

EXECUTIVE CABINET

2 November 2020

Commenced: 11.00am

Terminated: 12.00pm

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

Apologies for absence: Councillor Kitchen

In Attendance:	Steven Pleasant	Chief Executive & Accountable Officer
	Sandra Stewart	Director of Governance & Pensions
	Tom Wilkinson	Assistant Director of Finance
	Steph Butterworth	Director of Adults Services
	Ian Saxon	Director of Operations & Neighbourhoods
	Richard Hancock	Director of Children's Services
	Jayne Traverse	Director of Growth
	Jessica Williams	Director of Commissioning
	Ilys Cookson	Assistant Director, Exchequer Services
	Tracy Brennand	Assistant Director, People and Workforce Development
	Sarah Threlfall	Assistant Director, Policy, Performance & Communication
	Debbie Watson	Assistant Director, Population Health
	Gregg Stott	Assistant Director, Investment, Development and Housing
	David Berry	Head of Employment and Skills

68. DECLARATIONS OF INTEREST

There were no declarations of interest received from Members.

69. MINUTES OF EXECUTIVE CABINET

RESOLVED

That the Minutes of the meeting of the Executive Cabinet meeting held on 30 September 2020 be approved as a correct record.

70. MINUTES OF STRATEGIC COMMISSIONING BOARD

RESOLVED

That the Minutes of the meeting of the Strategic Commissioning Board held on 30 September 2020 be noted.

71. MINUTES OF EXECUTIVE BOARD

RESOLVED

That the Minutes of the meetings of Executive Board held on 16 September 2020, 30 September 2020 and 7 October 2020, be noted.

72. MINUTES OF THE LIVING WITH COVID BOARD

RESOLVED

That the Minutes of the meeting of the Living with Covid Board held on 23 September 2020 be noted.

73. CARBON AND WASTE REDUCTION PANEL

RESOLVED

That the Minutes of the meeting of the Carbon and Waste Reduction Panel held on 9 September 2020, be noted.

74. CONSOLIDATED 2020/21 REVENUE MONITORING STATEMENT AT 31 AUGUST 2020

Consideration was given to a report of the Executive Member, Finance and Economic Growth / CCG Chair / Director of Finance, which updated Members on the financial position up to Month 5. It was explained that in the context of the on-going Covid-19 pandemic, the forecasts for the rest of the financial year and future year modelling had been prepared using the best information available but was based on a number of assumptions. Forecasts were subject to change over the course of the year as more information became available, the full nature of the pandemic unfolded and there was greater certainty over assumptions.

Members were reminded that the CCG continued to operate under a 'Command and Control' regime, directed by NHS England & Improvement (NHSE&I). NHSE had assumed responsibility for elements of commissioning and procurement and CCGs had been advised to assume a break-even financial position in 2020-21.

It was explained that as at Period 5, the Council was forecasting an overspend against budget of £3.678m. The £3.678m pressure was non-COVID related and reflected underlying financial issues that the Council would be facing regardless of the current pandemic.

The COVID-19 pandemic was unprecedented and whilst its impact on local public service delivery was clearly significant, the full scale and extent of the health, socio-economic and financial impact was not yet fully understood. The immediate demands placed on local service delivery would result in significant additional costs across the economy, and the economic impact was expected to have significant repercussions for our populations, resulting in losses of income for the Council across a number of areas, potentially for a number of years. Whilst the immediate focus was quite rightly to manage and minimise the impact of the virus on public health, the longer term financial implications and scenarios needed to be considered.

Members were informed that included within the Education Capital Programme was a scheme to increase capacity at Aldwyn School from a 45-pupil intake to 60. The Scheme had a total approved budget of £2.716m. In addition to the proposed extension works at Aldwyn School, the project scope would also include resurfacing of the flat roof area of the existing school. The proposed extension works required the new roof and existing roof to connect. Rather than forming a joint to a poor quality roof, it was recommended that given the age and condition of the existing roof (including ongoing leaks) it would be more cost effective and less disruptive to the school to renew the roof covering at the same time. This would reduce the potential future leak risk and water damage to the new extension. It was explained that the estimated roofing cost was £320k and that this would need to be funded from School Condition grant as the works related to repairs and maintenance of the existing site.

The Council had £2,399,149 of School Condition funding available to be spent during the 2020/21 financial year, to improve and maintain the school estate. Grant had previously been earmarked for schemes totalling £1,900,000 and there was a balance of unallocated School Condition funding of

£499,149. This unallocated balance would reduce to £179,149 if the additional funding for Aldwyn was approved.

