

CABINET Agenda

Date Monday 20 July 2020

Time 6.00 pm

Venue Virtual TEAMS meeting <https://www.oldham.gov.uk/live>

- Notes
1. DECLARATIONS OF INTEREST- If a Member requires any advice on any item involving a possible declaration of interest which could affect his/her ability to speak and/or vote he/she is advised to contact Paul Entwistle or Liz Drogan in advance of the meeting.
 2. CONTACT OFFICER for this Agenda is Liz Drogan Tel. 0161 770 5151 or email elizabeth.drogan@oldham.gov.uk
 3. PUBLIC QUESTIONS – Any member of the public wishing to ask a question at the above meeting can do so only if a written copy of the question is submitted to the Contact officer by 12 Noon on Wednesday, 15 July 2020.
 4. FILMING – This meeting will be recorded for live and/or subsequent broadcast on the Council’s website. The whole of the meeting will be recorded, except where there are confidential or exempt items and the footage will be on our website. This activity promotes democratic engagement in accordance with section 100A(9) of the Local Government Act 1972.

Recording and reporting the Council’s meetings is subject to the law including the law of defamation, the Human Rights Act, the Data Protection Act and the law on public order offences.

MEMBERSHIP OF THE CABINET IS AS FOLLOWS:

Councillors Brownridge, Chadderton, Chauhan, Fielding (Chair), Jabbar, Moores, Mushtaq, Roberts and Shah

Item No

1 Apologies For Absence

2 Urgent Business

Urgent business, if any, introduced by the Chair

3 Declarations of Interest

To Receive Declarations of Interest in any Contract or matter to be discussed at

the meeting.

4 Public Question Time

To receive Questions from the Public, in accordance with the Council's Constitution.

5 Minutes of the Cabinet meetings held on 22nd June 2020 and 7th July 2020 (Pages 1 - 10)

6 GM Clean Air update (Pages 11 - 26)

7 Request for an extension to the Right Start service contract provided by Bridgewater Community Healthcare NHS Trust (Pages 27 - 32)

8 Hollinwood Junction Strategic Partnering Agreement (Pages 33 - 38)

9 Exclusion of the Press and Public

That, in accordance with Section 100A(4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following items of business on the grounds that they contain exempt information under paragraph 3 of Part 1 of Schedule 12A of the Act, and it would not, on balance, be in the public interest to disclose the reports.

10 Hollinwood Junction Strategic Partnering Agreement (Pages 39 - 48)

11 Request for an extension to the Right Start service contract provided by Bridgewater Community Healthcare NHS Trust (Pages 49 - 58)

Present: Councillor Fielding (Chair)
Councillors Brownridge, Chadderton, Chauhan, Jabbar, Moores,
Mushtaq, Roberts and Shah

1 **APOLOGIES FOR ABSENCE**

There were no apologies for absence received.

2 **URGENT BUSINESS**

There were no items of urgent business received.

3 **DECLARATIONS OF INTEREST**

There were no declarations of interest received.

4 **PUBLIC QUESTION TIME**

There were no public questions received.

5 **MINUTES OF THE CABINET MEETING HELD ON 23RD
APRIL 2020**

RESOLVED – That the minutes of the Cabinet meeting held on
23rd April be approved.

6 **FAILSWORTH TRUST CABINET SUB-COMMITTEE -
APPOINTMENT OF MEMBERS**

The Cabinet gave consideration to a report of the Head of
Democratic Services seeking appointments to the Failsworth
Trust Cabinet Sub-Committee.

The Cabinet noted that the Failsworth Trust Committee was a
Sub-Committee of the Cabinet which dealt with the land in
Failsworth which was held by the Council on charitable trust.
The Cabinet had previously established a Sub-Committee of
three Members to consider issues relating to the trust and
appointments to the Sub-Committee were requested.

Options/Alternatives considered:-

Option 1 – Appoint Members to sit on the Sub-Committee.

Option 2 – Do not appoint Members to sit on the Sub-Committee

RESOLVED- That the Leader and the Portfolio Holders with
responsibility for Housing and Neighbourhoods Services, be
appointed to sit on the Failsworth Trust Cabinet Sub-Committee
with full delegated powers to consider the next steps for the land
which is held on charitable trust.

