

EXECUTIVE CABINET

23 November 2022

Commenced: 1.00pm

Terminated: 1.30pm

Present: Councillors Cooney (Chair), Choksi, Fairfoull, Feeley, North, Sweeton, Taylor, Ward and Wills

In Attendance:

Sandra Stewart	Chief Executive
Kathy Roe	Director of Finance
Stephanie Butterworth	Director of Adult Services
Alison Stathers-Tracey	Director of Children's Services
Julian Jackson	Director of Place
Debbie Watson	Director of Population Health
Caroline Barlow	Assistant Director of Finance
Lorraine Kitching	Performance, Intelligence & Scrutiny Services Manager

Apologies for absence: Councillors Jackson and Kitchen (ex officio)

76. DECLARATIONS OF INTEREST

There were no declarations of interest submitted by Cabinet Members.

77. MINUTES OF EXECUTIVE CABINET

RESOLVED

That the Minutes of the meeting of Executive Cabinet held on 26 October 2022 be approved as a correct record.

78. MINUTES OF THE STRATEGIC PLANNING AND CAPITAL MONITORING PANEL

Consideration was given to the minutes of the meeting of the Strategic Planning and Capital Monitoring Panel meeting held on 17 November 2022. Approval was sought of recommendations of the Strategic Planning and Capital Monitoring Panel arising from the meeting.

RESOLVED

- (a) The minutes of the meeting of the Strategic Planning and Capital Monitoring Panel held on 17 November 2022 be noted; and
- (b) That the following recommendations be approved:

EDUCATION CAPITAL PROGRAMME: UPDATE

That the Executive Cabinet be recommended to APPROVE:

- (i) A contribution of £120,000 from Basic Need to provide a full size artificial pitch at St Thomas More as detailed in paragraph 3.9.
- (ii) Funding of £110,000 from Basic Need to remodel two classrooms and playground fencing within Discovery Academy for pupils from Thomas Ashton School and to remodel classroom provision at Corrie Primary School to enable the Pupil Support Service step out classroom to move from Discovery Academy as detailed in paragraph 3.10.
- (iii) Additional funding of £40,000 for underfloor heating at St Johns CE from Condition Grant funding as detailed in paragraph 4.14.

- (iv) Funding of £650,000 from High Needs Provision Capital Fund be allocated to establish a 15 place resource base at Longdendale High School through a grant agreement with the Stamford Park Trust as detailed in paragraph 6.4.

ADULT SERVICES CAPITAL PLAN

That Executive Cabinet be recommended to APPROVE:

- (i) Programmes 5 to 15 contained in Section 3 of the report
- (ii) to progress to full business case for Programmes 16 to 20 identified in Section 4 of the report and feedback to Executive Board for final approval.

OPERATIONS AND NEIGHBOURHOODS CAPITAL REPORT

That Executive Cabinet be recommended to:

- (i) Approve the allocation of the Integrated Transport Block funding, £631,000 to road safety initiatives and £1,600,000 of the Highways Maintenance funding be added to the Highways Revenue Budget for 2022/23, as set out in section 2.2.
- (ii) Approve the list of highway maintenance schemes identified in Appendix 1 that are to be funded from the Highway Maintenance Grant Allocation.

79. ENVIRONMENT AND CLIMATE EMERGENCY WORKING GROUP

RESOLVED

That the Minutes of the meeting of the Environment and Climate Emergency Working Group held on 16 November 2022 be noted.

80. CONSOLIDATED 2022/23 REVENUE MONITORING STATEMENT AT 30 SEPTEMBER 2022

Consideration was given to a report of the First Deputy, Finance, Resources and Transformation / Director of Finance, which reflected actual expenditure to 30 September 2022.

Members were advised that Tameside & Glossop CCG formally closed down on 30 June 2022, with responsibilities transferring to either Greater Manchester ICB or Derby & Derbyshire ICB. As such the scope of the report was different to that of previous months.

Reporting for TMBC and ICFT continued as usual, but the CCG position had been replaced by budgets delegated to the Tameside Locality by GM ICB. The report no longer included any health spend relating to Glossop, where commissioning responsibility was transferred to Derbyshire.

