

**MINUTES OF THE MEETING OF THE HOUSING PLANNING AND ENVIRONMENT  
OVERVIEW AND SCRUTINY COMMITTEE HELD THURSDAY, 14TH NOVEMBER, 2019 AT GMCA -  
GMCA BOARDROOM**

**PRESENT:**

Councillor John Walsh (Chair)	Bolton
Councillor Dorothy Gunther	Bury
Councillor Mandie Shilton Godwin	Manchester
Councillor Barbara Brownridge	Oldham
Councillor Linda Robinson	Rochdale
Councillor Janet Mobbs	Stockport
Councillor Mike Glover	Tameside
Councillor Kevin Procter	Trafford
Councillor Amy Whyte	Trafford
Councillor Fred Walker	Wigan
Councillor Sharmina August	Salford

**OFFICERS IN ATTENDANCE:**

Andy Burnham	GMCA
Kevin Lee	GMCA
Sarah Mellor	GMCA
Anne Morgan	GMCA
Steve Fyfe	GMCA
Molly Bishop	GMCA
Joanne Heron	GMCA
Julie Connor	GMCA
Matt Berry	GMCA
Frank Tudor	TfGM
Simon Warburton	TfGM

**HPE/171/19 APOLOGIES**

Apologies for absence were received from Councillor Liam Billington and Councillor Martin Hayes.

**HPE/172/19 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS**

**RESOLVED/-**

To note there were no announcements.

BOLTON  
BURY

MANCHESTER  
OLDHAM

ROCHDALE  
SALFORD

STOCKPORT  
TAMESIDE

TRAFFORD  
WIGAN

## **HPE/173/19 DECLARATIONS OF INTEREST**

### **RESOLVED/-**

To note there were no declarations received.

## **HPE/174/19 MINUTES OF THE LAST MEETING HELD 11 JULY 2019**

Following the Local Concessionary Travel Charge item (M167/HPE) being discussed at this Committee in July, where Member's did not support the current proposal, a Member requested an update following its approval at the Combined Authority meeting on 26th July 2019.

The Mayor clarified to Members that the concerns raised at this Committee had been considered and noted prior to the decision being taken to adopt the proposal at the Combined Authority meeting. The rationale for signing off the proposal was given that a £10 administration charge was in place for all of the other concessionary schemes in GM for other age generations such as Our Pass, IGO and the Women's Concessionary Travel Pass, and to not incorporate it would create an equality/equal treatment issue. It was also felt that the charge was proportionate, and that to delay the decision would impact upon its implementation.

It was reaffirmed that the concessionary charge only relates to the Metrolink and train travel, with bus unaffected and free for all older people of state pension age and over.

It was clarified that in terms of comparison of this pass to the other concessionary travel offers, whilst the older persons pass does have a time restriction (not valid before 09:30), it encompasses more options such as tram and train, whilst the other options were only bus.

It was clarified to Members that using the Concessionary pass to tap in and out will not result in a charge, but doing so will assist TfGM to monitor footfall and for planning purposes.

### **RESOLVED/-**

That the Minutes of 11<sup>th</sup> July be agreed as an accurate record.

## **HPE/175/19 GREATER MANCHESTER STRATEGY IMPLEMENTATION PLAN AND PERFORMANCE UPDATE**

Andy Burnham provided Members with the latest six monthly update of the Greater Manchester Strategy (GMS) implementation plan and performance dashboards.

The Mayor thanked Members of the committee for their continued engagement with the scrutiny process, with this level of debate valued as being an essential component in developing the right policies in GM.

The presentation delivered to Members was noted as having previously been delivered to the GM Reform Board, and had a focus on providing an update on delivery, specifically change delivered to the residents of the 10 GM boroughs.

The update detailed improvement in school readiness, with positive improvements in outcomes for disadvantaged children and for pupils eligible for free school meals having improved consistently since 2015.

