

## BOARD

14 October 2020

**Present**

Elected Members	Councillors Warrington (In the Chair), Bray, Cooney, Fairfoull, Feeley, Gwynne, Kitchen, Ryan and Wills
Chief Executive	Steven Pleasant
Borough Solicitor	Sandra Stewart
Deputy S151	Tom Wilkinson

**Also In Attendance:** Steph Butterworth, Richard Hancock, Dr Ashwin Ramachandra, Ian Saxon, Paul Smith, Sarah Threlfall, Jayne Traverse, Debbie Watson, and Jess Williams

### 115 DECLARATIONS OF INTEREST

Councillors Cooney and Ryan declared a prejudicial interest on Item 5c Community Safety and Homelessness Contracts and Extension and Service Modifications as Council appointed Directors for Jigsaw and New Charter Housing respectively.

### 116 MINUTES OF PREVIOUS MEETING

The minutes of the meeting of the Executive Board meeting on the 7 October 2020 were approved as a correct record.

### 117 BUDGET CONVERSATION 2021/22

Consideration was given to a report of the Executive Leader / Executive Member for Finance and Economic Growth / Co-chairs of CCG / Assistant Director of Policy, Performance and Communications / Assistant Director of Finance. The report outlined the proposals to engage with the public in autumn 2020 on their priorities for spending within the context of financial challenges facing public services, including the impact of the Covid-19 pandemic.

It was proposed that this year's engagement would take the form of a conversation with the public on providing sustainable public services for the future and their priorities including the impact of the Covid-19 pandemic.

The Assistant Director of Policy, Performance and Communications explained that due to changing national and local Covid-19 social distancing restrictions, engagement could take place at in-person meetings if safe and practical, but the majority of engagement was likely to take place through virtual engagement. Methods of virtual engagement may include Skype or Zoom video meetings, an online survey and social media. Engagement would be supported by an extensive communications campaign that would include digital methods such as websites, social media and email and non-digital methods such as newspapers, radio, and partner organisation networks

The conversation would be used to educate and inform the public on the Strategic Commission's budget and its financial challenges whilst also allowing feedback and ideas from the public on how services could be improved and savings made.

It was stated that the conversation with Glossop residents would relate to health services commissioned by Tameside & Glossop Strategic Commission only. Engagement material would be tailored accordingly.

To support the engagement activity, a full programme of communications would be undertaken. This would include a full suite of infographics that could be used to help explain the Strategic Commission's budget and spend. These infographics would be used in the presentation to make it easier for the public to digest the information. This could then also be used on social media, websites, and other promotional material.

#### **AGREED**

**That the content of the report be noted and Executive Cabinet and the Strategic Commissioning Board be recommended to approve the proposed approach.**

### **118 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 for Neighbourhoods, Community Safety and Environment / Assistant Director of Population Health / Assistant Director of Finance which outlined the current trading position of Active Tameside and a number of options around the next steps to ensure the survival of the Council's leisure offer through the pandemic.

It was explained that the closure of all facilities to the general public on 20 March 2020 until the reopening of some centres in July has resulted in a loss of almost £1m a month in lost trading income. By taking advantage of the government business grants, staff furlough scheme and VAT holidays, as well as other cost saving measures running costs have been reduced by as much as practically possible.

Active Tameside also had business insurance and were awaiting a court ruling as to whether the policy wording was sufficient to allow a claim for the business interruption caused by Covid. The ruling and eventual insurance pay out if successful was unlikely to be received until March 2021.

Throughout the closure period Active Tameside had been able to continue to provide the commissioned services to vulnerable groups throughout the pandemic and had been paid for these by the Council accordingly.

The Assistant Director of Population Health stated that Active Tameside would run out of cash mid November 2020 and become technically insolvent. The situation had been made worse as leisure providers were exempt from most Covid-19 emergency support funding. Without further support from central government, the Council, or an insurance pay out this would ultimately result in Active Tameside ceasing to be able to trade and handing back the assets to the Council for it to run.

The Council had therefore been reporting a potential call on its budgets for the year in terms of supporting Active Tameside of £3.5m (including prudential borrowing) as part of its monthly monitoring reports to Executive Cabinet.

Trading had been running better than expected since reopening, however, direct debit take for memberships was down by a third from the March 2020 figure, meaning a £56k per month reduction in this important source of revenue.

The Assistant Director of Finance highlighted that Executive Cabinet had already supported Active Tameside's cash-flow position through this difficult period through a number of measures:

- 31 March 2020 - repayment of prudential borrowing of £0.788m was deferred to at least 2021/22.
- 1 April 2020 - paid the total value of the 2020/21 management fee of £1.077 million upfront (as usual).
- 1 July 2020 – agreed an advanced payment for Adult's and Children's commissioned services of £0.6m to the end of October 2020.