Plans for Tameside were submitted for delivery of a £595k surplus in 22/23. At Month 6 it was assumed that the plan would be delivered, which was in line with wider ICB reporting for Month 6. The plan to deliver a surplus required savings of £7.8m to be found, and whilst there was risk of achievement, it was currently expected that Tameside would be on target, however work continued to ensure that savings identified became recurrent.

As highlighted previously, the Council was facing significant and growing inflationary pressures across a number of areas, combined with demand pressures in Adults and Children's services, resulting in a significant forecast overspend by 31 March 2023 of (£8,198k). This represented a £2,919k improvement since Month 5. The movement was driven by a reduction in the level of overspend forecast on Adults and Children's services, combined with a significant forecast underspend on Population Health budgets and further additional investment income due to rising interest rates.

Ongoing demand and cost pressures on Council budgets would have implications for the 2023/24 budget and work was in progress to identify mitigations for 2022/23, whilst planning for 2023/24.

Further detail on the financial position was detailed in appendices to the report, including the latest forecast for the Collection Fund in 2022/23.

The latest position and forecast for the Dedicated Schools Grant funding and deficit position was summarised in an appendix to the report. If the 2022/23 forecasts materialised the deficit would further increase to £5.496m. A deficit recovery plan had been developed and submitted to the DfE. Discussions were continuing with the DfE and were ongoing.

RESOLVED

- (i) That the forecast outturn position and associated risks for 2022/23, as set out in Appendix 1 and Appendix 2 to the report, be noted;**
- (ii) That the reserve transfers set out in Appendix 2 to the report, be approved;**
- (iii) That the budget virements set out in Appendix 2 to the report, be approved;**
- (iv) That the forecast position on the Collection Fund, as set out in Appendix 3 to the report be noted; and**
- (v) That the current position in respect of the Dedicated Schools Grant deficit as set out in Appendix 4 to the report, be noted.**

81. TREASURY MANAGEMENT ACTIVITIES

The First Deputy, Finances, Resources and Transformation / Director of Finance submitted a report providing a mid-year review of the Council's Treasury Management activities for 2022/23.

The report provided an overview of the Treasury Management activities of the organisation over the first 6 months of the year. At 30 September, the total investment balance was £131m and total long term borrowing was £141m.

The current strategy was designed to ensure that borrowing costs were kept low over the longer term, rather than subject to volatility that a high risk strategy may deliver. Where investments were involved, the policy was to ensure the security of the asset rather than pursue the highest returns available.

In summary, due to borrowing being taken up at a time of favourable interest rates, there had been a forecast saving on the Council's borrowing costs of £0.1m. The Council had been able to take advantage of rising interest rates in year and interest earned on day-to-day investments was forecast to be £1.8m against a budget of £0.3m, an over performance of £1.5m. This additional investment income could now be invested in Council activities.

RESOLVED

That the treasury activity and performance be noted.

82. CORPORATE PLAN SCORECARDS UPDATE – NOVEMBER 2022

A report was submitted by the Executive Leader/ Chief Executive providing evidence to demonstrate progress towards achievement of the Corporate Plan and improving the services provided to residents, businesses and key stakeholders within the locality.

It was explained that the Corporate Plan outcomes scorecard, (as appended to the report) followed the structure of the Corporate Plan, and contained indicators focused on long term outcomes across the plan's priorities. There were a number of proxy indicators for issues related to the pandemic which would take significantly longer to be reflected in the regular long term measures.

Members were advised that the percentage of 3 and 4 year olds in Early Years settings which had been rated 'Good' or 'Outstanding' by Ofsted in the Summer Term 2022/23 was 91.3%, up from 88.0% in the previous term in the Spring. The number of 2 year olds in funded early education, measured as a percentage of the Department for Education-set target, was 83% in the Summer term, up from

81% in Spring.

With the return of in-person school assessments following the coronavirus pandemic, educational attainment measures had begun to be reported normally for the first time since 2019. In Key Stage 2, the percentage of pupils meeting the expected standard in reading, writing, and mathematics had fallen from 63% in 2019 to 57% in 2022, just less than the national average of 59%. Focusing on reading in particular, however, the percentage of pupils meeting the expected standard had risen slightly from 72% in 2019 to 75%, above the national average of 74%.