7 **UNITY PARTNERSHIP SHAREHOLDER COMMITTEE:
CABINET SUB-COMMITTEE - APPOINTMENT OF
MEMBERS**

The Cabinet gave consideration to a report of the Head of
Democratic Services seeking appointments to the Shareholder
Sub-Committee.

Cabinet noted that the Shareholder Committee was a Sub-Committee of Cabinet and had the following high-level remit and responsibilities:

- Represented the Shareholder (the Council) and would meet quarterly.
- Set the tone and direction of the company to ensure that it fully supported the Council's co-operative agenda.
- Considered significant company resource issues.
- Sanctioned/approved decisions taken by the Unity Partnership Ltd Board of Directors and was able to call on the company Managing Director and members of the Unity Partnership Board to discuss specific items.
- Determined "reserved matters".
- Approved a waiver of any conflicts of interest relating to the Unity Partnership Ltd Board of Directors.
- Granted an indemnity to all Members and Officers acting as Directors on the company Board.

Options/Alternatives considered:-

Option 1 – Appoint Members to sit on the Sub-Committee.

Option 2 – Do not appoint Members to sit on the Sub-Committee

RESOLVED - That the Leader and the Portfolio Holders with responsibility for COVID-19 Recovery, Finance and HR be appointed to sit on the Shareholder Committee, with full delegated powers in relation to any matter to consider the interests of the Council following the acquisition of the Unity Partnership Ltd.

8

WORKFORCE STRATEGY

Consideration was given to a report of the Strategic Director Communities and Reform which sought approval of a new Workforce Strategy for #TeamOldham 2020 – 2023 and the implementation of developing delivery plans to support its embedding across #TeamOldham organisations.

It was reported that a workforce strategy was required to set the ambitions and strategic direction for the #TeamOldham workforce and it was at the core of realising organisational priorities. The strategy detailed within this report had been developed following widespread research, analysis and consultation and reflected the inputs of key stakeholders and strategic plans.

The Strategy would be translated into a delivery plan ensuring a coherent and cohesive approach to workforce design and development over 2020-2023.

The strategy was framed with the following purpose at its core: 'To successfully create a One Team Oldham and embed our co-operative values in all we do'

The strategy had been developed thematically, as follows:

- Supporting Our Staff:
- Leadership and Culture:
- Planning for the Future:
- Organisational Design

The strategy also set out anticipated outcomes against each strand as a measure of success and to bring each theme to life. Members welcomed the report particularly the need to take immediate action to improve our recruitment process and to broaden the diversity of the workforce to reflect the Oldham community.

Options/alternatives

Option 1 - Do nothing

Option 2 - Endorse the Workforce Strategy as detailed in this report and at Appendix 1.

Option 3 - Adopt an alternative approach to the development and implementation of a Workforce Strategy.

RESOLVED - That Cabinet endorsed the #TeamOldham Workforce Strategy, supported its full embedding and implementation across the workforce and advocated the principles within.

9

CORPORATE PERFORMANCE QUARTER 4

The Cabinet gave consideration to a report of the Head of Strategy and Performance which provided a review of Council performance to March 2020

The report provided the Cabinet with an overview of the Council's performance against priorities outlined within the Corporate Plan, which had been monitored in the period .

Options/Alternatives considered:-

To note the Council performance January to March 2020.

RESOLVED – That the Council Performance Report March 2020 be noted.

10

REQUEST FOR AN EXTENSION TO THE INTEGRATED SEXUAL HEALTH SERVICES CONTRACT

Consideration was given to a report of the Director of Public Health which sought an extension to the current contract for the Integrated Sexual Health Service until 31 March 2022 in collaboration with Bury and Rochdale, at the current contract value.

The Integrated Sexual Health Service had been provided by the current provider since January 2016 as part of a cluster commissioning arrangement with Bury and Rochdale.