- 1 October 2020 - advance 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.

It was stated that these payments had supported the cash flow of Active Tameside until the end of October. In the absence of further funding whether through a successful insurance claim, specific government support for Leisure Trusts generally, or from the Council, Active Tameside would be unable to continue trading beyond this.

Therefore, 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 advance Active Tameside an amount to be agreed monthly, based on open book accounting to allow the service to remain solvent.

It was proposed that the cash support provided would be reviewed on a monthly basis, based on the trading performance and local covid restrictions. The funding amount identified was in line with the losses other Local Authorities are experiencing and all avenues for controlling costs were being explored. It was proposed that the further support required from November 2020 would be via a loan agreement to be paid back over the lifetime of the contract. Officers had been working with other local authorities in Greater Manchester and nationally to share experiences, best practice and approaches taken with leisure providers.

## **AGREED**

**That Executive Cabinet be recommended to:**

- (i) **Agree that the current phased opening as described in section 5.5 remains in place until 31 March 2021, subject to any further restrictions being put in place by central government.**
- (ii) **Approve an amount of £1.8m to be paid via a loan agreement to be paid back over the lifetime of the contract to allow Active Tameside to remain solvent during 2020/2021.**
- (iii) **Support the completion of a Sport and Leisure review with savings options presented to Cabinet in November, public consultation in December, and proposals presented to Cabinet in January 2021 for with proposed management fee for 21/22.**

## **119 WALKING AND CYCLING PROGRESS UPDATE**

Consideration was given to a report of the Executive Member for Transport and Connectivity / Assistant Director for Operations and Neighbourhoods which provided an update on the progress made over the last 12 months, to help increase the number of residents choosing active modes of travel.

It was stated that a draft business case for Tameside Council's Tranche 1 – Active Neighbourhoods MCF scheme was recently reviewed by TfGM. The final business case was being prepared for submission, in order to secure approval at the earliest opportunity. This would enable the first two schemes – Chadwick Dam and Hill Street, to move to the delivery stage. The designs were complete and the traffic regulation orders for the Chadwick Dam scheme were approved at Speakers Panel (Planning) on 23 September 2020.

Members received details regarding the combined estimated value of the 11 schemes that had received Programme Entry status in Tameside. As the schemes were being developed the estimated scheme costs were still subject to change. In addition, the match funding proposed at Programme Entry was under review and any changes to the funding package would be reported through the business case process for consideration and approval by TfGM. These changes would also be reported to the Strategic Planning and Capital Monitoring Panel.

Total Estimated MCF Funding	£11,557,150
Total Estimated Match Funding	£3,200,734
Total Estimated Scheme Cost	£14,757,884

TfGM were also progressing with a separate MCF proposal to introduce a pilot 'Active Neighbourhood' scheme in each borough across Greater Manchester. The Council were working closely with TfGM and their delivery partners, to support a pilot scheme in Tameside.

It was reported that Highways England (HE) had also agreed to fund a £1.95m scheme to improve cycle connectivity from Hyde to Hollingworth, as part of their Road Investment Strategy 2020 to 2025. A legal agreement had been signed and the Council had appointed a delivery partner to develop the feasibility study and a preferred route was currently being finalised.

In addition to the Council's success in securing grant funding to deliver new infrastructure, there was now also the opportunity to bid for Activation funding from the MCF programme. The Targeted Activation initiatives would help to facilitate behaviour change and to ensure that local communities and potential users were aware of the opportunities offered by the new MCF schemes. These programmes would encourage people to travel more sustainably and provide them with the knowledge, resources and skills to do so.

The Activation Plan, being developed by the Walking and Cycling Activation Task group, was created following an extensive mapping exercise to identify current successful initiatives and identification of gaps in provision.

The plan aimed to engage communities, schools, businesses and other stakeholders through a combination of activities to support behaviour change. The plan would also encourage people to travel more sustainably and provide them with the knowledge, resources and skills to do so.

The draft Activation Plan, which had recently been submitted as part of the Tranche 1 business case approval process, had requested grant funding in the region of £60,000.

## **AGREED**

**That the Executive Cabinet be recommended to note the progress being made to deliver new walking and cycling infrastructure across the Borough.**

## **120 WORKFORCE GREEN TRAVEL OFFER – EXPANSION OF THE CYCLE TO WORK SCHEME**

Consideration was given to a report of the Executive Leader / Executive Member for Transport and Connectivity / Assistant Director for People & Workforce Development which outlined the importance of a strong Green Travel Offer for the workforce with the opportunity to expand the Council's current Cycle to Work scheme via salary sacrifice to eligible employees of the CCG, whilst increasing the £1,000 purchase limit to enable the purchase of higher priced bikes; or to support those looking to buy an electric bike

In line with efforts to improve the carbon footprint and reduce the impact on the environment the organisation had in place a cycle to work scheme for employees and Elected Members to support them in the purchase of a bike through a salary sacrifice scheme of up to £1,000.

