

## EXECUTIVE CABINET

26 August 2020

Commenced: 1.55pm

Terminated: 2.30pm

**Present:** Councillors Warrington (Chair), Bray, Cooney, Fairfoull, Feeley, Gwynne, Kitchen, Ryan, Wills

**In Attendance:** Dr Ashwin Ramachandra Co-Chair of NHS CCG Tameside & Glossop CCG  
Dr Asad Ali Co-Chair of NHS CCG Tameside & Glossop CCG  
Steven Pleasant Chief Executive & Accountable Officer  
Sandra Stewart Director of Governance and Pensions  
Steph Butterworth Director of Adults Services  
Ian Saxon Director of Operations & Neighbourhoods  
Richard Hancock Director of Children's Services  
Jessica Williams Director of Commissioning  
Debbie Watson Assistant Director of Population Health  
Assistant Director, Strategic Property  
Deputy Chief Finance Officer  
Assistant Director, Policy, Performance and Communication

### 36. DECLARATIONS OF INTEREST

There were no declarations of interest received from Members.

### 37. MINUTES OF EXECUTIVE CABINET

#### RESOLVED

That the Minutes of the meeting of the Executive Cabinet meeting held on 29 July 2020 be approved as a correct record.

### 38. MINUTES OF STRATEGIC COMMISSIONING BOARD

#### RESOLVED

That the Minutes of the meeting of the Strategic Commissioning Board held on 29 July 2020 be noted.

### 39. MINUTES OF THE COVID RESPONSE BOARD

#### RESOLVED

That the Minutes of the meetings of the COVID Response Board held on 22 July 2020, be noted.

### 40. CARBON AND REDUCTION PANEL

#### RESOLVED

That the Minutes of the meeting of the Carbon and Waste Reduction Panel meeting held on 8 July 2020 be noted.

### 41. THE COUNCIL'S SPORT AND LEISURE FACILITIES – FINANCIAL SUSTAINABILITY DURING THE COVID-19 (CORONAVIRUS) PANDEMIC

Consideration was given to a report of the Executive Member, Neighbourhoods, Community Safety and Environment / Assistant Director of Population Health / Assistant Director of Finance, which explained that Phase One of the Active Tameside post-lockdown reopening plans commenced on 27 July 2020. The report gave an update on the approach and the facilities that were opening.

Members were informed that, in order to provide Active Tameside further cash funding to buy time as the trading position, outstanding insurance claim, and development of any government support package, it was proposed that the Council advanced the remaining £0.845m due for the remainder of the year for the services commissioned from Active Tameside from the Adult's and Children's Services Directorates.

The report concluded that, it was clear that an empirical review of the relationship between the Council and Active Tameside was necessary in order to ensure that the health and social outcomes prescribed by the Council were not only deliverable but sustainable in revenue terms and realistic in terms of capital investment.

A visioning session had taken place together with a review of profits and losses of each facility, identifying future sustainability, and any opportunities and proposals for redesign. Any future investment would need to align to the Council's medium term financial plan and Strategic Asset Management Plan as part of the COVID recovery approach.

Going forward there would be significant costs of re-opening services and the Trust was predicting a major loss of income as it implemented social distancing and reduced capacities. This immediate shock came alongside the budget pressures of the Council. Given this combination of financial pressures, Tameside Active would need to consider all options, including the possible permanent closure of some facilities.

A further report outlining all options would be brought to the October Executive Cabinet to propose a definitive way forward for the Tameside Leisure offer.

#### **RESOLVED**

- (i) That Phase One of the Active Tameside post-lockdown reopening plan commenced on 27 July 2020, be noted; and**
- (ii) That a sum of £0.845 million payable to Active Tameside on 28 August 2020 be approved, as an advance payment for services commissioned by the Council covering the period 30 September 2020 to 31 March 2020 to allow the organisation to remain solvent and to ensure a variation of contract entered into to reflect this.**

#### **42. RE-OPENING THE HIGH STREET SAFELY**

Consideration was given to a report of the Executive Member, Finance and Economic Growth / Director of Growth providing information on the funding to support actions that would aid the safe reopening of the High Street following the relaxation of measures imposed during COVID19.