In Key Stage 4, the average Attainment 8 score achieved by Tameside pupils was 45.1, down from 48 in 2019 and below the national average of 48.8. The percentage of pupils achieving grades 9 to 4, i.e. a passing grade, in their English and mathematics GCSEs was 64.9%, down from 69.4% in 2019 and below the average of 68.8% across England.

The percentage of Children's Services audits, which received a rating of 'Good' or 'Outstanding' in the year to August 2022 was 34%; this was a notable improvement on the same period in 2021, where just 19% of audits received these ratings.

The percentage of Tameside's working age residents in employment across 2021/22 was 75.8%, up four percentage points from 2020/21 and fractionally higher than the national average of 75.4%. The number of Tameside residents in receipt of Universal Credit in September 2022 was 25,828, 216 more people than in September 2021. The percentage of Universal Credit recipients in Tameside in employment had also increased, climbing from 38.6% in August 2021 to 39.7% in August 2022, which remained below the national average of 41.0% across England.

Data on apprenticeship starts and completions for the 2021/22 academic year had been revised since the previous update. Figures now stated that 1,460 apprenticeships were started throughout the year in Tameside, a rate of 103.5 per 10,000 working age residents; this was higher than the national average of 82.0 per 10,000 but a fall from the previous year's rate of 112.6. The rate of apprenticeship completions had also fallen, with 29.1 achievements per 10,000 in 2021/22 compared to 60.2 the previous year. The latest year's rate equated to 410 achievements in Tameside and was higher than the national average of 25.0 per 10,000 working age residents.

The proportion of Tameside residents walking or cycling for any reason three or more times each week over the year to October 2021 was 34.3%, significantly lower than the national average of 45.6%, and a fall from the same period the previous year, when 39.0% of Tameside residents walked or cycled at least three times a week.

The rate at which Tameside residents died due to suicide, which was reported annually over a rolling three year period, had fallen on the previous year. The rate per 100,000 people in the period 2019-2021 was 7.2, compared to the national average of 10.4. The previous rate of deaths due to suicide in Tameside, for the time period from 2018-2020, was 8.3 per 100,000.

The number of food bank enquiries made to the council in September 2022 had increased by 71% since September last year, with 113 enquiries made about a food bank referral. Whilst not a comprehensive measure of food bank usage within the borough, the increase in enquiries could indicate a significant increase in demand for support with food among the borough's residents.

The number of contacts made into the adult social care system in August 2022 was 883, a 39.7% increase on the same month in 2021, when 632 contacts were made into the system.

RESOLVED

That the content of the report and scorecard be noted.

83. TAMESIDE AND STOCKPORT PARTNERSHIP REVIEW

Consideration was given to a report of the Executive Member, Lifelong Learning, Equalities, Culture and Heritage / Deputy Executive Leader, Children and Families / Director of Children's Services, which gave details of Tameside & Stockport Partnership review in light of SEND inspection outcome and education policy changes.

It was explained that, on the 24 March 2021, the Executive Cabinet agreed to a single Director of Education operating across Tameside and Stockport and that Director be the existing Assistant Director for Education at Tameside to support the exploration of how things could be done differently in education services with less money and share best practice across traditional boundaries.

Members were advised that, given the significant demand and extra pressure on the Council to reform and improve systems for children, it was essential that the previous Partnership sharing decision be revisited and all available resources and expertise be focused on the needs of children in Tameside.

Since the original decision to share services, Tameside had had a full Inspection of SEND services in November 2021, requiring the Council to commit to a formal written statement of action with ten priority areas of improvement to be addressed.

Tameside was currently remodelling the service delivery of early help and prevention, social care and 0-19 Health Services in to Family Hubs. Schools provided essential anchors in local communities, Tameside was identified as one of 75 Family Hub pilot areas, this would require the Council to reset its relationship with Early Years settings, Schools and Colleges to work better in terms of offering more effective Early Help to respond to the Family Hub funding requirements and offer a more joined up service that addressed the needs of Children before problems occurred.

