Overview & Scrutiny Committee Agenda

GMCA
GREATER MANCHESTER
COMBINED AUTHORITY

Title: **Housing, Planning & Environment**

Date: **Thursday 16 November 2017**

Time: **10.30 am to 12.30 pm**

Venue: **Lord Mayor’s Palour, Manchester Town Hall Extension, Albert Square, Manchester M60 2LA**

Notes:

- The Contact Officer for this agenda is Susan Ford, Governance & Scrutiny, GMCA ☏ 07973877264 ✉ susan.ford@greatermanchester-ca.gov.uk.
- If any Member requires advice on any agenda item involving a possible Declaration of interest, which could affect their ability to speak or vote are advised to contact Jenny Hollamby at least 24 hours in advance of the meeting.
- For copies of papers and further information on this meeting plese refer to the website www.greatermanchester-ca.gov.uk. Alternatively, contact the above Officer.
- Please note that this meeting will be held in public and will be livestreamed (except where confidential or exempt information is being considered).

Membership:

Councillor Andrew Morgan	Conservative Member for Bolton
Councillor Elaine Sherrington	Labour Member for Bolton
Vacancy	Bury
Councillor James Wilson	Labour Member for Manchester
Councillor Hannah Roberts	Labour Member for Oldham
Councillor Linda Robinson	Labour Member for Rochdale
Councillor Ann Stott JP	Conservative Member for Rochdale
Councillor Michele Barnes	Labour Member for Salford
Councillor Robert Sharpe	Labour Member for Salford
Councillor Lisa Smart	Liberal Democrat Member for Stockport
Councillor Elise Wilson	Labour Member for Stockport
Councillor Gill Peet	Labour Member for Tameside
Councillor Bernard Sharp	Conservative Member for Trafford
Councillor Lynn Holland	Labour Member for Wigan
Councillor Fred Walker	Labour Member for Wigan

Substitues: At the GMCA meeting on 29 September 2017, it was agreed that the following be appointed as substitutes to each of the three committees:

Councillor David Greenhalgh	Conservative Member for Bolton
Councillor Debbie Newall	Labour Member for Bolton
Councillor Jamie Walker	Labour Member for Bury
Councillor Rebecca Moore	Labour Member Manchester
Councillor John McCann	Liberal Democrat Member for Oldham
Councillor Peter Malcolm	Labour Member for Rochdale
Councillor Christopher Clarkson	Conservative Member for Salford
Councillor Karen Garrido	Conservative Member for Salford
Councillor Adrian Pearce	Labour Member for Tameside
Councillor Ruth Welsh	Conservative Member for Tameside
Councillor Bernard Sharp	Conservative Member for Trafford
Councillor James Wright	Labour Member for Trafford
Councillor James Grundy	Conservative Member for Wigan
Councillor Michael Winstanley	Conservative Member for Wigan

Eamonn Boylan
Secretary and Chief Executive, GMCA

Housing, Planning & Environment Overview & Scrutiny Committee

Declaration of Interests in Items appearing on the Agenda

NAME ______________________________

Minute Item No. / Agenda Item No.	Nature of Interest	Type of Interest
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary

GMCA
GREATER MANCHESTER COMBINED AUTHORITY

GREATER MANCHESTER COMBINED AUTHORITY (GMCA) HOUSING, PLANNING AND ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE, 18 OCTOBER 2017 AT 6.00 PM, SCRUTINY ROOM, MANCHESTER TOWN HALL

Present:	Councillor:	Lisa Smart (in the Chair)
	Councillors:	Elaine Sherrington (Bolton) James Wilson (Manchester) Hannah Roberts (Oldham) Linda Robinson (Rochdale) Robert Sharpe (Salford) Michele Barnes (Salford) Elise Wilson (Stockport) Robert Chilton (Trafford) Patricia Holland (Wigan) Fred Walker (Wigan) Michael Winstanley (Wigan) (Substitute)
	Officers:	Julie Connor (Assistant Director, Governance and Scrutiny, GMCA), Rod Fawcett (Transport Policy Manager, TfGM), Susan Ford (Statutory Scrutiny Officer, GMCA), Chris Findley (GM Planning Lead), John Holden (Assistant Director, Research & Strategy, GMCA), Simon Nokes (Executive Director, Policy & Strategy, GMCA), Jenny Hollamby (Governance and Scrutiny, GMCA) and Michael Renshaw (Executive Director, TfGM)
Apologies:	Councillors:	Andrew Morgan (Bolton), Anne Stott (Rochdale) and Gillian Peet (Tameside)

M9/HPE APPOINTMENT OF CHAIR AND VICE-CHAIR FOR THE 2017/18 MUNICIPAL YEAR

The Assistant Director, Governance and Scrutiny, GMCA asked for nominations for the role of Chair. Councillor Elise Wilson proposed Councillor Lisa Smart and Councillor Robert Chilton seconded the proposal. It was put to the vote and it was agreed that Councillor Lisa Smart be appointed as Chair of the committee for the 2017/18 municipal year. Councillor Lisa Smart took the role of Chair and thanked Members for her appointment. The Chair welcomed all those present.

The Chair asked for nominations for the role of Vice-Chair. The Chair proposed Councillor Robert Chilton and Councillor Winstanley seconded the proposal. Councillor Linda Robinson proposed Councillor Anne Stott (not present) and Councillor James Wilson seconded the proposal. Councillor Elaine Sherrington proposed Councillor Andrew Morgan (not present). However, the proposal was not seconded. The Chair put the nominations to the vote. With two votes for Councillor Robert Chilton and six votes for Councillor Anne Stott, it was agreed that Councillor Anne Stott would be appointed as Vice-Chair of the committee for the 2017/18 Municipal Year.

RESOLVED: That Councillor Lisa Smart be appointed as Chair and Councillor Anne Stott be appointed as Vice-Chair of the Housing, Planning and Environment committee for the 2017/18 municipal year.

M10/HPE URGENT BUSINESS, IF ANY, INTRODUCED BY THE CHAIR

There was no urgent business introduced by the Chair.

M11/HPE DECLARATIONS OF INTEREST

There were no declarations of interest received at the meeting. Members were reminded to complete the Register of Interest form sent to them by the Governance and Scrutiny officer.

M12/HPE TO APPROVE THE MINUTES OF THE LAST MEETING DATED 7 SEPTEMBER 2017

Members considered the minutes of the last meeting held on 7 September 2017.

The Chair proposed and Members agreed, that the word 'endorsed' be amended to 'noted' in the recommendations of M5 and M7.

It was reported that the call in process agreed at the meeting on 7 September 2017, was approved by the GMCA on 29 September 2017.

RESOLVED: That the committee approved the minutes of the last meeting on 7 September 2017 as a correct record subject to word 'endorsed' being amended to 'noted' in the recommendations of M5 and M7.

M13/HPE GREATER MANCHESTER STRATEGY (GMS) IMPLEMENTATION PLAN AND PERFORMANCE DASHBOARD

Consideration was given to the report of the GM Mayor and the Chief Executive, GMCA that provided Members with a draft of the refreshed GMS.

It was reported that the actions included in the implementation plan that was attached to the report, were all to be delivered within existing resources, during the next six months. A further two-year implementation plan would be developed and delivered from April 2018, and would be brought to the meeting of the committee on 17 April 2018.

The Chair thanked the Assistant Director, Research & Strategy, GMCA and the Executive Director, Policy & Strategy, GMCA for presenting the report but reminded officers that there was an expectation that portfolio holders be at the meeting to present reports and to provide political direction and accountability.

Members' questions included:

- Officers were reminded that the committee had 'noted' the report on the Greater Manchester Strategy at their meeting in September and had not 'agreed it'.

- To ask officers to remove duplicate entries from the covering report's tables

- To update on progress with Smart Ticketing were being addressed. Officers explained that smart ticketing was a long term and progressive approach to achieving a unified and simpler set of fares and tickets for GM. It has two key elements: a technology solution and simplified public transport fares. TfGM was making progress to improve the current system and is committed to introducing a simpler more convenient and integrated approach to travel in GM.

- To include implementation dates, milestones and a traffic light monitoring system in the implementation plan to enable the Committee to effectively scrutinise progress and hold leads to account for the Strategy's delivery. It was acknowledged that further work was required with organisations who were delivering the plan to ensure that milestones and dates were included. A further update would be bought to the committee on 17 April 2018.

The Chair welcomed the report and the early opportunity for Members to scrutinise, provide their feedback and comments prior it being agreed by the GMCA.

RESOLVED: That the committee:

1. Noted the draft Greater Manchester Strategy (GMS) implementation plan.

2. Asked officers to make the following improvements to the implementation strategy:

    - Remove duplicate entries included in report's tables
    - Work with theme leads to ensure that future versions of the implementation plan have clear delivery dates and milestones included for each of the priority actions.

3. Agreed that future performance reports, and performance dashboards be brought to the committee once completed.

M14/HPE BUS SERVICES IN GREATER MANCHESTER

A presentation on the current and future bus services in GM, was provided by TfGM's Policy Manger and Executive Director.

The committee's discussion included the following questions:

- What work was TfGM undertaking on the transfer of risk as part of their work examining the potential franchising of bus services in GM? TfGM's current work includes looking to examine both the risks and benefits of alternative options to improve bus services in GM, including exploring bus franchising. In relation to this, the authority would carry a range of risks related to franchising, although work to date indicates that such risks were manageable. It was noted that it is important to recognise that currently the public sector already carries significant risks associated with providing subsidised bus services, where there are gaps in commercial provision. There are also much wider risks to GM's wider economy if the local transport offer doesn't provide the integrated transport connectivity that GM's residents, businesses and visitors need and expect. Currently there is a significant decline in passenger journeys made by bus in GM, reducing by around 3 million bus journeys each year, a trend which must be tackled.

- How were new routes being developed to ensure residents could access jobs in new employment sites land by public transport? Officers explained that the current market model meant that commercial operators typically would only establish new services where they could generate sufficient guaranteed income. Therefore TfGM works with operators to adapt and respond to new needs, such as the development of new employment sites. TfGM sometimes supports the provision of new services in emerging areas of need to encourage operators to enter the market. Members were concerned that the lack of good public transport may be a barrier to job seekers.

- Members were keen to find out more how the GMCA was developing an integrated transport offer to enable GM travellers to easily change mode. It was mentioned that in the London system around one in three rail or tube journeys was preceded by or followed by a bus journey because the integrated nature of the public transport network facilitated this.

- What criteria were used to assess supply and demand and how would TfGM know what residents wanted from their bus service? TfGM are producing an assessment of a potential franchising scheme as well as exploring other options for the reform of bus service delivery with operators. To inform the development of a franchising scheme TfGM had requested a range of information from bus operators including things such as the number of journeys run, passenger numbers and fare structures. In addition the Bus Services Act required GM to work with neighbouring authorities. A public consultation will then be undertaken. However, until DfT provide greater clarity around the Bus Services Act secondary regulations, TfGM could not commit to a timeframe. The assessment will give a more detailed understanding of the local bus market and will enable GM to make an informed decision on future reform of the bus market in GM.

- There was a particular need to understand how different options would work in the short and long term and how different models would support residents to make complex journeys easier to undertake and more affordable. TfGM will provide the GM Mayor with the information to make an informed decision on the future reform of the bus market in the new year.

- A Member enquired if TfGM was ready and able to deliver a solution, and were the appropriate staff and resources available? The Member was reassured that TfGM had the right people to deliver the work.

RESOLVED: That the committee noted the report.

M15/HPE GREATER MANCHESTER SPATIAL FRAMEWORK (GMSF) UPDATE

A presentation by GM Planning lead provided Members with an update on the GMSF.

Since the last meeting, there had been two main developments:

1. Government had released a consultation document (planning for the right homes in the right places), which took forward several proposals from the Housing White Paper, on 14 September 2017. A brief outline of the proposal was attached at Appendix 1 of the report.

2. Responses to the consultation on the draft GMSF were released on 28 September 2017 had been published. 27k responses had been received and respondents could see their response on-line. A new landing page had been designed in response to problems that some people found accessing the consultation portal.

Discussion included the following points made by members:

- Members welcomed the 10 year approach to calculating housing need which could allow GM to use a phased approach to calculating housing need in GM. This would also allow GM to take into be more responsive to economic changes and the impact of new technologies on housing need. However officers explained that under this new methodology objectively assessed housing need (OAN) may not provide as much stability as first seems because it uses the household forecast which changes every two years and the earnings index which changes annually to calculate housing need. One solution to this could be to fix the figure once a plan had been published for five years and then again once the plan was approved fixed for a further five years. There was also a potential contradiction between as the ten year figure for OAN and the National Planning Policy Framework (NPPF) which recommends that plans were prepared with a longer time horizon ‘preferably 15 years’.

- The Committee were keen to stress the importance of utilising brown field sites first and also to avoid the development of sites before appropriate infrastructure was in place. Currently work was being undertaken to increase that the number of sites which were well served by infrastructure (particularly brownfield land and sites around town centres) in the GMSF.

- Members also wished to know what financial tools might be available to incentivise the development of brown field sites. Government are reluctant to support the development of brownfield sites with gap funding, instead loan-funding is the preferred mechanism. There are issues associated with deliverability and economic viability associated with developing brown field sites and the need for GM to deliver housing. Officers also drew the Committee’s attention to the fact that government are planning to introduce a housing delivery test whose details are not yet fully known and but there may be penalties (whose details are yet to be confirmed) for places who are failing to deliver their housing numbers.

- What work had been undertaken to assess the impact of Brexit on housing need and the GMSF? GM has assessed the impact of Brexit on growth, but we will be considering the new government methodology to determine housing need. [Note: this assessment is now available on the website https://www.greatermanchester-ca.gov.uk/info/20004/business_and_economy/73/greater_manchester_forecasting_model]

- What work had GM undertaken to fulfil its Duty to Co-operate the areas that connected with GM? It was noted that the Duty to Co-operate was not a duty to agree. In terms of the GMSF, it was a joint plan in ten Districts and conversation and discussions with neighbouring authorities had taken place. There may be an additional element of this Duty, called the Statement of Common Ground which may be brought in next year. [Further information on work to date can be downloaded on the GMSF consultation portal http://gmsf-consult.objective.co.uk/portal/2016consultation/supp_docs?pointId=1477913853113]

- How could neighbourhood plans be aligned with the GMSF and how would this be managed? Neighbourhood plans were introduced after 2010 and there are a number under development in GM. The first neighbourhood plan to go to referendum stage would be considered this week. It was noted that neighbourhood plans were one part of the plan making system and not a mechanism to prevent development. However, this is an emerging area for GM about which the committee needed to be kept informed and a short background note will be prepared to explain how different plans worked together.

RESOLVED: That the committee:

1. Noted the report.
2. Commented on the issues that the response to the housing consultation should cover (minute M15/HPE refers).
3. Request a short background note to explain how different plans work together.

M16/HPE WORK PROGRAMME

The Statutory Scrutiny officer, GMCA presented a report that set out the committee's work programme for Members to develop, review and then agree.

The Chair stressed that forward planning was important for the committee and would set the tone for GM. The Chair was very keen on pre-decision scrutiny to influence and improve future decisions. Chair requested that presentations be kept short and relevant and to enable Members to have ample time to scrutinise issues.

Members and officers identified the following areas, which would be used developed to the work programme by the Statutory Scrutiny officer, GMCA:

- The Greater Manchester Waste Disposal Authority's (GMWDA) transition into the GMCA and governance arrangements (early 2018).
- The viability of greenfield sites (possible task and finish group).

- Green Summit (Feb/March 2017).
- The air quality plan (Feb 2018).
- Updated GMS implementation plan (April 2017)
- Performance management framework for GMS (April 2017)
- Update on work on town centres.
- Homelessness and what work was taking place across the conurbation at a strategic level. Clarity around the definition of homelessness and how this differed from rough sleeping was also requested as a briefing note.
- Transport strategy focusing on developing an integrated transport system (Nov 2017).
- A deeper dive to investigate particular aspects of the green economy, a possible joint task and finish group between scrutiny committees.
- GMSF focusing on congestion and improving connectivity.
- Housing affordability (Nov 2017)
- GM as a Carbon Neutral city region (December 2017).

The Statutory Scrutiny officer, GMCA asked and Members agreed that the officer be given delegated authority to update and develop the work programme in light of Members comments and suggestions made at the meeting and that the chair would work with officers to shape the work programme moving in advance of the next meeting.

RESOLVED:

1. That the committee updated the work programme (minute M16/HPE refers).
2. That delegated authority be given to the Statutory Scrutiny officer, GMCA to update and develop the work programme in light of Members comments and suggestions made at the meeting.
3. To produce a briefing note on GM's work on homelessness, which addresses the issue of how homelessness is defined.

Planning, Housing & Environment Overview & Scrutiny Committee

GMCA GREATER MANCHESTER COMBINED AUTHORITY

Date: **16 November 2017**

Subject: **Housing affordability**

Report of: **Paul Dennett, Portfolio Leader for Planning, Housing and Homelessness**

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1. PURPOSE OF REPORT

1.1 To provide the Committee with baseline evidence on housing affordability and related issues in Greater Manchester.

2. RECOMMENDATIONS

2.1 That the committee:

a) Consider the data contained in the attached presentation.

b) Use this to inform the priorities for the committee's future work.

3. CONTACT OFFICERS

3.1 Steve Fyfe, Head of Housing Strategy, GMCA
steve.fyfe@greatermanchester-ca.gov.uk

4. BACKGROUND

4.1 The attached presentation provides an overview of the key issues relating to housing affordability in GM, bringing together the most up to date key data available from published sources.

4.2 It therefore covers tenure mix, the structure of the social rented sector, new build and HCA funding, analysis of the affordability of private rental and owner occupation, Housing Benefit and Universal Credit, housing need, vacant properties and rough sleeping and homelessness prevention. The intention is to provide the Committee with a starting point for discussion around the issues raised and to inform consideration of where the Committee might want to focus attention on in future meetings.

The following is a list of the background papers on which this report is based in accordance with the requirements of Section 100D(1) of the Local Government Act 1972. It does not include documents, which would disclose exempt or confidential information as identified by that Act.

- None.