It was explained that the authority would be able to spend its allocation of £200,741 on eligible activities from 1 June 2020 and claim it back from Cities and Local Growth Unit (CLGU) in arrears once the funding agreement had been signed. The default position was that claims would be paid quarterly for eligible expenditure under the guidelines and would be claimed monthly in arrears. The guidance and the latest FAQ's were appended to the report.

The funding covered four areas of eligible activity:

- (a) Support to develop an action plan for how the local authority may begin to safely reopen their local economies;**
- (b) Communications and public information activity to ensure that reopening of local economies can be managed successfully and safely;**

- (c) Business-facing awareness raising activities to ensure that reopening of local economies can be managed successfully and safely;
- (d) Temporary public realm changes to ensure that reopening of local economies can be managed successfully and safely.

All activities would need to adhere to strict regulations attached to the funding which included:

- Local authorities would need to ensure that all procurements are awarded in line with the Public Procurement Regulations;
- Local authorities would need to ensure that funding is managed in accordance with State Aid law;
- The ERDF branding requirements would need to be followed by all local authorities. The use of the ERDF logo, which included the emblem and reference to the Fund, and the requirements set on colour use, sizing, visibility and positioning must be followed. The HMG logo must be used alongside the ERDF logo.

A Grant action plan (GAP) would be required which would enable the CLGU to sense check the work for eligibility and give CLGU an idea of the type of activities, from the draft action plans, that would be undertaken. The CLGU had emphasised that the GAP was not a bid and the allocation was secure. The main aim was to ensure eligibility of the expenditure submitted in subsequent grant claims. A dedicated contract manager will be appointed by the CLGU to work with the project lead throughout the programme.

The action plan contained current prioritised works in line with the themes contained in the guidance that was appended to the report together with costings. The works were centred around a communications plan and small physical works programme that would be identified by site surveys that were being undertaken. The Executive Member added that the option detailed in the Temporary Public Realm Works (Appendix 3 to the report) in respect of the possible closure of a passageway at Back Melbourne Street, Stalybridge, would be removed from the list, following representations from Ward Members.

As the allocation was until the end of 2020 and a number of updates and re-issues of information could be required in line with government guidelines a contingency sum would be built into the action plan and be regularly monitored.

The messaging within the communications plan was led by professional advice provided by public health both nationally and locally. New local powers had recently been issued from central government to local authorities which enabled local authorities to take decisions which may require any additional measures to be put in place if there was evidence of increasing risk of the spread of Covid-19 across the community. The emphasis of the local approach was to support local business proactively as much as possible in the first instance to help businesses and settings to understand, interpret and implement relevant national guidance to reduce the risk of Covid-19 transmission. This was part of the wider approach to preventing Covid-19 spread as part of the Local Outbreak Control Plan and involved all the wider support in place for local businesses via a range of council services and officers.

A public consultation would be undertaken to give everyone the opportunity to participate in the project as far the strict criteria around the allocation would allow. The consultation would also provide an opportunity for the community to assist in highlighting 'pinch points' that could require temporary alterations in order to allow social distancing to take place.

The consultation would run from 3 August for 6 weeks ending on the 11 September and would be accessed through the Council's website. Consultation had also taken place with local business owners, shopping centre management to inform of the allocation and to ensure that a co-ordinated approach could be undertaken. Members and the Chairs of the Town Teams had also been contacted by the Executive Member (Finance and Economic Growth) to brief them about the allocation, restrictions of the ERDF funding and the public consultation

Members were advised that the authority did not currently have the funding agreement that would be informed from the information contained in the GAP the authority submitted but the risks and conditions of the agreement would be assessed by Director of Finance in consultation with the Director of Governance & Pensions and further details would be submitted to a future meeting of the Executive Cabinet.