The contractual extension period to this contract was due to complete 31 March 2021. Preparatory work in advance of a tender process had commenced earlier in 2020 but had been suspended as a direct result of the need to respond to COVID-19. This paper outlined proposals to extend the contract under Regulation 72 (1)(c) of the PCR2015 for a period of 12 months (1 April 2021 to 31 March 2022) due to the COVID-19 outbreak. If the contract extension was approved, then the planned redesign of the sexual health service and the associated procurement exercise would take place at a later date, when it was appropriate and safe to do so. Rochdale Council would act as the lead commissioner for the service, and STAR

Procurement (Stockport, Trafford and Rochdale Procurement) would lead the procurement.
Options/alternatives considered
Options would be considered at Item 13 of the agenda.



RESOLVED – That the Cabinet would consider the commercially sensitive information contained at Item 13 of the agenda before making a decision.

11

REQUEST TO EXTEND THE CONTRACT FOR THE PROVISION OF OLDHAM AND ROCHDALE COLLABORATIVE SUBSTANCE MISUSE TREATMENT AND RECOVERY SERVICE

Consideration was given to a report of the Director of Public Health which sought to extend the contract for the provision of an integrated substance misuse service for a period of one year commencing 1 April 2021 until 31 March 2022.

The contract was a collaborative commission with Rochdale Council. An Inter-Authority Collaboration Agreement has been signed by both Councils which agreed that Oldham Council was the lead contract authority. Rochdale Council had given delegated authority for Oldham Council to extend the contract on its behalf.

Options/alternatives considered
Options would be considered at Item 14 of the agenda.

RESOLVED – That the Cabinet would consider the commercially sensitive information contained at Item 14 of the agenda before making a decision.

12

EXCLUSION OF THE PRESS AND PUBLIC

RESOLVED -That, in accordance with Section 100A(4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following items of business on the grounds that they contain exempt information under paragraphs 3 of Part 1 of Schedule 12A of the Act, and it would not, on balance, be in the public interest to disclose the reports.

13

REQUEST FOR AN EXTENSION TO THE INTEGRATED SEXUAL HEALTH SERVICES CONTRACT

The Cabinet gave consideration to the commercially sensitive information in relation to Item 10 - Request for an extension to the Integrated Sexual Health Services contract.

RESOLVED – That the recommendations as contained within the report be approved.

14

REQUEST TO EXTEND THE CONTRACT FOR THE PROVISION OF OLDHAM AND ROCHDALE COLLABORATIVE SUBSTANCE MISUSE TREATMENT AND RECOVERY SERVICE

The Cabinet gave consideration to the commercially sensitive information in relation to Item 11 - Request to extend the contract for the provision of Oldham and Rochdale collaborative substance misuse treatment and recovery service

RESOLVED – That the recommendations as contained within the report be approved.



The meeting started at 6.00pm and finished at 6.27pm

This page is intentionally left blank

Present: Councillor Fielding (Chair)
Councillors Brownridge, Chadderton, Chauhan, Jabbar, Moores,
Mushtaq, Roberts and Shah

1 **APOLOGIES FOR ABSENCE**

There were no apologies for absence received.

2 **URGENT BUSINESS**

There were no items of urgent business received.

3 **DECLARATIONS OF INTEREST**

There were no declarations of interest received.

4 **PUBLIC QUESTION TIME**

There were no public questions received.

5 **ADDITIONAL EXPENDITURE IN SUPPORT OF HEALTH
AND SOCIAL CARE IN RESPONSE TO COVID-19
EMERGENCY**

Consideration was given to a report of the Managing Director Community Health and Social Care Service and DASS which sought approval to extend the support to the care sector due to the impact of Covid-19 from 1st July 2020 and for the remainder of the financial year.

The report provided an update on the support provided thus far to the care sector through the Covid-19 pandemic and sought agreement to extend some support measures until there was further clarity on the national position, particularly with regard to market sustainability.

The requested support reflected the ongoing requirements around the use of personal protective equipment, the impact of regular testing on the workforce, the vacant care home beds in the market and the resultant financial implications.