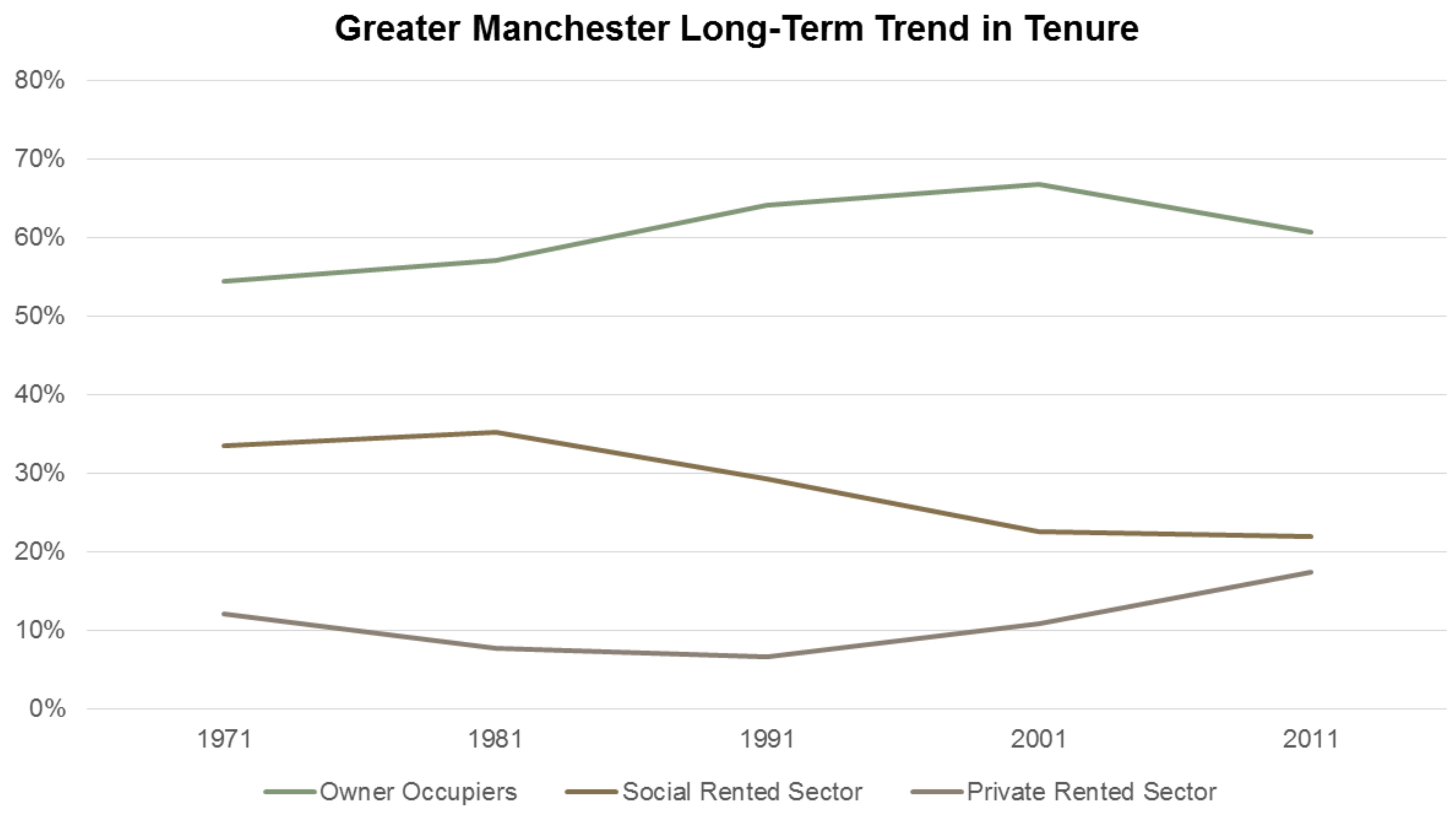
The above papers and documents may be inspected during normal office hours at GMCA, Churchgate House, 56 Oxford Street, Manchester M1 6EU.

Item 5

Greater Manchester Housing Affordability
November 2017

GMCA Research and Strategy Team

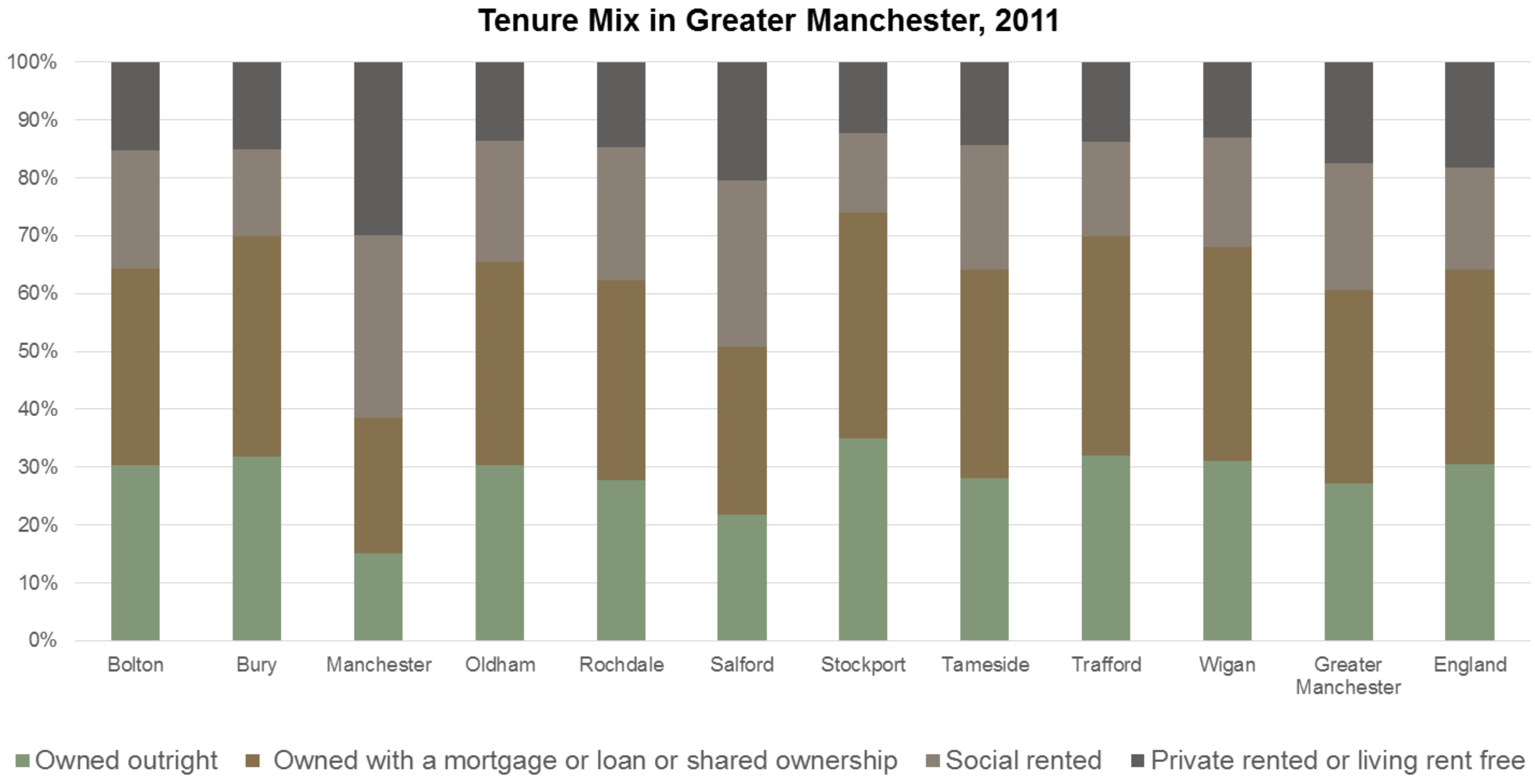
Introduction and Tenure Mix



Owner occupation has been the majority tenure type in Greater Manchester since 1971, increasing in each census year until peaking in 2001. Private renting saw a decline to 1991, then increased to above its 1971 level in 2011. Levels of social renting have been falling since 1981, and in 2011 levels were only slightly higher than that of private renting. 96% of household growth between 2001 and 2011 was in the private rented sector.

Source: Census 1971-2011

GMCA

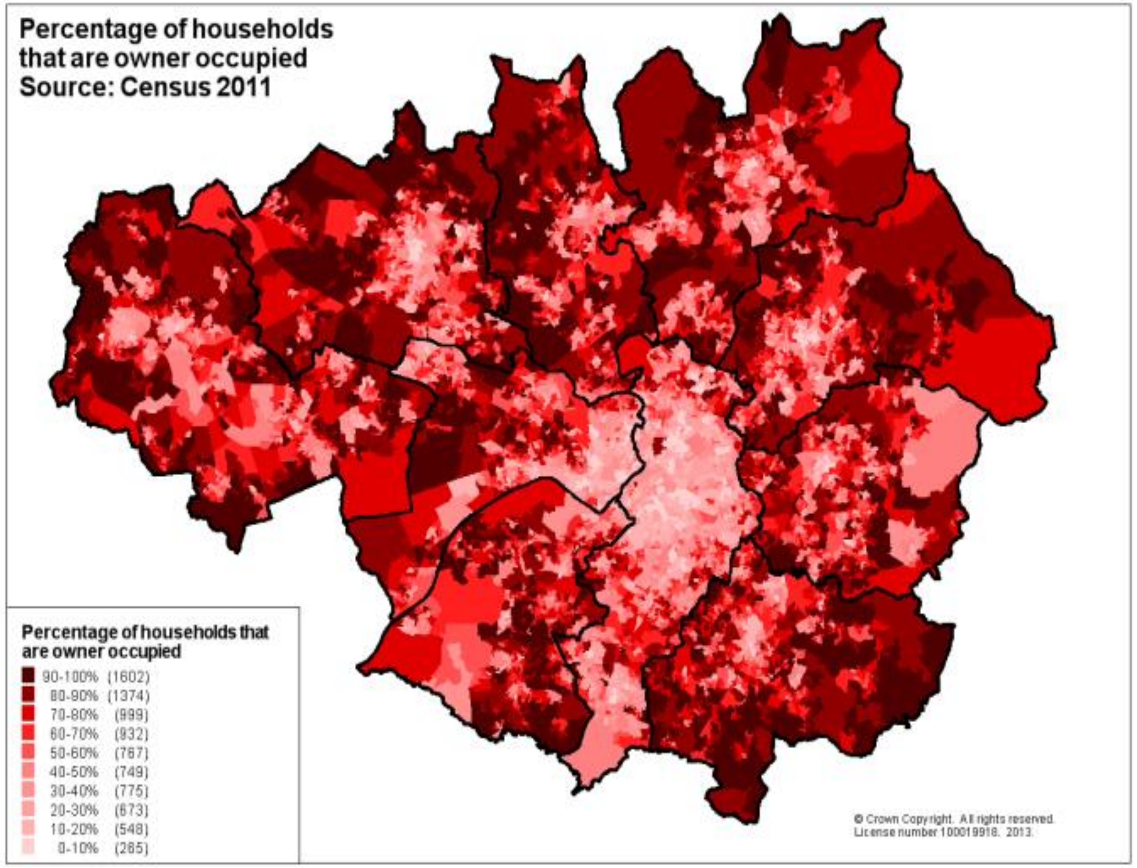


Almost 700,000 homes- over 60% of all properties- are owner occupied across Greater Manchester as a whole, with 307,000 of those being owned outright. Only in Manchester are less than half of properties owned, with 15% owned outright. Stockport and Trafford have the highest levels of outright ownership, both above the national average of 30%. Manchester and Salford have significantly higher proportions of social and private rented stock than both the Greater Manchester and England averages.

Source: Census 2011
Table KS402EW

GMCA

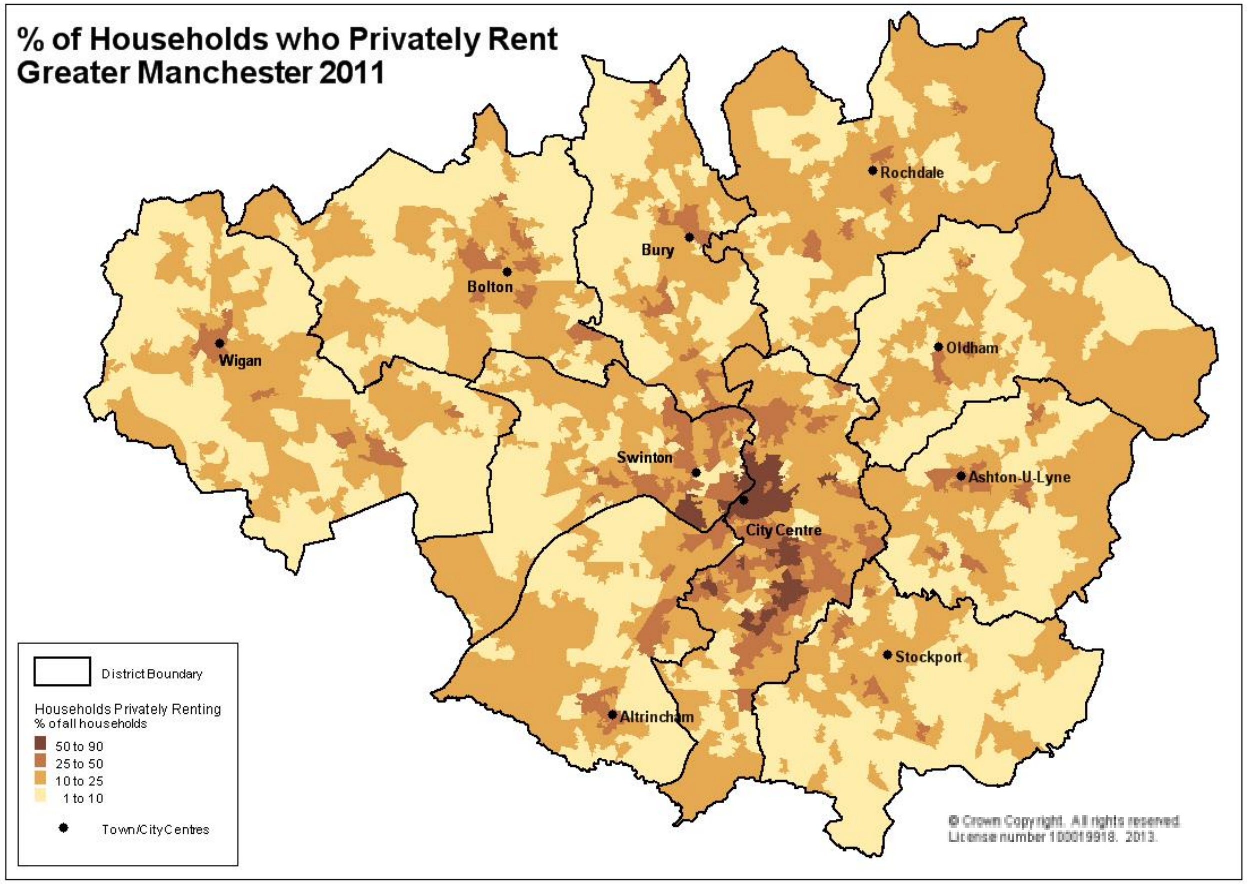
Owner occupation



Owner occupation is particularly low in the regional centre. Owner occupation is comparatively more common and widespread across Stockport and the outer areas of Greater Manchester.

Source: Census 2011

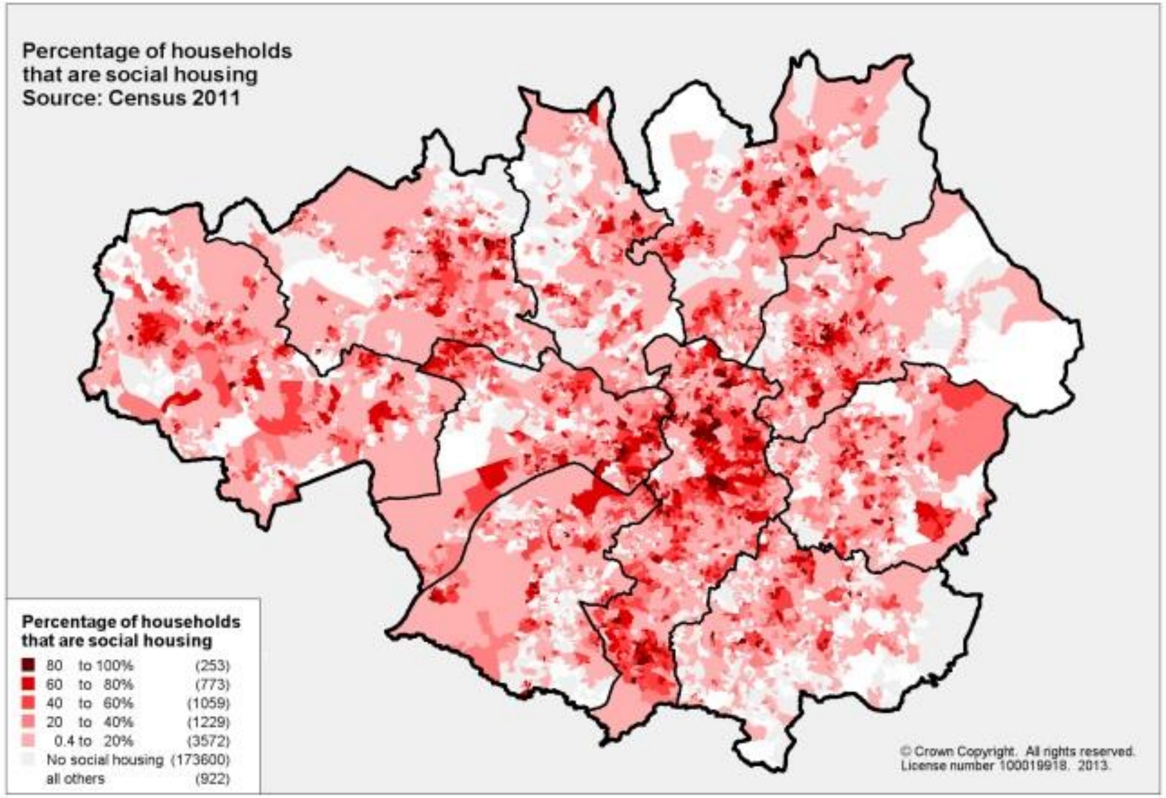
Private rented sector



Private renting is most common in the regional centre. Private renting is clustered in the city centre areas of the various districts around GM and less common in the surrounding areas. The exception is Manchester, where private renting is prevalent throughout the district.

Source: Census 2011

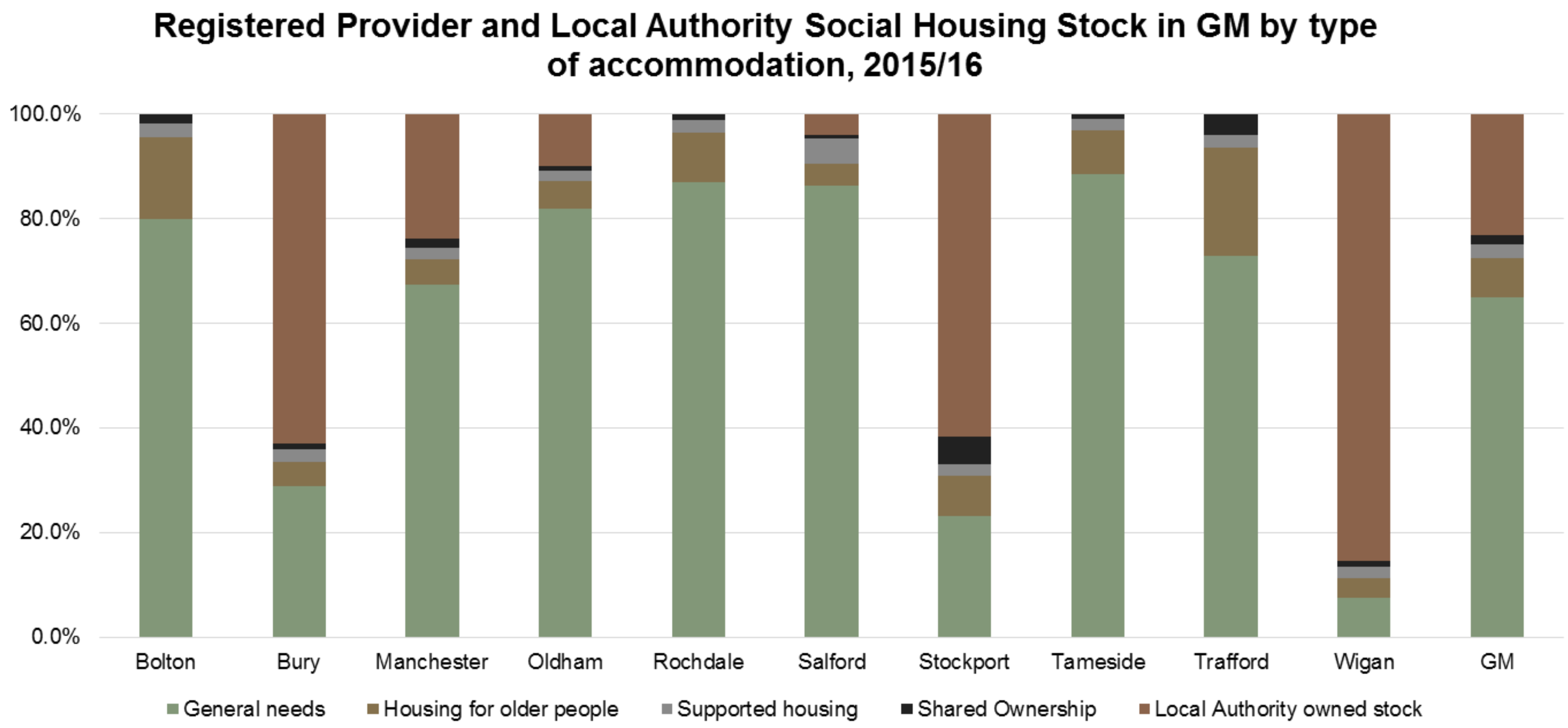
Social housing



Social renting is most common in the regional centre. Social renting is generally at its most common in the town centre areas of the various districts, but is relatively widespread in most districts, and being at its most frequent across the district of Manchester. It is comparatively less common outside of district city centres, particularly in Stockport, Oldham and Rochdale, where owner occupation rates are higher.