#### **RESOLVED**

- (i) That the purpose and associated risks of the Government's Reopening Highstreets Safely Fund, be noted;**
- (ii) That the allocation of £200,741 be accepted in principle, subject to the Grant Funding Agreement terms and conditions;**
- (iii) The risks of entering into the Grant Funding Agreement be accepted; and**
- (iv) That the recommendations contained within the report pertaining to delegating authority to the Director of Growth to enter into the Grant Fund Agreement on behalf of Tameside MBC; and delegating authority to the Director of Growth to manage the programme of works associated with the Grant Fund Agreement and to drawdown and incur all expenditure related to delivery, be deferred for further consideration, to a future meeting of the Executive Cabinet.**

#### **43. ADULT COMMUNITY EDUCATION CHANGES TO SERVICES AS A RESULT OF COVID 19**

Consideration was given to a report of the Executive Member, Lifelong Learning, Equalities, Culture and Heritage / Director of Growth which gave an update on the re-opening of the Adult Community Education (ACE) Service from Stamford Chambers from September 2020 including an update on the Grant Agreement for the academic year 2020/21. Further details were provided on the proposals to bid for the Greater Manchester Combined Authority (GMCA) Local Authority Grant Programme prior to submission on the 21 September 2020.

Stamford Chambers was the primary location for delivery of the Adult Community Education (ACE) service to learners aged 19+. The service provided adult education qualifications (e.g. English, maths, retail, childcare, and digital) up to Level 2 and community learning. The service had been virtual since the 18 March 2020 due to the impact of COVID19. On the 16 July 2020 Government Guidance changed to enable adult education providers to reopen for the start of the 2020/21 academic year.

The planning work for reopening the service had taken into account Government Guidance and learner feedback.

The procurement of a high quality Virtual Learning Environment (VLE) was being led corporately by IT across TMBC. ACE had been proactively been part of the corporate project group to procure a VLE and had also twin tracked so that the service could procure separately should this be needed. The ACE Governing Board had provided specific instruction to ensure the VLE was implemented in timely manner for delivery in 2020/21 and met the needs of ACE.

ACE had two commissioners; GMCA £818,418 and ESFA £4,570. The ESFA element of the contract covered residents outside Greater Manchester. The ESFA contract had been received. The GMCA Grant Funding Agreement Variation was received on the 30 July 2020. The GMCA Variation retrospectively covered the period 1 April 2020 until an end date of the COVID19 Pandemic as determined by GMCA and therefore covers the Academic Year 2020/21. ACE had also received an Indicative Funding Allocation Letter as included in the Executive Decision on the 22 July 2020.

GMCA continued to financially support providers in a challenging environment due to the impact of COVID19 with regular partnership meetings taking place. GMCA had provided assurance that performance management arrangements were suspended and had removed funding clawback conditions. Tameside Council were required to confirm that the Grant would be used to protect the

employment of staff covered by the Grant. The grant fully covered the costs for the delivery of the service with no TMBC funding provided. The Council should expect a Grant Agreement for the 2020/21 Academic Year in the future.

In order to increase access to adult education, English for Speakers of Other Languages (ESOL) and digital inclusion GMCA had identified an opportunity to support Greater Manchester Local Authorities (LA) work & skills priorities, with up to £150k available for each LA, split evenly across the following strands:

- a. Alleviating Barriers to Adult Education (up to £50k)
- b. Digital Inclusion (up to £50k)
- c. ESOL (up to £50k)

GMCA had also made £50k available for each Local Authority through the Digital Kit and Connectivity Fund which must be linked to the Digital Inclusion strand.

The TMBC Economy, Employment and Skills Services would lead on the proposals, implementation and successful delivery. The proposals would be developed in partnership with GMCA and key local partners and evolve over the coming weeks in preparation for submission by the 21 September 2020 deadline. The grants would support the ongoing provision of adult learning across Tameside.