With regard to the Adult Social Care Infection Control Fund – Round 2, it was explained that the purpose of the fund was to support adult social care providers, including those with whom the local authority did not have a contract, to reduce the rate of COVID-19 transmission within and between care settings, in particular by helping to reduce the need for staff movements between sites. The Government announced on 1 October 2021 that the Adult Social Care Infection Control Fund had been extended until March 2021, with an extra £546 million of funding. This was a new grant, with revised conditions from the original Infection Control Fund. Tameside had been allocated a total of £2,131,598. The split of the funding was detailed in the report.

Local authorities should pass 80% of each instalment to:

- care homes within the local authority's geographical area on a 'per beds' basis
- CQC-regulated community care providers (domiciliary care, extra care and supported living) within the local authority's geographical area on a 'per user' basis

The other 20% of the funding must be used to support care providers to take additional steps to tackle the risk of COVID-19 infections but could be allocated at the local authority's discretion. It was expected that any funding allocated through this 20% would be used to support the full range of social care providers regardless of whether the local authority already commissioned care from them. The Council was currently engaging with Action Together and other local voluntary and community groups to determine the discretionary allocation of the 20% funding. It was expected that the funding would be distributed to providers within 20 working days of receiving the funding allocation.

Members were informed that, following the provision of free school meals for pupils throughout the school summer holidays and the ceasing of the scheme by central government, the Council was seeking to protect its most vulnerable children during the October half term by introducing a voucher scheme for those eligible pupils. Based on the October census there were 8,174 pupils eligible to receive free school meals and based on a £15 voucher for the week this would cost a maximum of £122k. The additional support could be funded from the general Covid Grant support that had been provided by central government to support Councils in their response to the pandemic. If approved an Executive Decision would follow setting out the implementation strategy.

RESOLVED

- (i) That the forecast outturn position and associated risks for 2020/21, as set out in Appendix 1 to the report, be noted;**
- (ii) That capital funding allocation of £320,000 of available School Condition Grant Funding to fund the roof repair works at Aldwyn School, as set out in Section 3 of the report, be approved;**
- (iii) That the distribution of 80% (£1,705,278) of Infection Control grant as set out in Section 4 of the report, be noted;**
- (iv) That delegated authority be given to the Director of Adult Services, in discussion with the Director of Commissioning (Strategic Commission) and the Director of Operations at Tameside & Glossop Integrated Care NHS Foundation Trust (ICFT), to distribute the remaining 20% (minimum value of £426,320) of the infection control grant funding in an appropriate manner; and**
- (v) That the creation of a £122k free school meals budget be approved, to fund a free school meal voucher scheme for all eligible pupils over the autumn half term break, to be funded from the general Covid support grant funding that has been received from Government.**

75. BUDGET CONVERSATION 2021/22

Consideration was given to a report of the Executive Leader / Executive Member, Finance and Economic Growth / CCG Co-Chairs / Assistant Director, Policy Performance and Communications / Assistant Director, outlining 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.

RESOLVED

- (i) That the content of the report be noted;**
- (ii) That approval be given to proceed with the proposals, as detailed in the report.**

76. ALLOCATION OF THE ADULT SOCIAL CARE INFECTION CONTROL FUND RING-FENCED GRANT 2020

The Executive Member, Health, Social Care and Population Health / CCG Chair / Director of Adults Services submitted a report describing the Conditions of the Adult Social Care Infection Control Fund Grant and how the Council was expected to allocate, distribute and report on the Grant across the CQC registered residential settings and community care settings and non-CQC registered 'other' care settings in the borough.

It was explained that Annex B of the Department of Health and Social Care *Adult Social Care Infection Control Fund Ring-Fenced Grant 2020 Local Authority Circular* published on 1 October 2020 reported that the allocation given to Tameside Council was £2,131,598. This total amount of funding was to be distributed across three care sectors across the borough as follows:

- CQC Registered Care Homes - £1,100,512
- CQC Registered Community Care Providers - £604,766
- Other Care Settings - £426,320

The report provided details of the conditions attached to allocation of the first and second payments of the grant and described the reporting process that would be put in place to demonstrate the appropriate application of the grant by the Council and the providers.

The purpose of the Grant was to provide support to adult social care providers, including those with whom the Council did not have a contract, to reduce the rate of COVID-19 transmission in and between care homes and support wider workforce resilience to deliver infection control. The Grant must only be used to support care homes and community care providers to tackle the risks of COVID-19 infections.