OFSTED Inspected Children's Social Care and Early Help services through a Focussed Visit to the Integrated Front Door in April 22. They found that some areas of services had deteriorated since the previous monitoring report meaning that there was a significant way to go to improve the service across the Children's Directorate.

Members were further advised that Tameside and Stockport had a track record of working successfully together in Children's Services over the past four years, which continued with Stockport acting as Tameside's Partner in Practice. This would continue in parts, however with all of the additional demands and pressure to reform the system, there was no longer the capacity to share services beyond 2022 with the exception of the approach to Early Years Service in order to maximise expertise and support the well-developed concept.

RESOLVED

That the giving of notice under the service level agreement with Stockport to end the shared Director of Education arrangement resulting in Tameside's Assistant Director for Education returning to his substantive post to lead the work required by Tameside Children's Services in the context of significant changing policy and SEND Improvement work, be approved.

84. STALYBRIDGE BUS STATION STUDY

The Executive Member, Planning, Transport and Connectivity / Director of Place submitted a report seeking approval of the Stalybridge Bus Station Study which had identified the need for and options to create, improved public transport infrastructure that would provide enhanced connectivity between public transport modes and better accessibility to destinations in Stalybridge Town Centre and beyond.

It was explained that options had been developed to be complementary to the wider ambitions for the town centre and accommodate future development aspirations. The options identified within the Study focused on the relocation of the bus station, or the provision of enhanced bus infrastructure, in order to provide cost effective, sustainable and deliverable potential solutions. Whilst not an immediate

factor to be incorporated within the options identified, the aspiration was that the study should be cognisant of the potential for Metrolink services and/or tram-train operations to be extended to serve Stalybridge at some point in the future.

An objective setting workshop for the Study was held and the following objectives were adopted:

- Improve connectivity between bus and rail travel modes for public transport users.
- Improve connectivity for public transport users to key destinations within Stalybridge Town Centre.
- Support wider regeneration efforts within Stalybridge.
- Encourage greater levels of public transport and active travel usage within Stalybridge and the wider region.
- Avoid impacting (increasing) bus journey times.
- Consider provision for micro-mobility in all options.

This in turn informed the main aims of the Study as follows:

- To provide enhanced connectivity for multi-modal journeys comprising bus and rail travel;
- To provide more convenient access for public transport users to and from the key destinations within Stalybridge Town Centre;
- To support the wider regeneration of Stalybridge Town Centre;
- If possible, to enable the existing bus station site to be redeveloped for the benefit of the town centre; and,
- To encourage greater take up of public transport within Stalybridge and the surrounding area, in order to bring about benefits in terms of air quality, highway congestion, and public health.

The Study then identified a long list of options, with the intention of these options being to meet the overall aims as ascertained through the objective setting workshop. The options identified had been further categorised into three broad concept areas as follows:

- Concept 1 – the provision of a co-located bus and rail interchange facility;
- Concept 2 – the provision of a re-located bus station within the town centre; and,
- Concept 3 – the provision of a series of high-quality on-street bus stops at key points across the town centre in the place of a singular centralised bus station.

The initial option appraisal process resulted in a shortlist being identified as follows:

- Option 4 - New Bus Station to the north side of Rassbottom Street (Current Car Park);
- Option 9 - New Bus Stops utilising Parking Area to immediate North-East of Station Entrance forecourt;
- Option 10 - Enhance Existing Bus Stops on Rassbottom Street; and
- Option 12 - New Bus Stops at Key Locations in the Town Centre (Including by Station) and Redevelop Existing Bus Station.

The shortlist identified had been appraised further based on stakeholder acceptability, land ownership impact, forecast timescales for implementation and Town Centre wide impact. The process identified Option 12 - New Bus Stops at Key Locations in the Town Centre (Including by Station) and Redevelop Existing Bus Station as the highest scoring option, and therefore this had been identified as the recommended preferred option. The option was considered to be cost effective, deliverable, and was forecast to deliver tangible town-centre wide improvements to bus and rail connectivity and to bus infrastructure generally within Stalybridge. The option would also allow the existing bus station site, owned by TfGM, to be redeveloped to support wider regeneration efforts within the town centre.