#### **RESOLVED**

- (i) That the Director of Growth undertake a compliant procurement process and thereafter enter into the necessary contact and any associated documents for a Virtual Learning Environment (section 2.3) if the Council wide proposal for the same will not meet the necessary timescale of 14 September 2020 of Adult Community Education. This procurement to be funded from the existing Adult Community Education funding;**
- (ii) That the Grant Agreement 2019/20 variation document, as appended to the report, for Adult Community Education is entered into for the period 1 April 2020 until such end date (of COVID19 Pandemic) as determined by GMCA and initially covering Academic year 2020/21;**
- (iii) That the proposals, as detailed in section 4 of the report, for bids to the Local Authority Grant Programme, be agreed; and**
- (iv) That the Director of Growth be responsible for the entering into any agreements in relation to Local Authority Programme Grant, subject to appropriate due diligence and for the delivery of services pursuant to the Local Authority Grant Programme, including managing performance and complying with the terms of the grant agreement.**

#### **44. GREATER MANCHESTER CLEAN AIR GOVERNANCE**

A report was submitted by the Executive Member, Neighbourhoods, Community Safety and Environment / Director of Operations and Neighbourhoods, which set out the progress that had been made on the development of Greater Manchester's Clean Air Plan following the decision that the GM Local Authorities would move to a statutory public consultation on the GM Clean Air Plan as soon as reasonably practicable in light of COVID-19 restrictions, and the link to taxi and private hire common minimum licensing standards.

Board Members were informed that the severe and long-lasting health implications of poor air quality as well as the legal obligations placed on Greater Manchester local authorities meant that authorities needed to act decisively and swiftly to reduce harmful air pollutants, and nitrogen oxides in particular. Greater Manchester authorities, in deciding to work together to respond to this vital issue, were demonstrating collective leadership, which was essential to help clean the air for the combined population of nearly three million residents. Greater Manchester authorities had been formally directed by the Secretary of State under section 85 of the Environment Act 1995 to take steps to implement a local plan for compliance with limits for nitrogen dioxide, as analysis revealed that locations of damaging roadside nitrogen dioxide concentrations could be found in every district.

Given that air pollution did not respect boundaries, the coordinated approach was also the most effective way to deal with a problem that affected all parts of Greater Manchester, and could not be remedied on a site by site or district by district basis.

The report provided an update on recent developments of the GM Clean Air Plan including the Light Goods Vehicles (LGV) and hackney carriage funding position, and interaction with the strategic route network and Highways England. It confirmed arrangements for distributing funding received for bus retrofit and highlights separate discussions with DfT about funding for bus replacement. It also set out the results of the public conversation that was held last year and the key points from a number of focus groups that were held with key impacted stakeholders.

The report set out a proposal for consultation, within current Government COVID-19 guidelines, over an eight-week period starting in October 2020. It further set out the positions for consultation on the daily charge, discounts and exemptions, and the proposals for the supporting funds that had been developed taking stakeholder engagement and statistical modelling into account. Key highlights included:

- A revision to the proposed daily charges, including a reduction in the charge for HGVs and buses from £100 per day to £60, an increase in the charge levels for LGV and minibuses from £7.50 to £10 as modelling has shown this will have a greater impact in behavioural responses to the charge, and the taxi and private hire charge has been held at £7.50 per day;
- That the Clean Air Zone (CAZ) will be implemented in Spring 2022;
- That the Government has accepted an exemption for LGVs and minibuses to 2023;
- Details of the vehicle finance offer;
- Details of temporary exemptions, including a temporary exemption to 2023 for wheelchair accessible taxi and private hire vehicles licensed with a Greater Manchester authority, and a temporary exemption to 2023 for coaches registered within Greater Manchester. Additionally, owner-drivers of GM-licensed PHVs (and PHVs leased full-time by 1 person), would be offered a discounted weekly charge of 5/7 of the total from implementation as these vehicles were used for personal use and private cars were not charged under the CAZ.

Details were also given of a “Try Before You Buy” scheme that would give the opportunity for GM licensed Hackney drivers to trial an electric hackney vehicle.

The report set out the proposed funding offer for each of the supporting funds; the Clean Commercial Vehicle Fund for HGVs, LGVs; Coaches and Minibuses that were not a licensed private hire vehicle; the Clean Bus Fund; the Clean Taxi fund for GM-licensed taxi and private hire vehicles; and the Vehicle Finance offer.