The current circumstances provided an opportunity to encourage employees and elected Members to cycle and take opportunity of this scheme, which enabled them to save when purchasing through the scheme and ultimately enjoy the benefits of cycling on their physical and mental wellbeing.

The scheme continued to be available to all Council and School employees, in addition to elected Members, and would be further promoted during this period of time to encourage and support access and usage of the scheme.

In order to promote and enable greener travel across the workforce, it was proposed that the Council's existing cycle scheme would be extended to eligible employees of the CCG; who don't currently have a scheme in place.

It was recommended that, in order to mitigate risk, the purchase limit would be increased to £5,000 as opposed to completely removing it. This would still provide a greater range of available bikes, particularly for those who were advanced cyclists looking to purchase a higher priced bike, or those looking to buy an electric bike (e-bike) to make cycling more accessible.

It was explained that whilst the removal of the purchase limit presented some financial risk, the scheme included clear terms and conditions, which set out at the start of the agreement how money would be recovered where required. To further mitigate the financial risk, it is proposed that a payment framework would be implemented, which dictated the term of the hire agreement, dependent upon the price of the bike.

It was further explained that as savings were based on the amount of salary sacrificed by each employee; increasing the spending limit would also increase the savings realised by both the organisation and the participating employees.

#### **AGREED**

**That Executive Cabinet be recommended to approve:**

- (i) The current £1,000 purchase limit on the Council's Cycle to Work scheme is increased to £5,000, to provide the option of purchasing higher priced bikes, including e-bikes to make cycling more accessible.**
- (ii) The existing Council Cycle to Work scheme is expanded to be inclusive of eligible employees of the CCG, in order to promote and enable greener travel across the workforce.**
- (iii) To manage the risk of higher bike purchases for both the Council and the CCG, a value linked repayment framework is applied**
- (iv) That the scheme be approved to include the following parameters:**
  - Approval is subject to meeting the required eligibility checks and signing the agreed terms of the salary sacrifice scheme**
  - Only employees who have successfully passed their probation period are eligible to apply**
  - Only employees who are not subject to a formal performance/capability process or with a live performance/capability warning are eligible to apply.**

#### **121 WORKFORCE GREEN TRAVEL OFFER - CAR LEASING SCHEME VIA SALARY SACRIFICE**

Consideration was given to a report of the Executive Leader / Assistant Director for People & Workforce Development, which outlined the importance of a strong Green Travel Offer for the workforce with the opportunity to implement a car leasing scheme via salary sacrifice for employees of Tameside Council.

This report set out a proposal to introduce a HMRC approved, green car leasing scheme via salary sacrifice to the employees of Tameside MBC. Tameside & Glossop CCG already offered a salary sacrifice car leasing scheme to their employees, through the provider NHS Fleet Solutions. As a partner organisation in the Single Commissioning Group, selecting this provider would achieve a consistent approach to the reward offer for the workforce, whilst also engaging a public sector organisation.

The scheme would allow an employer to provide employees with a brand new fully maintained and insured car, at a lower cost than they could normally achieve in the retail market. The employee would pay for their car over a two or three year period through a fixed reduction in their gross salary, via a HMRC approved salary sacrifice scheme.

There were a number of advantages to the Council of implementing a car leasing scheme, including:

- 'Green' credentials – by helping to remove old / energy inefficient cars and replace them with new cars which emitted less CO2.
- There would be a reduction in employer NICs and pension contributions directly related to the amount that was salary sacrificed.
- Recruitment and retention - the scheme would aid the organisation's ability to recruit and retain employees, as easy access to a good-value car leasing deal was an attractive employee benefit.
- Compliance / duty of care –The Council was liable for ensuring that employees were licensed, taxed, insured and that their cars were roadworthy. New cars leased through the salary sacrifice arrangement being proposed dramatically reduced the organisation's liability as the lease cost to the driver included insurance, servicing and maintenance of the vehicle, breakdown cover as well as tyre and windscreen replacement.

Whilst the scheme had a number of benefits, there are also risks; some of which have a financial implication. The Local Government Pension Scheme (LGPS) consider car leasing as a non-allowable benefit, which would mean that pension contributions and benefits were based on the salary after the lease amount has been sacrificed. This would produce a short term saving for the organisation as the employers' pension contributions were paid on the reduced salary and not the gross salary. However the longer term implication was reduced pension contributions from employees who participate in the scheme for the duration of the lease term.

One of the main risks relating to the scheme was early termination fees. Whilst the providers had measures in place to mitigate such risk from the organisation, in some circumstances the Council would be liable for any outstanding costs that could not be recovered from the employee e.g. when an employee leaves without working their notice period.

