

## PLACE AND EXTERNAL RELATIONS SCRUTINY PANEL

**Day:** Tuesday  
**Date:** 26 July 2022  
**Time:** 6.00 pm  
**Place:** Committee Room 1 - Tameside One

Item No.	AGENDA	Page No
1.	<b>APOLOGIES FOR ABSENCE</b>	
2.	<b>DECLARATIONS OF INTEREST</b> To receive any declarations of interest from members of the Scrutiny Panel.	
3.	<b>MINUTES</b> To approve as a correct record, the Minutes of the proceedings of the Place and External Relations Scrutiny Panel held on 8 March 2022.	1-4
4.	<b>TRANSPORT FOR GREATER MANCHESTER</b> The Panel to meet Councillor Jan Jackson, Executive Member (Planning, Transport & Connectivity); Nick Fenwick, Interim Director of Place; Rosalind O'Driscoll, Head of Policy, TfGM; and Ian Palmer, Head of Modelling and Analysis, TfGM, to receive an update on regional strategy and priorities, to include key projects and developments with a focus on transport and infrastructure in Tameside.	5-36
5.	<b>CORPORATE PLAN SCORECARD</b> To receive for information the Corporate Plan Scorecard.	37-40
6.	<b>ANNUAL WORK PROGRAMME</b> The Chair to present the Annual Work Programme for 2022/23.	41-44
7.	<b>CHAIR'S UPDATE</b> The Chair to provide a verbal update on activity and future priorities for the Panel.	
8.	<b>DATE OF NEXT MEETING</b> To note that the next meeting of the Place and External Relations Scrutiny Panel will take place on Tuesday 20 September 2022.	
9.	<b>URGENT ITEMS</b> To consider any additional items the Chair is of the opinion shall be dealt with as a matter of urgency.	

From: Democratic Services Unit – any further information may be obtained from the reporting officer or from Paul Radcliffe, Policy and Strategy lead, to whom any apologies for absence should be notified.

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## Place and External Relations Scrutiny Panel 8 March 2022

**Commenced:** 6.00pm

**Terminated:** 7.50pm

**Present:** Councillors Glover (Chair), Mills (Deputy Chair), Billington, Bowerman, Chadwick, Choksi, A Holland, Jones, Lewis, North, Robinson, T Sharif

**Apologies:** Councillors Cartey, J Homer, Patel

### 35. MINUTES

The minutes of the meeting of the Place and External Relations Scrutiny Panel held on 11 January 2022 were approved as a correct record.

### 36. CRIME AND DISORDER

The Panel welcomed Councillor Allison Gwynne, Executive Member (Neighbourhoods, Community Safety and Environment); Emma Varnam, Assistant Director, Operations and Neighbourhoods; and Chief Superintendent Rob Cousen, Greater Manchester Police, to follow-up on the HMICFRS inspection of Greater Manchester Police and to receive an update on strategic developments for community safety, crime and disorder.

Members received a summary of GMP's current position on key findings from the HMICFRS report and the required improvements to the services for victims. This included a response to a question on how partners harness local resource and intelligence to inform interventions specific to crime prevention and reduction.

Chief Superintendent Cousen presented the GMP 'Plan on a Page', with a reintroduced purpose to focus on the basics and bringing strategic priorities, values and delivery together in a more simplified and user friendly document. Making progress across a wide range of areas has required greater intelligence led policing, with better detection opportunities and methods to deter crime. Detail was also provided on neighbourhood crime data specific to Tameside.

In order to gain a greater understanding of the strategic and operational relationship of partners involved in the Community Safety Partnership (CSP), Mr Gregory revisited the key stakeholders and authorities that continue to work together to make Tameside a safer place.

It was reported that the Community Safety Strategy 2022-25 was approved in February 2022. The following five priorities underpin the strategy:

- Building Stronger Communities
- Preventing and reducing violent crime, knife crime and domestic abuse
- Preventing and reducing crime and anti-social behaviour
- Preventing and reducing the harm caused by drugs and alcohol
- Protecting vulnerable people and those at risk of exploitation

The Panel received examples of the strategy in action, highlighting campaigns such as the delivery of hate crime awareness sessions and wider community engagement. The success and resurgence of neighbourhood watch schemes was also reported, with over 7,300 households in the borough currently supported.

The CSP has funded numerous projects over the past 12 months for delivery in schools covering the following themes;

- Building resilience to extremism
- Personal and online safety
- Child Criminal Exploitation
- Knife Crime
- Road safety

Cllr Gwynne, Chief Superintendent Cousen and officers responded to a number of questions from the Panel on:

- The findings, outcomes and concerns identified in the recent HMICFRS inspection, published on 3 March 2022.
- The ability of the Police and other agencies to work collaboratively, when presented with a variety of contributing factors to crime and disorder. This included the involvement of health services where a mental health need assessment may be required.
- Methods available to improve public confidence and opportunities to progress Police engagement with community leaders, helping to build local intelligence of crime and anti-social behaviour.

**Resolved:** That Cllr Gwynne, Chief Superintendent Cousen and officers be thanked for attending the meeting.

### **37. SCRUTINY BUDGET LETTER**

The Panel received for information, a letter of the Scrutiny Chairs to Councillor Oliver Ryan, Executive Member, Finance and Economic Growth, in response to annual budget update sessions held on 17 January 2022.

The Chair advised members that the letter was presented at the joint meeting of Cabinet and Overview Panel on 9 February 2022.

### **38. SCRUTINY ACTIVITY 2021/22**

The Chair advised that a report presented at the joint meeting of Cabinet and Overview Panel on 9 February 2022 included a summary of the Scrutiny Panel's activity during the year. Work undertaken on:

- HMIC inspection of GMP
- Climate change and improving the local environment
- Economic impacts of Covid-19
- Tameside Cultural Offer and Strategy
- Homelessness and Housing
- Digital Offer and Delivery
- Response to Community Safety Strategy consultation
- Corporate Performance Scorecard
- Ombudsman complaints monitoring
- Budget updates

### **39. CORPORATE PLAN SCORECARD**

The Panel received the Corporate Plan Scorecard for information.

#### **40. GREATER MANCHESTER SCRUTINY**

The Chair provided a verbal update on known activity of the GMCA Overview and Scrutiny Committees.

#### **41. CHAIRS UPDATE**

The Chair thanked all members for their participation and contribution throughout the 2021/22 municipal year. Scrutiny has adapted well, with the reintroduction of face-to-face meetings and efforts to deliver the work programme. Next step is to inform the work programme for June 2022 onwards with updated priority issues and topics.

The Chair advised members of Scrutiny reports tabled at the joint meeting of Cabinet and Overview Panel on 9 February 2022. Items specific to the panel include:

- Scrutiny Update (summary of activity for 2021/22)
- Final report and Executive Response to conclude activity on Housing and Homelessness

#### **42. DATE OF NEXT MEETING**

To note that this is the last formal meeting of the Place and External Relations Scrutiny Panel for the 2021/22 municipal year.

#### **43. URGENT ITEMS**

The Chair reported that there were no urgent items for consideration at this meeting.

**CHAIR**

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# Update of Transport Policy and Strategy Challenges and Opportunities

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Presentation to *Tameside Place and External Relations Scrutiny Panel*

July 26th 2022

Transport Strategy, TfGM



## Contents

- Greater Manchester Transport Strategy 2020
- 5 Year Environment Plan
- Capital Programme
- Network Update
- Bus Reform
- Clean Air
- Decarbonisation





**GREATER  
MANCHESTER**  
DOING THINGS DIFFERENTLY

**GREATER  
MANCHESTER  
TRANSPORT  
STRATEGY 2040**



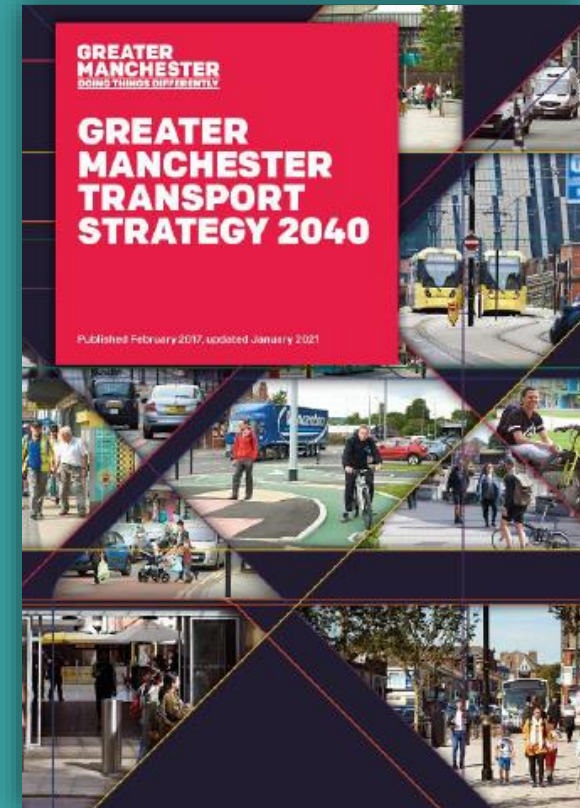
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# Integrated Strategic Plans: the starting-point for our 2040 Vision