In terms of mental health in children and young people, rates of patients with a diagnosable mental health condition receiving treatment were noted as being ahead of national targets and ambitions. It was highlighted that in December 2018, Greater Manchester became the first area in the country to start collating and publicly publishing waiting time data for children and young people's mental health services. It was also fed back that in terms of general population health, levels of exercise in GM were increasing with 73.3% adults being active for at least 30 minutes a week.

The Mayoral Development Corporation was highlighted as showing the potential to deliver sustainable development and regeneration and represents a piece of genuine progress. The Our Pass initiative was noted as being taken up by 35,000 young people making 2 million journeys, both being examples of how devolution was delivering change.

In terms of providing an update on the Greater Manchester Spatial Framework (GMSF), officers clarified that due to not having regulations in place as a result of them not being agreed by Central Government, the next round of statutory consultation will not be until summer 2020. It was intended that there will be an informal response to the consultation in early 2020 to show ongoing process.

Members requested an update in relation to Clean Air targets in the 5 year strategy, particularly in the wake of the climate emergency being declared and numbers of car users stated as not reducing significantly.

The Mayor highlighted the legal obligation to tackle clean air with local councils liable to achieve air quality targets. It was noted that TfGM conducted air quality analysis in all 10 GM boroughs which revealed a number of pockets across the City Region which fell short of legal limits. Tackling this problem GM wide was thought to be the right approach to avoid displacing the problem and successfully managing levels of traffic across GM.

It was stated that the Mayor and TfGM were conscious of the potential impact of managing the costs of transition on commercial taxis and van drivers and also HGV and bus operators, which may require financial assistance to upgrade. The Mayor stated that there should be no impact to jobs and businesses as GM seeks to improve clean air. It was highlighted that GM did not want to include vans in the initial charges as current technology and the market did not currently make this viable for vehicle upgrade which would heavily impact on businesses.

Members were updated that the previous Prime Minister's Government response to GM's request for £350 million for Clean Air transition, would only support the funding of cameras and not support packages for vehicle transition. It was noted that engagement on this subject had improved with the current Government, however this was now on hiatus in the run up to the General Election. Leaders have subsequently felt that consultation on a proposal for a

Clean Air Zone in January 2020 can't be achieved, as a clear offer to affected companies and drivers cannot be finalised without proposals coming back from Government.

The Mayor commented that for the climate agenda to be successfully addressed, there will need to be a financial incentive with cost savings to make changes. The point was made that without this, there was a risk that adopting change will be divisive between those that can afford to upgrade and those that can't.

Members highlighted that in light of the positive progress update figures presented, there was a disparity between the GM districts with some outperforming others and some averages being lifted by a small number of districts. These issues were linked to examples in some boroughs where it was expensive to redevelop brownfield land, with property values not viable enough without Government subsidy. The complexities of developments were highlighted particularly in relation to brownfield sites. Concern was also expressed in terms of the potential time taken for town centre residential developments in the smaller districts to become as desirable and popular as city centre developments. Members expressed concern over maintaining quality of developments and thought that coordination at a GM level was required in order to not increase any existing divides between the districts.

It was clarified that pushing economic activity north of GM was what the GMSF in its current draft form was attempting to achieve with the Northern Gateway. The challenge of having the Housing Deal withdrawn due to Greater Manchester requesting a drop in figure from the 2016 consultation from 227,000 to 201,000 resulting in a loss of £50 million funding was highlighted. It was stated that allocation of land remediation funding had gone to areas of highest value of housing, and that this trend had been mapped which revealed that the vast majority of northern areas were not eligible.

The Mayor expressed opportunism in town centre developments throughout GM, with a revival of modern attractive developments on good transport links. Adopting age friendly living rather than the care home model was noted as being an important shift.

**RESOLVED:-**

- That the updated GMS Implementation Plan and Performance Dashboard be noted and that the comments of the Committee be taken into account.
- That the overall progress towards the achievement of the GMS 2020 ambitions and targets be noted.

**HPE/176/19 TOWN CENTRE STRATEGY - MAYORAL DEVELOPMENT CORPORATION**

The Mayor provided an update to Members on the Town Centre Challenge initiative.