## **AGREED**

**That Executive Cabinet be recommended to APPROVE that:**

- (i) The Council implements a car leasing scheme via salary sacrifice for employees of Tameside Council (excluding Schools) to promote and enable greener travel where car is the chosen mode of transport**
- (ii) The chosen provider from the lead 2 companies outlined in the report is NHS Fleet Solutions**
- (iii) That the car leasing scheme be approved to include the following parameters:**
  - **Sacrificed salary deduction cannot reduce pay below the minimum wage**
  - **One lease arrangement per employee**
  - **Approval is subject to meeting the required eligibility checks and signing the agreed terms for the salary sacrifice arrangement**
  - **Only employees who have successfully completed their probation period, and are not subject to a formal performance/capability process or with a live performance/capability warning are eligible to apply**
  - **Apply risk protection measures as built in costs where appropriate i.e. Family Cover to mitigate any potential financial loss.**
- (iv) To place an emissions cap within the car leasing scheme at 110 – 120 g/km; steering individuals towards eco-friendly transport, but would continue to allow popular, lower emission, petrol cars to be included.**
- (v) To pay the HMRC advisory fuel rates for company cars, as updated each quarter.**
- (vi) that the scheme should be offered to School Staff**

## **122 STATEMENT OF COMMUNITY INVOLVEMENT**

Consideration was given to a report of the Executive Member for Transport and Connectivity / Director of Growth which stated that the Council's current Statement of Community Involvement (SCI) had been adopted on 31 August 2016 to reflect changes to how planning documents were prepared and communities involved. The Covid-19 pandemic and continued progress on the Greater Manchester Spatial Framework (GMSF) meant it was important to reflect a number of more technical amendments to the SCI, ensuring consistency across Greater Manchester in the message delivered through SCIs about the GMSF.

The SCI had now been the subject of a six-week period of public consultation which ended on 1 October 2020. The outcomes of this were presented, where appropriate modifications had been made and it was the final updated SCI which was presented to be agreed for publication.

It was stated that consultation was an important part of the planning process. It brought significant benefits by: strengthening the evidence base for plan-making and decision taking; ensuring community commitment to the further development of an area; promoting regeneration and investment; and increasing ownership and strength of delivery.

Members received a Responses Report appended to the report which summarised the methodology used to publicise the consultation on the revised draft SCI; provided a summary of representations received; and the Council's response to the representations. In summary, no further amendments to the SCI were considered necessary following the careful consideration of the consultation responses.

### **AGREED**

**That the Executive Cabinet be recommended to agree to publish the revised SCI as set out at Appendix 1 and adopt.**

## **123 GREATER MANCHESTER TRANSPORT STRATEGY 2040, DELIVERY PLAN AND TAMESIDE LOCAL IMPLEMENTATION PLAN**

Consideration was given to a report of the Executive Member for Transport and Connectivity / Director of Growth which provided details of the content and publication arrangements for the refreshed Greater Manchester Transport Strategy 2040, Our Five Year Delivery Plan (2020-2025) and Local Implementation Plans.

It was stated that the initial version of the 2040 Strategy had undergone a policy refresh to reflect work undertaken, and the changed context, since 2017. In particular, the refreshed 2040 Transport Strategy would include reference to the "Right-Mix" ambition for at least 50% of all journeys to be made by active travel and public transport by 2040, details of the GM Mayor's 'Our Network' plan to create an integrated, modern and accessible transport network, an increased emphasis on the physical benefits of cycling and walking, the climate emergency declared by GMCA and all ten councils and the development of the GM Clean Air Plan.

The document had also been updated to reflect the contemporary devolution agenda, including publication of the Bus Reform business case and GM Rail Prospectus; ongoing work to develop 2040 sub-strategies.

In parallel, with the GMSF consultation in early 2019, a light-touch consultation on the GM Transport Strategy 2040 Draft Delivery Plan was undertaken via a dedicated email address. From a transport perspective the comments on the GMSF connectivity chapter were of particular relevance to the Delivery Plan. A final version of this document, including consultation feedback has now been prepared.

“Our Five-Year Delivery Plan” was supported by ten Local Implementation Plans (LIPs) covering the period 2020 to 2025. Each of the ten councils that make up Greater Manchester has its own LIP. It was also hoped that the LIPs will enable authorities to better express and describe the local transport and minor works interventions that need to be delivered or developed in the short term, to support Right-Mix and Carbon Reduction targets.