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People

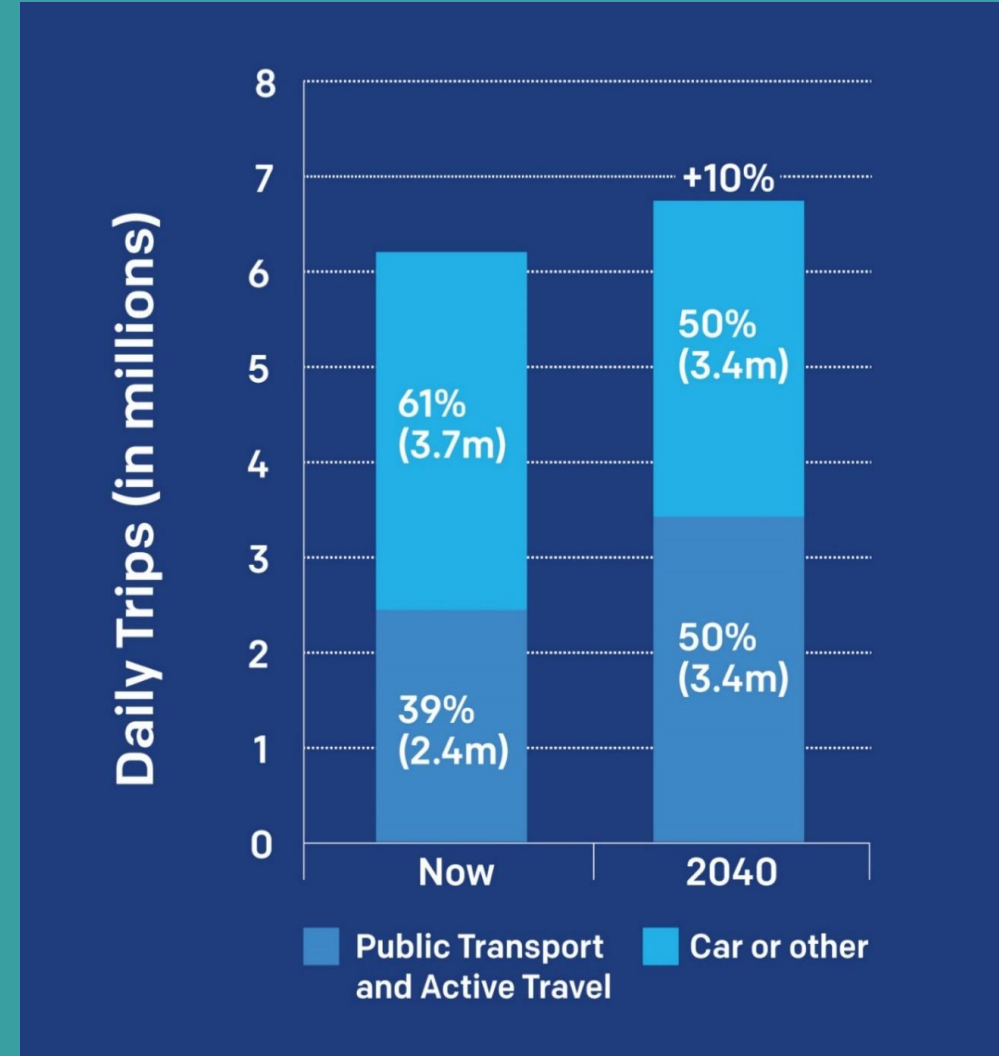
Places

Assets



Our vision is for 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport by 2040. This is based on zero net traffic growth.

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## A more customer-focused transport system: Our Network Principles

Page 10



- Air pollution
- Climate change
- Noise
- Natural spaces and habitats
- Built environment

Our Ambition: For Greater Manchester to be known for the quality of its urban areas and natural environments with transport emissions reduced to near zero, and new transport schemes delivering environmental enhancements whenever possible.

# Our Policies

**Policy 1:** We will work with partners to ensure that modes of transport such as taxis, private hire vehicles and other demand responsive services - as well as shared mobility solutions, including car clubs, cycle hire and other forms of shared transport - are available, and fully integrated into the Greater Manchester transport network.

**Policy 2:** Working with partners, we will introduce integrated pricing and payment systems across the transport network, including smart ticketing for public transport, to support the delivery of 'Mobility as a Service'.

**Policy 3:** We will maintain a programme of interventions designed to encourage people to make sustainable journeys. We will support this through journey planning tools and information to encourage travel behaviour change and mode shift, and in order to make the most efficient use of available capacity (particularly during peak periods).

**Policy 4:** We will work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network.

**Policy 5:** We will work with public transport operators, Network Rail and other partners to ensure that all transport infrastructure, vehicles and information are as accessible as possible for all our customers, regardless of their age and mobility.

**Policy 6:** We will work with partners to better integrate accessible travel services across Greater Manchester, to increase convenience for customers.

**Policy 7:** As we plan our transport network, we will support the creation of a more inclusive economy for Greater Manchester by considering how best to improve the prospects of people living in deprived communities - including by ensuring that more people can access jobs, education,

## Carbon

**Policy 8:** We will work with partners to deliver transport interventions that improve the health of Greater Manchester residents, including: reducing pollution from motor vehicles; increasing levels of physical activity; improving access to healthcare; and reducing social isolation.

**Policy 9:** We will work with partners and key stakeholders to bring nitrogen dioxide (NO<sub>2</sub>) levels on local roads within legal limits, and to reduce levels of particulate matter, CO<sub>2</sub>, and noise emissions from vehicles.

**Policy 10:** We will work with partners to reduce carbon emissions from transport, to support Greater Manchester's ambition to be net zero carbon by 2038; and to implement measures to ensure our transport system is resilient to the impacts of climate change.

**Policy 11:** We will work with partners, including the Canals and Rivers Trust, to enhance green and blue infrastructure to provide a safe and attractive environment for walking and cycling.

**Policy 12:** We will aim to minimise the impact of transport on the built and natural environment - including townscape, the historic environment, cultural heritage, landscape, habitats and biodiversity, geodiversity, water quality, pollution, flood risk and use of resource - and will deliver environmental enhancements and biodiversity net gain where possible.

**Policy 13:** We will continue to deliver measures, and put in place appropriate management systems, to improve the reliability of the transport network.

**Policy 14:** We will work with operators and other partners to improve safety and to tackle crime and anti-social behaviour on the transport network.

**Policy 15:** Working with partners, including through the Safer Roads Partnership, we will deliver initiatives aimed at improving safety on the highway network, with a particular focus on supporting those who are walking and cycling.

## Reliable

## Road Safety

## Vehicle Emissions

**Policy 16:** We will work with partners to support a rapid transition towards low emissions vehicles in Greater Manchester, including developing a clear strategy on the Electric Vehicle Charging Infrastructure network required to provide greater confidence to residents and businesses to invest in electric vehicles.

**Policy 17:** We will trial transport innovations to understand their relevance and potential applications for Greater Manchester, and to ensure we have robust policies in place.

**Policy 18:** We will provide a unified, Greater Manchester approach to managing the Key Route Network (KRN) of roads, in line with our Streets for All Strategy principles, and work with Highways England to co-ordinate this with the management of the Strategic Route Network (SRN).

**Policy 19:** We will work, including through the GM logistics forums, to improve journey times and reliability for deliveries, and to reduce the environmental impact of logistics.

**Policy 20:** We will ensure our streets are welcoming and safe spaces for all people, enabling more travel on foot, bike and public transport while creating better places that support local communities and businesses.