Members were updated that the Stockport MDC had now been formally constituted with the Mayor acting as Chair for the initial meetings. It was noted that he will eventually pass this role on to an independent Chair. A masterplan for development of Town Centre West was noted as being completed and it was felt that this had already had a significant impact in gathering national attention. It was highlighted that Stockport was the first MDC focused on a town centre regeneration area. Members were informed that there was a healthy pipeline of support for Stockport to achieve its goal of 3500 new homes which will largely be high-density

and affordable. It was stated that Stockport Town Centre will be massively remodelled to accommodate age friendly properties, and will also be zero carbon with a redesigned transport interchange and integrated walking and cycling infrastructure. The Mayor highlighted that other districts care very welcome to adopt the MDC.

Members enquired how funding streams and regeneration were envisaged to work for smaller boroughs in Greater Manchester. It was updated that Town Centre Challenge progress reports were available for all towns, with all moving forward. The Mayor was confident this was the right approach and that demonstrating delivery in town centres can relieve pressure on greenbelt.

Members wanted to ensure that any quantum growth in town centres was able to offset greenbelt risks through the GMSF. The importance of having a secure robust 5 year delivery plan for housing was highlighted. The Stockport pipeline plan was noted as being helpful and adding credibility to the 5 year delivery plan.

Members were updated that Government have today published 2019/20 housing build figures with GM having a net of 11,500 which was the highest second highest ever trend in the City Region.

In terms of monitoring land supply at a GM level, Members were reassured that the 10 Districts were coming together to monitor this information. It was highlighted that this keeps visibility of aspects such as available land and land imminently coming forward, planning permission status and also incorporates the Town Centre Challenge.

Members highlighted the importance of engaging with a cross section of stakeholders over the changes implemented as part of the MDC, such as SMEs to make sure they were not displaced and were supported through change. The Mayor highlighted that if used correctly, the MDC can be a great vehicle for redevelopment. It was stated that the cross party representation and remediation mechanisms and public engagement mechanisms need to function correctly so that all small businesses and stakeholders can have a voice to feedback issues. The intention by Stockport was to build an all generation neighbourhood with infrastructure to benefit all.

In terms of land supply, the Mayor felt that there needs to be a shift in thinking to accept that town centres need to be fundamentally different from the last century with a move away from focusing solely on employment and retail developments.

**ACTION:** Members to receive a copy of the Mayor's update on the Town Centre Strategy and receive further monitoring reports as appropriate.

## **RESOLVED/-**

That Members note and comment on the report and request further updates as appropriate.

## **HPE/177/19 A BED EVERY NIGHT / HOUSING FIRST PROGRESS UPDATE**

The Mayor provided Members with an update on the current work and progress made on ending the need for rough sleeping in Greater Manchester.

It was feedback to Members that official figures of rough sleepers in GM for November 2018 were 241 with November 2019 official figures due out later this month. It was highlighted that counts carried out by the GM Districts for September gave a figure of 195. It was noted that confirmation of these figures by Government counts will represent a second consecutive year of numbers falling following a period of significant rise. Bed Every Night was credited with this change in trend, with 358 individuals currently using this facility. It was also stated that around one third of those using the facility move on to a better more permanent accommodation.

Members were updated that following additional support from NHS funding and from the Ministry of Justice and Community Rehabilitation Company, Bed Every Night will move up to phase 2, increasing capacity to 401 spaces. This represents GM being much better prepared for this winter. It was highlighted that the NHS were working to provide more support within shelters such as mental health provision. For phase 2 of Bed Every Night, there was an aspiration to also improve the quality of support provided with more provisions such as for women only, couples and dogs.

The Mayor reiterated his stance that it shouldn't be allowed that people can be left to sleep on the streets with no provision available to them. The Bed Every Night scheme was stated as being a proven better use of public money rather than seeing consequence overtake planning in GM. It was highlighted that CRISIS had estimated the cost of providing 1 bed for a year to be £11,000, compared to the cost on public resources of not providing a bed given as £20,000 per year in terms of health/police resources.