The report further considered the proposed Governance arrangements for the CAZ and that TfGM would act as an ‘operating body’ responsible for day to day operation of the CAZ in particular and the implementation of other GM CAP measures.

The link to taxi and private hire vehicle common minimum licensing standards (MLS) was highlighted. In 2018, GM’s ten local authorities agreed to collectively develop, approve and implement a common set of minimum licensing standards (MLS) for Taxi and Private Hire services that covered the whole of GM. At that time, the primary driver for this work was to ensure public safety and protection, but vehicle age and emission standards in the context of the Clean Air and the decarbonisation agendas were now also major considerations. MLS was an important mechanism that permitted the systematic improvements to taxi and private hire services across Greater Manchester.

The following information was also provided in appendices to the report:

- Response to DfT Decarbonising Transport Policy Paper – TfGM’s response to the Government’s proposals for decarbonising the transport system;
- 2020 Ministerial Direction – the most recent ministerial direction from Government;
- Policy for Consultation – the detailed policy proposals including the charge levels, discounts and exemptions, and the supporting funds;

- Vehicle Finance Measure – further detail of the proposed vehicle finance offer;
- Equalities Impact Assessment – the initial equalities impact assessment of the proposed CAZ and supporting measures;
- Operating Body & Responsibilities – further details of the proposed arrangements; and

A copy of the letter from the Greater Manchester Taxi Trade Coalition to the GM Local Authorities dated 3 August 2020.

## **RESOLVED**

- (i) That the progress of the Greater Manchester Clean Air Plan be noted;
- (ii) It be noted that TfGM have confirmation that the funding award for Bus Retrofit should be distributed as soon as possible as per arrangements put in place for the Clean Bus Technology Funds;
- (iii) The update on the possible impacts of COVID-19 on the GM Clean Air Plan, be noted;
- (iv) It be agreed that Tameside Council, along with the other nine GM local Authorities, hold an 8-week public consultation on the GM Clean Air Plan and Common Minimum Standards commencing in October 2020;
- (v) It be noted that the GM local Authorities intend to consult on GM's proposed Minimum Licensing Standards, alongside the Clean Air Plan consultation;
- (vi) It be agreed that TfGM act as the Operating Body for the GM CAZ and supporting measures as set out at paragraphs 8.4;
- (vii) It be agreed that Tameside Council, along with the other nine GM Authorities, individually be a 'charging authority' for the purposes of the CAZ, pursuant to the Transport Act 2000;
- (viii) That the GM Clean Air Plan Policy for Consultation at Appendix 3; be endorsed;
- (ix) That the Equalities Impact Assessment on the Clean Air Plan, as set out at Appendix 5, be noted;
- (x) It be noted that further reports will be brought forward to set out the formal governance mechanisms that will underpin the delivery of a GM Clean Air Zone (CAZ) and the supporting measures, including the full scope of the suite of powers that will be needed to be delegated to the Operating Body;
- (xi) That a delegation to Executive Member (Neighbourhoods, Community Safety and Environment) be agreed, to approve the submission of the cases for measures to the Government's Joint Air Quality Unit to support the GM Clean Air Plan;
- (xii) That a delegation to Executive Member (Neighbourhoods, Community Safety and Environment) be agreed, to approve the GM Clean Air Plan consultation materials, to include the Equalities Impact Assessment on the consultation; and
- (xiii) It be noted that the response to DfT's Decarbonising Transport – setting the challenge, as set out at Appendix 1, has been submitted to Government.

## **45. NEW SUPPORTED LIVING SCHEMES – ADULT SERVICES**

Consideration was given to a report of the Executive Member, Health Social Care and Population Health / Director of Adult Services, which explained that the demand for supported living schemes in Tameside was now outstripping supply, there were currently 36 people on the waiting list held in Adult Services by its Accommodation Options Group (AOG), and there were 8 people identified for transition in the next two years from Children's Services requiring 24 hour support, who needed to be planned for. In addition, the number of people with a learning disability living in costly, out of borough places had increased recently, primarily due to the lack of supported accommodation capacity locally to meet need. There was a real concern that, without increasing capacity, such costly placements would very quickly become long term and the opportunity to return people to supported living in the borough would be lost.