**Policy 21:** We will introduce appropriate bus priority measures on the highway network to improve bus reliability and will keep existing measures under review to ensure effectiveness. This will include developing proposals for "Quality Bus Transit" corridors on key routes.

**Policy 22:** We will work to improve and maintain the condition and resilience of our road network, drawing on best practice.

**Policy 23:** We will work with partners to improve walking and cycling facilities across Greater Manchester, including through the development of a strategic walking and cycling network (the 'Bee Network'), wayfinding and cycle parking, and supporting 'Streets for All' design guidance to ensure consistently high quality standards across the network.

**Policy 24:** Working with partners, we will work to establish and promote one integrated Greater Manchester public transport network ('Our Network'), making it easy for customers to plan, make and pay for their journeys using different modes and services.

**Policy 25:** We will seek to ensure a consistent standard of facilities at transport hubs, appropriate for their size and function, and will work with partners to improve access to them by all modes.

**Policy 26:** We will make best use of powers available to us, including those in the Transport and Active Travel Act 2023, as well as our powers under the Greater Manchester Local Vision for Transport.

**Policy 27:** We will ensure that accessible coach parking and set down/pick-up points are available at key locations.

**Policy 28:** We will work with the taxi and private hire industry to develop minimum standards for policy/regulation and operation across Greater Manchester, and work with Government to ensure consistent legislation.

**Policy 29:** We will increase the coverage and capacity of our rapid transit network (Metrolink, Rail and Bus Rapid Transit), to deliver improved connectivity to employment and other key destinations across the city-region.

**Policy 30:** Working with partners, we will develop a rail network with the capacity, reliability, speed, resilience and quality to support growth in the Northern economy and extend the benefits of the Northern Hub and Cross-Country Rail throughout Greater Manchester.

**Policy 31:** We will continue to work with DfT, Network Rail and Transport for the North to secure greater local control of rail stations, and to deliver greater local accountability for all rail-based services, within Greater Manchester.

## KRN / Streets for All

## Streets for All

## Bus priority

## Maintenance



**GREATER  
MANCHESTER**  
DOING THINGS DIFFERENTLY

# OUR FIVE YEAR TRANSPORT DELIVERY PLAN 2021-2026

Part of the Greater Manchester  
Transport Strategy 2040



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# To achieve our vision, we must...





- Aligned with Spatial Planning priorities
- Framed to support COVID-19 Recovery
- Initial Carbon review
- Investment maps
- Powers & Funding Ask
- Supported by 10 Local Implementation Plans

### MAP 1

In the next five years, we are committed to delivering...

These interventions have significant funding allocated and the case for change has been demonstrated, although final business case approval may still be needed.

Subject to business case approval

### MAP 2

In the next five years, we aim to complete business cases for early delivery of...

These interventions are those with potential to be delivered by 2025.

Subject to funding and business case approval

### MAP 3

In the next five years, we will develop options for...

These are the interventions which need further investigation or development in order to identify future options and determine feasibility. This work may identify interventions that could be delivered by 2025, and we will aim to achieve that wherever possible, but most are longer term projects that would be delivered in later years.

Subject to funding and business case approval

### MAP 4

Walking and Cycling Committed Interventions. Unfunded Priorities and Longer Term Development Priorities







# Local Implementation Plans (LIPs)

‘Live’ documents.

The LIPs are designed to:

- Complement the 2040 Transport Strategy and Our Five Year Delivery Plan: focus on **supporting local trips within neighbourhoods and to local centres**;
- Summarise key local transport issues and opportunities in each local authority, providing an **added layer of local detail**; and
- Support **Right Mix** and **carbon reduction targets**, alongside wider GM and council strategy and policy documents (e.g. **Local Plans, town centre masterplans, GM Clean Air Plan**).



# Tameside's Local Implementation Plan

## 2. Strategic Transport Issues in Tameside

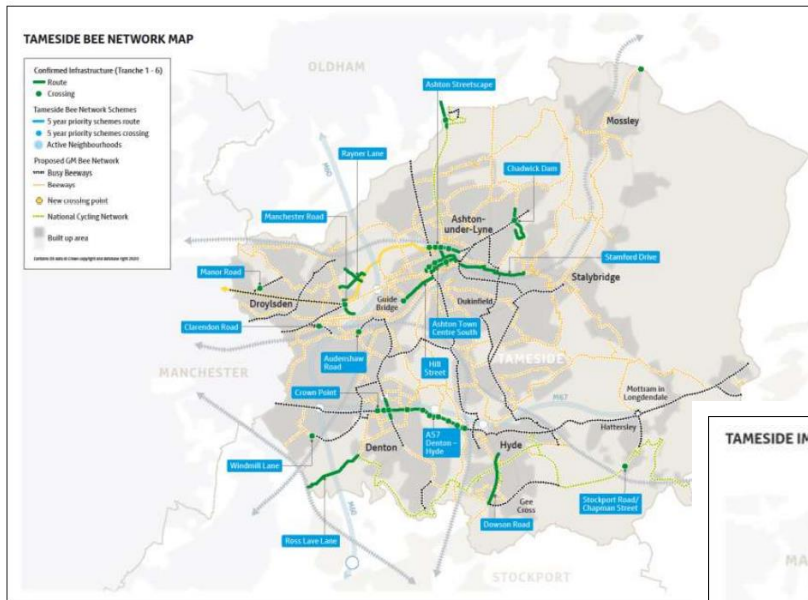
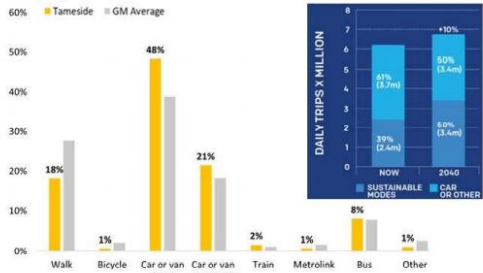
### Achieving the 2040 Right Mix

The 2040 Right Mix aims to achieve 50% of journeys in Greater Manchester to be made by sustainable modes by 2040.

46% of journeys that start in Tameside are neighbourhood trips that are under 2km and could be walked in just over 20 minutes.

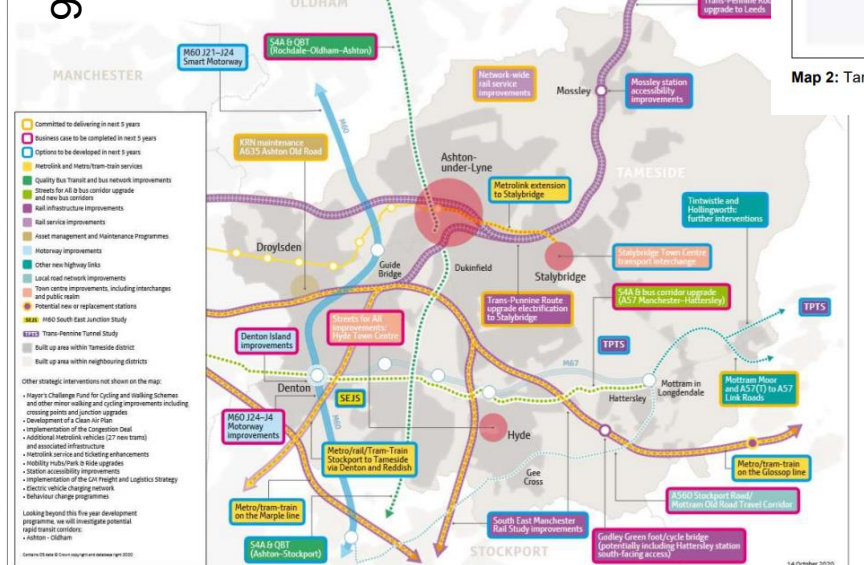
69% of all journeys starting in Tameside are made by car or van, and 31% by sustainable modes (19% active travel and 11% by public transport).

51% of these neighbourhood journeys are walked, 42% are made by private car or van, and 1% are made by bike.