The report provided details of the current position in relation to:

- Care homes and vacancy rates
- Workforce
- Support to the Care Sector
- Carers
- Financial support
- Annual Adult Social Care budget survey
- Recovery

Options/alternatives considered

Option 1- Do nothing. Allow the support implemented up to the 30th June 2020 to end. This was not considered to be a viable option for the reasons set out in the current position above. In order to ensure that Care Act eligible care and support needs could be met, there needed to be sufficiency, sustainability, quality and choice of provision in the local care market (Care Act section 5 and Care Act Statutory Guidance section 4 relate).

Whilst there may be a need to revise the commissioning plans in relation to care and support services to reflect a shift in future demand, any contraction or other changes in the market needed to be undertaken in an informed and managed way.

Option 2 - Do nothing and respond to national directives when these were published. Discussions were continuing at a national level between the Association of Directors of Adult Social Services, Department of Health and Social Care, the Ministry for Housing, Communities and Local Government and the Local Government Association, however there was no indication as to when any guidance might be published.

Option 3 - Extend the majority of the proposals now until such time as any national guidance or funding was announced.

RESOLVED – That:

1. The 90% bed occupancy guarantee be extended until the end of July 2020, and authority be delegated to the Director of Adult Social Services to adjust this support from that point onwards up until the end of October 2020 (subject to interim reviews), to respond to the prevailing market conditions, in order to meet Care Act duties to meet eligible care and support needs, and ensure sufficiency, sustainability and quality of supply of care services to meet those needs. Whilst it was difficult to predict the financial implications of this proposal in an ever changing picture, a worst case scenario of continuing to guarantee 90% bed occupancy to the end of October 2020, based on the current vacant bed position would be £1.6m.
2. The Financial Support Panel to be continued until the end of October 2020 (subject to interim reviews) in line with Procurement Policy Note (PPN 04-2020), or until such time as there was further national guidance or funding in relation to the financial impact of covid-19 on the operational running costs of care services. It was further proposed that information and outcomes of the panel were shared with the Financial Assistance Board and Procurement Bronze Group to ensure oversight and connectivity. The number of claims that directly related to measures within the infection control fund, should reduce. However, for care homes there may be ongoing or incidental costs that fall outside of the scope of the grant, and for other providers who would not benefit from a share of the non-care home element of the grant, there needed to be recognition of the increased costs. Using the past three months activity through the panel, and not factoring in the favourable impact of the infection control fund, an estimate until the end of October was £0.582m.
3. The continuation of funding commissioned rather than actual care delivered in the care at home sector until the end of October 2020 (subject to interim reviews) in line with Procurement Policy Note (PPN 04-2020), or until such time as there is further national guidance or funding in relation to the financial impact of covid-19 on the operational running costs of care services be agreed. This recognised the need for flexibility within the sector to

be able to respond to fluctuating and irregular demand, the need to respond differently as lockdown easements are implemented, and the unknown impact on the workforce of test, track and trace, or further Covid-19 outbreaks in the community. Based on the last three months, and assuming no change in volume of activity, an estimate until the end of October was £0.4m.

4. The 5% uplift would continue to apply for the remainder of 2020/21, and by default had become Oldham's uplift in social care fees for the current financial year. Prior to the Covid-19 pandemic, and in line with usual process, consultation commenced with the commissioned providers in the care sector regarding fee levels for the financial year 2020/21. The uplifts proposed to the market averaged at 3.5%. Feedback received (but not progressed through to decision) referenced, amongst other factors, the increase in the National Living Wage of 6.2%, and a view that commissioned rates should be increased accordingly. Ongoing dialogue with providers throughout the year would enable an assessment to take place of the extent to which this, along with the other measures proposed, were ensuring sufficiency, sustainability, quality and choice of provision. During the pandemic, the Local Government Association (LGA) and Association Directors of Adult Social Services (ADASS) issued guidance for commissioners, which included a recommendation that fee increases should be uplifted by around 5% to take account of the National Living Wage, and that when taking account of additional Covid-19 related costs, increases of up to 10% in costs were being experienced by the sector. Individual discussions between LGA finance leads and council officers recognised that the 5% uplift, along with the wider financial support available, was in line with the published guidance.