In terms of next steps, Members were advised that the outputs of the study would support development of a pipeline of schemes across GM for delivery against anticipated future capital funding streams. The Council would continue to engage with TfGM to explore how the preferred option could be developed in more detail to secure funding and enable delivery. Once more work had been undertaken and there were specific proposals then these would be subject to a formal consultation process. The Council would continue to engage with the GM Station Alliance, TfGM and TransPennine Express to ensure that the outputs of the study were aligned with and considered in any emerging work for further improvements to Stalybridge rail station. The Council would also continue to engage

with TfGM to understand/influence the potential longer term delivery of new infrastructure linked to any future Metrolink or train-tram provision and the role of the rail station.

RESOLVED

- (i) That the Stalybridge Bus Station Study that will guide future decisions to improve bus-rail connectivity and general bus based provision within Stalybridge Town Centre, be approved; and**
- (ii) That the next steps in relation to further work with partners, including TfGM, TransPennine Express and the GM Stations Alliance, be noted.**

85. GM STATIONS ALLIANCE

A report was submitted by the Executive Member, Planning, Transport and Connectivity / Director of Place providing an update on the emerging work of Tameside Council with the Greater Manchester (GM) Stations Alliance and sought approval to progress initial feasibility work at Ashton Rail Station and continue engagement in relation to opportunities at Stalybridge Rail Station.

It was explained that in April 2019, Transport for Greater Manchester (TfGM), formally entered into the Rail Station Alliance Framework Agreement with Network Rail, London Continental Railway (LCR), TransPennine Express and Northern Rail. The agreement established the framework for governance and operation of the Alliance, including formally setting out the Vision, Aim and Objectives.

The Council had engaged with the Alliance to understand how the group might support, establish and progress regeneration and development opportunities within Tameside. It had been identified that the Alliance could initially support Tameside with specific feasibility work for potential development at Ashton Rail Station and further engagement in relation to potential works at Stalybridge Rail Station.

The report sought approval for Tameside to enter into a Memorandum of Understanding (MOU) with the GM Stations Alliance for initial feasibility stage work at Ashton Rail Station and surrounding land.

At Stalybridge the Council had prepared the Stalybridge West Phase 1 Masterplan which identified the potential for significant residential led mixed use development on brownfield land in the vicinity of Stalybridge Rail Station. There was now an opportunity to engage proactively with the Alliance, and specifically TfGM and TransPennine Express, to further explore how potential improvement works at the Station could support the emerging proposals for Stalybridge West and the wider regeneration of the Town Centre through improved accessibility and greater integration with other transport modes.

In addition to the emerging work at Ashton and Stalybridge, the Council would maintain regular engagement with the Alliance in respect of any opportunities that may arise in relation to the other 11 rail stations in Tameside.

In terms of next steps, Members were advised that the Council would enter into an MOU with the GM Stations Alliance for initial feasibility stage work at Ashton Rail Station and surrounding land. Once the work had been undertaken a further report would be shared recommending whether there was an opportunity to progress any options to support the wider regeneration of Ashton Town Centre.

The Council would continue to engage with the Alliance in relation to the emerging work for further improvements to Stalybridge Rail Station to ensure that this was properly aligned with the wider programme of regeneration activity for the Town Centre and any opportunities for external funding were maximised.

RESOLVED

- (i) It be approved for the Council to enter into a Memorandum of Understanding (MOU) with the GM Stations Alliance to undertake initial feasibility work at Ashton Rail Station; and**
- (ii) That the next steps in relation to further work with the GM Stations Alliance at Stalybridge Rail Station, be noted.**

86. REVIEW OF HACKNEY CARRIAGE FARES

Consideration was given to a report of the Executive Member, Climate Emergency and Environmental Services / Assistant Director, Operations and Neighbourhoods, which gave details of an application received from Tameside Owners and Drivers Association to increase the maximum fares for Hackney Carriages.