Alongside the other district Local Implementation Plans (LIP), Tameside’s own plan set out its transport priorities for the next five years, as part of the Greater Manchester Transport Strategy 2040 5-Year Delivery Plan (2020-2025). Each plan was considered “live” meaning that while the wider delivery plan tended to consider large, medium and long-term future initiatives, the LIP was mainly focussed on local neighbourhood and town-level priorities and interventions to support the broader economic vision and other related benefits to be delivered across Tameside. Within the Tameside Local Implementation Plan, a summary of Tameside Strategic Schemes contained within the “Our Five-Year Delivery Plan” (2020-2025) are reproduced below at Map 1 with further details provided at Appendix 1. Appendix 1 generally excludes GM wide initiatives such as Bus reform, Metrolink and heavy rail improvements

## **AGREED**

**That Executive Cabinet are recommended to**

- (i) Endorse the refreshed Greater Manchester Transport Strategy 2040 and the final version of “Our Five-Year Delivery Plan” for approval by GMCA and publication in November 2020, alongside GMSF.**
- (ii) approve the publication of the supporting Local Implementation Plans (including Tameside’s) as an appendix to “Our Five-Year Delivery Plan”, acknowledging that these are “live” documents and will be subject to regular review and update as appropriate**

## **124 GREATER MANCHESTER SPATIAL FRAMEWORK**

Consideration was given to a report of the Executive Member for Housing, Planning and Employment / Director of Growth which sought approval to publish Greater Manchester’s Plan for homes, jobs and the environment (the Greater Manchester Spatial Framework (GMSF)): Publication Draft 2020, including supporting background documents, for a period of public consultation in accordance with planning regulations. Further, the report recommended that Full Council approve the submission of the GMSF for examination to the Secretary of State following the period of public consultation and sought delegation to make minor or non-material amendments to the plan and background documents at two separate points.

Since the consultation closed, further work had been undertaken to analyse the responses, develop and refine the evidence base and prepare a further version of the plan. A Consultation Final Report accompanied the GMSF 2020 to enable people to see how their previous comments had been considered and how the plan had been changed as a result, or why some comments have not resulted in changes.

A revised draft GMSF had been prepared and the next consultation was the ‘Publication stage’, a formal consultation on the jointly prepared plan and its background information, in accordance with relevant national regulations (in this case regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012). This formal consultation was proposed to take place between dates to be agreed at the AGMA Executive meeting scheduled for 30 October 2020.

The publication plan was one that the ten boroughs of Greater Manchester consider sound. And at the end of this next consultation period, the plan, along with copies of representations made, and other supporting documents, would be submitted to the Secretary of State.

The consultation would be carried out in line with the requirements of each of the district Statements of Community Involvement. The challenges posed by the coronavirus pandemic had



been significant and government guidance continued to have implications for how the public could be engaged, especially through this next consultation phase. However, the government had also been clear that the challenge presented by the virus was not a sufficient reason to delay plan preparation. Therefore a range of activities and reasonable steps had been considered to ensure a broad spectrum of the community are engaged through publishing the plan and the achievement of a consultation in a safe and broadly consistent way across Greater Manchester.

The GMSF Publication Draft 2020 continued to follow the broad spatial strategy approach of significant growth within the core area of Greater Manchester, while boosting the competitiveness of the north and sustaining the south of the area. To this effect, the spatial distribution of development was also broadly similar to that set out in 2019. In pursuit of this, the GMSF 2020 proposed at least 2,460,000 square metres of new office floor space, 4,220,000 square metres of industrial and warehousing floorspace and close to 180,000 new homes across Greater Manchester over the plan period.

As in 2019, a large share of development in Tameside was expected to be accommodated on sites within the existing urban area. However, three Green Belt sites at: Ashton Moss West; Godley Green Garden Village; and South of Hyde; were needed to supplement this for both employment and housing uses.

Godley Green continued to be identified as having potential to accommodate around 2,350 new homes, although not all are envisaged to be delivered within the plan period and South of Hyde around 440 new homes.

Ashton Moss West continued to be identified for employment uses, although the use classes prescribed had been brought up to date in line with recent government changes and overall development yields for the site had been reduced from around 175,000 square metres of potential floorspace to around 160,000 square metres.

All of the three strategic sites maintained the same level of land to be taken out of the Green Belt (known as Green Belt deletions). This was mirrored through allocation boundaries that remained the same, apart from the addition of a small parcel of non-Green Belt land at the South of Hyde site. This was adjacent to Hilda Road and is to facilitate access from the A560.

Alongside the identification of three sites for development purposes, the GMSF Publication Draft 2020 also identified a number of sites to be protected and added to the Green Belt (known as Green Belt additions).

The existing Green Belt in Tameside extended to approximately 5,071 hectares and a further 75.19 hectares of land in the borough, across 12 sites, had been identified within the Publication plan to be designated as such. Initially 17 sites had been proposed within the 2019 GMSF and a further three sites were put forward through the 2019 consultation. Following further analysis of the proposed additions, there were 12 sites taken forward.