It was noted that Housing First which was noted as a Government pilot with 3 years funding providing accommodation and offers a range of additional support, was fully rolling out across districts. Members were updated that 89 individuals have been assessed as eligible, (mainly rough sleepers with a range of complex needs) with 34 now accommodated. It was noted that Housing First and Bed Every Night together demonstrating a more coherent response to this crisis.

Following Member comments that there was a lack of Member representation over homelessness, the Mayor highlighted that councillor involvement would always be greatly appreciated. The ongoing work tackling rough sleeping of Salford City Mayor Paul Dennett was highlighted, and the Committee heard that there were periodic meetings with homeless needs, and the homelessness programme board which Councillors attend.

The challenges to acceptance of support by rough sleepers was discussed by the Committee with personal safety fears and in some cases, acceptance of life choices being highlighted as barriers. It was stated that accommodation provision had been designed to be physically safe with through-the-night supervision, and where possible, the provision of single room, or single sex areas whilst providing for those with complex needs. The challenge of overcoming barriers to what people would deem psychologically safe was highlighted. It was noted that staff at the centres have received training in dealing with those with trauma as some may not

self present or may exhibit challenging behaviours. It was stated that there was large amount of ongoing work regarding temporary accommodation in general in the GM districts.

A Member gave positive feedback from a Making Spaces shelter provision which had made a difference to a number of individuals in this district. The Mayor made the point that offering a 'settled' bed was crucial to giving individuals a platform to improve circumstances and move on to a more positive place. He also highlighted the importance of offering this facility as a sustained resource rather than in response to sustained cold weather.

It was stated that the availability of move-on, particularly for single males was limited. The ability to help people move through and find other accommodation from Bed Every Night was noted as being crucial to maintain availability of beds. It was reaffirmed that the Scheme was meant to be an emergency provision and that the day-1 goal was for users to be in a position to move to a more long term solution. It was noted that there was also a high demand on temporary and supported accommodation. It was clarified that some individuals only require a short transitional period of support before returning to former temporary or supported or social housing.

Members acknowledged the success of Bed Every Night, which had been a strong team effort of many partners. The challenge of the lack of social housing was stated with a need to put pressure on central government for funding to replenish stocks of social housing. It was stated that the Mayor and the City Mayor were intended to develop a Homelessness Prevention strategy which takes a 10 year view, and was based on building more units for social rent across all 10 districts. The commitment made as part of the GMSF housing vision to build 50 000 homes, within which 30,000 being for social rent was highlighted. The Mayor noted that finding a delivery mechanism for both funding and legal powers to deliver would be key.

#### **RESOLVED/-**

That the report be noted and the Committee's comments be taken into account with this ongoing work.

#### **HPE/178/19 GREATER MANCHESTER ELECTRIC VEHICLE CHARGING TARIFF PROPOSAL**

Simon Warburton, Transport Strategy Director for TfGM introduced a report updating Members on the proposal to introduce a tariff on the Greater Manchester Electric Vehicle (GMEV) charging network from early 2020.

The Greater Manchester Taxi Trade Coalition circulated a letter to members of the Committee that set out their concerns on proposals to introduce a tariff on the Greater Manchester Electric Vehicle (GMEV) network from early 2020.

Representatives from the sector were present at the meeting to listen to discussions around issues raised.

GMEV was established in 2012 and was grant funded by Central Government. The scheme was managed by Transport for Greater Manchester (TfGM) and subsequently rolled out and managed through a contract with a provider. Current arrangements required customers to

either register for a membership card for an annual fee of £20 that was payable to a third party who operated the network, or free use of a mobile app. Since the installation of the network, TfGM had not charged customers to charge their vehicles.

High growth in GMEV usage had continued since 2016 and it was anticipated that this would continue to grow over the next few years. The wider pressures on Levy funded transport budget and the increased use of the infrastructure meant that it was financially unsustainable to continue to provide this service free of charge.

The introduction of an Electric Vehicle charging tariff would assist with securing a long-term revenue stream to assist in funding the costs associated with a publically owned EV charging infrastructure in GM. Over the past year, an extensive consultation exercise had been undertaken on the re-let of the contract and the expansion of the existing GMEV network.