Source: Census 2011

Social Renting



At a GM level, 85% of Registered Provider (RP) owned social housing stock is general needs, 10% of stock is housing for older people, 3% is supported housing and 2% shared ownership. Bury, Stockport and Wigan retain the majority of their housing stock (Bury and Stockport managed through an ALMO, Wigan by the Local Authority), figures are not broken down by type of stock.

Source: HCA, Private Registered Provider Social Housing Stock in England: Statistical Data Return dataset 2016
https://www.gov.uk/government/collections/statistical-data-return-statistical-releases

GMCA

All General Needs stock in Greater Manchester by rent level, 2015/16

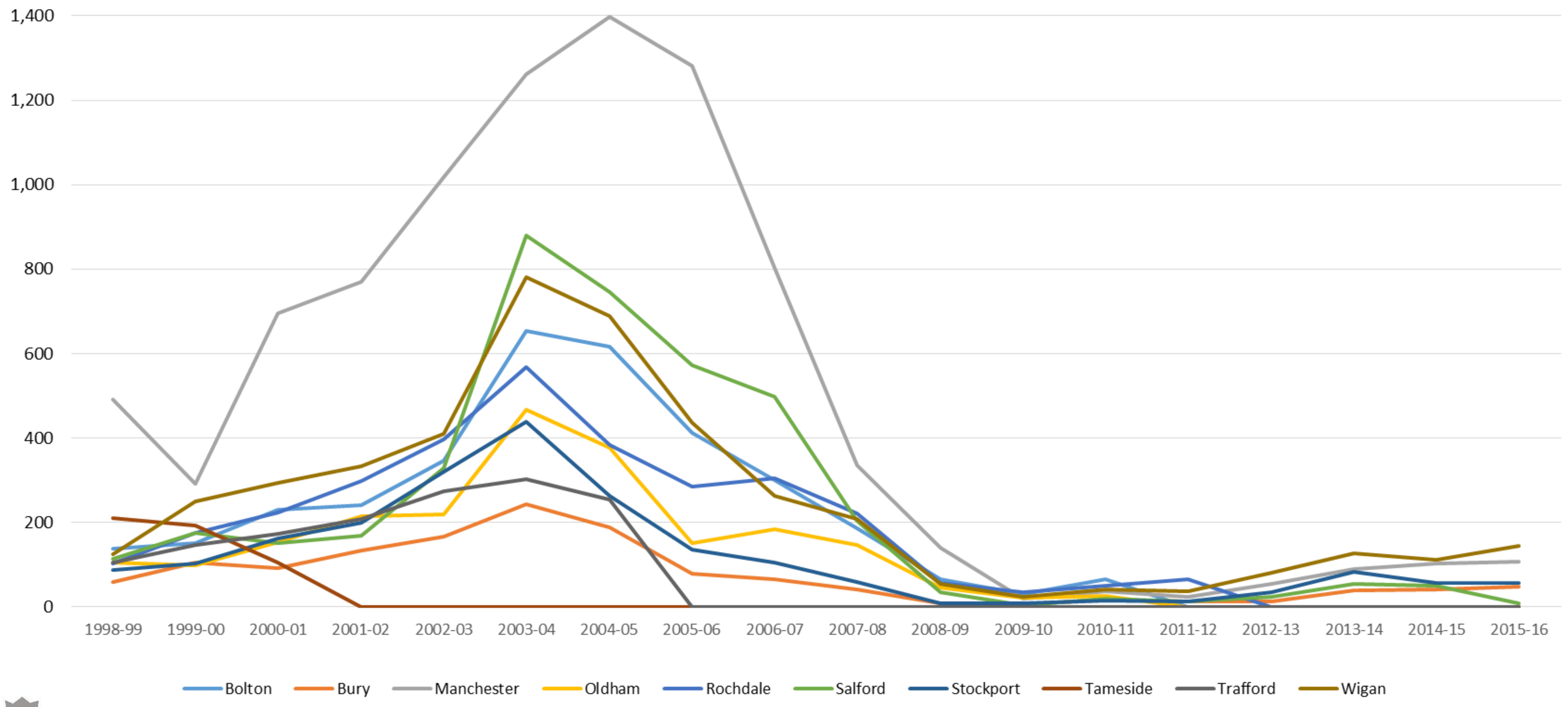
	Social rent		Affordable rent		
	Number	%	Number	%	Total general needs stock
Bolton	20,850	89.5%	2,454	10.5%	23,304
Bury	11,777	97.1%	347	2.9%	12,124
Manchester	63,016	97.0%	1,923	3.0%	64,939
Oldham	19,361	93.9%	1,258	6.1%	20,619
Rochdale	18,763	94.8%	1,022	5.2%	19,785
Salford	28,488	95.6%	1,301	4.4%	29,789
Stockport	15,387	96.0%	647	4.0%	16,034
Tameside	19,864	93.2%	1,454	6.8%	21,318
Trafford	11,747	88.5%	1,520	11.5%	13,267
Wigan	23,871	98.0%	477	2.0%	24,348
GM	233,124	94.9%	12,403	5.1%	245,527

At a GM level, 95% of general needs stock is let at social rent levels, and 5% is at affordable rent levels. The highest levels of social rented stock are in Wigan, Manchester, Bury and Stockport, all with 4% (or less) of general needs stock let at an affordable rent. Trafford has the highest level of affordable rental properties at 11.5%, with Bolton having 10.5% and Oldham and Stockport each over 6%.

Source: HCA, Private Registered Provider Social Housing Stock in England: Statistical Data Return dataset 2016 https://www.gov.uk/government/collections/statistical-data-return-statistical-releases
Local Authority Housing Statistics dataset (including imputed data), England 2015-16: Section A - Dwelling Stock https://www.gov.uk/government/collections/local-authority-housing-data

GMCA

Right to Buy Sales, 1998-2016

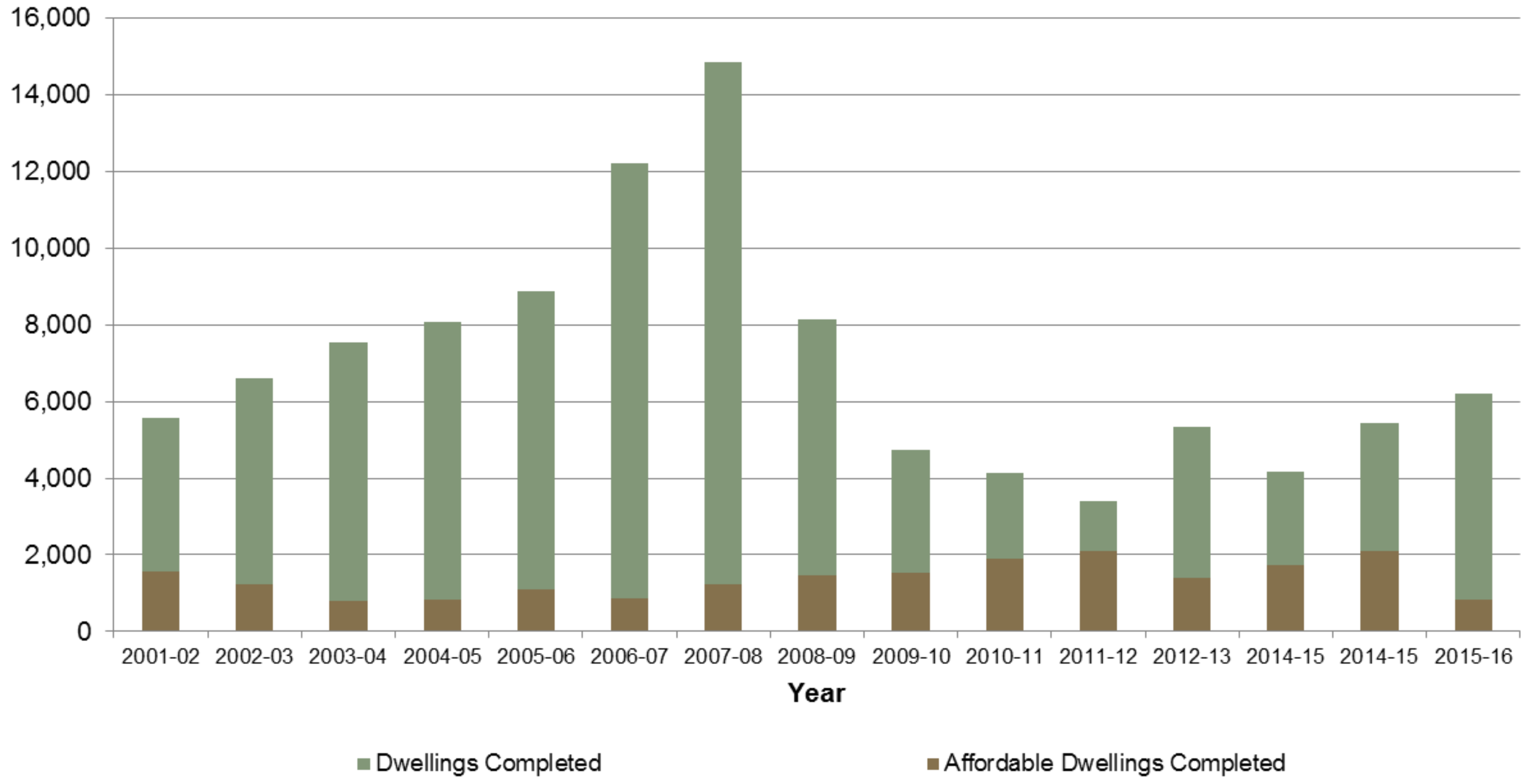


Since 1998, Right to Buy sales were at their highest in GM between around 2002 and 2005. At the policy's peak, the most sales took place in Manchester, but in recent years Wigan has seen the highest number of sales.

Source: Live Tables of Social Housing Sales: Table 685: Annual Right to Buy Sales by Local Authority
https://www.gov.uk/government/statistical-data-sets/live-tables-on-social-housing-sales

New Affordable Homes

Net Additional Dwellings in Greater Manchester 2001/02 to 2015/16



The number of additional dwellings increased steadily to a peak in 2007/2008, until there was a decrease in the additional dwellings in 2008/09 onwards following the financial crisis. However the highest number of affordable completions in Greater Manchester were in 2014/15 with around 2,000 affordable dwellings completed.

Source: DCLG Live Table 122 Housing Supply; net additional dwellings,1 by local authority district, England: 2001-02 to 2015-16 https://www.gov.uk/government/statistical-data-sets/live-tables-on-dwelling-stock-including-vacants
and DCLG Live Table 1008 Total additional affordable dwellings provided by local authority area, England – Completions https://www.gov.uk/government/statistical-data-sets/live-tables-on-affordable-housing-supply

Total additional affordable dwellings completed by Local Authority District, 2011-2016.

	Total Additional Affordable dwellings- completions					
	2011-12	2012-13	2013-14	2014-15	2015-16	TOTAL
Bolton	170	100	250	160	50	730
Bury	110	130	70	120	70	500
Manchester	740	330	370	370	120	1,930
Oldham	220	140	220	150	20	750
Rochdale	130	110	120	170	30	560
Salford	260	180	170	490	210	1,310
Stockport	150	90	140	220	90	690
Tameside	160	160	140	220	80	760
Trafford	80	90	180	90	50	490
Wigan	100	80	70	130	110	490
Greater Manchester	2,110	1,390	1,730	2,120	820	8,170

The table shows that additional affordable completions have fluctuated over the period, with the highest level of delivery in 2014/15, and a lower level in 2015/16, due to the fact that the 2011-15 Affordable Homes Programme (AHP) came to an end in this year.
Manchester and Salford saw the highest numbers of additional affordable dwellings over the period, accounting for almost 40% of GM's total additional affordable homes. Bury, Wigan and Trafford saw the lowest levels of affordable completions in the period.

Source: DCLG Live table 1008c, Total additional affordable dwellings by Local Authority District https://www.gov.uk/government/statistical-data-sets/live-tables-on-affordable-housing-supply

2011- 2015 Affordable Homes Programme: (completions) funding and total units in GM,

	Affordable Home Ownership		Affordable Rent		Empty Homes Programme		Total	
Local Authority	**Funding**	**Homes**	**Funding**	**Homes**	**Funding**	**Homes**	**Total Funding**	**Total Homes**
Bolton			£ 6,400,584	260	£ 1,053,000	76	£ 7,453,584	336
Bury			£ 3,636,441	146	£ 325,000	15	£ 3,961,441	161
Manchester	£ 408,035	28	£ 12,090,715	511	£ 724,333	48	£ 13,223,083	587
Oldham	£ 279,934	15	£ 7,996,368	318	£ 276,291	38	£ 8,552,593	371
Rochdale	£ -	5	£ 5,174,144	242	£ 50,000	2	£ 5,224,144	249
Salford			£ 8,233,433	410	£ 1,764,670	153	£ 9,998,103	563
Stockport	£ 1,187,676	67	£ 3,769,690	192	£ 731,000	28	£ 5,688,366	287
Tameside	£ 315,721	14	£ 6,733,266	277	£ 425,485	45	£ 7,474,472	336
Trafford	£ 602,502	60	£ 5,129,002	235		0	£ 5,731,504	295
Wigan			£ 4,316,221	154	£ 230,712	11	£ 4,546,933	165
Greater Manchester	£ 2,793,868	189	£ 63,479,864	2,745	£ 5,580,491	416	£ 71,854,223	3350

The 2011-2015 Affordable Homes Programme (AHP) delivered 3,350 affordable homes in Greater Manchester, 82% of which were for affordable rent and 12% of which were delivered through the empty homes programme. A third of completions over the period were in Manchester and Salford.

GMCA

Source: HCA, 2011-15 Affordable Homes Programme: Schemes confirmed by HCA 2011- September 2014. https://www.gov.uk/government/publications/affordable-homes-programme-2011-to-2015-quarterly-updates

2015-18 Affordable Homes Programme: schemes that have reached grant confirmation stage as at end of September 2016

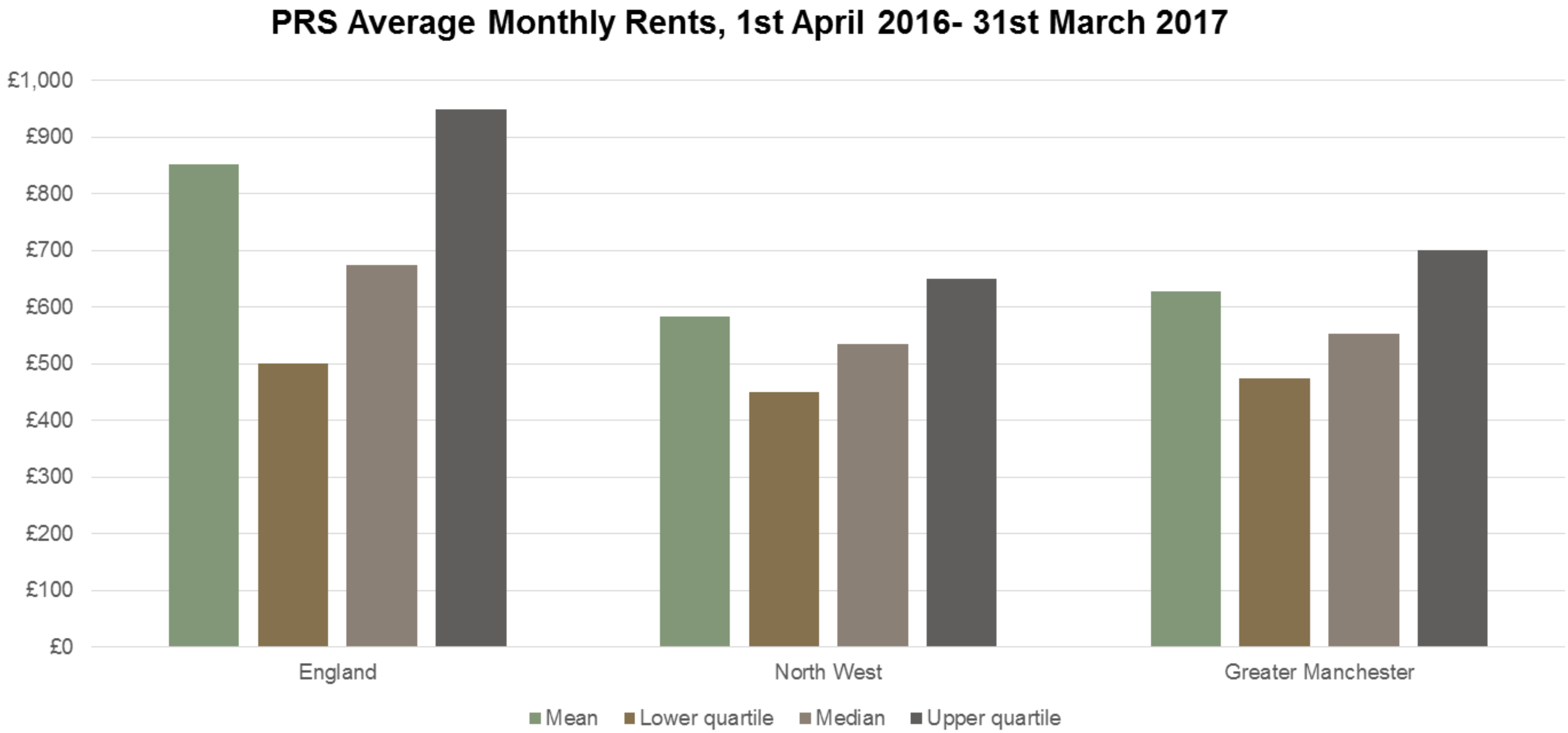
	Affordable Home Ownership		Affordable Rent		Total	
Local Authority	**Funding (£)**	**Homes**	**Funding (£)**	**Homes**	**Total Funding (£)**	**Total Homes**
Bolton			£ 2,032,000	108	£ 2,032,000	108
Bury	£ 612,000	38	£ 1,301,000	49	£ 1,913,000	87
Manchester	£ 1,551,000	106	£ 5,792,267	277	£ 7,343,267	383
Oldham	£ 18,000	1	£ 15,300	1	£ 33,300	2
Rochdale			£ 2,644,500	113	£ 2,644,500	113
Salford	£ 1,335,000	65	£ 11,138,155	417	£ 12,473,155	482
Stockport	£ 1,069,000	69	£ 3,695,000	142	£ 4,764,000	211
Tameside			£ 2,747,608	111	£ 2,747,608	111
Trafford	£ 318,650	28	£ 2,137,438	106	£ 2,456,088	134
Wigan			£ 8,060,522	340	£ 8,060,522	340
GM	£ 4,903,650	307	£ 39,563,790	1,664	£ 44,467,440	1,971

Across Greater Manchester, a total of £44m of funding has been secured to deliver 1,971 homes through the 2015-18 Affordable Homes Programme, administered by the HCA. 84% of homes delivered will be affordable rent, with the remainder of homes being available for affordable home ownership products. As at September 2016 Salford and Manchester had the highest level of grant funding and number of homes confirmed.