This meant that the overall net change in Green Belt for the borough was a 2.7% reduction, this was comparative to an initial net reduction in 2016 of 8.6% and an overall net reduction in the Greater Manchester Green Belt in 2020 by 3.1%.

While the spatial strategy and distribution of development within the GMSF Publication Draft 2020 remained broadly similar to that presented in the 2019 revised Draft GMSF, there had been substantial work to strengthen the evidence base. This had been added to significantly in direct response to consultation comments and has informed the development of the GMSF Publication Draft 2020 and its policy content.

## **AGREED**

**That Executive Cabinet be recommended to:**

- (i) **Approve the GMSF: Publication Draft 2020, including strategic site allocations and green belt boundary amendments, and reference to the potential use of compulsory purchase powers to assist with site assembly, and the supporting background documents, for publication pursuant to Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 for a period for representations between the dates agreed at the AGMA Executive meeting on 30 October 2020;**
- (ii) **Recommend that Full Council approves the GMSF: Publication Draft 2020 for submission to the Secretary of State for examination following the period for representations;**
- (iii) **Delegate to the Director of Growth in consultation with the Executive Member (Housing, Planning and Employment), authority to approve the relevant Statement of Common Ground(s) required, pursuant to the National Planning Policy Framework 2019;**
- (iv) **Delegate authority to the Lead Chief Executive, Housing, Homelessness and Infrastructure, in consultation with City Mayor, Paul Dennett, Portfolio Leader for Housing, Homelessness and Infrastructure to make minor or non-material amendments to the GMSF: Publication Draft 2020 and background documents prior to their publication.**
- (v) **Note that upon adoption, the GMSF is likely to replace elements of the boroughs existing planning framework, such as some of the saved policy content within the 2004 Unitary Development Plan.**

**That Council be recommended to:**

- (vi) **Subject to Executive Cabinet approving the GMSF: Publication Draft 2020 and supporting background documents for publication, agree that these documents are submitted to the Secretary of State for examination, pursuant to Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 following the period for representations between the dates agreed at the AGMA Executive meeting on 30 October 2020.**
- (vii) **Delegate authority to the Lead Chief Executive, Housing, Homelessness and Infrastructure, in consultation with City Mayor, Paul Dennett, Portfolio Leader for Housing, Homelessness and Infrastructure to approve any minor or non-material changes to the GMSF: Publication Draft 2020 and background documents, following the period for representations and prior to their submission to the Secretary of State, for examination.**

## **125 HATTERSLEY STATION TICKET OFFICE REDEVELOPMENT**

Consideration was given to a report of the Executive Member for Finance & Economic Growth / Director of Growth which report provided information on the progress made to date on Hattersley Station Ticket Office redevelopment and sought the authorisation to make the award of a grant up to the sum of £571,828.51 to Northern Trains Limited for the construction and commissioning of the Hattersley Rail Station Ticket Office Redevelopment Project through a formal Grand Funding Agreement.

The report summarised the progress to date, the first phase of the strategy to improve Hattersley Railway Station was funded from Local Sustainable Transport Fund monies with a substantial contribution from the Hattersley Land Board. Phase one was completed in March 2016 with a significant increase in passenger numbers.

The second phase of the strategy to improve Hattersley railway station was for the provision of an improved ticket office. The Council had secured grant funding of £750,000 from the Greater Manchester Combined Authority through the GM Growth Deal Round 2 to deliver this project. This funding had to be spent by the end of March 2021. Following approval, Northern Trains Limited would be awarded a grant to carry out these works.

Members were advised that a letter received by the GMCA in May 2020 from the Ministry of Housing, Communities and Local Government (MHCLG) set out the position around how Government wanted to manage the 2020/2021 Growth Deal grant, based upon forecast spend and commitment. In summary, the Government said that they would initially pay only 2/3 of GM's LGF allocation for 2020-21 in advance followed by a period of joint working and review over the summer on contractual commitments and likely spend over the remainder of the year. The remaining 1/3 of Growth Deal grant would be dependent on GM achieving full spend across the Growth Deal programme the financial year and being able to demonstrate that this full spend was 'contractually committed' by 31 July 2020.

Following work by TfGM and GMCA with partners to maximise both the contractual commitment of spend on GD projects by 31 July 2020, and on bringing forward expenditure where possible, on all projects. The MHCLG responded to the GMCA stating that the final third of the LGF funding would be paid to the GMCA in August 2020.

The Director of Growth emphasised the necessity to enter into the Grant Funding Agreement for GRIP Stages 6 to 8 at the earliest opportunity to minimise the risk of losing funding earmarked for this project.