Map 2: Tameside Committed and Priority Bee Network

### TAMESIDE DELIVERY MAP 1, 2 AND 3



Map 1: Strategic Transport Interventions in Tameside (2040 5-Year Delivery Plan 2021-2026)



Map 3: Tameside Local Implementation Plan Schemes

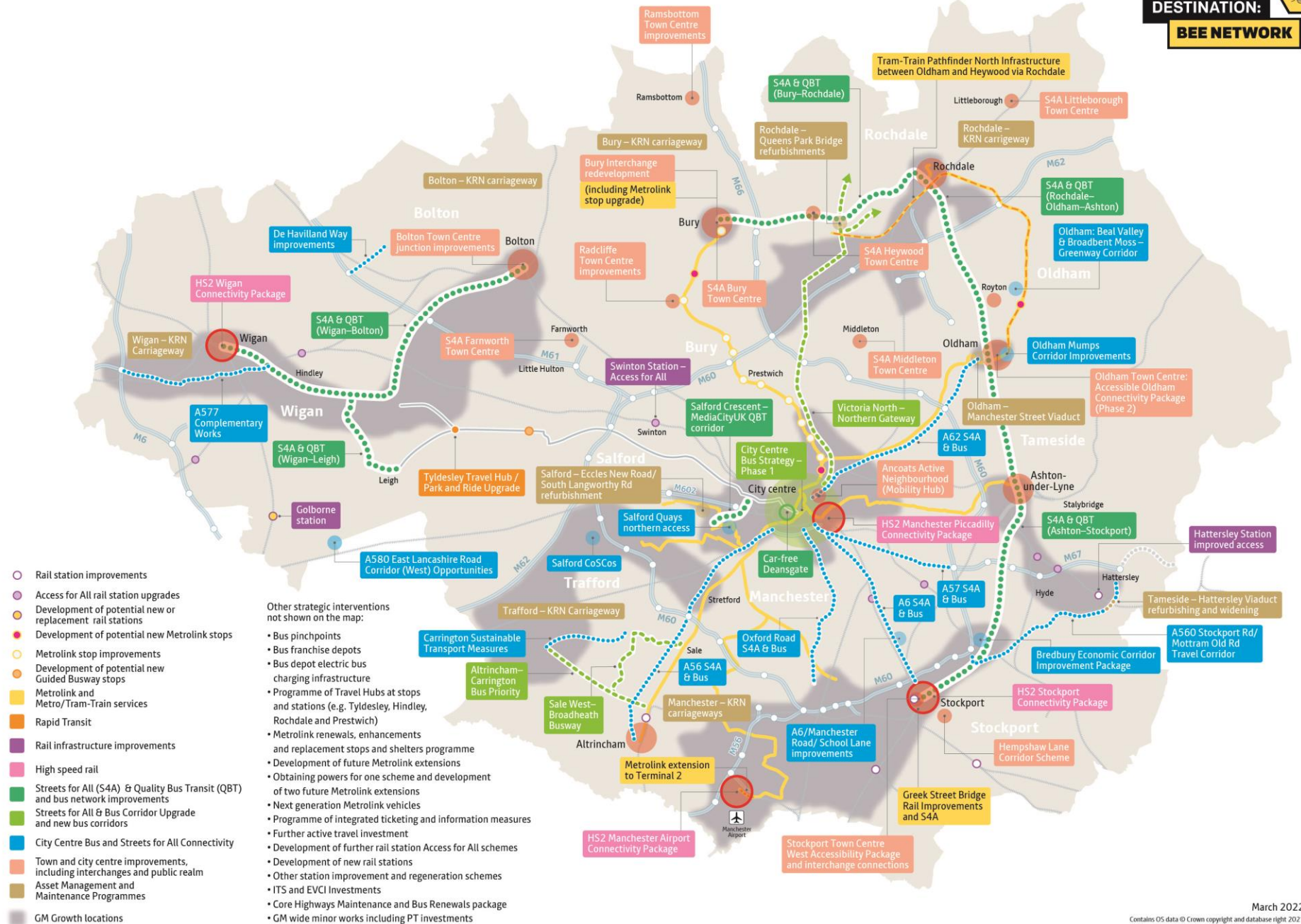
# Capital Programme



# City Region Sustainable Transport Settlement Map

DESTINATION:

BEE NETWORK





# City Region Sustainable Transport Settlement

## Tameside CRSTS Schemes

### Streets for All Programme:

**A560 Stockport Road** – walking and cycling provision between the M67 Jct4 and the proposed Godley Green Garden Village development

**Refurbishment and widening of the Hattersley Viaduct** – widening and maintenance of bridge, which will also accommodate Bee Network cycle route between Gee Cross and Mottram.

### Bus Programme:

**Rochdale-Oldham-Ashton QBT** – A 17.5km corridor, linking four town centres, plans include strategic bus priority to overcome points of delay on the approaches to town centres

**Ashton – Stockport QBT** – Development work and delivery of early ‘quick wins’ and other enabling works for the next phase of QBT.

### Rail Programme:

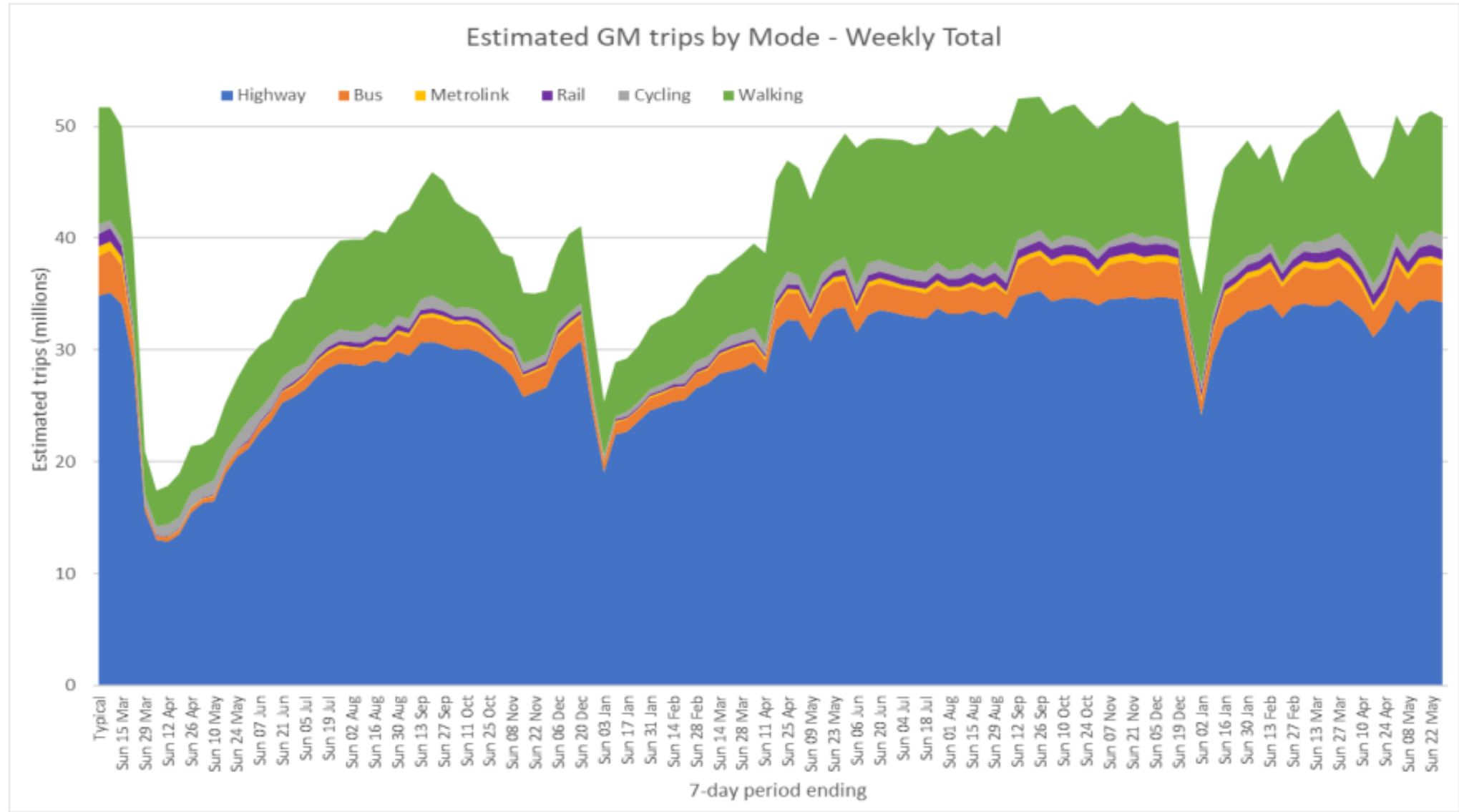
**Improved access to Hattersley rail station** – step free access to open the station up to all users and measures to improve access to the station

**Progress development of further Access for All improvements at rail stations across Greater Manchester** – stations could include Flowery Field and Newton for Hyde.