GMCA

Source: Homes and Communities Agency, November 2016 https://www.gov.uk/government/publications/affordable-homes-programme-2015-to-2018-quarterly-updates

Rental and homeownership affordability

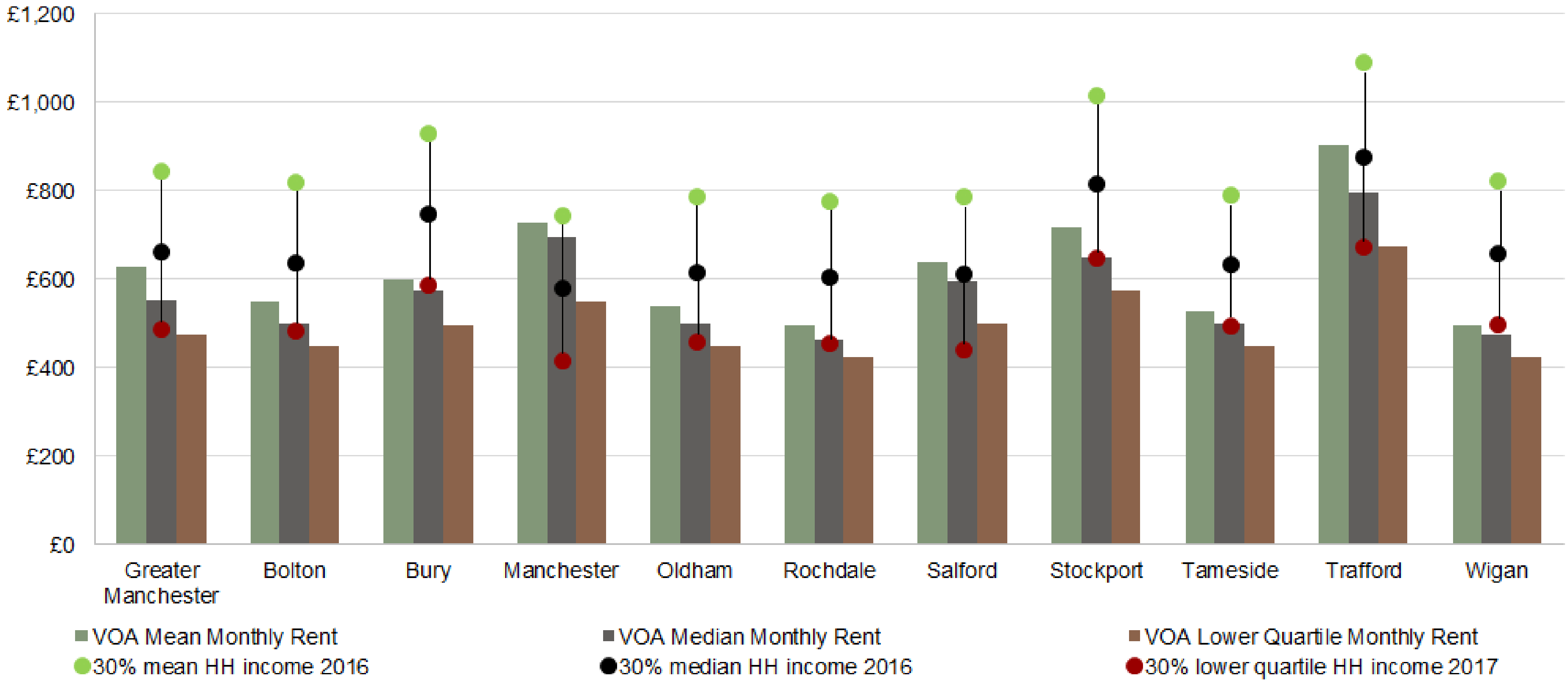


Monthly rent prices in Greater Manchester are higher than in the North West, but lower than England as a whole. The mean monthly rent within Greater Manchester is £628, compared to £584 in the North West and £852 in England as a whole. The upper quartile rent in Greater Manchester is £700, which is still significantly lower than the England mean rent. The upper quartile rent in the North West is £650 and £950 in England as a whole. The average price in England is inflated due to high rents in London.

Source: Valuation Office Agency Private Rental Market Statistics
https://www.gov.uk/government/statistics/private-rental-market-summary-statistics-april-2016-to-march-2017

GMCA

30% Monthly Household Income on housing costs in relation to purchasing and renting an average 2016 property by GM District

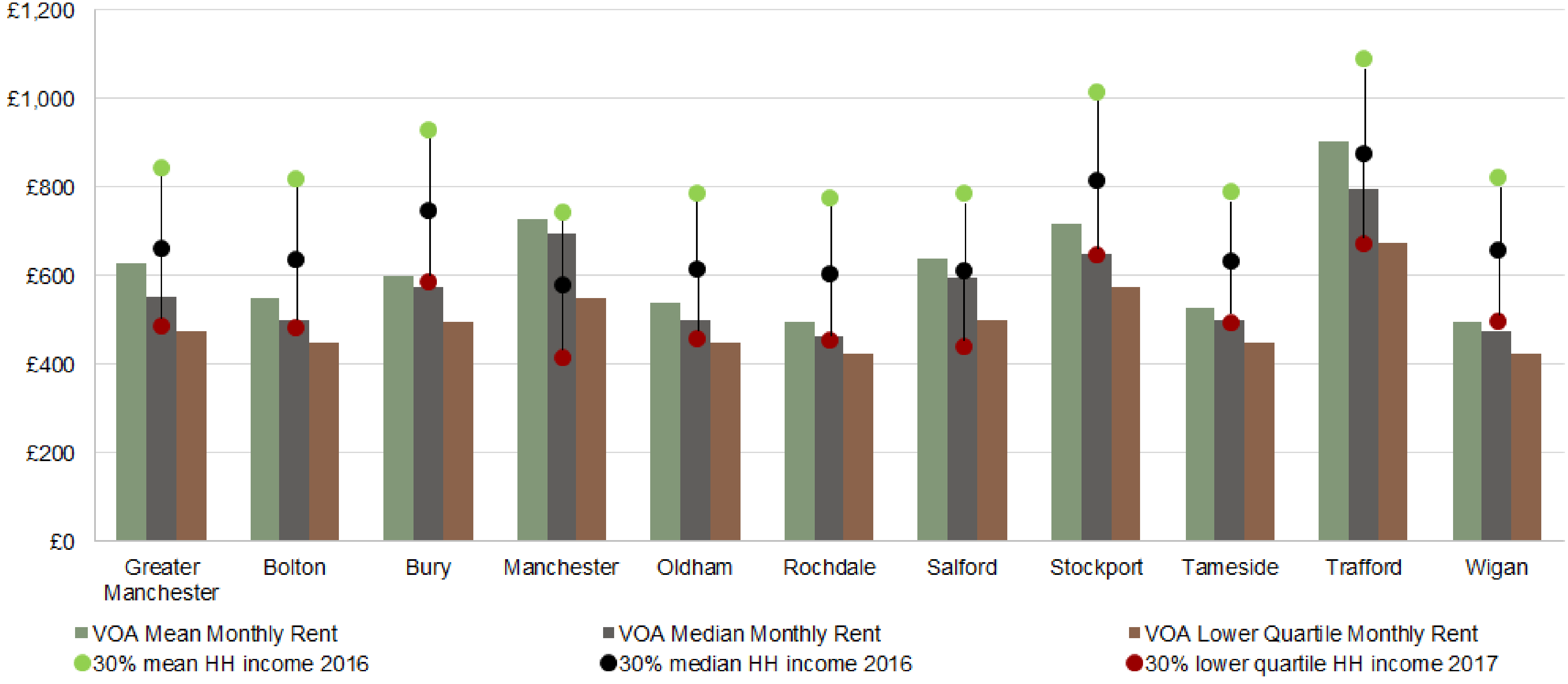


This chart shows the mean, median and lower quartile rents across Greater Manchester districts, and 30% of the mean, median and lower quartile monthly household incomes. Across Greater Manchester as a whole, lower quartile rents are less than 30% of lower quartile incomes; this is the case in all but Manchester, Salford and Trafford. Similarly, in all districts all rents are affordable to those on mean incomes. In Manchester, only lower quartile rents are affordable to those on a median income or less. Wigan is the only district for which all three rents are affordable to those on lower quartile incomes.

GMCA

Sources: Valuation Office Agency Private Rental Market Statistics https://www.gov.uk/government/statistics/private-rental-market-statistics-may-2016
CACI Paycheck 2017 https://www.caci.co.uk/products/product/paycheck

30% Monthly Household Income on housing costs in relation to purchasing and renting an average 2016 property by GM District



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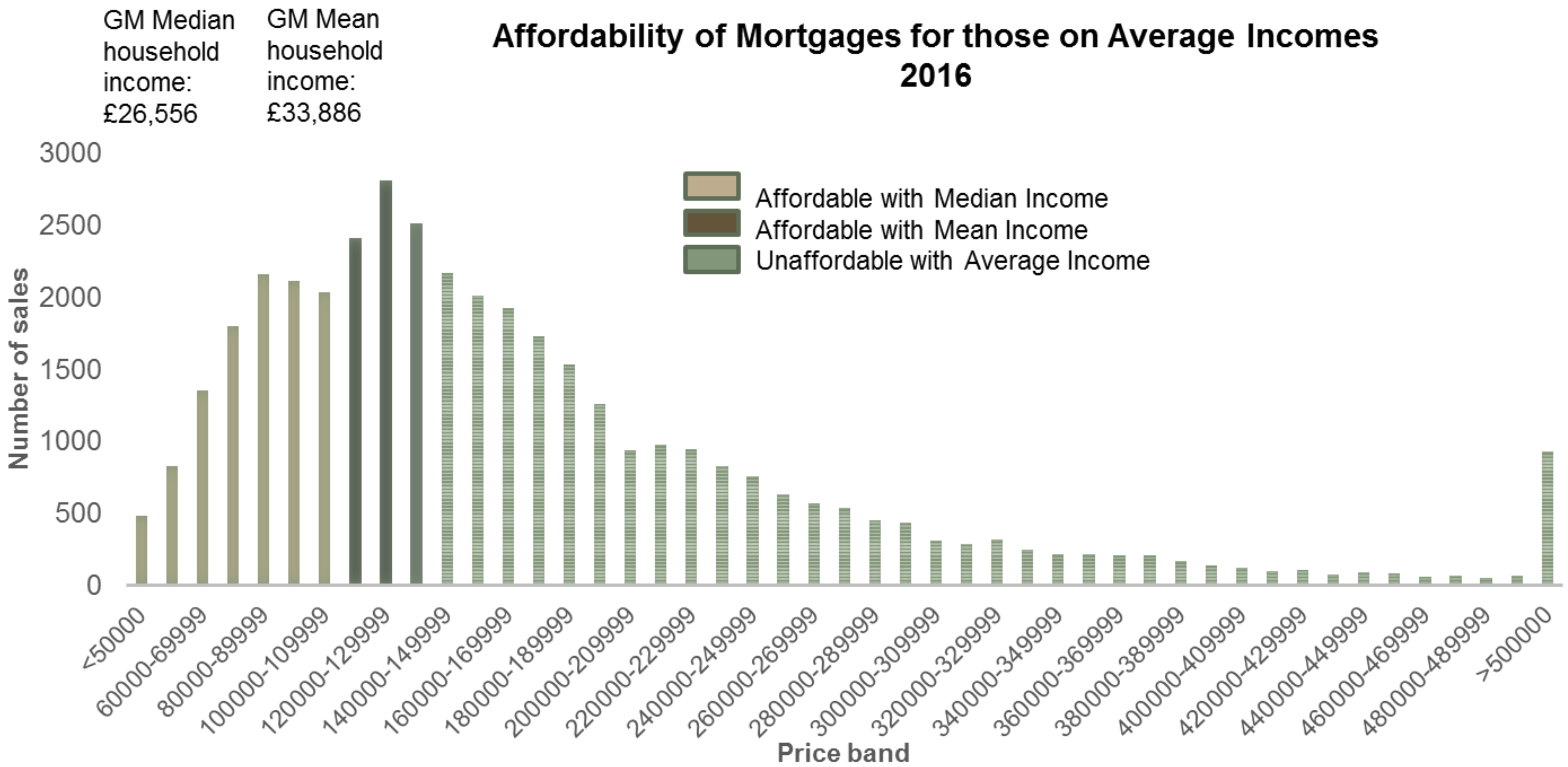
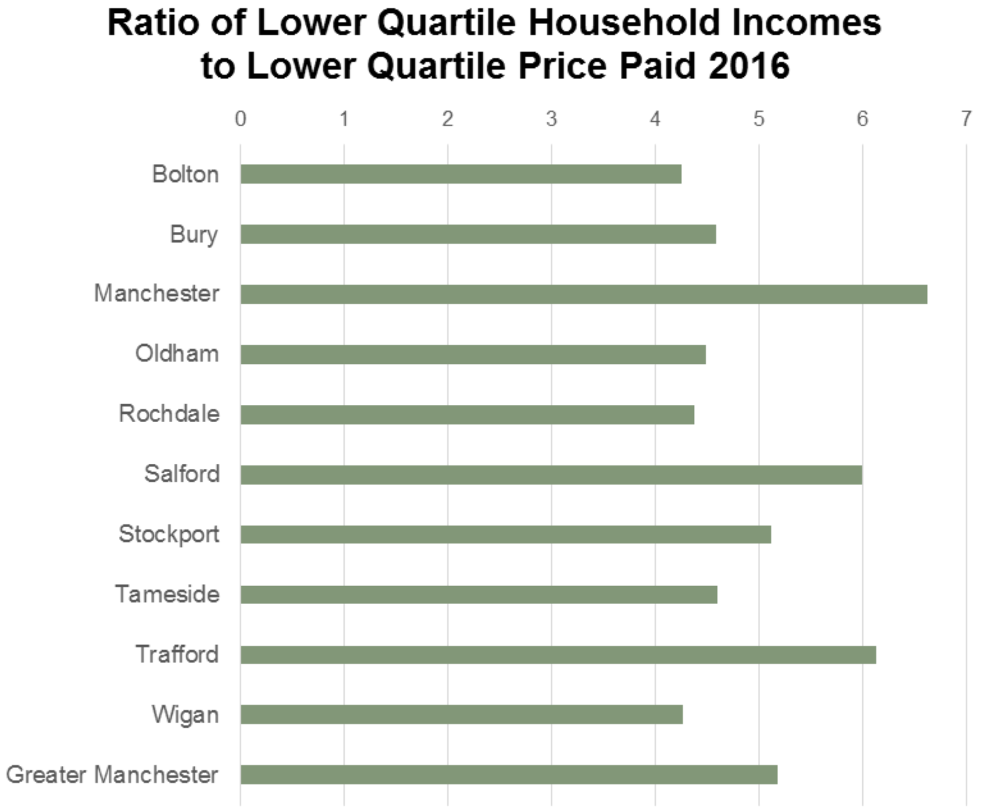
Sources: Valuation Office Agency Private Rental Market Statistics https://www.gov.uk/government/statistics/private-rental-market-statistics-may-2016
CACI Paycheck 2017 https://www.caci.co.uk/products/product/paycheck

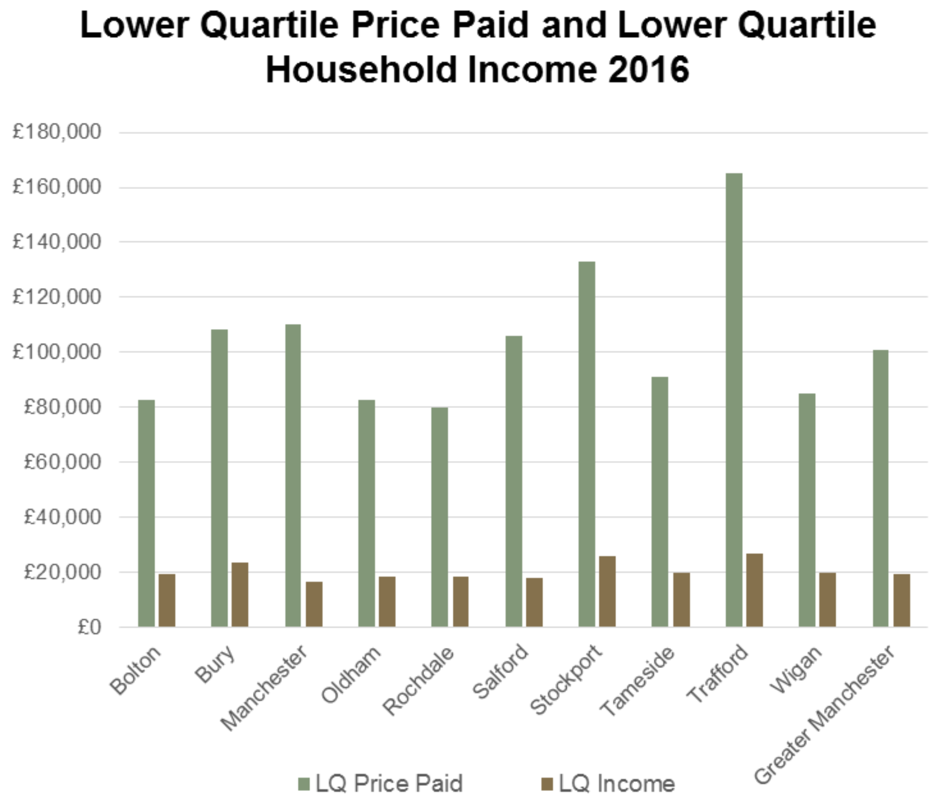


This chart shows the number of property sales in Greater Manchester by price band. Assuming 85% LTV mortgage repayments of no more than 30% of monthly income, this model shows what value of property is affordable for those on the median Greater Manchester household income, the mean household income, and those which are only affordable for those on above the average income.

Most of the houses sold within Greater Manchester are under £210,000, with the number of houses sold decreasing steadily as the price increases above the £120,000-£129,999 price band, with the exception of the £500,000 and above band, though this is as it is a wider band and still contains less than 1,000 sales in the year 2016. 39.71% of homes sold were affordable based on the 2016 mean income, whereas only 26.75% were affordable based on the 2016 median income.

Source: Land Registry Price Paid Data, New Economy modelling https://www.gov.uk/government/statistical-data-sets/price-paid-data-downloads



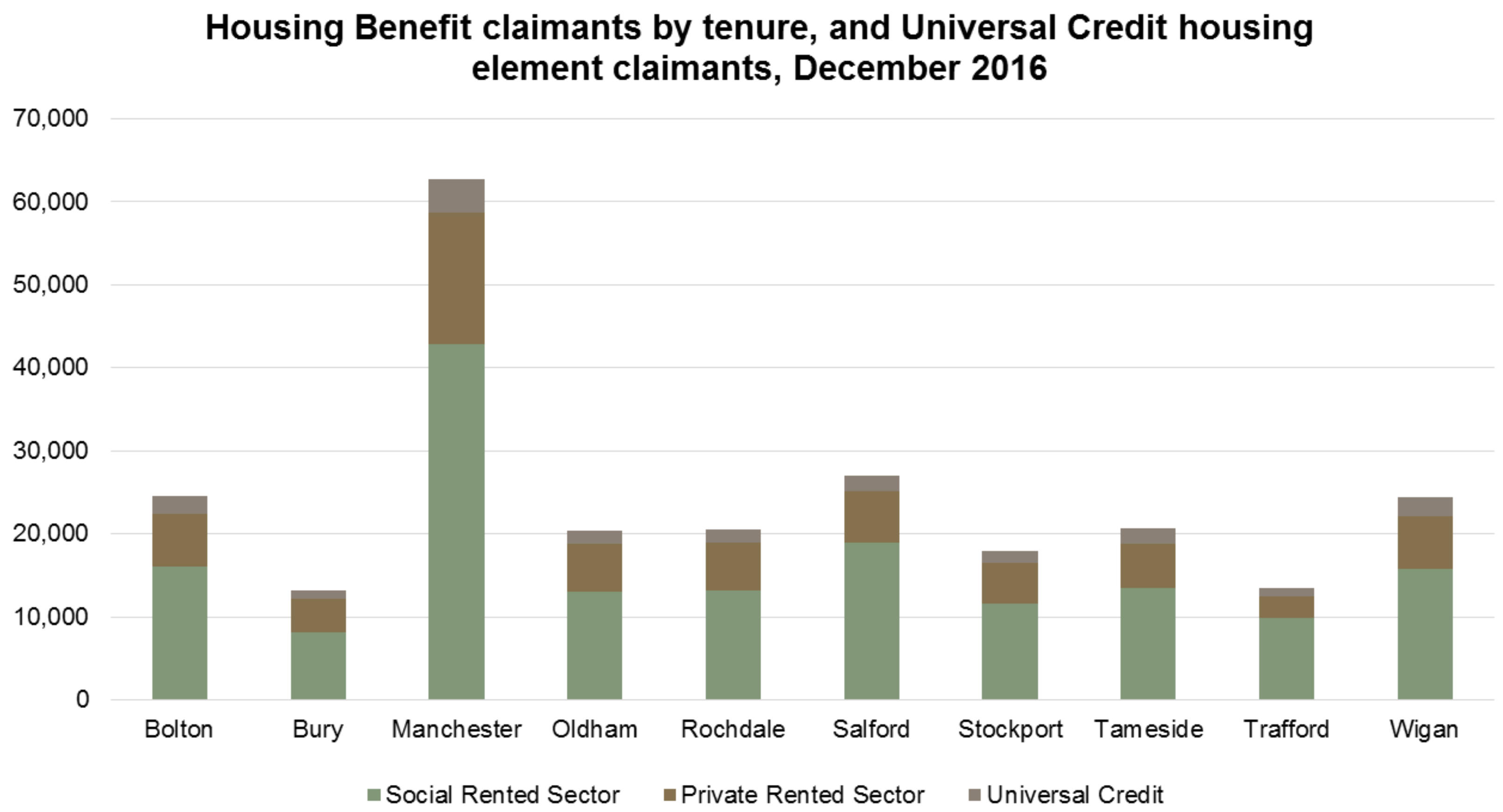


The chart on the left shows the ratio of lower quartile house prices to lower quartile incomes. Manchester and Trafford have the highest prices, at 6.6 and 6.2 times income respectively; for Greater Manchester as whole the figure is 5.2. The lower quartile price paid for a home in Greater Manchester was £101,000 in 2016, with a lower quartile household income of £19,500.