With reference to the concerns set out by representatives from the Greater Manchester Taxi Trade Coalition, it was stressed that it remained TfGM's intention to put in place a membership model for the GMEV system that would be attractive to commercial users. This model had not yet been designed but it was envisaged that this would allow regular commercial users to benefit from a degree of tariff relief. It was hoped that by November 2019, GMCA would have been closer to a finalised position on the GM Clean Air Plan. As of today, no confirmation on funding had been received, however, it was envisaged that grant funding would be available to support the shift towards broader vehicle change.

Members expressed a variety of concerns regarding the introduction of a tariff on the Greater Manchester Electric Vehicle (GMEV) charging network from early 2020.

Members queried the market research undertaken to develop the tariff structure, which they felt only incorporated consultation with a very small percentage of electric vehicle owners. It was clarified that market research for both tariffing and service had included a cross section of the public. This had deliberately included non-EV owners as they were the future target market for the GM Clean Air plan. In addition, other supporting information from existing user data had been included.

Members also expressed concern at the level of over-stay charges that were not felt to be comparable with other networks. It was clarified that this was designed as a deterrent to vehicles preventing private hire cars from using this facility. TfGM offered to consult further with the contract partner and give further advice to the GMCA on overstay charges.

With regard to queries around overall tariffs costs being high compared to national averages, it was explained that these examples often included the requirement of an additional pre-membership payment that offset this tariff.

Members raised concerns that the introduction of charging tariffs could be detrimental to the growing of the Electric Vehicle market, which currently had not grown at the desired rate. The costs of buying an electric vehicle were highlighted as being comparably high, with current associated running costs being relatively lower. This financial incentive would be removed should proposals to introduce charges be agreed. It was explained that the cost to maintain the current free-charge model would be an escalating cost within TfGM and to Local Authority budgets. The proposals put before the Committee attempted to achieve a balance between the current offer and maintaining budgets.



Members reiterated comments made by the Taxi community that only two of the three rapid charging points were working. It was clarified that the first generation technology available at that time (2011/12) did not offer rapid charging and was now difficult and expensive to repair and maintain. A new contract would include an upgrade of existing chargers, improve the reliability of the network and incorporate better maintenance and upgraded charging points.

Members expressed a concern over the availability of domestic charging points. It was reported that the number of domestic properties with charging points were increasing, and represented the best solution to fueling these vehicles. It was stated that 40% of homes in GM lack driveways, and that TfGM were assisting the district councils with various offers of street-side charging points. Local Authorities were also looking at the role of planning decisions to encourage introduction of charge points.

Members requested that along with concerns raised by this Committee, that the question and answer sheet response issued by TfGM addressing the concerns of the GMTTC in their letter to Members be also submitted to the Combined Authority.

#### **RESOLVED /-**

1. That based on the information set out in the report, namely, the lack of clarification from central government on funding for the GM Clean Air Plan and the incomplete membership model, the Committee cannot fully support the introduction of Electric Vehicle charges in early 2020 until both the above were agreed and in place.
2. That the views of the Committee be reported to the GMCA when it considers the proposals.

#### **HPE/179/19 WORK PROGRAMME**

Due to the cancellation of the Combined Authority meeting on 13<sup>th</sup> December, Members of this Committee agreed for the meeting scheduled for 5<sup>th</sup> December to be cancelled.

An amended work programme will be circulated to Members.

#### **RESOLVED/-**

1. That the work programme be agreed with the addition of an item being added in relation to proposals for an energy company.
2. That in view of insufficient business for the 5<sup>th</sup> December, agreed that the meeting should be cancelled and the business held over to the January meeting.

#### **HPE/180/19 REGISTER OF KEY DECISIONS**

Available online at the GMCA Site:

<https://democracy.greatermanchester-ca.gov.uk/ieListDocuments.aspx?CId=386&MId=2762&Ver=4>

#### **RESOLVED/-**

That the register be noted.

**HPE/181/19    DATE AND TIME OF NEXT MEETING**

Thursday 16th January 2020

10:30 – 12:30