The Conditions of the Grant were set out in the LA Circular published 1 October 2020 at Annex C: Grant Conditions. Local authorities must ensure that 80% of the grant was allocated to care homes and CQC-regulated community care providers on a 'per bed' and 'per user' basis in order to support specific measures, as detailed in the report.

RESOLVED

- (i) The distribution of £2,131,598 of the grant funding, subject to the specified Conditions, be noted; and**
- (ii) That £1,100,512 is distributed across CQC regulated care homes, £604,766 is distributed across CQC regulated community care providers, and £426,320 is distributed across other care settings as detailed in Appendix 1 to the report.**

77. COVID 19 - SELF ISOLATION PAYMENTS

Consideration was given to a report of the Executive Member, Finance and Economic Growth / Assistant Director, Exchequer Services, which set out the eligibility criteria for self-isolation payments where the NHS had advised that self-isolation was necessary.

It was reported that On 20 September 2020 the Rt Hon Matt Hancock MP wrote to all local authority Chief Executives and Leaders confirming that with effect from 28 September 2020 there would be a new legal duty on all those who test positive for COVID-19 or are identified by the NHS Test and Trace as a close contact, requiring them to self-isolate. Failure to comply would carry a fine.

The letter made clear that local authorities should focus on the principle of encouraging, education and supporting compliance, and alongside that would be funding for a new Test and Trace Support Payment scheme for people on low incomes who are unable to work while they were self-isolating because they could not work from home.

The expectation was that all local authorities would process applications and administer payments and that systems were expected to be in place by 12 October. Individuals who were eligible prior to that date would be able to make a backdated claim. Individuals who were required to self-isolate and who met the benefits-linked eligibility criteria would be entitled to £500.

It was stated that Local authorities were expected to have systems in place by 12 October; individuals who were eligible prior to that date would be able to make a backdated claim.

The scheme would run until 31 January 2021. During this time, government would continue to review the efficacy of the scheme, and the impact of COVID-19 incidence levels.

DoHSC had been prescriptive in who must be considered eligible for a £500 lump sum payment if the person instructed to self-isolate by the NHS did not qualify as not in receipt of specified benefits. Given that discretionary funding was low in comparison to cases that could be anticipated and a set payment of £500 must be made, only 146 applicants could receive discretionary funding. This was a similar position across the GM region in terms of limited discretionary funding, therefore, agreement in principle had been reached across all of the Greater Manchester boroughs on the criteria.

RESOLVED

- (i) That the content of the report be noted; and**
- (ii) That the discretionary scheme, as detailed in Section 3 of the report, be approved.**

78. WORKFORCE GREEN TRAVEL OFFER – EXPANSION OF THE CYCLE TO WORK SCHEME

A report of the Executive Leader / Executive Member, Transport and Connectivity / Assistant Director, People and Workforce Development, was submitted, 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.

RESOLVED

- (i) That the current £1,000 purchase limit on the Council's Cycle to Work scheme be 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 be expanded to be inclusive of eligible employees of the CCG, in order to promote and enable greener travel across the workforce;**
- (iii) A value linked repayment framework be applied, to manage the risk of higher bike purchases for both the Council and the CCG; and**
- (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; and**
- **Only employees who are not subject to a formal performance/capability process or with a live performance/capability warning are eligible to apply.**

79. WORKFORCE GREEN TRAVEL OFFER - CAR LEASING SCHEME VIA SALARY SACRIFICE

The Executive Leader / Assistant Director, People and Workforce Development, submitted a report, 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. The report set out a proposal to introduce a HMRC approved, green car leasing scheme via salary sacrifice to the employees of Tameside MBC.

It was explained that 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 were also risks; some of which had a financial implication. The Local Government Pension Scheme (LGPS) considered car leasing as a non-allowable benefit, which would mean that pension contributions and benefits were based on the salary after the lease amount had 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 participated 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.

RESOLVED

- (i) That the implementation of 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, be approved;
- (ii) That the chosen provider from the lead 2 companies outlined in the report, be 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) That an emissions cap be placed within the car leasing scheme at 110 – 120 g/km; steering individuals towards eco-friendly transport, but continue to allow popular, lower emission, petrol cars to be included.
- (v) That HMRC advisory fuel rates be paid for company cars, as updated each quarter; and
- (vi) That the scheme be offered to School Staff.

80. INCLUSIVE GROWTH STRATEGY 2021-26

The Executive Member, Finance and Economic Growth / Director of Growth submitted a report which setting out the vision, aims and priorities of the emerging Tameside Inclusive Growth Strategy 2021-26 along with a timeline for consultation and adoption.