Source: Land Registry Price Paid Data 2016 https://data.gov.uk/dataset/land-registry-monthly-price-paid-data
CACI Paycheck 2017 https://www.caci.co.uk/products/product/paycheck

GMCA

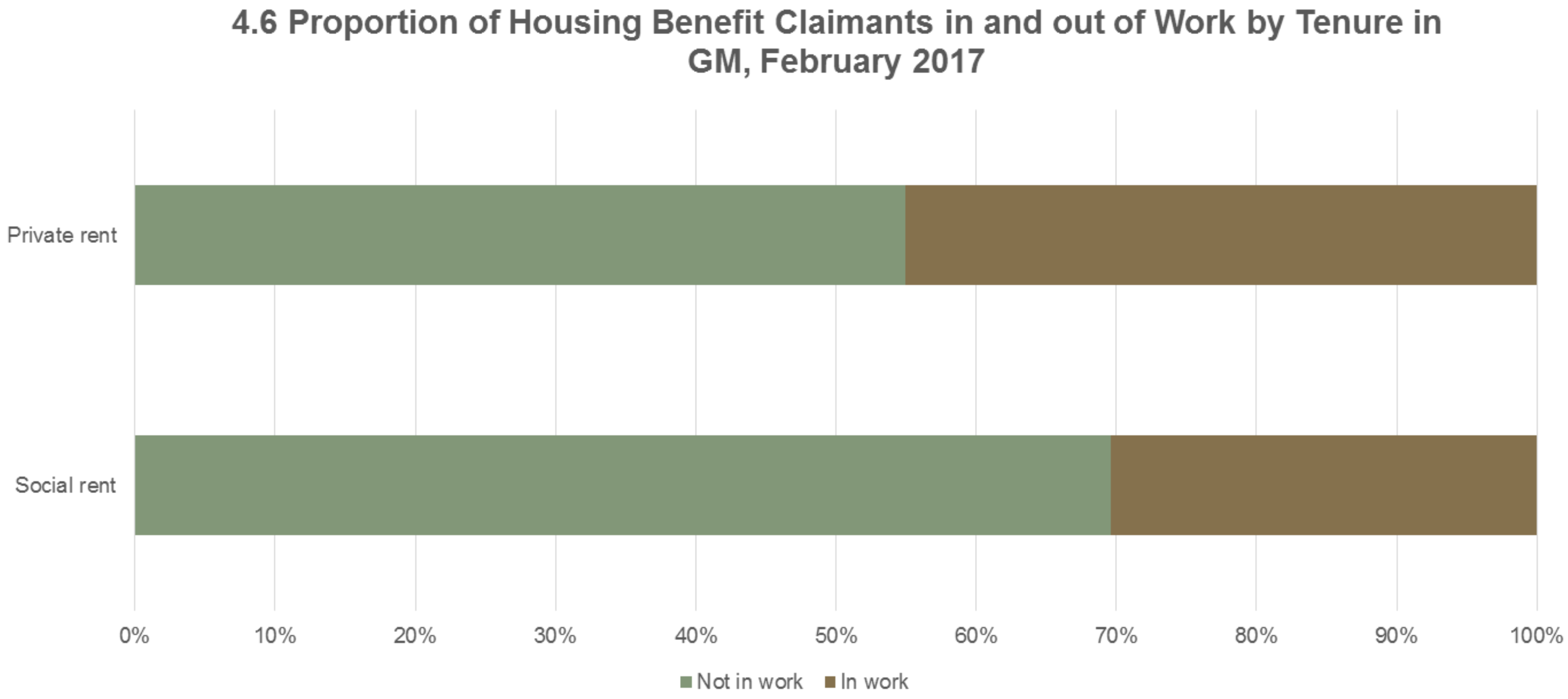
Housing Benefit and Universal Credit



In Greater Manchester there were almost 250,000 households claiming Housing Benefit (HB) or the Housing Element of Universal Credit (UC) in December 2016 (latest UC data available). Almost 164,000 of those were HB claimants living in social rented housing (66%), with 43,000 living in Manchester and 8,000 in Bury. A quarter of these households are HB claimants in the Private Rented Sector (63,000). Similarly, Manchester has the highest number of these households (15,000), whereas Trafford accounts for the lowest numbers (2,000). Households claiming UC Household Element account for 8% of these households (19,000). There is currently no tenure breakdown for these claimants.

GMCA

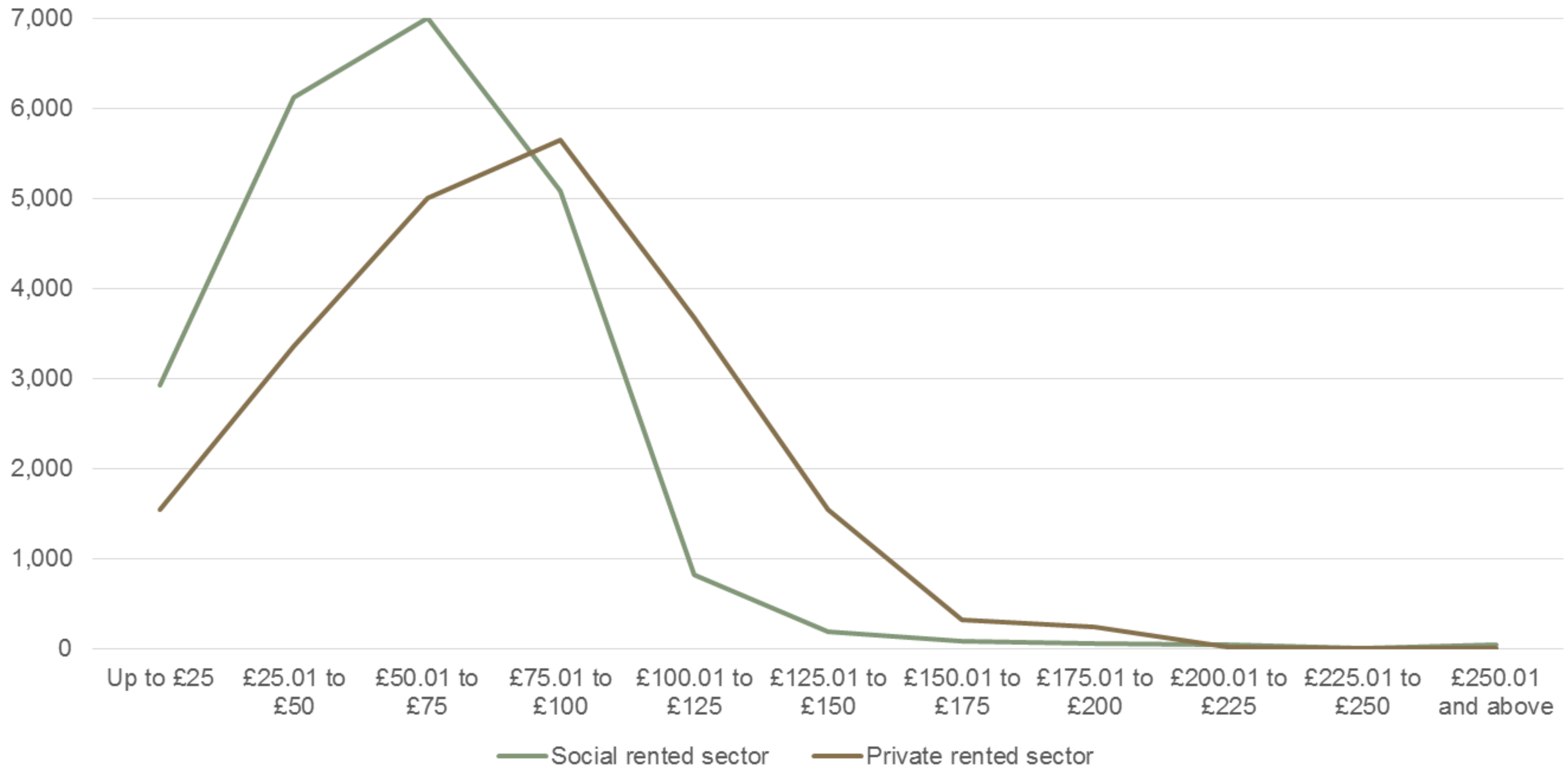
Source: DWP Stat- Xplore Housing Benefit Claimant Caseload and Universal Credit Households https://stat-xplore.dwp.gov.uk



HB claimants may also be claiming out of work benefits, for example Income Support, Jobseekers Allowance, Disability Living Allowance. Of the social renters claiming HB in GM, 70% were also claiming an out of work benefit. Of those claiming HB in the private rented sector, 55% were also claiming out of work benefits, indicating that a higher proportion of people in the private rented sector work while claiming HB than in the social rented sector.

Source: DWP Stat- Xplore Housing Benefit Claimant Caseload https://stat-xplore.dwp.gov.uk

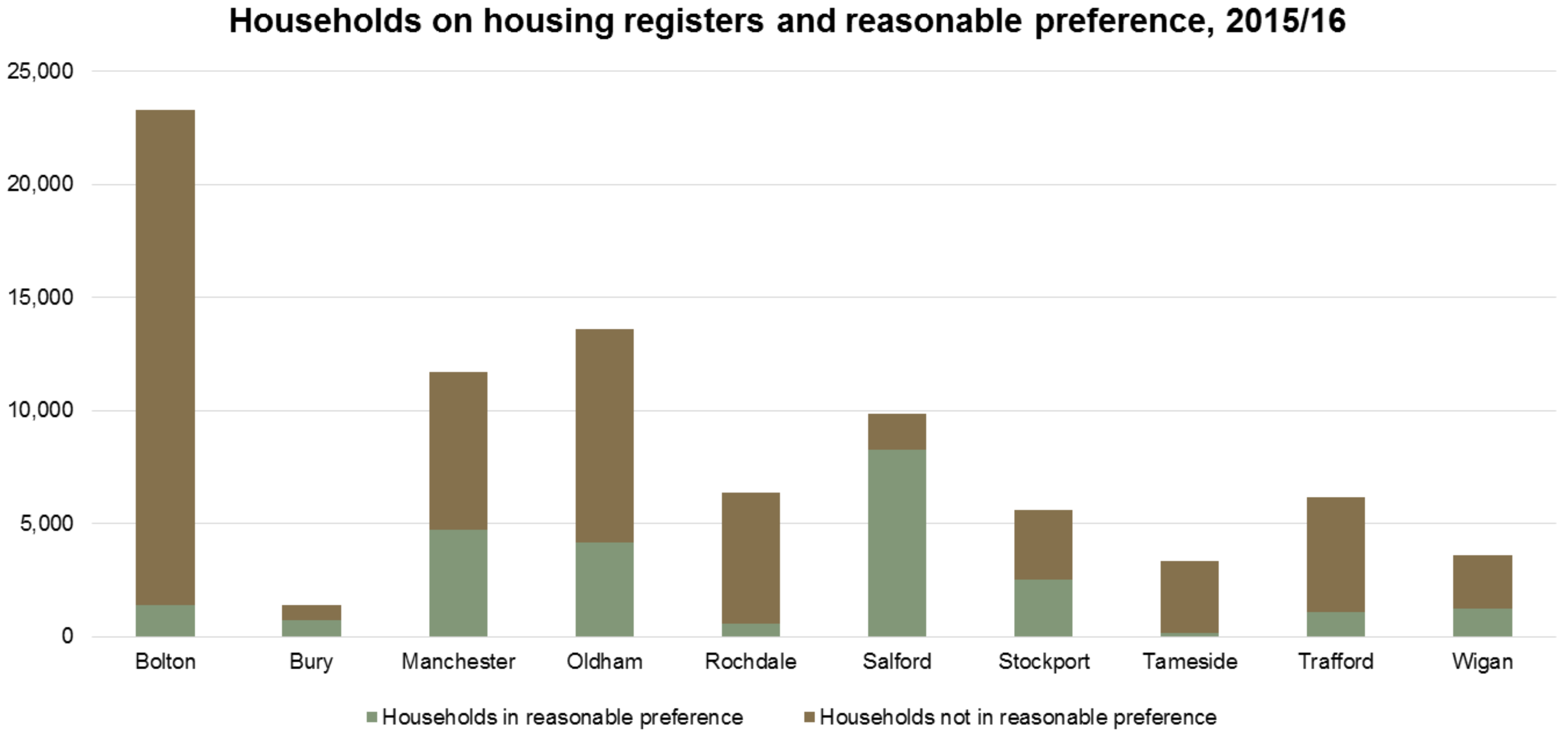
Weekly HB award amount for workers by tenure, May 2017



For HB claimants that are in work, the most common amount awarded is higher for those living in private rented properties than those in the social rented sector. £75-100 is the most common award amount for private tenants, as opposed to £50-100 for social rented tenants, and over four times as many claimants in the private sector are awarded £100-125 than in the social sector. This suggests that rents are higher in private rented sector properties, and that wages are not necessarily sufficient to keep pace with rents in GM. The average weekly award amount in Greater Manchester across all tenures and working patterns is £81.

Source: DWP Stat- Xplore Housing Benefit Claimant Caseload https://stat-xplore.dwp.gov.uk

Housing Availability, Need and Vacant Properties

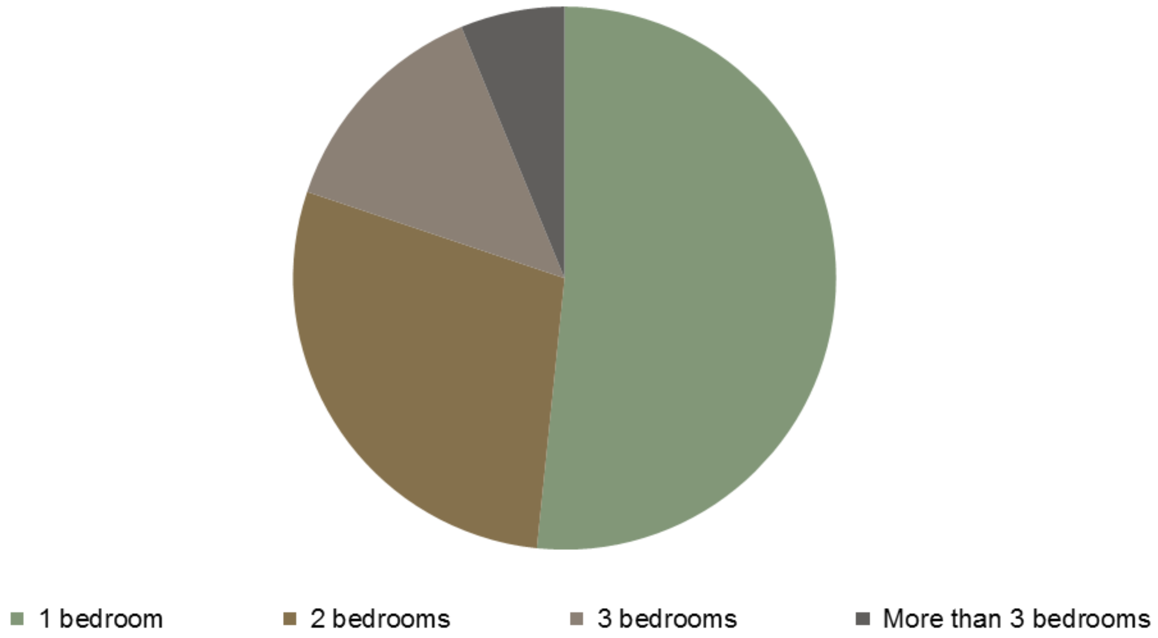


In Greater Manchester there were over 84,000 households on the housing register in 2015/16- around 7% of households. Of these households, almost 25,000 (30%) were in reasonable preference, meaning they were in identified housing need; this includes people who were homeless, living in overcrowded households, and people who need to move on medical or welfare grounds. There are variations in the housing registers across the conurbation; in Bolton there were 23,000 households on the housing register, of which 6% were in reasonable preference. Similarly, Tameside had only 150 households in reasonable preference on their register. In contrast Bury had almost 1,400 households on the housing register, of which 54% were in reasonable preference.