# Network Update



# Figure 1: Network Modal Trips Split (March 19 – May 22)





## Network update

- During May 2022, there were an estimated 50.6 million trips across the Greater Manchester transport network each week. This was 7% up on April 2022 (47.5 million) and 2% fewer than May 2019 (51.5 million).
- Trips on the Highway accounted for 67% of all trips during May 2022. This is lower than during April 2022 (69%).
- While trips on the highway network have increased from April to May (+4%), Active travel and Public Transport patronage have increased at a faster rate.





## Network update

- Public transport accounted for 9.4% of average weekly trips (4.8 million). This is a higher number and higher share than during January 2022, which was 9.0% (4.3 million).
- Page 23 The number of trips on public transport is marginally below (less than 1%) the post pandemic high set during November 2021. However, it does remain below the pre-Covid level.
- Active travel accounted for an estimated 11.7 million or 21% of all trips during May 2022. This is approximately 1.2 million or 12% more active travel trips than during April 2022 with better weather and seasonal increase in active travel both contributing to the growth.

# Bus Reform



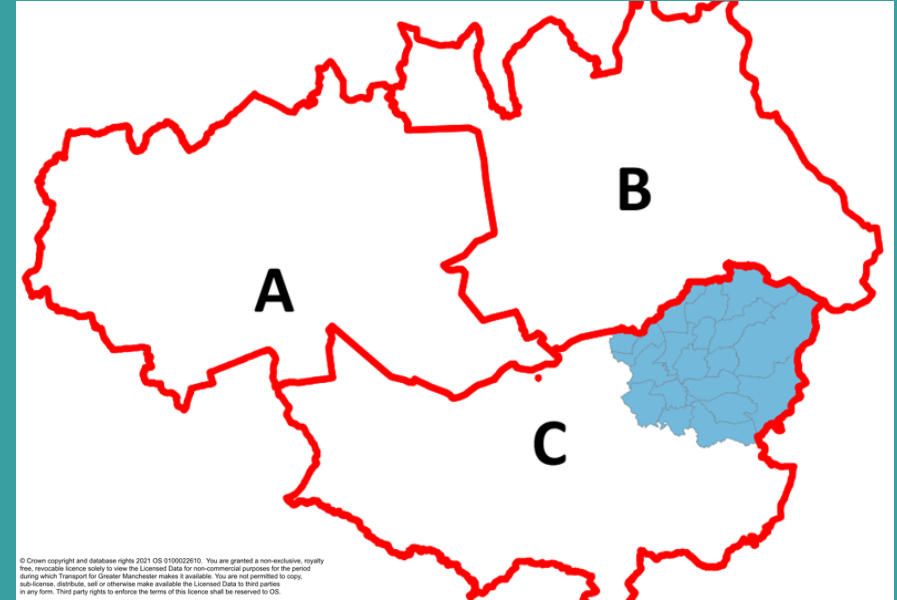
## Bus Reform

In April 2022, GM Mayor made decision to proceed with franchising (following Judicial Review)

The Appeal by Rotala was heard on 12th July, with the decision pending.

Tranche A of franchising due to start on 17 September 2023, with the procurement process ongoing. Tranche C due December 2024, including Tameside, as well as the south of the Manchester City Council area, Stockport, Trafford and the rest of Salford.

Bus Service Improvement Plan was submitted to government at the end of June, alongside an initial Network Review of the bus and Metrolink networks as a conditional of continued government revenue support.



# Clean Air

# Summary

- As a result of legal action, the UK Government directed GM Authorities to address compliance with roadside Nitrogen Dioxide (NO<sub>2</sub>) compliance by reducing NO<sub>2</sub> concentrations to within legal limit values in the “shortest possible time”.
- Summer 2021 GM authorities following a Government direction agreed a plan to implement a charging Category C Clean Air Zone to non-compliant Buses, Coaches, HGVs, Taxis, Vans/LGV and Minibuses to achieve compliance with legal limits of nitrogen dioxide on local roads by 2024.
- January 2022 GM submitted evidence that the cost and availability of vehicles, particularly vans meant that the plan was unworkable.
- February 2022 Government revoked the direction to implement a Clean Air Zone and gave a new direction to the GM authorities to review plan and achieve compliance in the shortest possible time and by no later than 2026.
- Summer 2022 GM sets out that Challenging economic conditions, ongoing pandemic impacts and rising vehicle prices means the original plan of a city-region charging Clean Air Zone is no longer the right solution to achieve compliance and is proposing an investment led non-charging Clean Air Plan.
- Plan submitted to Secretary of State for Environment, Food and Rural Affairs on 1st July 2022.

# Clean air will make GM a healthier place to live

## Why is clean air important?

Poor air quality poses a significant environmental risk to public health. Long-term exposure to NO<sub>2</sub> may contribute to the development of cardiovascular or respiratory disease and may reduce life expectancy. It is estimated that poor air quality contributes to 1,200 deaths a year in GM alone.

Road transport is responsible for 80% of nitrogen dioxide (NO<sub>2</sub>) concentrations at roadside, of which diesel vehicles are the largest source. There are a number of exceedances of the legal limit across the conurbation.

## The right plan

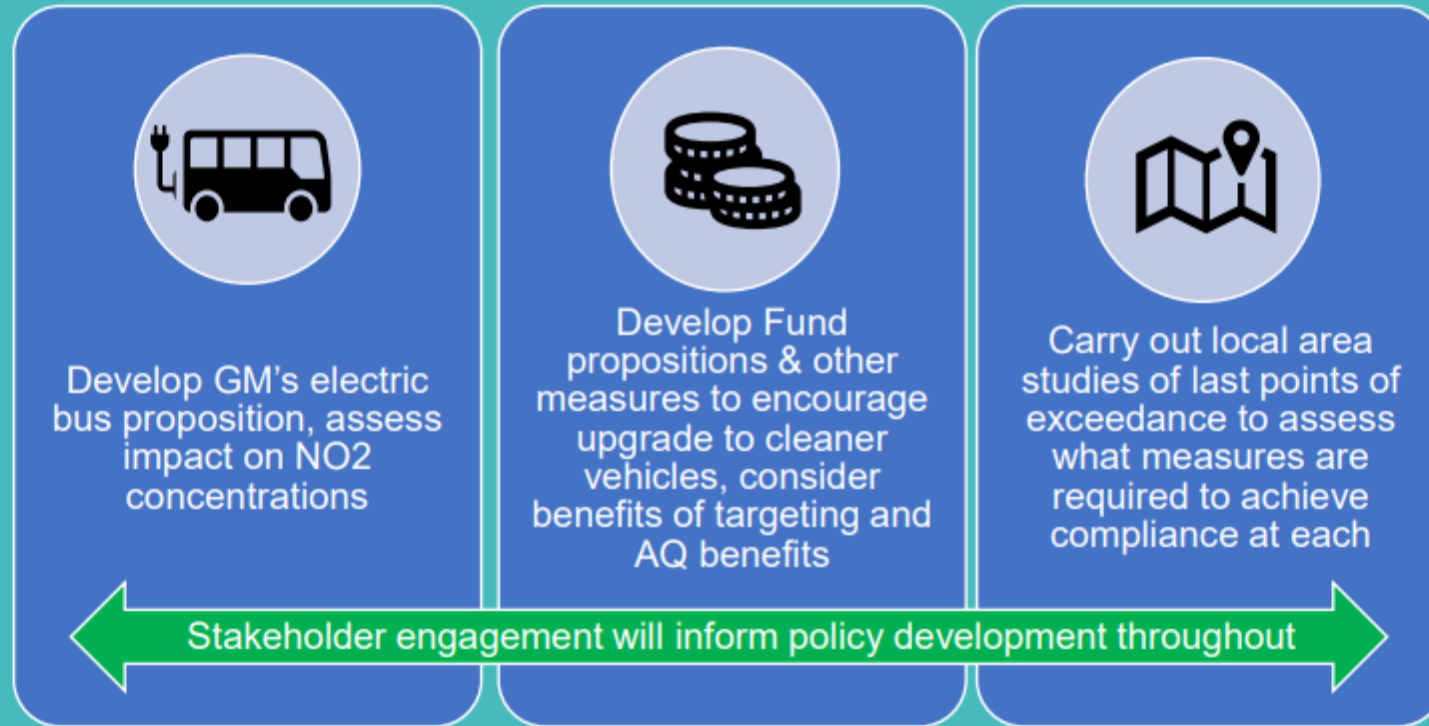
It is not just our legal obligation; it will make GM a healthier place. The new plan must function to both reduce NO<sub>2</sub> exceedances and take into account the challenging new economic context (the financial impact of the Coronavirus pandemic on businesses, and the emerging cost of living crisis) since the previous plan was agreed in Summer 2021.