It was explained that the draft Inclusive Growth Strategy 2021-26 set the vision, aims, priorities and delivery plans to transform Tameside by harnessing the strengths and opportunities of people, land, health and digital. Inclusive Growth for Tameside's economy would deliver economic growth for all by enabling all Tameside's residents to access opportunities. The emerging vision, aims and priorities were considered by Executive Board on the 4 March 2020. The Strategy would be dependent on a range of partners working across private, public and voluntary sectors to deliver out plans. In the development and production of this strategy, steps had been taken to ensure that the idea of inclusiveness was practiced in engagement in and delivery of our practical work.

The Strategy would provide detail to the Corporate Plan on how to realise and deliver overarching priorities. The Inclusive Growth Strategy would provide the local response to the Greater Manchester (GM) Local Industrial Strategy and sat at the centre of a range of core local strategies that were interdependent, these included:

- Tameside Housing Strategy (in development)
- Tameside Strategic Asset Management Plan (in development)
- GM Combined Authority (GMCA) 5 year Environment Plan
- Tameside Local Plan (in development)
- GM Spatial Framework (in development)
- Tameside Locality Plan

The Strategy would deliver across all of the priorities in the Corporate Plan. The Strategy would be parent to sub delivery plans that further evidenced the work across wider determinant strands such as health and poverty.

The Strategy had been informed by the GM Local Industrial Strategy, Independent Prosperity Review 2019 and Tameside Economic Baseline Review 2020. Wider studies, reports and research documents had also informed this work including the emerging Tameside Housing and Asset

Management strategies. The Tameside Economic Baseline Review provided the core evidence base for the strategy, a copy of which was appended to the report.

A timeline for the work was detailed in the report and Members were informed that public stakeholder consultation and engagement (including with youth council) was proposed to take place from 4 November - 16 December 2020 for 6 weeks, with the Strategy being submitted for adoption to the meeting of Executive Cabinet in January 2021.

RESOLVED

- (i) That the commencement of the consultation on the Draft Inclusive Growth Strategy with a minimum consultation period of 6 weeks, be approved; and**
- (ii) That the Economic Baseline Report be noted and made available as part of the consultation with the public.**

81. STATEMENT OF COMMUNITY INVOLVEMENT

Consideration was given to a report of the Executive Member, Housing, Planning and Employment / 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.

RESOLVED

That the revised Statement of Community Involvement as set out at Appendix 1 to the report, be adopted and published.

82. GREATER MANCHESTER TRANSPORT STRATEGY 2040, OUR FIVE YEAR DELIVERY PLAN (2020-2025) AND LOCAL IMPLEMENTATION PLANS" - CONTENT AND PUBLICATION ARRANGEMENTS.

A report was submitted by the Executive Member, Transport and Connectivity / Director of Growth, providing 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 to the report.

RESOLVED

- (i) That the refreshed Greater Manchester Transport Strategy 2040 and the final version of “Our Five-Year Delivery Plan” be endorsed for approval by GMCA and publication in November 2020, alongside GMSF; and**
- (ii) That the publication of the supporting Local Implementation Plans (including Tameside’s) be approved 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.**

83. HATTERSLEY STATION TICKET OFFICE REDEVELOPMENT, GOVERNANCE OF RAIL INVESTMENT PROCESS (GRIP) STAGES 6 – 8

The Executive Member, Finance and Economic Growth / Director of Growth, submitted a report, which 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 Grant Funding Agreement.

The report summarised the progress to date and it was explained that 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 necessity to enter into the Grant Funding Agreement for GRIP Stages 6 to 8 at the earliest opportunity was emphasised, to minimise the risk of losing funding earmarked for this project.

RESOLVED

- (i) That 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, be approved;**
- (ii) That the risks of entering into the Grant Funding Agreement be accepted and it be approved that:**
 - a. Delegated Authority be provided to the Director of Growth to enter into the Grant Funding Agreement on behalf of Tameside MBC;**
 - b. Delegated Authority be 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.**

84. GREATER MANCHESTER SPATIAL FRAMEWORK

Consideration was given to a report of the Executive Member, Housing, Planning and Employment / Director of Growth, seeking 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.

It was explained that, 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 considered sound. 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 was 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 3.25%.

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 had informed the development of the GMSF Publication Draft 2020 and its policy content.