The report outlined a recently developed accommodation by Irwell Valley Housing Group comprising 24 self-contained flats which would be ready for occupation in the coming weeks, in Mount Street, Hyde, and 28 flats to be built at Edge Lane/Fairfield Road Droylsden, subject to approval from

Strategic Commissioning Board to progress this scheme. It was noted that neither the Contract Procedure Rules, nor the Public Contract Regulations 2015 applied to this arrangement as it was considered a tenancy arrangement. This also meant that STAR did not need to add this to the Contracts Register.

Full details of both schemes were presented in the report including;

- Value for money;
- Alternatives considered;
- Equalities; and
- Risk Management.

The report concluded that the 2 schemes would support the delivery of savings to the Adult Services budget. The scale of savings would be determined in the future as tenants for the schemes were identified (though as indicated previously, it was expected that for Mount Street these will be complete and reported within the 2020/21 period 6 revenue monitoring report at the latest).

In supporting the progression of these 2 schemes the Council was making a strong commitment to meeting the needs of adults with complex needs by prioritising the continuation of the provision of 24 hour supported living service.

It was noted that the Strategic Commissioning Board, in its meeting immediately prior to that of Executive Cabinet, had received the report and approved the following (Minute 29 refers):

- (i) That the use of the new build accommodation schemes at Mount Street, Hyde and Edge Lane/Fairfield Road, Droylsden, to increase capacity in the borough for the provision of supported living for adults with a learning disability and/or physical disability, and/or mental health needs to live in their own homes, be approved;
- (ii) That authority be given to the Director of Adult Services to agree terms to enter an agreement to use this property to deliver 24 hour supported accommodation for people with a learning disability and/or physical disability, and/or mental health needs subject to STAR advising on application of the Public Contracts Regulations 2015 before any further work undertaken; and
- (iii) That approval is given to provide the support in the accommodation at both locations by the in-house Long Term Support Service.

#### **RESOLVED**

**That £50K of the £230k adaptations works required at Mount Street be funded via the Disabled Facilities Grant.**

#### **46. PYRAMID SCHOOLS PFI CONTRACT PARENT COMPANY GUARANTEE AND COLLATERAL WARRANTIES**

Consideration was given to a report of the Executive Member for Finance and Economic Growth / Director of Growth, which sought approval to replace the Parent Company Guarantee and associated Collateral Warranties on the Pyramid Schools PFI contact following the collapse of Interserve PLC, provider of the original Parent Company & Collateral Warranty's.

It was explained that the purpose of Parent Company Guarantees and Collateral Warranties was to provide assurance, to both the Council and Funder (Bank of Scotland), that behind the two principle sub-contractors was a strong Group of established and sustainable businesses with good financial standing and to provide for guarantees that there was an entity that would be ultimately responsible for the Project.

If the relevant sub-contractor failed to perform any of the terms, conditions, obligations and agreements under its sub-contract, then the Guarantor (Interserve plc) agreed to perform and fulfil, in place of the relevant sub-contractor, each and every obligation or warranty given in the sub-contract. The Guarantor was liable to the Special Purpose Vehicle, under the Parent Company Guarantees, for any and all losses, damages, expenses, liabilities, claims, costs or proceedings

which the Special Purpose Vehicle suffered or incurred by reason of any such failure or breach, and likewise under the Collateral Warranties to the Council.