**Clean Air**  
Greater  
Manchester

Bolton | Bury | Manchester | Oldham | Rochdale  
Salford | Stockport | Tameside | Trafford | Wigan

# Next steps: a Participatory Policy Development Process

- From July to October 2022, GM is undertaking a Participatory Policy Development process. This will involve three aspects:



A full Equality Impact Assessment will be undertaken to support the development of the preferred policy for the new GM CAP.

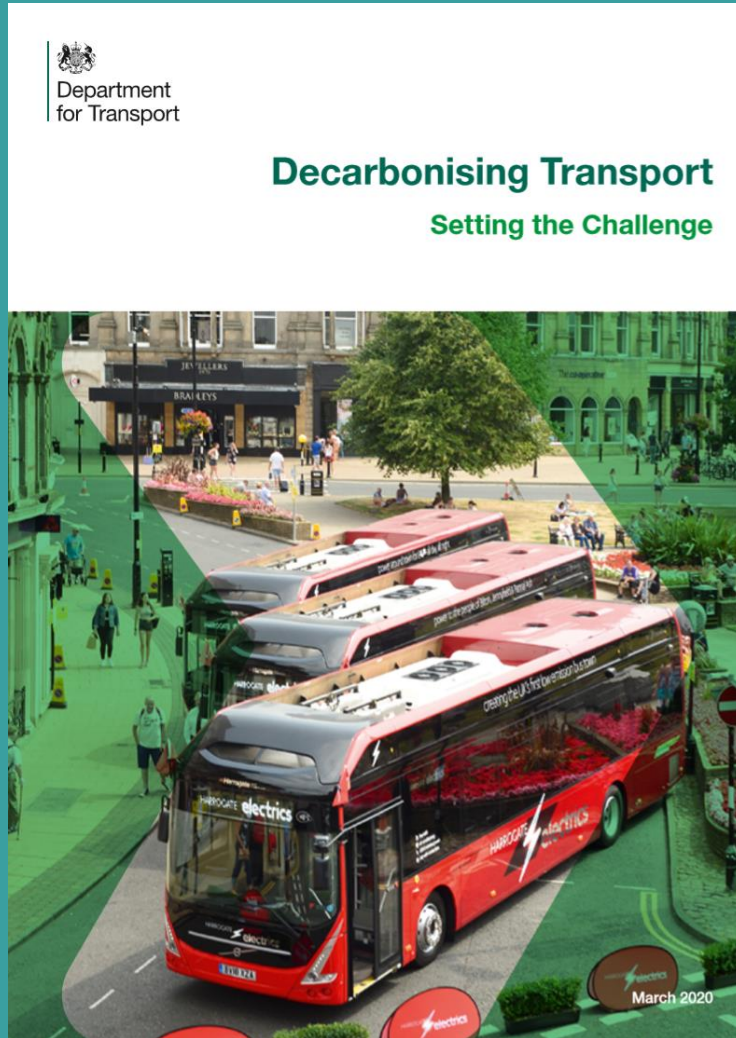
# Decarbonisation





# The Carbon Challenge

- Transport accounts for around one-third of carbon emissions in GM.
- The Tyndall-based carbon budget requires urgent action across all sectors, including transport, over the next 5-10 years.
- Will require a significant and rapid shift to active travel/public transport, reduced traffic volumes and very rapid transition to zero-emission vehicles.
- GM has made good progress on mode shift but still a very car-dependent city region.
- Our 5-year Transport Delivery Plan will play an important role in reaching decarbonisation, and we will need to prioritise and design schemes carefully and may need to bolster EV aspects of the plan.
- Everyone in GM will need to play their part.
- The right Government action is also crucial (policy & funding).



## DfT Policy paper Published 26 March 2020

### Sets the challenge

*“There is no plausible path to net zero without major transport emissions reductions that are delivered soon.”*

Transport Decarbonisation Plan (TDP) being prepared to respond to that challenge.

Intended to deliver fundamental changes to the way people and goods move around:

- changes to people’s behaviours
- more active travel
- the use of public transport
- uptake of zero emission vehicles and new technologies.



# Achieving a Carbon Neutral Transport System in GM





# Achieving a Carbon Neutral Transport System in GM

5 Year Environment Plan actions for:

P1 - Increasing use of public transport and active travel modes

P2 - Phasing out fossil fuelled private vehicles with zero emission alternatives

P3 - Tackling the most polluting vehicles on our roads

P4 - Establishing a zero-emissions bus fleet

P5 - Decarbonising road transport and shifting freight to rail and water

The 5YEP objectives are underpinned by the 2038 Tyndall Budget that sets the entire GM budget at 67MtCO<sub>2</sub> to 2038.

- The budget is equivalent to 6 years at current emission levels
- Actions in the first 5 years are critical





# What might a carbon neutral transport system in GM look and feel like?

We need a fundamental change to why, where and how people and goods move around GM:

- More working from home and digital access to services
- Increased use of local facilities and leisure activities (15 minute towns/neighbourhoods)
- Much lower levels of car ownership & use
- All vehicles zero emission
- Local deliveries by zero emission vehicles/cargo bikes
- More active travel and an increase in public/shared transport (e-car clubs)
- Less roadspace required for motor vehicles
- Streets/transport corridors with more trees/soft landscaping

