the Overview and Scrutiny Committee welcome the launch of the Housing First Unit and their comments on the proposed Housing First vision for Greater Manchester be noted.
2. That the GMCA's ambition to drive forward growth and increase housing supply by delivering 75,000 new homes in the current Parliament, including 10,000 Truly Affordable Net Zero (TANZ) homes, subject to necessary support from Government be noted.
3. That the potential for GM Housing Investment Loan Fund surpluses to significantly assist in work to deliver the Housing First vision be noted.

**O&SC 38/24**

**OVERVIEW & SCRUTINY WORK PROGRAMME &  
FORWARD PLAN OF KEY DECISIONS**

It was requested that an update on Integrated Water Management, in particular water quality, be added to the work programme.

**RESOLVED /-**

1. That the proposed Overview & Scrutiny Work Programme for October-December 2024 be noted.

2. That Members use the Forward Plan of Key Decisions to identify any potential areas for further scrutiny.
3. That an Update on Integrated Water Management, in particular water quality, be added to the work programme.

**O&SC 39/24**

**FUTURE MEETING DATES**

**RESOLVED /-**

That the following dates for the rest of the municipal year be noted:

- 27 November 2024 – 1pm to 3.30pm
- 11 December 2024 – 1pm to 3.30pm
- 29 January 2025 – 1pm to 3.30pm
- 5 or 12 February 2025 – 1pm to 3.30pm
- 26 February 2025 – 1pm to 3.30pm
- 26 March 2025 – 1pm to 3.30pm