The report concluded that, in 2014 the Council resolved to work collaborative with those in Greater Manchester to prepare jointly a strategic planning document for the city region. The next consultation stage represented a move toward the culmination of that process, prior to submission of the plan to the Secretary of State for independent examination.

The plan, alongside thematic policy content, identified in Tameside three strategic sites for growth and twelve sites for further protection as additions to the designated Green Belt. Alongside this, it also sought to provide the borough with an up to date housing target, the strategic context for the borough's Local Plan and updated development management policies to be used in the determination of planning applications.

RESOLVED

- (i) That the GMSF: Publication Draft 2020, be approved, 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) It be recommended that Full Council approves the GMSF: Publication Draft 2020 for submission to the Secretary of State for examination following the period for representations;**
- (iii) That delegated authority be given to the Director of Growth in consultation with the Executive Member (Housing, Planning and Employment), to approve the relevant Statement of Common Ground(s) required, pursuant to the National Planning Policy Framework 2019;**
- (iv) That delegated authority be given 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) It be noted that, upon adoption, the GMSF is likely to replace elements of the borough's existing planning framework, such as some of the saved policy content within the 2004 Unitary Development Plan.**

Executive Cabinet recommends that Council:

- (vi) Following Executive Cabinet's approval of the GMSF: Publication Draft 2020 and supporting background documents for publication ((i) above refers), agrees 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) Delegates 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.**

85. GODLEY GREEN GARDEN VILLAGE - PROJECT UPDATE & BUSINESS CASE

A report was submitted by the Executive Member, Housing Planning and Employment / Director of Growth, which provided an update following the Council's decision in December 2019 to enter into a Grant Funding Agreement (GFA) with Homes England to secure £10m for the critical infrastructure required to open up the site for residential development.

It was explained that Godley Green had the potential to provide transformational change to the Tameside housing market through delivery of up to 2,350 new quality homes helping to satisfy the housing requirements of local people across all tenure and housing types, from affordable to executive homes.

Godley Green was "the" key strategic site for Tameside. If it came forward for development through greenbelt release, it had the potential to deliver 25% of the Council's housing requirements over the Greater Manchester Strategic Framework (Greater Manchester Spatial Framework) plan period. If the site was not promoted for development, the Council would be required to identify alternative sites to meet its future housing requirements.

Members were presented with the anticipated benefits to the Council, these were summarised as follows:

- Council Tax – An increase in council tax to enable the funding of borough wide services
- Section 106 – The borough would benefit from any developer or section 106 contributions from the scheme to invest in public infrastructure
- Enhanced Council Land Value – The land value uplift of the Council's 8.5 acres
- HIF Grant Investment in the borough– If the scheme performs better than initially expected, the £10m would be recoverable by the council to reinvest in housing and place making across the borough.
- Recover costs incurred pursuing the Planning Permission and development related fees
- Housing Needs – The site could deliver 25% of the Council's housing needs over the plan period
- Affordable Homes – The site would deliver 30% affordable housing.
- Social Value – Significant new public realm and new green and blue infrastructure.
- Hyde & Hattersley – Impact of the new community and wider socio-economic benefits
- Exemplar Scheme – Creation of a nationally recognized exemplar settlement
- Job Creation – The local centers will provide jobs for local people
- Education – New educational curriculum and vocational opportunities linked to Godley Green.
- Health & Wellbeing – Through the high-quality provision and improved access to open space.
- Energy Sustainability – Modern methods of construction and renewable energy solutions
- Accessibility – High quality place making with a focus on removing vehicle reliance.
- Transformational Growth – Place People

The report explained that due to the complexity, duration, and scale of this the project, a programme had been established around 6 key stages which reflected the different risks, outputs and governance that would be required to deliver the vision for Godley Green. There were multiple interdependencies between each stage which would require progress to be made concurrently and in a collaborative way:

- Stage 1 – Project Inception & Securing Funding
- Stage 2 – Planning Application Process
- Stage 3 – Securing Land Interests
- Stage 4 – Developer and/or Partnership discussions
- Stage 5 – HIF Funded Infrastructure Delivery
- Stage 6 – Wider Site Delivery

Acting as Land Promoter, the Council was preparing a hybrid planning (outline development with

detailed Infrastructure works) application for the project based on a Very Special Circumstances (VSC) case. This approach had been discussed with, and endorsed by, the Local Planning Authority (LPA) through regular pre-planning meetings.

It was reported that it was unlikely that one single factor would provide sufficient weight to make the case for greenbelt release, given its size, scale and location. However, it was considered that a VSC case could be made by combining a number of benefits together, each of which would carry a different degree of weight. For a development of the scale and complexity of Godley Green the LPA had confirmed that a full Environmental Impact Assessment (EIA) would be required.