## **RESOLVED**

**That the Assistant Director of Strategic Property and Head of Legal Services be authorised to introduce a suitable replacement Parent Company Guarantee and Collateral Warranties for the Pyramid Schools PFI contract on behalf on the Council.**

- (i) **This variation to include the Council providing its consent under Clause 21.2 of the Project Agreement to:**
- **a deed of variation of the Facilities Management Subcontract (FM Subcontract) with the FM Subcontractor (Interserve Facilities Management Limited);**
  - **a deed of variation of the Fabric Replacement Subcontract (FR Subcontract) with the FR Contractor (Interserve Construction Limited);**
  - **a FM Subcontract Direct Agreement with the FM Subcontractor, Interserve Group Limited (the Replacement Guarantor) and Bank of Scotland PLC;**
  - **a FR Subcontract Direct Agreement with the FR Contractor, the Replacement Guarantor and the Bank of Scotland PLC;**
  - **a parent company guarantee with the Replacement Guarantor in respect of the FM Subcontract; and**
  - **a parent company guarantee with the Replacement Guarantor in respect of the FR Subcontract.**
- (ii) **That the Council enters into:**
- **the replacement Collateral Warranties with the Special Purpose Vehicle, the Replacement Guarantor and the Bank of Scotland PLC for the FM Sub-contract; and**
  - **the replacement Collateral Warranties with the Special Purpose Vehicle, the Replacement Guarantor and the Bank of Scotland PLC for the FR Sub-contract.**

## **47. PERSONAL BUDGETS**

Consideration was given to a report of the Executive Member for Children's Services / Executive Member Lifelong Learning, Equalities, Culture and Heritage / Assistant Director for Education, which set out proposals to consolidate current good practice in relation to Personal budgets into an accessible Personal Budget Policy for children with Special Educational Needs and Disabilities (SEND). It was a requirement of the Children and Families Act 2014 for the Local Area to have a Personal Budget Policy and to publish this policy on their Local Offer website.

Members were advised that Local Authorities must provide information on Personal Budgets as part of the Local Offer. This should include a policy on Personal Budgets that set out a description of the services across education, health and social care that lent themselves to the use of Personal Budgets, how that funding would be made available, and clear and simple statements of eligibility criteria and the decision-making processes.

It was explained that Personal Budgets were designed to help families of eligible children and young people with Special Education Needs and Disabilities (SEND) to have more control over their lives. Through person centred planning approaches it was viewed that the child's and family's needs were central to identifying the outcomes that would most effectively support the family.

The overall purpose of the Personal budget/direct payment was to increase choice and control, flexibility and social inclusion.

The SEND Code of Practice clarified how local authorities must consider each request for a personal budget on its individual merits and prepare a Personal Budget in each case unless the sum was part of a larger amount and disaggregation of the funds for the Personal Budget would have an adverse

impact on services provided or arranged by the local authority for other EHC plan holders or where it would not be an efficient use of the local authority's resources

The local authority could determine which services lent themselves to the application of Personal Budgets at the time, but with the understanding that this should inform future commissioning decisions in order to give greater flexibility and choice for families.

The policy consolidated existing good practice in Tameside and draws Personal budgets and Education Personal Transport Budgets together under one policy.

In addition to Education, Health & Social Care Personal budgets, the proposed policy covered Education Personal Transport Budgets. Statutory duties placed under the Education Act 1996 and Education & Inspections Act 2006 required that local authorities must promote the use of sustainable travel and transport and make transport arrangements for all eligible children. Local authorities must publish general arrangements and policies in respect of home to school travel and transport for children of compulsory school age in their Local Offer.

In order to comply with the statutory duties outlined above and in order to consolidate good practice in relation to personal budgets, it was necessary to amend the Education Transport Policy to reflect this.

It was proposed that further work with related groups in relation to engagement with children, families and practitioners would be carried out moving forward.

**RESOLVED that:**

- (i) the personal budget policy, as attached at Appendix 1 to the report, be approved; and**
- (ii) the Education Transport Policy, as attached at Appendix 2 to the report, be approved, to reflect the proposed Personal Budgets Policy.**

**48. GMCA EVERGREEN SURPLUS FUNDING ROUND II – ST PETERSFIELD AND ASHTON MOSS**

Consideration was given to a report of the Executive Member for Finance and Economic Growth / Director of Growth, which provided an update on the position with regard to external funding for St Petersfield and Ashton Moss projects and sought approval for officers to accept and spend the funding under the terms of the Grant Funding Agreements.