#### **AGREED**

**That Executive Cabinet is recommended to:**

- (i) Approve the making of the award of a grant up to the sum of £571,828.51 to Northern Trains Ltd to undertake GRIP Stages 6 – 8 for the construction and commissioning of the Hattersley Rail Station Ticket Office Redevelopment Project through a formal Funding Agreement;**
- (ii) Accept the risks of entering into the Grant Funding Agreement and approves that:**
  - a. Delegated Authority is provided to the Director of Growth to enter into the Grant Funding Agreement on behalf of Tameside MBC;**
  - b. Delegated Authority is provided to the Director of Growth to manage the programme of works associated with the Grant Funding Agreement and to drawdown and incur all expenditure related to delivery. On-going performance and reporting will be provided as required.**

#### **126 FORMER TWO TREES SCHOOL, DENTON - DEMOLITION OF BUILDINGS AND SITE CLEARANCE**

Consideration was given to a report of the Executive Member for Finance and Economic Growth / Director of Growth, which sought approval and funding to proceed with the proposed demolition of the former Two Trees School buildings and associated site clearance in preparation for disposal or redevelopment.

It was explained that the LEP costed plan indicated that full asbestos removal, demolition costs and site clearance would be £763,480 and take 8 months to complete from the date of approval. Prior to the start of demolition works planning and building control consent would be obtained.

In order to reduce the demolition programme it was proposed that a soft strip of the building be undertaken in advance of planning approval. The soft strip would include the removal of redundant mechanical and electrical installations and asbestos.

The demolition procurement route was via the LEP through the Additional Services contract and plans to clear the site were at an advanced stage including a detailed cost plan necessary to inform this report, which had been developed through a robust procurement exercise through the LEP.

The cost estimate would be fixed once the final surveys of the site had been concluded. The cost of demolishing the building and clearing the site £763,480 with a request to allow £0.800m in the Capital programme to allow for the findings of proposed surveys.

#### **AGREED**

**That Executive Cabinet be recommended to:**

- (i) Authorise in principle the demolition and site clearance of the buildings at the former Two Trees High School subject to detailed surveys and planning approval noting that the removal of asbestos and mechanical and electrical installations can proceed in advance of planning approval to demolish;**
- (ii) Procure the demolition and site clearance through the LEP Additional Services Contract;**
- (iii) Recommend to Council that the approved capital programme is varied to allocate an indicative budget of £0.800m to fund demolition and site clearance on the basis of urgent Health and safety works.**
- (iv) Agree that in the event that the detailed surveys indicate that additional budget is required that the whole project cost be subject to scrutiny and approval of the Executive.**

#### **127 CONTRACT UPLIFTS IN CONSIDERATION TO NLW INCREASE FOR 20/21**

Consideration was given to a report of the Executive Member (Adult Social Care and Health) / Clinical Lead for Living Well / Director of Adult Services which outlined increased costs in relation to the National Living Wage (NLW) increase announced in 2019 across three service providers not factored into the original budget setting for 2020/21.

Members were informed that the Learning Disability Supported Accommodation Contracts supported 290 people across 36 properties in the Borough delivered by both in house and external providers. Permission was given on 29 June 2019 to re-tender the service to ensure continued delivery to a vulnerable client group for a contract period of up to 5 years commencing 1 April 2020. The re-tender, supported by the Council's procurement partner STAR, was carried out utilising the Greater Manchester Ethical Learning Disability and Autism Flexible Purchasing System (GMFPS).

It was explained that following contract award and subsequent allocation of contract terms and conditions to awarded tenderers, reference was made to the contract price and consideration to NLW increases for 20/21 as the pricing schedule in the tender had required bidders submit tender costs at 2019/20 prices "the current year's delivery costs" due to the NLW uplift being unknown at that time.

Of the awarded providers, Community Integrated Care and Turning Point highlighted the issues as outlined above in that their submission of a competitive bid did not include NLW increases for year one (2020/21). They were clear that based on the 2019/20 prices as requested in their submissions the delivery of the service was not sustainable, and had subsequently resulted in the providers not signing the contracts with the delivery of the service at risk whilst it was against assumed T&Cs until the NLW issues were addressed and incorporated into the contract.

The total overspend against Adult Services 20/21 revenue budget for Supported Accommodation was therefore £206,000 arising from uplifts for the National Living Wage, and £84,864 to meet increased needs, making a total of £291k against a budget of £4,652k (6.25%)

#### **AGREED**

**That Strategic Commissioning Board be recommended to give approval to the NLW increases to the contracts detailed:**

- (i) Community Integrated Care - supported accommodation for adults with a learning disability living in their own home – two contracts (areas 2 and 5)**

- (ii) **Turning Point - supported accommodation for adults with a learning disability living in their own home (area 1)**
- (iii) **Liberty Support Services - Lomas Court extra care and support for adults 18-65 with a sensory or physical disability**

## **128 IMPROVING DEMENTIA SERVICES IN THE NEIGHBOURHOODS**

Consideration was given to a report of the Executive Member for Adult Social Care and Health / Director of Commissioning, which detailed the development and output of the Dementia Support Worker Pilot and propose recommendations for next steps.