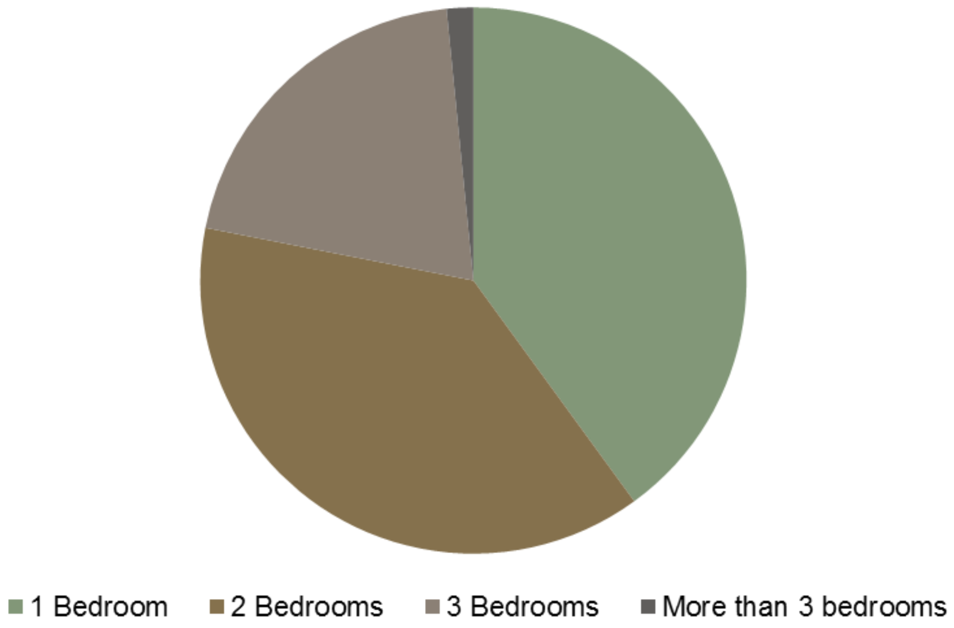
GMCA

Source: Local Authority Housing Statistics dataset, England 2015-16: Section C - Allocations https://www.gov.uk/government/statistical-data-sets/local-authority-housing-statistics-data-returns-for-2015-to-2016

Number of bedrooms required by households on GM housing registers, 2015/16

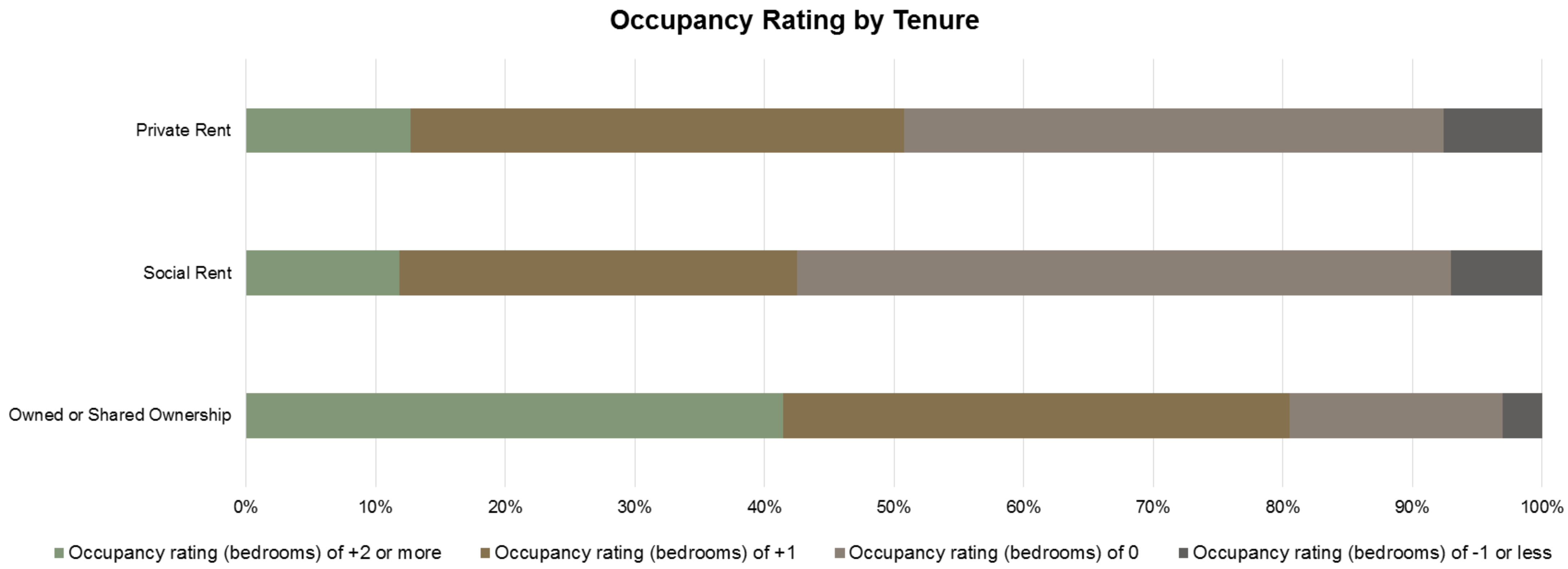


Number of bedrooms of properties let in Greater Manchester, 2015/16



In Greater Manchester there were over 84,000 households on the housing register in 2015/16- around 7% of households. Of these households, almost 25,000 (30%) were in reasonable preference, meaning they were in identified housing need; this includes people who were homeless, living in overcrowded households, and people who need to move on medical or welfare grounds. In Greater Manchester, over half of those on the registers are in need of a 1 bedroomed home (52%), with a further 28% requiring a 2 bedroomed home. However only 40% of lets were to those in one bedroomed homes in 2015/16, with 38% of lets to those in 2 bedroomed homes, and 20% to those needing three bedroomed homes.

Source: Local Authority Housing Statistics dataset, England 2015-16: Section C - Allocations https://www.gov.uk/government/statistical-data-sets/local-authority-housing-statistics-data-returns-for-2015-to-2016

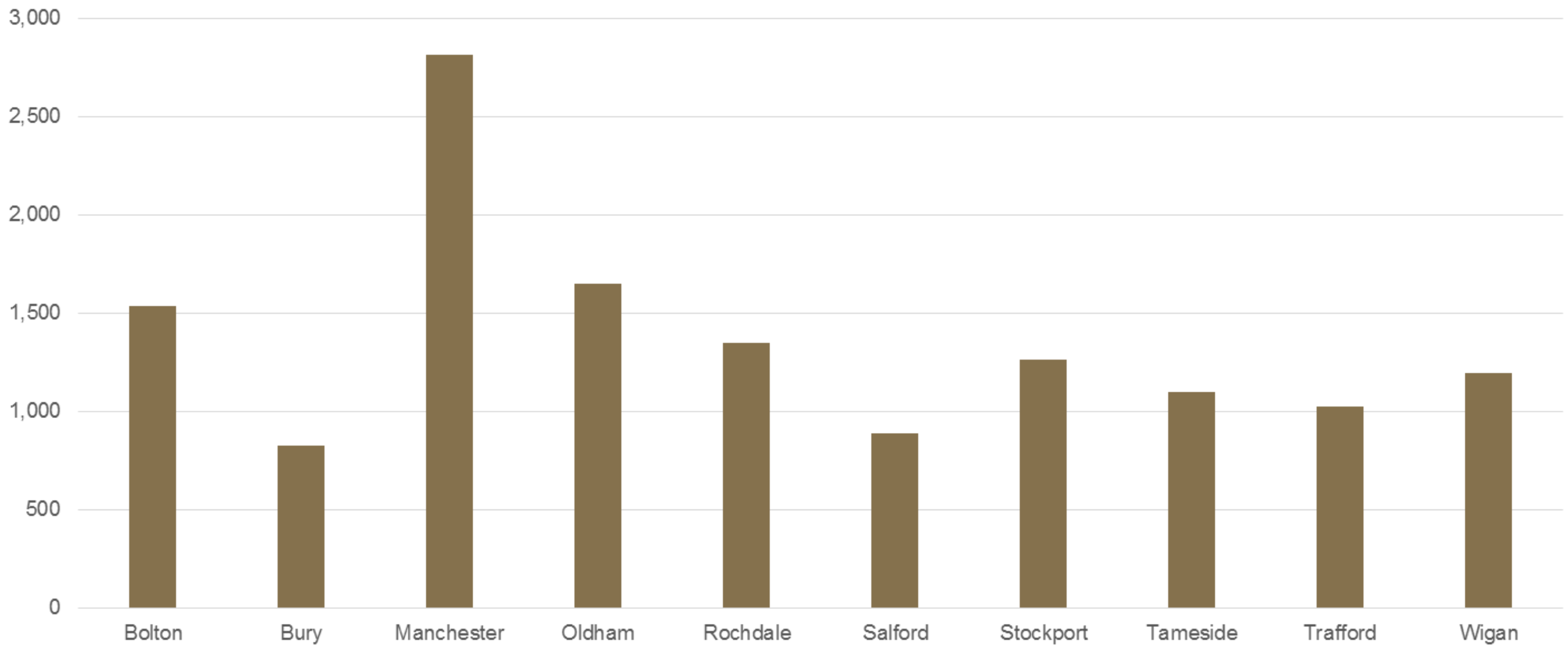


Owner occupiers are far more likely to under occupy than those in other tenure types, with over 80% having at least one more bedroom than they need. They are also less likely to over occupy or to have only as many bedrooms as they need. Whilst there are more in raw numbers for over occupation, lower proportions of owner occupiers live in overcrowded accommodation.

Occupancy rating measures whether a house has more or less rooms than would be required for the number of people living there, giving a measure of over or under crowding. I.e. +1 means that a dwelling has one more bedroom than its occupants require.

Source: Census 2011
Table LC4108EW

Concealed Families in GM (Census 2011)

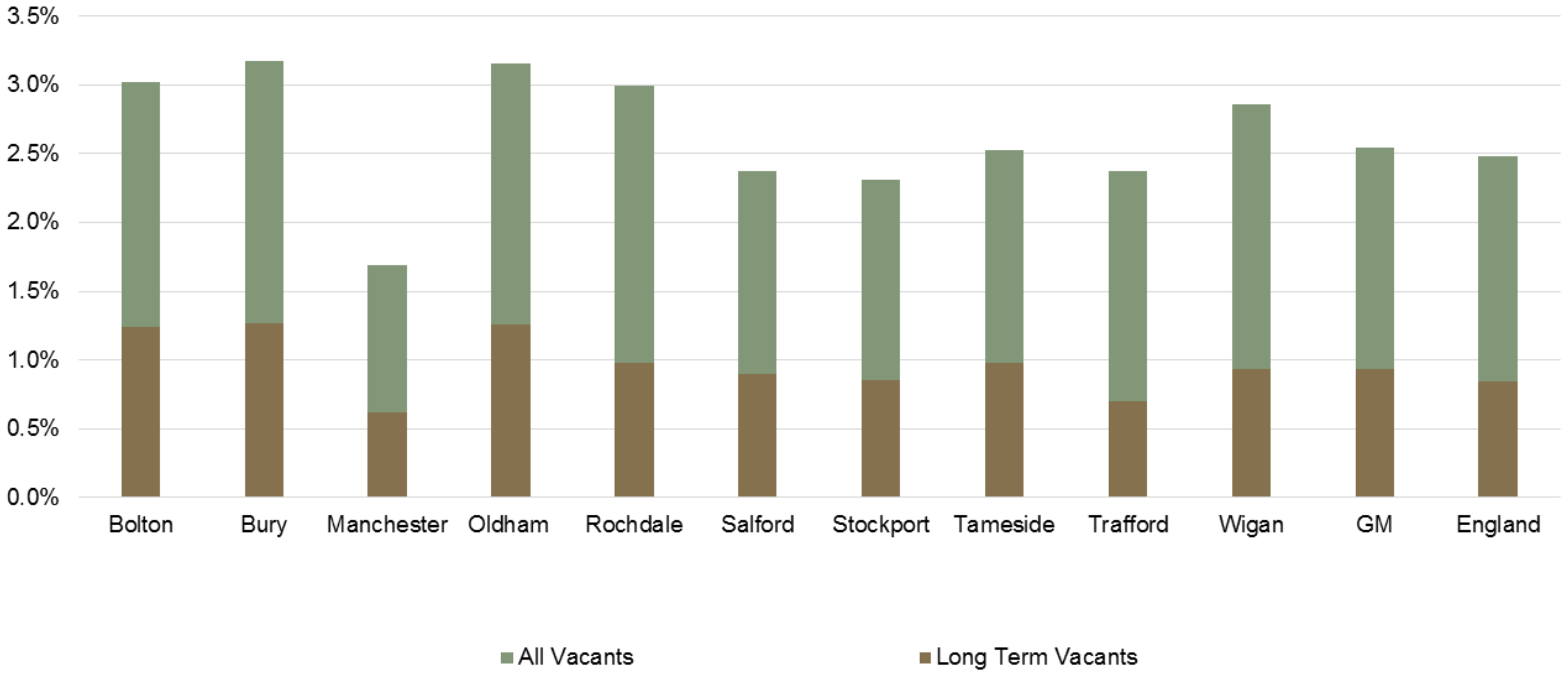


A concealed family is a family that does not include the household reference person that shares a household with another family. Overall there were 13,643 concealed families reported across Greater Manchester in the 2011 Census. The majority of these were in Manchester, with 2,814 concealed families reported as present. The district with the least concealed families was Bury, with 828 concealed families reported.

Concealed families information is useful as it is an indicator that a family is unable to afford their own accommodation and may indicate overcrowding.

Source: Census 2011
Table LC1110EW

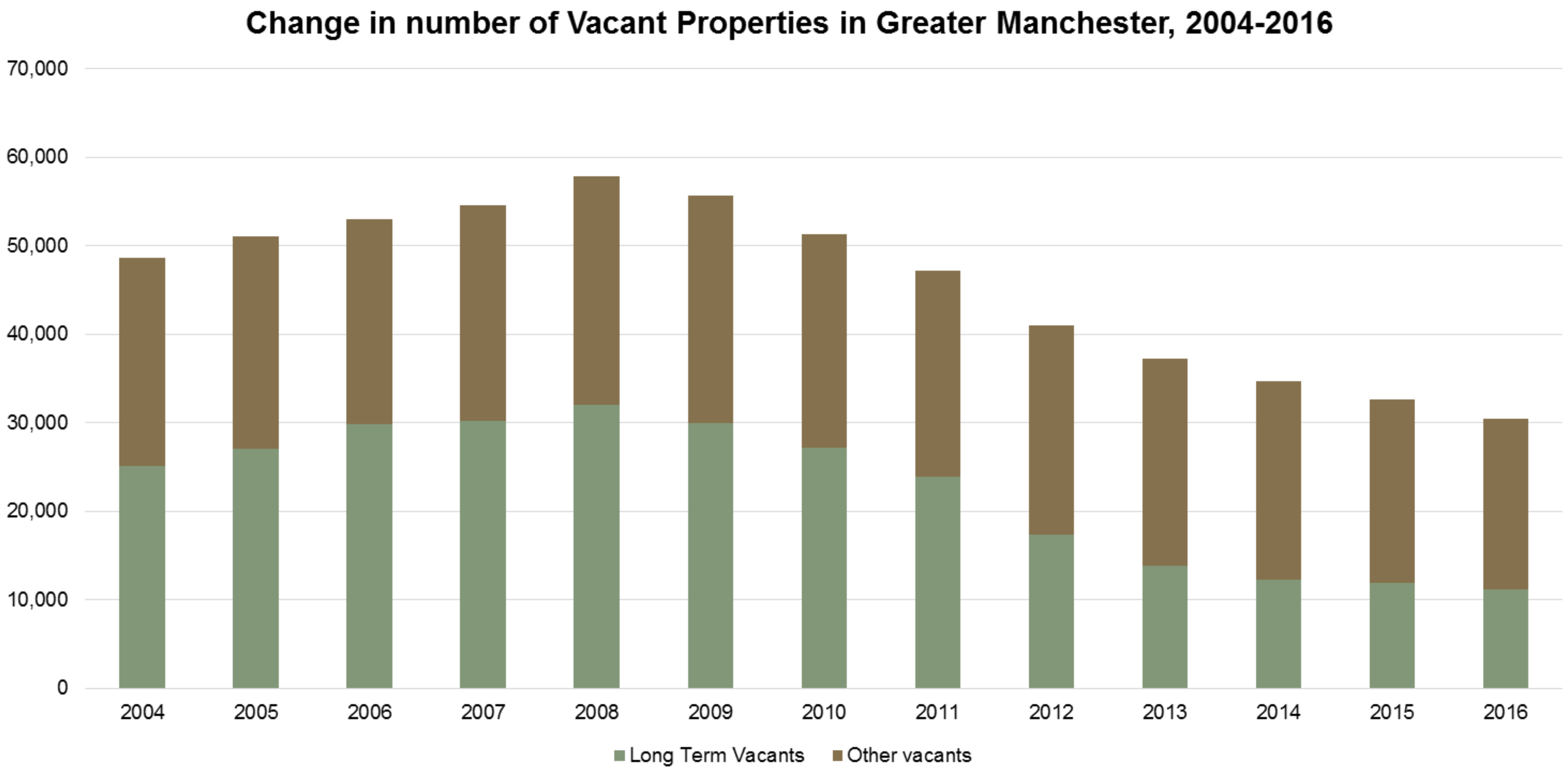
Vacant Properties as a percentage of all properties 2016



Oldham and Bury have the highest proportion of their properties listed as vacant, both at 3.2%. Manchester has by far the lowest at 1.7%. Across all of Greater Manchester, 2.5% of properties are listed as vacant.

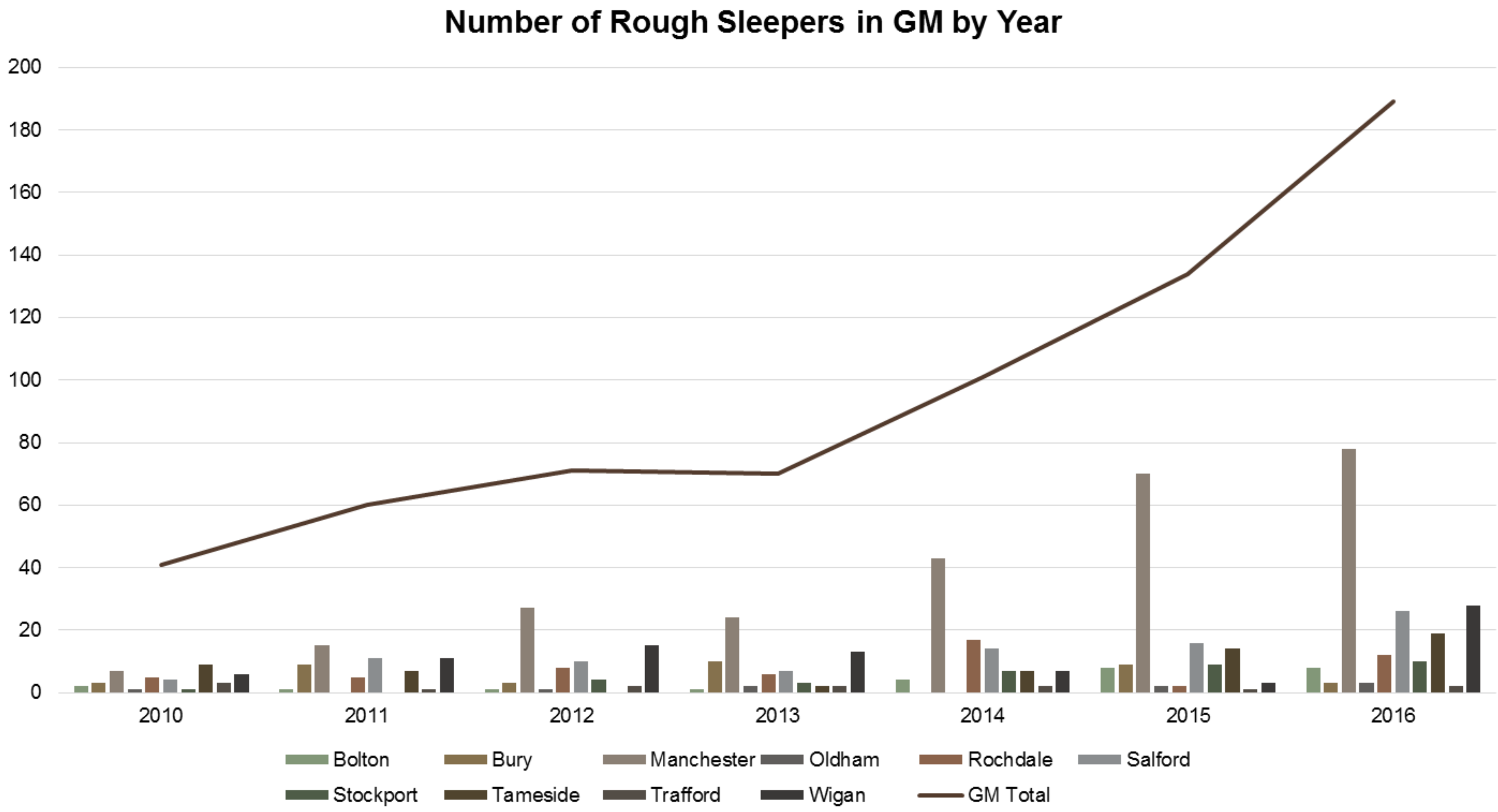
Oldham and Bury have the highest proportion of their properties listed as long term vacant (empty for over 6 months) at 1.3%, followed closely by Bolton at 1.2%. Manchester has the lowest with 0.6% of its properties categorized as long term vacant, followed by Trafford at 0.7%. Overall 0.9% of properties in GM are marked as long term vacant.