It was explained that GMCA Evergreen Surplus bidding round II had recently been established under England's 2014-20 Operational Programme and was solely a Greater Manchester fund.

Priority 1a of the Evergreen Surplus round II sought to enhance research and innovation infrastructure and capacities to develop research and innovation excellence, and promoting centres of competence. Under priority 1a, Evergreen II funds would develop, retain and exploit excellence in GM's Science/ technology/ Innovation assets, through investment in the appropriate volume, specification and flexibility of commercial floor-space. This would include investment in the development of new sites, the remediation and redevelopment of brownfield and the development / refurbishment of commercial floor space. Projects needed to satisfy a number of eligibility criteria. An expression of interest had been submitted to the bidding round on 28 February 2020 for Ashton Moss, St Petersfield, Stalybridge, and Droylsden. Tameside Council's proposals for Ashton Moss and St Petersfield had been successful with grant funding of £275,000 and £127,000 being awarded respectively.

Ashton Moss was a strategic site provisionally allocated in the draft Greater Manchester Spatial Framework (GMSF). It was Tameside's largest employment opportunity site and ideally would produce higher value and quality employment for Tameside residents. The site was well located on the road, tram and bus networks and was adjacent to the Ashton Moss retail, leisure, commercial

and industrial area. Work-streams had been identified to progress development and the funding allocation from GMCA would assist this process enormously.

The proposal for funding was to assist towards the commission of work as already identified:

With regard to the St Petersfield development, it was explained that, so far this development had delivered modern, high quality office space to the west of Ashton Town Centre and Ashton Old Baths was targeted as a hub for digital and creative businesses. Established as Tameside's urban business quarter, the development area had further plots available, capable of delivering additional office accommodation; including the potential for grow on space.

St. Petersfield was seeing small business creation in the digital industries, leading naturally to this area being the focus for an emerging digital area in Ashton town centre. The presence of health services, data centre functions, and high capacity broadband provision, gives St. Petersfield the potential for innovation in the DMCT sector. Similar to Ashton Moss, next steps had been identified, and the funding allocation from GMCA would allow progress to be made.

The proposal for funding was to assist towards the commission of work as already identified:

A signed Grant Funding Agreement was required for each project. Funds would not be released to the Council in advance, it was intended that an application for reclaiming funds that had been spent would be made with supporting evidence and the budgets would be managed/ monitored accordingly. The funding longstop date was originally March 2021; however in response to COVID-19, this had been extended to December 2021.

Match funding was required under the terms and conditions of the funding agreement. The budget for Growth Development had been agreed at Full Council and it was proposed that match funding be used from this budget:

	<b>Ashton Moss (£'s)</b>	<b>St Petersfield (£'s)</b>
Match Funding Required from Growth Development Budget	275,000	127,000
GM Evergreen II Funding	275,000	127,000
<b>Total</b>	<b>550,000</b>	<b>254,000</b>

Where land was not in the Council's ownership, the Council would be looking to landowners and potential inward investors for private sector funding to support the development of the proposals. Any external funding that was received could contribute to the match funding requirements and therefore relieve pressure on the Growth Directorate's budget. Project risks were also outlined to the Board.

The Chair requested regular progress reports to the Executive Cabinet.

## **RESOLVED**

**That the risks of entering into the Grant Fund Agreements, be accepted and it be approved that:**

- (i) Delegated Authority is provided to the Director of Growth to accept and enter into two Grant Fund Agreement's on behalf of Tameside MBC;**
- (ii) Delegated Authority is provided to the Director of Growth to manage the programme of works associated with the Grant Fund Agreement's and to drawdown and incur all expenditure related to delivery. On-going performance and reporting will be provided as required;**
- (iii) Match funding from the approved Growth Development budget for £275K for Ashton Moss, and £127K for St Petersfield projects; and**
- (iv) That regular progress reports be provided to the Executive Cabinet.**

**49. URGENT ITEMS**

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

**CHAIR**