# Questions?

Theme	Priority	Outcome	Metric Reference	Metric	Previous Position	Current Position	National Average	Period	Progress	Targets	
										Apr 2025	Apr 2030
Very Best Start		Reduce rate of smoking at time of delivery	V1	% Smoking at time of delivery (CCG)	10.5%	9.5%	8.80%	Q2 2021/2022	↓	10.50%	All expectant mothers to be supported to be smoke free at the time of delivery
		Improve school readiness	V2 (LUI)	% achieving a 'good' level of development	65.7%	66.9%	71.80%	2019	↑	75%	All children start school ready to learn
			V3 (LUI)	% achieving expected level in Phonics decoding	79.0%	78.0%	82.00%	2019	↓		
		Children attending 'good' and 'outstanding' early years settings	V4	% 3 & 4 year olds at 'good' or 'outstanding' EY settings		87.99%	N/A	Spring Term 2021/22		98%	All children to attend good or outstanding early years settings
		Take up nursery at 2 Years	V5 (GMFT)	2 year olds in funded early education- % of DfE Target	77% (Spring 21/22)	82%	N/A	Spring Term 2021/22	↑	95%	All eligible 2 year olds benefit from funded early years education
		Childhood Obesity	V6 (LUI)	% of children in year 6 who are overweight or obese	36.2%	35.9%	35.2%	2020	↓	34%	All children to be a healthy weight at the end of Year 6
Aspirations & Hope (Educational Attainment Measures Suspended)		Young people going into higher education	A1 (LUI)	% Key Stage 4 going into/remaining in education	85.2%	84.1%	86.9%	2020	↓	90%	All young people going into/remaining in further education after KS4
		Children attending 'good' and 'outstanding' schools	A2 (LUI)	% Primary schools 'good' & 'outstanding'	88.2%	89.5%	88.7%	Ad Hoc	↑	95%	All children attending a good or outstanding primary school
			A3 (LUI)	% Secondary schools 'good' & 'outstanding'	66.7%	66.7%	78.9%	Ad Hoc	↔	80%	All children attending a good or outstanding secondary school
		Proportion of children with good reading skills	A4 (LUI)	% Key Stage 2 achieving expected reading standard	73%	72%	73%	2019	↓	80%	All children to be provided with the opportunity to achieve their full educational potential
		Promote a whole system approach and Improving wellbeing and resilience	A5 (LUI)	Secondary Fixed Term Exclusions	6.66%	10.11%	N/A	Autumn 2021/2022	↑		
			A6 (LUI)	Mean worthwhile ratings (adults 16+)	7.92	7.79	7.71	2020/2021	↓	8.5	All residents 16+ feel that the things they do in life are worthwhile
Resilient Families & Supportive Networks		Early Help Intervention	R1	Child and Family Assessments completed each quarter	973	1214	N/A	Q4 2021/2022	↑	To be developed	All vulnerable families receive the help they need
		Reduce the number of first time entrants into Youth Justice	R2	First Time Entrants into Youth Justice aged 10-17, rate per 100k	36.75	22.96	N/A	Q4 2021/2022	↓	212.9	No young people entering the youth justice system
		Increased levels of fostering and adoption	R3	% Cared for children adopted each quarter	0.44%	2.84%	N/A	Q4 2021/2022	↑	18.60%	All looked after children provided with the opportunity to be adopted, where its of benefit to the young person within
		Improve the quality of social care practice	R4	Children's Services Audits Rated 'Good' & 'Outstanding', YTD, End of Quarter	35%	34%	N/A	Q4 2021/2022	↓	50%	All Children Social Care audits rated good or outstanding
Work Skills & Enterprise		Increase median resident earnings	W1 (LUI)	Median Annual Income	£25,825	£27,706	£31,490	2021	↑	£27,492	The median annual income to be in line with the England average
			W2 (LUI)	Percentage in Employment (Rolling 12 Month Period)	72.9%	74.6%	75.1%	2021	↑	78%	All people who can work are in work
		Increase the working age population in employment	W3	Universal Credit Recipients	26,849 (March 2021)	25,341	N/A	Mar-22	↓		
			W4 (LUI)	Universal Credit Recipients in Employment	36.4% (Feb 2021)	40.4%	40.5%	Feb-21	↑		
		Increase the number of people earning above the Living Wage	W5	New enterprises (percentage of total businesses)	12.66%	12.27%	12.12%	2020	↓	18.97%	Tameside is recognised as a vibrant economy where entrepreneurs are supported to start new businesses
			W6	Business Rate Taxbase: Total Rateable Value	£148,955,604 (May 2021)	£148,477,595	N/A	May-22	↓		
		Increase number of enterprise / business start-ups	W7 (LUI)	Regional Gross Value Added Per Head (Balanced): NW Current Prices	£15,541.95	£15,810.64	N/A	2019	↑		
			W8 (LUI)	Percentage of population with at least level 3 skills	48.6%	49.0%	61.3%	2021	↑	54.90%	Higher proportion of Tameside's population have Level 3 skills than the national average
		Working age population with at least Level 3 skills	W9 (LUI)	Proportion of employed residents in skilled employment (SOC 1-3, 5)	48.9%	47.0%	59.0%	2020/2021	↓		
			W10 (LUI)	Number of apprenticeships started per 10,000 residents aged 16-64	113.0 (1,640)	112.6 (1,590)	91.2 (321,440)	2020/2021	↓	2310	Apprenticeships are available to all who seek them
		W11 (LUI)	Number of apprenticeship achievements per 10,000 residents aged 16-64	55.4 (780)	60.2 (850)	44.4 (156,530)	2020/2021	↑			
Covid-19 Impact and Recovery	W12	Households Receiving Council Tax Support	18,204 (Apr 2021)	19,019	N/A	Apr-22	↑				
Improve air quality	I1	Particulate Matter Pollution in the Air (PM2.5, ug/m^3)	9.70	7.60	7.54	2020	↓	6	Air quality to be good and at least be in line with the UK average		

Theme	Priority	Outcome	Metric Reference	Metric	Previous Position	Current Position	National Average	Period	Progress	Targets			
										Apr 2025	Apr 2030		
Great Place - Ian Saxon / Vibrant Economy	Living Well	Infrastructure and Environment	Improve air quality	I2	Territorial Carbon Dioxide Emissions (kilotonnes)	849.92	810.10	879.27	2019	↓			
				I3	Trees Planted Annually	15000	16095	N/A	2021/2022	↑			
				I4 (LUI)	Increase the number of net additional dwellings	Net Additional Dwellings per 10,000 Residents	20.93	16.2	38.3	2020/2021	↓	Targets to be agreed	
				I5	Increase the number of affordable homes	New Affordable Homes per 10,000 Residents	8.51	2.51	9.2	2020/2021	↓		
				I6		Maximum Mean Download Speed	88.2	83.1	84.6	Q4 2021/2022	↓	41.5	All households to have access to high quality internet services
				I7 (GMFT)	Digital inclusion	Premises with Superfast-Capable (30Mbps) Network Infrastructure	99.6% (Q4 20/21)	99.5%	97.5%	Q4 2021/2022	↔		
				I8 (LUI)		Premises with Gigabit-Capable Network Infrastructure	61.5% (Q4 20/21)	76.6%	68.2%	Q4 2021/2022	↑		
				I9	Reduce tonnes of waste sent to landfill and increase the proportion recycled	Percentage of household waste recycled	49.3%	47.2%	42.3%	2020/2021	↓	57.78%	All household waste recycled where possible
				I10 (LUI)	Increase journeys by sustainable transport/no car	% population walking / cycling 3+ times a week	42%	39%	46%	2019/2020	↓	47%	Tameside is a walking/cycling friendly borough
				Ageing Well	Nurturing Communities		N1	Reduce victims of domestic abuse	Rate of PPIs per 1000	22.6 (Q3 2020/21)	22.6	N/A	Q3 2021/2022
	N2	Reduce the number of rough sleepers/homelessness	Street counts & estimates of rough sleepers				0.13 per 10k Households	0.48 per 10k Households	0.97 per 10K Households	2021	↑	2	Nobody sleeping rough on the streets of Tameside
	N3		Households owed a prevention or relief duty per 1,000 Households				13.6	11.4	11.4	2020/2021	↓		
	N4 (LUI)	Improve satisfaction with local community	Mean life satisfaction ratings (adults 16+)				7.74	7.43	7.38	2020/2021	↓	8.5	Maintain mean life satisfaction at 8.5
	N5 (GMFT)		Mean GM life satisfaction score, Y10 Students					6.02	N/A	2021			
	N6	Victims of crime/fear of crime	Crime Rate per 1,000 residents				9.5 (March 2021)	9.3	N/A	Mar-22	↓		Tameside is a low crime borough
	N7		Deaths due to suicide- rate per 100,000				9.4	8.3	10.4	2018-2020	↓		
	N8	Increase access, choice, and control in emotional and mental self-care and wellbeing	IAPT Referrals				2245 (Q2)	2,525	N/A	Q3 2021/2022	↑	12383.4	Everyone has access to good quality mental health services
	N9		Food Bank Enquiries				64 (Apr 21)	62	N/A	Apr-22	↓		
	N10	Covid-19 Impact and Recovery	Placements in Emergency Temporary Accommodation				557	510	N/A	2020/2021	↓		
	N11		Domestic Abuse Incidents reported to Children's Services				335 (April 2021)	270	N/A	Apr-22	↓		
	Longer & Healthier Lives		Increase physical and mental healthy life expectancy				L1 (LUI)	Healthy Life Expectancy at birth	M- 61.9 years, F- 58.7 years	M- 61.6 years, F- 58.2 years	M- 63.1 years, F- 63.9 years	2018-2020	↓
				L2 (LUI)	Under-75 mortality rate form cardiovascular diseases considered preventable	41.3	41.6	29.2	2020	↑			
				L3	Covid-19	Covid-19 Vaccination Rate (1st Dose, Residents 18+)	92.0% (3rd March)	92.8% (8th May)	93.2% (8th May)	Ad Hoc	↑		
				L4		Covid-19 Bed Occupancy - ICFT	10% (10th March 2022)	8% (25th April 2022)	N/A	Ad Hoc	↓		
				L5 (LUI)	Improve the wellbeing of our population	Mean happiness ratings (adults 16+)	7.39	7.13	7.31	2020/2021	↓	7.52	Maintain mean happiness ratings above 8
				L6 (LUI)	Smoking prevalence	Prevalence of smoking, 18+. Survey Data	17.0%	18.2%	13.9%	2019	↑	11%	Tameside and Glossop are smoke free areas
				L7	Increase levels of physical activity	% of population 'inactive' (<30m exercise a week)	30.5%	30.0%	27.5%	May 2020 - May 2021	↓	25.20%	All residents are physical active where possible
				L8 (LUI)		% adults (18+) classified as overweight or obese	71.3%	70.3%	63.5%	2020/2021	↓		
L9				Good' and 'Outstanding' GPs practices	CQC Audit Results: % good or outstanding	100.0%	100.0%	N/A	Ad Hoc	↔	100%	All GP practices to be rated good or outstanding by CQC	