Source: DCLG Table 615 All vacant dwellings by local authority district, England, from 2004 https://www.gov.uk/government/statistical-data-sets/live-tables-on-dwelling-stock-including-vacants



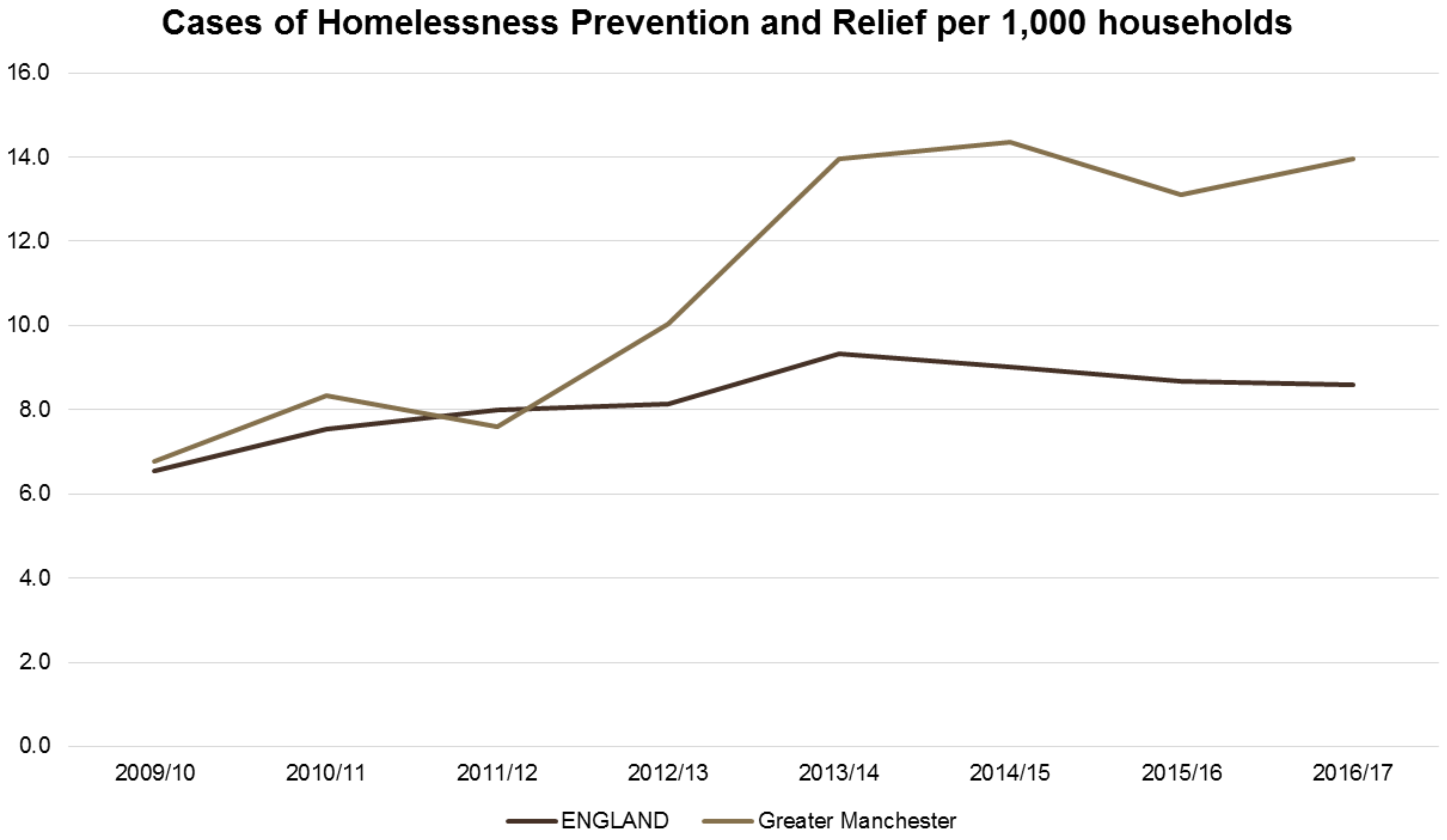
From 2004 the number of vacant properties rose steadily from 48,573 to a peak of 57,837 in 2008. Since 2008 the number of vacant properties in Greater Manchester has decreased every year, with 2016 representing the lowest number of vacant properties since 2004 with 30,423. Long term vacant properties (properties empty for more than 6 months) have reduced significantly since 2008, from 25,000 to around 11,000 in 2016.

Source: DCLG Table 615 All vacant dwellings by local authority district, England, from 2004
https://www.gov.uk/government/statistical-data-sets/live-tables-on-dwelling-stock-including-vacants



The number of people sleeping rough in Greater Manchester has increased every year since 2010, with the most pronounced increase in rough sleeping being seen in Manchester. The data on rough sleepers is an estimate based on the number of people counted sleeping rough on a given night and as such likely represents and underestimation of the true number of rough sleepers.

Source: Rough Sleeping Statistics England Autumn 2016: Tables 1 and 2
https://www.gov.uk/government/statistical-data-sets/live-tables-on-homelessness#rough-sleeping-tables



The rate of homelessness prevention and relief saw a sharp increase from 2011/12 2013/14, where the rates have remained more stable over the past few years. Around 2010 the rate in Greater Manchester was similar to the rate in England, but has been higher since 2012/13.

Source: Detailed Local Authority Level Homelessness Figures: January to March 2017 https://www.gov.uk/government/statistical-data-sets/live-tables-on-homelessness#rough-sleeping-tables

Transport for Greater Manchester

GMCA GREATER MANCHESTER COMBINED AUTHORITY

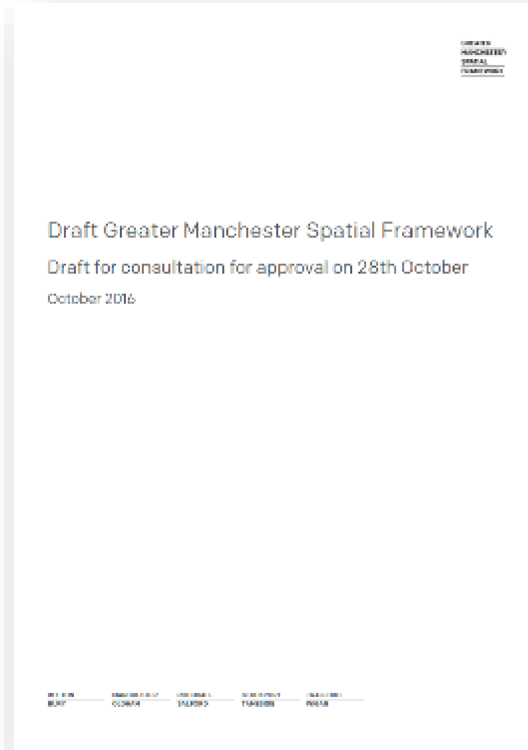
Greater Manchester Local Enterprise Partnership

Item 6

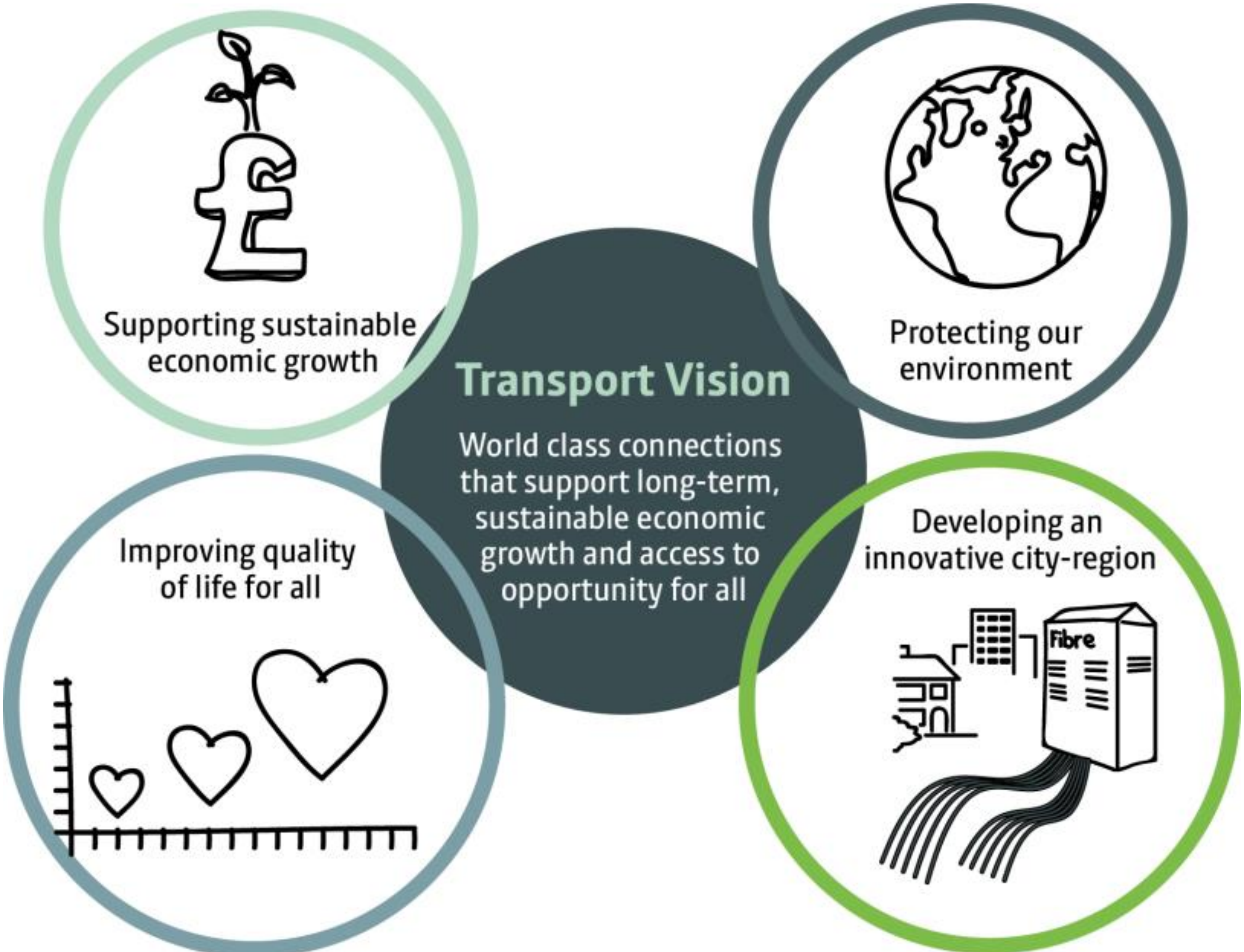
Greater Manchester Transport Strategy 2040: **A Sustainable Urban Mobility Plan for the Future**

Nicola Kane, TfGM

A new long-term strategic context for GM



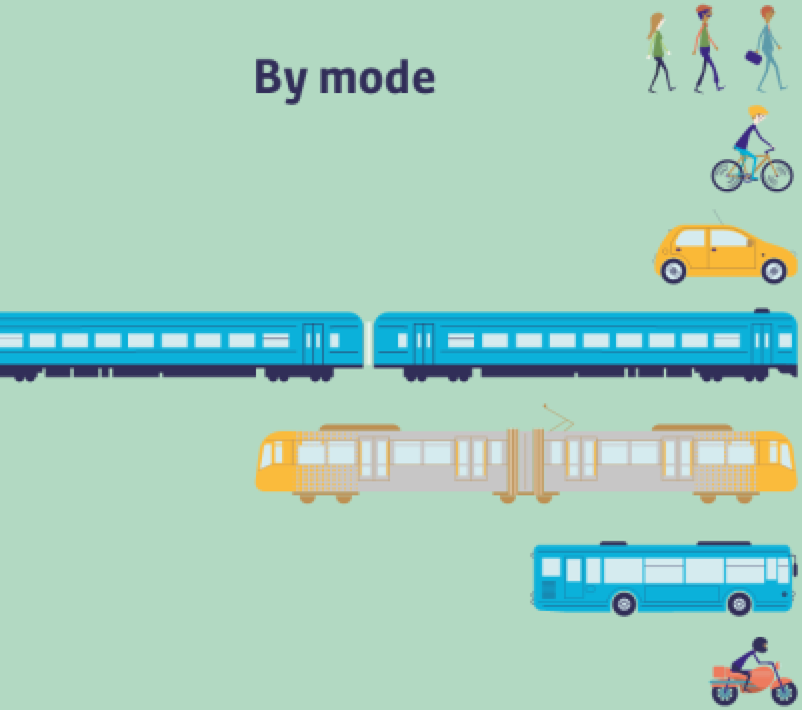
Places › People › Assets


Supporting sustainable economic growth
Protecting our environment
Transport Vision
World class connections that support long-term, sustainable economic growth and access to opportunity for all
Improving quality of life for all
Developing an innovative city-region
Fibre

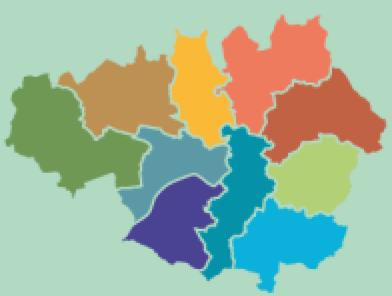
Integration at the heart of our 2040 Strategy