The cost of developing a planning application of this scale was circa £2,125,000. This was being funded through the initial £720,000 HIF drawdown and £1,000,000 of Council support committed through the budget setting process. The remainder would be funded through existing budgets.

The report summarised Stage 3 and the Land Option Agreements. Under the grant funding agreement, there was a commitment by way of pre-drawdown condition to secure the land interest. The most optimal approach, endorsed by Homes England, was for the Council to enter into Land Options Agreements (LOA) with each of the landowners within the redline that constitutes the Godley Green development proposition.

In line with the HIF contract conditions, a CPO strategy would need to be developed to run alongside the landowner Option Agreement negotiations and Planning Application. Without a CPO, the Council may be unable to demonstrate deliverability of the site which would impact the planning application determination.

Whilst it could be possible to acquire land by option agreements, the Council would need to consider using compulsory purchase powers. The Council needed assurance that the site assembly exercise could be completed without undue delay and without being held to ransom by owners maximising value unreasonably and unwilling to sell. An external legal team had been appointed to provide support on the CPO process and a range of other issues relating to the Planning Application process.

RESOLVED

- (i) That a budget of £2.75m to allow the progression to the next phase of the project as detailed within the confidential business case, be approved;**
- (ii) In approving the additional £2.75m budget, that the significant benefits afforded by the scheme of a positive planning decision with any financial benefits from this being used to replenish the Medium-Term Financial Strategy reserve by the £2.75m, be noted.**
- (iii) That the bringing forward of £0.5m of reserve funding into 2020/21 that is currently earmarked to be spent in 2021/22 to allow the completion of the planning application by February 2021, be approved;**
- (iv) That entering into Land Option Agreement's as the preferred route to acquiring the land interests across the Godley Green site to satisfy the existing contractual commitments with Homes England, be approved;**
- (v) That the spending of the approved implementation budget as outlined in the confidential business case set out at Appendix A to the report, be approved; and**
- (vi) That the postponement of the Council led consultation for Godley Green until the new year be approved, to allow the consultation to run consecutively with the Greater Manchester Spatial Framework consultation following advice from the Local Planning Authority. This will not impact the overall delivery date of Godley Green.**

86. FORMER TWO TREES SCHOOL, DENTON - DEMOLITION OF BUILDINGS AND SITE CLEARANCE

The Executive Member, Finance and Economic Growth / Director of Growth submitted a report seeking 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, following the school closure in 2012, a condition survey of the buildings was undertaken and identified that parts of the buildings on site were unsuitable for future occupation due to general condition and safety concerns. These areas were isolated from the main occupied areas and made inaccessible. No repairs or maintenance have been carried out on these areas since this decision. In 2015 when the site was used as decant accommodation for Tameside One further investigations were carried out and other areas isolated due to further deterioration of the building fabric.

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 was estimated at £763,480 with a request to allow £0.800m in the Capital programme to allow for the findings of proposed surveys.

RESOLVED

- (i) That the demolition and site clearance of the buildings at the former Two Trees High School be authorised in principle, 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) That the demolition and site clearance be procured through the LEP Additional Services Contract;**
- (iii) That it be recommended 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; and**
- (iv) That it be agreed 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.**

87. 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 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.

Members were advised that, despite measures taken and the reopening of some services, 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 payout 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.

It was 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.

Members were further informed that, since the writing of the report, government had announced that the country would be entering into a second lockdown and from midnight on 4 November 2020 all centres would be closed to the public for a minimum period of 4 weeks. In response to a query from Members, the Assistant Director of Finance clarified that, should the 80% furlough scheme be extended, the Trust should just be able to cover its costs, however they would obviously lose income from membership direct debits/casual income.

The Assistant Director of Population Health further advised that work was currently underway to examine the sustainability of the offer going forward and that savings options would be presented to Executive Cabinet in December 2020; public consultation in January 2021, and proposals presented to Cabinet in February 2021 with proposed management fee for 21/22.

RESOLVED

- (i) It be agreed that the current phased opening as described in the report, remains in place until 31 March 2021, subject to any further restrictions being put in place by central government;**
- (ii) That 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; and**
- (iii) Support the completion of a Sport and Leisure review with savings options presented to Cabinet in December 2020, public consultation in January 2021, and proposals presented to Cabinet in February 2021 with proposed management fee for 21/22.**

88. URGENT ITEMS

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

CHAIR