Theme	Priority	Outcome	Metric Reference	Metric	Previous Position	Current Position	National Average	Period	Progress	Targets	
										Apr 2025	Apr 2030
Independence & Dignity in Older Age		Reduce drug and alcohol related harm	L10	Admission rate for alcohol related harm per 100k (Broad Definition)	2178	1820	1738	2020/2021	↓	2250	Alcohol harm rates are low and support is available
			L11	Deaths from drug misuse per 100k	5.6	8.8	5	2018-2020	↑	4	Drug misuse rates are low and support is available
		Increase the number of people helped to live at home	ID1	Funded Permanent 65+ in residential/nursing homes per 100k	139.4 (Q3 2020/21)	141.6	N/A	Q3 2021/22	↑	585.6	Only those in most in need access residential/nursing care at the right point for them
		Reduce hospital admissions due to falls	ID2	Emergency admissions for falls 65+ per 100k	2073	2189	2023	2020/2021	↑	1875.57	Emergency falls in the 65+ age group are low
		Increase levels of self-care / social prescribing	ID3	% service users who find it easy to find information	70.2%	70.6%	68.4%	2019/2020	↑	78.6%	Tameside and Glossop is a place where people are supported to self care
		Good' and 'Outstanding' social care settings	ID4	CQC Audit Results: % care home beds good or outstanding	82% (March 2022)	78.8%	N/A	Ad Hoc	↓	80%	All residential/nursing settings are rated good or outstanding
		Prevention support outside the care system	ID5	Number of people supported outside the social care system with prevention based services	5965	6431	N/A	Q3 2021/2022	↑	7500	All people are supported to remain in the community
Covid-19 Impact and Recovery	ID6	Contacts Made to ASC	764 (March 2021)	716	N/A	Jan-22	↓				
	ID7	Open ASC Provisions	4904 (March 2021)	4554	N/A	Jan-22	↓				

\* Where available data will be provided at the Tameside & Glossop level for health related indicators. Data as of 16th May 2022.

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## **SCRUTINY ACTIVITY AND WORK PROGRAMME – 2022 to 2024**

### **PLACE AND EXTERNAL RELATIONS SCRUTINY PANEL**

Tameside Scrutiny Panels are required to publish an Annual Work Programme of planned activity. The programme of work will cover a two-year rolling period that is to be reviewed, updated and agreed on an annual basis.

The annual work programme will aim to reflect priority issues across the Council and external partners. Work will continue to improve the flexibility, responsiveness and reporting methods of all scrutiny activity undertaken.

Each year a range of emerging topics and issues may require the attention of Scrutiny. It is therefore important to ensure efforts are best placed to support and influence effective decision-making, with the added focus on improving outcomes for residents and communities.

#### **Scrutiny Activity**

Work has been undertaken to develop a list of topics for consideration. The Annual Work Programme is to be reviewed and signed off at the next meeting of Overview Panel on 25 July 2022.

There is a range of options available to each Scrutiny Panel as to how activity is planned, with a further need to consider timescales and future reporting. The Chair will work closely with panel members in order to determine the best approach for how activity will be undertaken.

Scrutiny activity will continue to adopt a combination of approaches to review service and performance updates, respond to formal consultations, focus reports of the Local Government and Social Care Ombudsman and areas in need of more in-depth review. This includes a responsibility for:

- Research and insight on a particular issue, including desktop reviews
- Review of decisions and recommendations
- Follow-up (from previous review / municipal year)
- Engagement and consultation – to provide responses to pre-decision activity
- Consideration of decisions and reports from the Ombudsman
- Budget updates
- Receive updates on key issues as they arise
- Active monitoring of national and regional policy and substantive variation to service change

Plans remain in place to keep scrutiny members informed on the range of engagement and consultation activity taking place both within the Council and across partners. Where deemed appropriate, the wider development of scrutiny may include project support and service development work undertaken at the request of the Executive as a critical friend.

#### **Remit of the Panel**

The Place and External Relations Scrutiny Panel has responsibility for considering policy linked to Tameside's economy, environment, housing and the provision of place-based services within the Council's Place Directorate.

The Panel is also responsible for scrutinising key external partners and relations in Tameside, with the addition of a statutory responsibility, set by legislation, to review and consider local strategic arrangements, partnerships and outcomes specific to the planning and discharge made by responsible authorities of their crime and disorder functions. For this purpose, Tameside Council and Greater Manchester Police.

Work of this nature will seek to ensure that the Council maintains positive and effective working relationships with partners to create a safer, more supportive and prosperous place for all.

### Past Activity – 2021/22

The table below provides a brief summary Scrutiny activity and oversight undertaken during the 2021/22 municipal year, for information.

<b>Place and External Relations</b>
<ul style="list-style-type: none"><li>• Outcomes from the HMIC inspection of Greater Manchester Police</li><li>• Climate change and improving the local environment</li><li>• Asset management</li><li>• Economic impacts of Covid-19</li><li>• Tameside Cultural Offer and Strategy</li><li>• In-depth review of Homelessness and Housing</li><li>• Digital Offer and Delivery</li><li>• Crime and Disorder update and response to Community Safety Strategy consultation</li><li>• Corporate Performance Scorecard</li><li>• Mid-year and Annual Budget Update</li></ul>

### Annual Work Programme 2022/23

The work programme below captures the input and discussion of panel members in June 2022. The list of topics does not reflect the order in which activity will be selected or undertaken.

The Scrutiny Panel recognises that topics specific to growth, investment and regeneration can be closely linked and best considered in conjunction with others.

<b>Place and External Relations Scrutiny Panel</b>
<ul style="list-style-type: none"><li>• Transport for Greater Manchester – regional strategy and local projects</li></ul>
<ul style="list-style-type: none"><li>• Programme and delivery of growth projects</li></ul>
<ul style="list-style-type: none"><li>• Delivery of environmental and climate change improvements</li></ul>
<ul style="list-style-type: none"><li>• Next steps for town centres and regeneration</li></ul>
<ul style="list-style-type: none"><li>• Investment and Levelling Up</li></ul>
<ul style="list-style-type: none"><li>• Poverty, vulnerability and cost of living crisis</li></ul>
<ul style="list-style-type: none"><li>• Improving the local environment and green space</li></ul>
<ul style="list-style-type: none"><li>• Local Procurement, STAR, contract monitoring</li></ul>
<ul style="list-style-type: none"><li>• The Panel to receive regular updates during the year regarding new and emerging areas</li></ul>
<b>Follow-up on past activity</b>
<ul style="list-style-type: none"><li>• Digital Offer and Delivery</li></ul>
<ul style="list-style-type: none"><li>• Crime and Disorder - Community Safety</li></ul>
<ul style="list-style-type: none"><li>• Asset Management</li></ul>
<ul style="list-style-type: none"><li>• Homelessness and Housing</li></ul>

<b>Additional in-year Monitoring</b>
<ul style="list-style-type: none"><li>• Budget updates – annual and mid-year</li></ul>
<ul style="list-style-type: none"><li>• Feedback and learning from complaints (LGSCO)</li></ul>
<ul style="list-style-type: none"><li>• Performance monitoring against corporate priorities</li></ul>

### Future meetings

The table below shows the dates of future meetings for the 2022/23 municipal year and the topics and monitoring already identified.

<b>Place and External Relations Scrutiny Panel</b>				
<b>26 July 2022</b>	<b>20 September 2022</b>	<b>1 November 2022</b>	<b>10 January 2023</b>	<b>7 March 2023</b>
<ul style="list-style-type: none"> <li>• Transport for Greater Manchester</li> <li>• Corporate Performance Scorecard - monitoring</li> </ul>	<ul style="list-style-type: none"> <li>• Next steps for town centres and regeneration</li> <li>• Report: Delivering environmental and climate change projects</li> <li>• Mid-year Budget Update</li> <li>• Corporate Performance Scorecard - monitoring</li> </ul>		<ul style="list-style-type: none"> <li>• Update from the Executive on past recommendations - Housing and Homelessness review</li> <li>• Corporate Performance Scorecard - monitoring</li> </ul>	<ul style="list-style-type: none"> <li>• Annual review of crime and disorder</li> <li>• Corporate Performance Scorecard - monitoring</li> </ul>

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