Old way

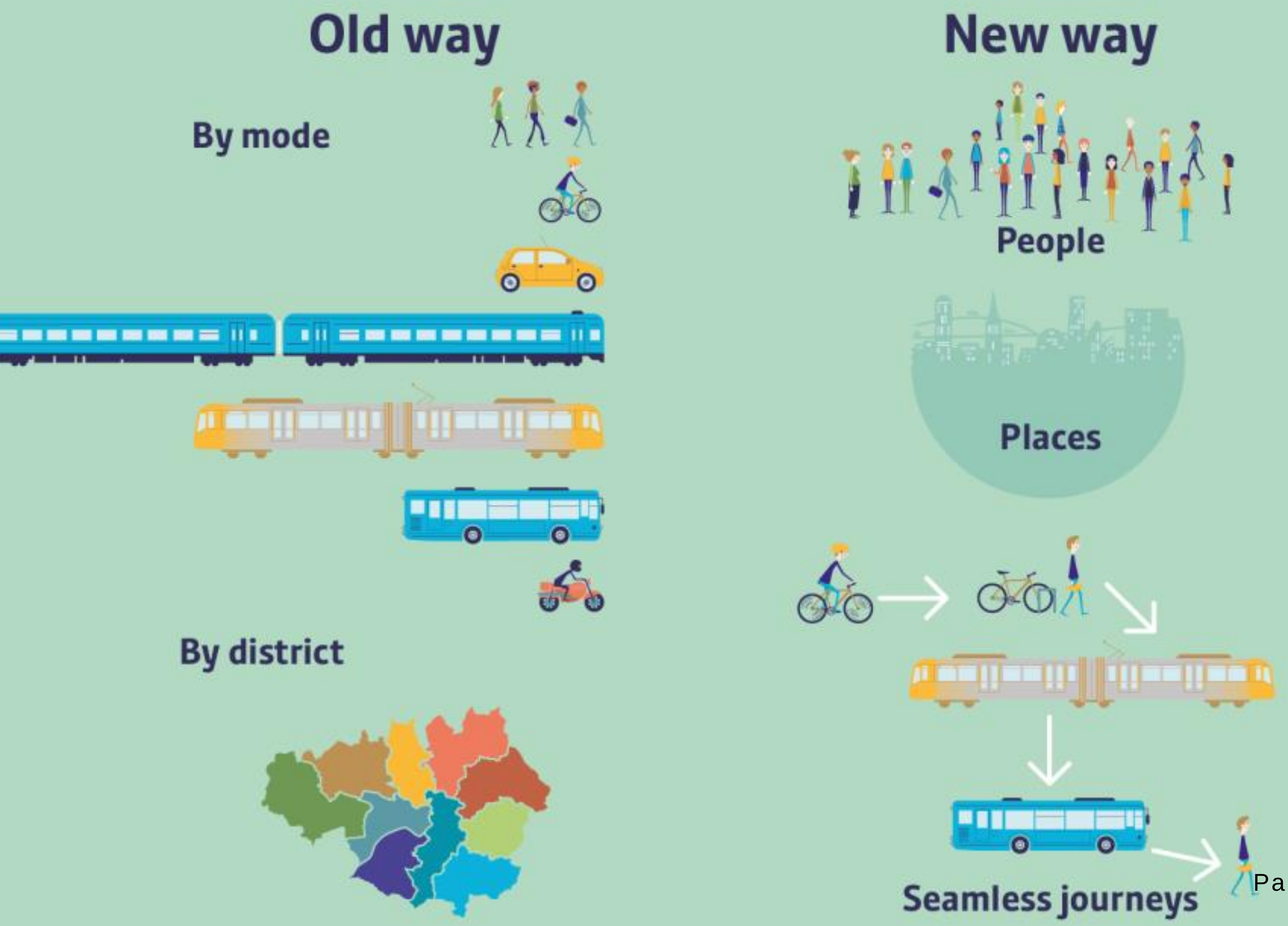
By mode



By district

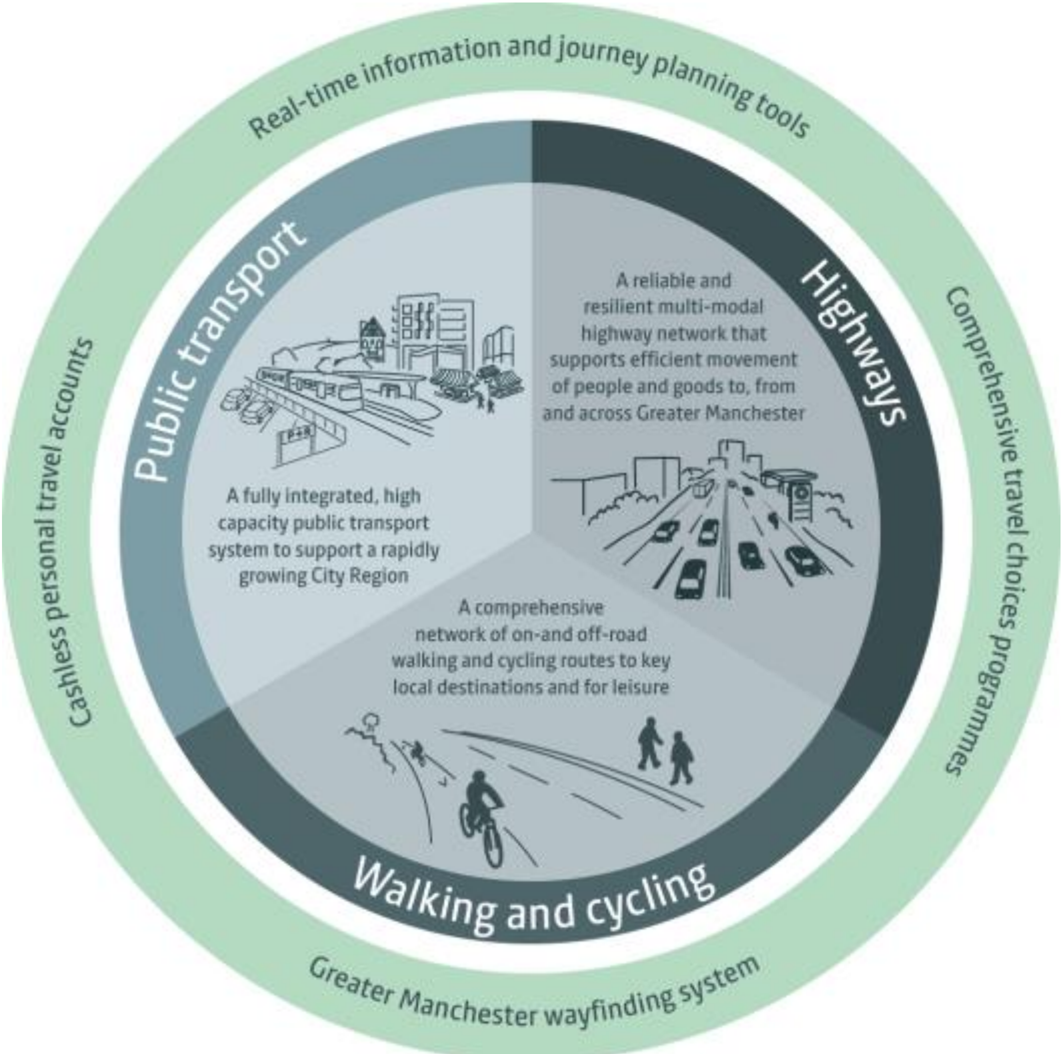


Integration at the heart of our 2040 Strategy

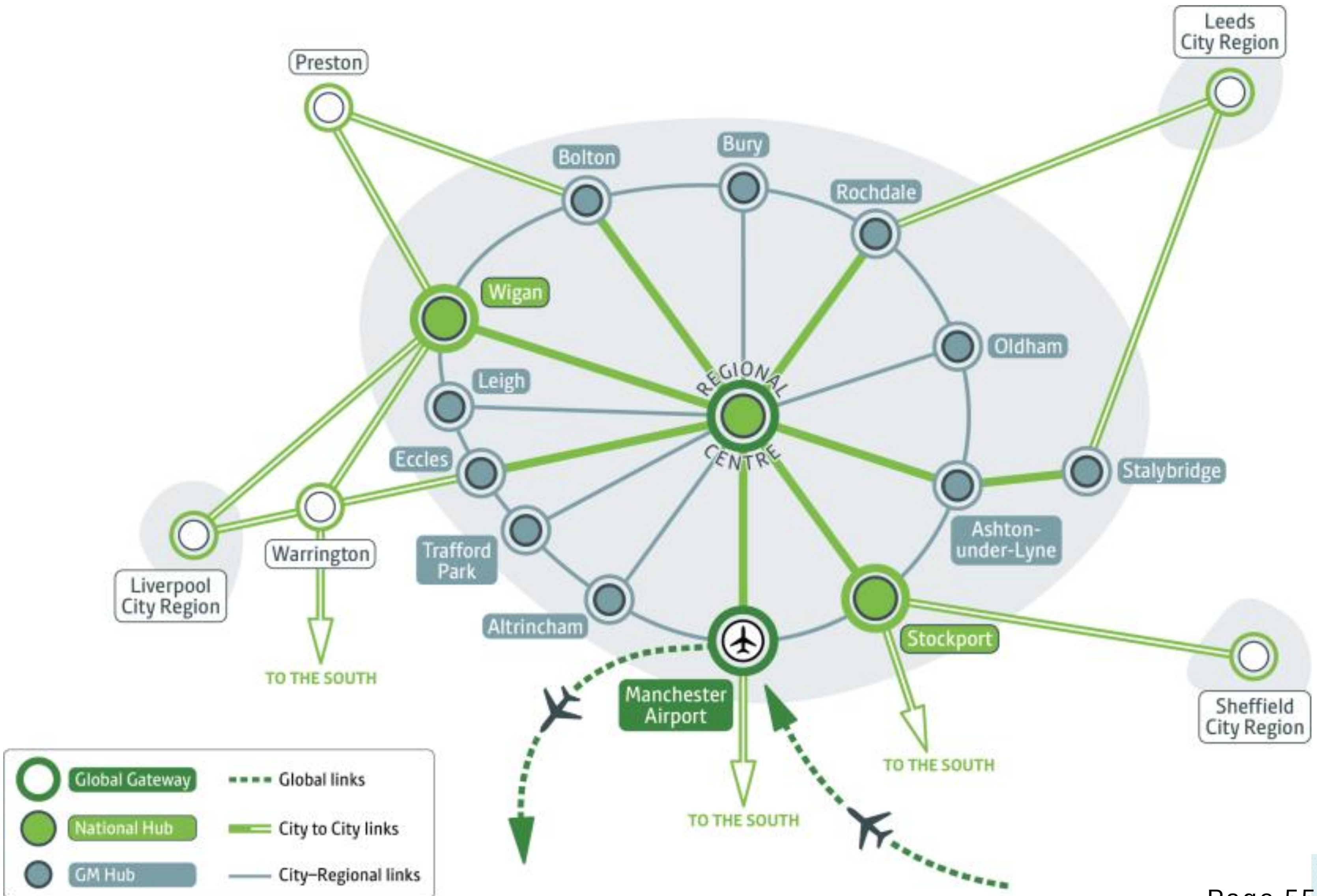


Our network principles

Our Modal Principles



Our aim is for a fully integrated public transport network



2040 Transport Strategy Consultation Qualitative feedback: common themes

Integration

Rail
- Interchanging
- Flexibility
- Personal security
- Accessibility
- Reliability
- Freight potential

Bus
- Pricing
- Cashless payments
- Reduction / withdrawal of services
- Reliability
- Information
- Night buses

Metrolink
- Pricing / ticketing
- Capacity
- Reliability
- Weekend services
- Car parking
- Network Expansion suggestions

Highways
- Maintenance
- Smart traffic signals
- Roadworks
- Managing disruption
- Bus lanes

Active Travel
- Safety
- Cycle storage
- Education / training
- Learning from international best practice

HOUSING, PLANNING & ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

DATE: **16 NOVEMBER 2017**

SUBJECT: **INTERIM NATIONAL INFRASTRUCTURE ASSESSMENT CONSULTATION**

REPORT OF: **EAMONN BOYLAN, CHIEF EXECUTIVE, GMCA**

PURPOSE OF REPORT

To provide a briefing for Scrutiny members on the interim national infrastructure consultation that was launched on the 13 October 2017.

RECOMMENDATIONS

Members are asked to:

1. Note the report and key issues identified – section 2.4

2. Note the previously GMCA/LEP recommendations – section 3.4

3. Identify the specific issues that the Greater Manchester response should highlight.

CONTACT OFFICERS

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1. BACKGROUND

1.1 The National Infrastructure Commission (NIC) was created in 2015 to provide independent advice and analysis to Government on the infrastructure requirements and future strategy for infrastructure decisions in the UK.

1.2 The NIC was formally launched on the 30th October 2015, with Lord Adonis appointed as Chair. The NIC is an executive agency of HM Treasury and it's formal role is to: provide expert, independent advice on pressing infrastructure issues, and produce and in-depth assessment of the UK's major infrastructure needs on a 30-year horizon. Its objectives are to:

- Foster long-term and sustainable economic growth across all regions of the UK
- Improve the UK international competitiveness
- Improve the quality of life for those living in the UK

1.3 The main output of the NIC is the National Infrastructure Assessment. This is a report analysing the economic infrastructure needs of the UK over the next 30 years with the NIC producing one National Infrastructure Assessment each Parliament which will then be formally laid before Parliament.

1.4 On the 27 October 2016 the NIC launched a 15-week Call for Evidence to shape the development of its National Infrastructure Assessment. All interested parties were encouraged to submit evidence, ideas and solutions. A joint GMCA/LEP response was submitted on the 9 February 2017 (see Section 3 below). The responses to the call for evidence were published by the NIC on the 16 October 2017 and can be viewed at: https://www.nic.org.uk/publications/responses-call-evidence-interim-national-infrastructure-assessment-2/

1.5 The NIC are now consulting on the interim National Infrastructure Assessment. The first full assessment will be published in 2018 following this consultation and will lead to the development of a final view of the priorities to 2050 as well as recommendations to Government.

2. INTRODUCTION

2.1 Consultation on the interim National Infrastructure Assessment was launched on 13 October 2017. The chairman (Lord Adonis) of the National Infrastructure Commission was supported at the launch by five of the country's seven Mayors – from the West Midlands, Greater Manchester, London, Cambridge and Peterborough and the West of England.

2.2 The opening section of the assessment highlights the commission's commitment to work with the recently elected metro mayors. Stating that: "I*n parallel with the Assessment the Commission will work with them on developing integrated and comprehensive infrastructure strategies. Whilst transport planning will be central to this work, the Commission will also aim to take a broader perspective, encouraging metro mayors to consider the fill spectrum of potential priorities for each city-region".*

2.3 The assessment covers all of the key sectors of economic infrastructure. It encompasses transport, energy, water and sewerage, flood risk, digital and waste. Whilst the assessment doesn't cover housing, it is identified as "the greatest capacity challenge of them all". The assessment is also guided by the Commission's objectives to "support sustainable economic growth across all regions of the UK, improve competitiveness and improve quality of life".

2.4 The interim National Infrastructure Assessment examines seven key areas, and sets out the vision and priorities for helping meet the country's needs up to 2050. These seven areas are:

(1) Building a digital society: fast, reliable data services everywhere - Requirement for substantial investment in digital infrastructure in the form of fibre optic cables and mobile networks. But choice over how to deploy it. Infrastructure has a long life and needs to be build and designed well. Support from a national design council covering all of the main infrastructure sectors. New ways to measure the state of the UKs infrastructure will be developed. Cost benefit analysis is widely used but has its limitations.

(2) Connected, liveable city-regions: linking homes and jobs -Cities are the engine of growth but to succeed they need effective infrastructure, this includes intercity connections but is more than this and urban transport is not joined up. New technology will play a part such as 'mobility as a service' but will not solve issues of congestion or capacity. The new Metro Mayors provide an opportunity to correct the existing lack of integrated transport and it is crucial that they have funding and resources.

(3) New homes and communities: supporting delivery of new homes - Housing supply has failed to keep up with demand. Housing cannot be created without the underpinning of transport and utilities. Smart, sustainable and liveable communities depend upon reliable and high-quality infrastructure. In return the value of new and existing infrastructure is enhanced if it enables housing to be built and gives people choices of where to live and work. System limitations include poor co-ordination between new infrastructure in relation to housing supply and the lack of responsiveness with some infrastructure framework. Better co-ordination is needed.

(4) Low-cost, low carbon: ending carbon emissions from power, heat and waste - There are strong targets for the reduction of greenhouse emissions and good progress has been made. The cost of some supply options has decreased more rapidly than predicted. New storage and demand management technologies will be needed to enable even high levels of renewable energy. There is a gap between existing Government targets and policy and sudden changes in policy have increased the risk for private sector investors. It will not be possible to continue using natural gas to heat buildings. Carbon capture and storage will be needed as well as energy from waste. Demand will have to be managed. There are two priorities (1) improve energy efficiency and (2) provide long term certainly to deliver low cost energy.

(5) A revolution in road transport – seizing the opportunities of electric and autonomous vehicles - Most journeys are made by road, predominantly by car. The car is about to undergo a revolution with electric, autonomous and connected vehicles will make road travel more comfortable and safer. Society will have to make choices about what changes in road design and use are acceptable for new vehicles. And whether motorist are willing to give up some degree of individual control to improve overall traffic flows. With electric vehicles, fuel duty income will decline. A new pricing system will be needed and new forms of pricing will be required alongside new forms of vehicle ownership.

(6) Reducing the risk of extreme weather: Making sure the UK can stand up to drought and flooding – The UK relies on water and flood risk infrastructure that dates back in some cases more than a century. Risk are increasing including from climate change, a growing population and higher environmental standards. The public has a low awareness and has a short term focus on the value of water infrastructure. Efficiency and resilience as well as demand management are needed. A longer term, more joined up and integrated approach to flooding, drainage and sewerage is required. Green infrastructure approaches to flood risk management and river catchment management can provide multifunctional benefits, as can changes to agricultural subsidies but are not necessarily effectives against extreme flooding events and investment in traditional defences are required.

(7) Financing and funding infrastructure in efficient ways: getting the balance right between public and private sectors – The UK's infrastructure is built, owned and run by a mix of the public and private sectors. Constraints set by the Governments fiscal remit mean that access to private sector finance will continue to be key to serving the UKs infrastructure needs. However projects can only be financed if there is a clear funding stream and a way to pay back the upfront costs. The European Investment bank and the Green Investment bank have played an important role in financing infrastructure by undertaking due diligence on complex and 'first of a kind' project The EIB may leave the UK market post Brexit. However the GIB may change after prioritisation. New institutions may still be needed.

2.5 The assessment is about setting the right framework now to help different localities plan for the future. There is an emphasis on liveability and the integration and interdependency between planning for homes and homes, transport infrastructure and other critical utilities such as digital, water, flood risk management, energy and greenspace.

2.6 The consultation is supported by 28 open consultation questions (See Appendix A) and the deadline for responses to the consultation is **12 January 2018**.

3. GREATER MANCHESTER RESPONSE

3.1 The following groups and boards will be utilised to gather views from different organisations and stakeholders on the strategic infrastructure issues that

Greater Manchester should raise through the consultation. The identified groups/boards are:

1. Greater Manchester Planning and Housing Commission
2. Greater Manchester Digital Infrastructure Leadership Group
3. Greater Manchester Infrastructure Advisory Group
4. Natural Capital Group / Low Carbon Hub
5. Transport for Greater Manchester
6. Greater Manchester Waste Disposal Authority

3.2 The Greater Manchester Combined Authority (GMCA) will respond to this consultation and will consider a draft response when it meets on the 15 December.

3.3 The Greater Manchester response will be shaped by the new Greater Manchester Strategy (GMS): Our People our Place[1] following commitments in the implementation plan:

- Through the Infrastructure Advisory group, outline the vision, scope and process to develop a Strategic Infrastructure Plan to enhance the resilience of existing infrastructure and to accommodate growth and to

- Work with GM's main infrastructure providers to promote collaboration and synchronisation of investment plans

3.4 The views of Scrutiny members are sought in relation to the issues that the response should cover, including but not limited to those outlined above.

4. RECOMMENDATIONS

4.1 Recommendations are found at the front of the report.

[1] See: https://www.greatermanchester-ca.gov.uk/news/article/214/blueprint_for_the_future_of_greater_manchester_revealed

CONSULTATION QUESTIONS

Consultation Questions

1) How does the UK maximise the opportunities for its infrastructure, and mitigate the risks, from Brexit?

2) How might an expert national infrastructure design panel best add value and support good design in UK infrastructure? What other measures could support these aims?

3) How can the set of proposed metrics for infrastructure performance (set out in Annex A) be improved?

4) Cost-benefit analysis too often focuses on producing too much detail about too few alternatives. What sort of tools would best ensure the full range of options are identified to inform the selection of future projects?

5) What changes are needed to the regulatory framework or role of Government to ensure the UK invests for the long-term in globally competitive digital infrastructure?

6) What are the implications for digital infrastructure of increasing fixed and mobile convergence? What are the relative merits of adding more fibre incrementally over time compared to pursuing a comprehensive fibre to the premises strategy?

7) What are the key factors including planning, coordination and funding, which would encourage the commercial deployment of ubiquitous connectivity (including, but not only, in rural areas)? How can Government, Ofcom and the industry ensure this keeps pace with an increasingly digital society?

8) How can the risks of 'system accidents' be mitigated when deploying smart infrastructure?

9) What strategic plans for transport, housing and the urban environment are needed? How can they be developed to reflect the specific needs of different city regions?

10) What sort of funding arrangements are needed for city transport and how far should they be focused on the areas with the greatest pressures from growth?

11) How can the Section 106 and Community Infrastructure Levy regimes be improved to capture land and property value uplift efficiently and help fund infrastructure? Under what conditions are new mechanisms needed?

12) What mechanisms are needed to deliver infrastructure on time to facilitate the provision of good quality new housing?

13) What will the critical decision factors be for determining the future of the gas grid? What should the process for deciding its future role be and when do decisions need to be made?

14) What should be the ambition and timeline for greater energy efficiency in buildings? What combination of funding, incentives and regulation will be most effective for delivering this ambition?

15) How could existing mechanisms to ensure low carbon electricity is delivered at the lowest cost be improved through:

- Being technology neutral as far as possible
- Avoiding the costs of being locked in to excessively long contracts
- Treating smaller and larger generators equally
- Participants paying the costs they impose on the system
- Bringing forward the highest value smart grid solutions

16) What are the critical decision factors for determining the role of new nuclear plants in the UK in scenarios where electricity either does, or does not, play a major role in the decarbonisation of heat? What would be the most cost-effective way to bring forward new generation capacity? How important would it be for cost-effectiveness to have a fleet of nuclear plants?

17) What are the critical decision factors for determining the role of carbon capture and storage in the UK in scenarios where electricity either does, or does not, play a major role in the decarbonisation of heat? What would be the most cost-effective way to bring it forward?

18) How should the residual waste stream be separated and sorted amongst anaerobic digestion, energy from waste facilities and alternatives to maximise the benefits to society and minimise the environmental costs?

19) Could the packaging regulations be reformed to sharpen the incentives on producers to reduce packaging, without placing disproportionate costs on businesses or creating significant market distortions?

20) What changes to the design and use of the road would be needed to maximise the opportunities from connected and autonomous vehicles on:

- motorways and ‘A’ roads outside of cities?
- roads in the urban environment?
- How should it be established which changes are socially acceptable and how could they be brought about?

21) What Government policies are needed to support the take-up of electric vehicles? What is the role of Government in ensuring a rapid rollout of charging infrastructure? What is the most cost-effective way of ensuring the electricity distribution network can cope?

22) How can the Government best replace fuel duty? How can any new system be designed in a way that is fair?

23) What should be done to reduce the demand for water and how quickly can this have effect?

24) What are the key factors that should be considered in taking decisions on new water supply infrastructure?

25) How can long-term plans for drainage and sewerage be put in place and what other priorities should be considered?

26) What investment is needed to manage flood risk effectively over the next 10 to 30 years?

27) What would be the most effective institutional means to fulfil the different functions currently undertaken by the European Investment Bank if the UK loses access? Is a new institution needed? Or could an expansion of existing programmes achieve the same objectives?

28) How could a comprehensive analysis of the costs and benefits of private and public financing models for publicly funded infrastructure be undertaken? Where might there be new opportunities for privately financed models to improve delivery?

WORK PROGRAMME

HOUSING, PLANNING & ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

The table below sets out the Scrutiny's work programme for Members to develop, review, and agree. This is a 'live' document and will be updated where necessary at each meeting to ensure that the Committee's work programme remains current.

The Committee is asked to outline specific requests to be addressed by the report authors in preparing the reports coming forward to this Committee.

At the Committee's first meeting the following standing agenda items were agreed:

- brief update on the Greater Manchester Spatial Framework (if no substantive item is on the agenda)
- work programme

In addition the Committee will be circulated with the GMCA's register of key decisions and the GMCA's monthly decision notice.

It is anticipated that the GMS implementation plan on this meeting's agenda (item 6) will also help to inform the committee's work programme. The Committee may also choose to establish a task and finish group to investigate a particular topic in more detail.

MEETING DATE	TOPIC	CONTACT OFFICER	REASON FOR SUBMISSION TO SCRUTINY COMMITTEE
13th Dec 2017 6pm	GM as a carbon neutral city region.	Mark Atherton GMCA Green City Region Lead Officer	The committee highlighted this as an area of interest.
	Congestion		The committee highlighted this as an area of interest.
MEETING DATE	**TOPIC**	**CONTACT OFFICER**	**REASON FOR SUBMISSION TO SCRUTINY COMMITTEE**
15th Jan 2018 10.30	Update on work on town centres		
15th Feb 2018 6pm	Timetable for preparation of the revised GMSF	Anne Morgan Head of Planning Strategy, GMCA	To ensure that the committee remain fully briefed on the production of the revised strategy.
	The Air Quality Plan		

13th Mar 2018 10.30pm	Green Summit Tbc	Mark Atherton GMCA Green City Region Lead Officer	
17th Apr 2018 6pm	Updated GMS Implementation Plan	John Holden, Assistant Director of Research & Strategy	
	Performance Management Framework for GMS	John Holden, Assistant Director of Research & Strategy	
15th May 2018 10.30pm			
Items that have been previously considered			
18th Oct 2017 6pm	GM Strategy Implementation Plan	Simon Nokes (John Holden) GMCA	Provides an update on the development of the Greater Manchester Strategy Implementation Plan. This will provide the Committee with information as to the key policy areas of the GMCA which could shape their work programme and an opportunity to comment on the plan before it is submitted to the GMCA.
	Bus Services in Greater Manchester'	Rod Fawcett TfGM	Further detail on how bus services were currently provided and the options that the Bus Services Act 2017 may provide.
16th Nov 2017 10.30	Transport Strategy Update	Simon Warburton TfGM	An overview of GM's transport strategy to assist the committee's understanding of this area and identify where they can add value to this work.
	Greater Manchester Housing Affordability	Paul Beardmore GMCA Housing Lead	The committee highlighted this as an area of interest.

ITEMS TO BE SCHEDULED

- Strategic work on tenure, social housing and work to improve the quality of homes in the private rented sector.
- Work being undertaken to address long term empty homes across Greater Manchester.