The report summarised that since the introduction of the dementia pathway, and increased community support for people living with dementia, the following benefits have been evidenced:

- A reduction of the number of people on the dementia register prescribed anti-psychotics
- An increase in the number of people dying in their usual place of residence
- Below the national average length of stay for people admitted with a diagnosis of dementia

The 12 month service extension was intended to allow further development to create a fully integrated dementia offer within each neighbourhood. By extending this Pilot, there was time to carry out a whole pathway review and, following this, the option to go out with a full tender for all community dementia provision within the neighbourhood/PCN model, connecting closely to secondary care provision.

The 12 month requested would allow a full tender process to be undertaken. In light of the Covid-19 pandemic, it had not been possible to undertake a comprehensive review of the pilot scheme as the service model had changed and adapted in order to meet national guidelines around social distancing. Also, under the current circumstances, it would be difficult, through a tender process to undertake the due diligence required due to these changes. In addition, the ability of the market to bid at this time could be hampered by other priorities and therefore there could be a shortage of providers who submit.

The original contract was held within Tameside Council, and the plan had been for this to be reviewed by health as an investment going forwards as a key part of the integrated community dementia pathway. The extension therefore, was planned to be from within CCG budgets whilst remaining on the current council contract.

It was proposed to invest £110,000 for 2021/22. It was intended for a full tender to take place prior to any further contract being awarded by 31 March 2022.

### **AGREED**

**That the Strategic Commissioning board be recommended agree to extend the existing Dementia Support Worker Pilot contract with the Alzheimer's Society for a further 12 months using previously identified funding of £110,000 through the covid-19 emergency award process in order to give stability during Covid as well as enable a full review of options to further integrate dementia services within the neighbourhoods**

## **129 COMMUNITY SAFETY AND HOMELESSNESS CONTRACTS EXTENSION AND SERVICE MODIFICATION**

Consideration was given to a report of the Executive Member for Housing, Planning and Employment / Clinical Lead for Living well / Assistant Director of Operations and Neighbourhoods which explained the proposal to enter into contracts with providers delivering a number of services across the Operations and Neighbourhoods portfolio.

It was stated that the service had undergone considerable transformation over the last 2 years and uses a broad range of different services to fulfil the aims of the Council's Preventing Homelessness Strategy. The strategy reinforced the Council's commitment to prevent homelessness and to intervene at the earliest stage before households reached the point of crisis.

The contract arrangements for the services ended on 31 March 2020 but were continuing in order to maintain critical service delivery and continuity to the borough's most vulnerable residents, as well as to allow the Council to meet its statutory obligations.

The Director of Operations and Neighbourhoods stated the report sought permission to award contracts to providers. The contracts for consideration were imperative to the continued delivery of homelessness services across the Borough and were as follows:

<b>Name of Service</b>	<b>Name of Provider</b>	<b>Direct Award Cost 1 Oct 2020 to 30 Sept 2020</b>
Short Term Accommodation and Support	Foundation	£133,887.00
Impact - Service for people with chronic exclusion	Greystones	£75,000.00
Floating Support and Activities	Adullum Homes	£253,000.00
Accommodation Based Service - People with Alcohol & Substance Misuse Problems	Greystones	£118,340.00
Personalisation Fund	Adullum Homes	£32,000.00
Short Term Accommodation and Support	Foundation	£58,576.00
Supported Housing for Homeless Families	Jigsaw Support (Housing Group)	£430,295.00
Temporary Accommodation	Jigsaw Support (Housing Group)	£200,000.00
Short Term Accommodation and Support - Younger Clients	Jigsaw Support (Housing Group) formerly Threshold	£117,780.00

The report detailed that Tameside's Homelessness Service had seen substantial changes in the last eighteen months. During 2019 Tameside was the top performing Council in England for the reduction of Rough Sleeping with 43 rough sleepers reduced to 6, and then zero in July 2020. Although this success was significant, the people who were previously sleeping rough were now in service with the Rough Sleeping team and require considerable ongoing support.

During the Covid-19 pandemic the Government had removed the ability for landlords to commence eviction proceedings with their tenants. This prohibition was lifted on 24 September 2020, which could result in a further influx of service users to the service.

**AGREED**

**That the Strategic Commissioning Board be recommended to give approval to extend existing contracts with the current service providers for 12 months commencing 1 October 2020 to 30 Sept 2021.**

**130 FORWARD PLAN**

**AGREED**

**That the forward plan of items for Board be noted.**

**CHAIR**