It was explained that the current fares were last reviewed in March 2022. A copy of the current table of fares was appended to the report. On 16 August 2022, a request was received from the Tameside Owners & Drivers Association (TODA) for a further variation to the fare structure. The proposal included:

- Increase on all Tariffs
- Soiling charge increase from £30 to £40
- A requirement for the passenger to pay costs incurred at Manchester Airport (drop off/pick up charges).

Members were advised that there were currently 148 Hackney Carriages licensed by the Council. An informal consultation with all licensed Hackney Carriage vehicle proprietors was completed on 2 September 2022. 45 replies were received by Licensing, all supporting the variation. A summary of the comments was appended to the report. A comparison of the current and proposed tariffs was also provided, which showed the impact of the proposed changes.

Due to significant increases to the cost of fuel, many Councils across Greater Manchester and England had either recently processed, or were currently considering Hackney Carriage fare reviews.

The Speakers Panel (Licensing) considered this matter on 13 September 2022 giving their support to the fare increase proposal. Public advertisement of the application was now sought.

RESOLVED

That the public advertisement of the revised Hackney Carriage Fares be approved.

87. THE MAYOR'S CHALLENGE FUND – TRANCHE 1 (PHASE 2) PROGRESS UPDATE

The Executive Member, Planning, Transport and Connectivity / Assistant Director, Operations and Neighbourhoods submitted a report providing an update on the walking and cycling schemes previously approved, in principle, as part of the Mayor's Challenge Fund (MCF) programme – Tranche 1 (Phase 2). The schemes were located at Rayner Lane (Droylsden), Stamford Drive (Stalybridge), Clarendon Road (Audenshaw) and Ross Lave Lane (Denton).

The purpose of the report was to obtain approval to undertake public consultation on the proposed schemes and to approve the de-prioritisation of the Ross Lave Lane, Denton scheme at this time. The decisions would ultimately support the MCF business case approval process, which if successful, would result in the approval of MCF construction funding.

RESOLVED

- (i) That the plans to undertake public consultation, for a 4-week period, on the Mayor's Challenge Fund (MCF) Tranche 1 (Phase 2) schemes be approved; and**
- (ii) The de-prioritisation of the development of the Ross Lave Lane scheme in Denton be approved, due to affordability within the overall MCF programme and due to technical challenges associated with agreeing a Bee Network compliant scheme with stakeholders.**

88. CONSULTATION RE: DISCHARGE OF HOMELESS DUTIES THROUGH THE PRIVATE RENTED SECTOR

Consideration was given to a report of the Executive Member, Adult Social Care, Homelessness and

Inclusivity / Head of Community Safety and Homelessness explaining that tackling homelessness and reducing the number of households in temporary accommodation was a key priority for the Council's Homelessness Service. The report proposed a change in policy to increase options available to the council to house those who were at risk of homelessness.

Members were advised that Tameside MBC did not currently have a private rented sector policy and so could not currently legally discharge its main homeless duty via a suitable offer of private rented accommodation.

It was explained that, during 2019-20, 365 households were accepted as being owed a main homeless duty. For the majority of those cases, the duty would end when the household was made an offer of social housing. The shortage of social housing and existing nomination agreements, which required registered providers to provide just 30% (20% in the case of Jigsaw Homes to the Housing Register) contributed to rising numbers of people and families being accommodated in temporary accommodation.

It was, therefore, vital that the Council explored a wider range of options to increase move on opportunities. Alongside this, the development of the (non-statutory) Rough Sleeper Service in Tameside had led to closer working relations with the private rented sector and in 2021, 200 single households were offered move on accommodation in the private rented sector. The work provided an opportunity to enhance the role of the private rented sector in meeting the needs of people to whom the Council held a main homeless duty. The proposed policy would be reviewed following the consultation process, taking into account the feedback and views of those consulted.

RESOLVED

That permission be given to commence a 12 week consultation on a draft policy which would allow the Council the flexibility to seek to end the main homeless duty towards a household by the offer of suitable Private Rented Sector accommodation, in accordance with the provisions of the Localism Act 2011.

89. URGENT ITEMS

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

90. DATE OF NEXT MEETING

RESOLVED

It be noted that the next meeting of the Executive Cabinet is scheduled to take place on Wednesday 14 December 2022.

CHAIR