Given the current circumstances and the volatile operating environment, which made it difficult to establish what typical cost pressures across the sector were, and how these might fluctuate over time, it was proposed that the 5% uplift continued to apply for the remainder of 2020/21, and by default became Oldham's uplift in social care fees for the current financial year. Dialogue would continue with providers during the course of the year with regard to cost pressures and financial viability.

Based on the current volume of activity, it was anticipated that the cost of the uplift for the remainder of the financial year was £2.37m.

The Cabinet noted the CCG had agreement from the Governing Body to extend the 5% uplift for care services until 31st July 2020, in line with NHS guidance, with a view to reviewing the position once further guidance was received.

5. The Cabinet Acknowledged in relation to adaptations to properties being undertaken by framework contractors through the Disabled Facilities Grant, there were additional costs now associated with Covid-19 such as

PPE, additional cleaning and the impact of social distancing that were not originally priced for as part of the tender undertaken in 2018, and to offer a uniform amount, as all other costs within the framework are set. This was suggested as £30.00 for PPE plus £120 for additional labour/cleaning costs per job.

6. The Cabinet acknowledged there was further major construction requirements tendered on an individual basis through use of the Disabled Facilities Grant, (typically extensions) and this resulted in additional costs associated with Covid-19 to be priced for within each individual tender.
7. The Cabinet noted the proposal to make further provision by applying a 5% uplift on current activity recognising the potential for increased demand for carer respite and carer breakdown.

The meeting started at 6.00pm and finished at 6.19pm



Report to CABINET

GM Clean Air: Update

Portfolio Holder: Cllr B Brownridge, Cabinet Member for Neighbourhoods and Culture

Officer Contact: Deputy Chief Executive

Report Author: Carol Brown, Director of Environment
Ext. 4424

20 July 2020

Reason for Decision

To note the progress of the Greater Manchester Clean Air Plan.

Executive Summary

To set out the progress that has been made following the Government's response to Greater Manchester's Outline Business Case to tackle Nitrogen Dioxide Exceedances at the Roadside (OBC), and the implications of pandemic management policies (the extent of which are not yet fully understood) for the 10 Greater Manchester (GM) local authorities in relation to the schedule of work and statutory consultation on the Clean Air Plan and the link to taxi and private hire common minimum licensing standards (MLS).

Recommendations

1. Note the progress of the Greater Manchester Clean Air Plan;
2. Note the progress in the development of the Clean Commercial Vehicle and Hardship funds;
3. Note the initial funding award of £41m for clean vehicle funds to award grants or loans to eligible businesses;

-
4. Note the Government has accepted the need for vehicle replacement funds for Hackney Carriages, and Light Goods Vehicles, but has requested further development of shared evidence on the needs within that complex sector before responding and does not support the sustainable journeys measure.
 5. Note that TfGM is seeking confirmation that the funding award for Bus Retrofit is a continuation of Clean Bus Technology Funds to be distributed as soon as possible as per previous arrangements;
 6. Note the government will not support electric vehicle charging infrastructure through Clean Air monies but have committed to work with GM on securing funding from OLEV;
 7. Agree the position that the GM Local Authorities will move to a statutory public consultation on the GM Clean Air Plan as soon as reasonably practicable;
 8. Further agree the position that the GM Local Authorities' decision to commence a public consultation should be taken once there is a clear timeframe for exiting lockdown and moving to the next phase of the COVID-19 response;
 9. Note the implementation of a GM CAZ is delayed to 2022 with a revised implementation date to be confirmed in the consultation commencement report;
 10. Note the DfT's positioning paper "Decarbonising Transport – Setting the Challenge";
 11. Note the assessment of the possible impacts of COVID-19 to inform a technical briefing note for decision makers; and
 12. Note that the GM local Authorities intend to consult on GM's proposed MLS, alongside the Clean Air Plan consultation and agree the position for consultation, on when taxi/PHV fleets should be Zero Emission Capable.

GM Clean Air Plan: Update

1 Background

1.1 Government has instructed many local authorities across the UK to take quick action to reduce harmful Nitrogen Dioxide (NO₂) levels following the Secretary of State issuing a direction under the Environment Act 1995 to undertake feasibility studies to identify measures for reducing NO₂ concentrations to within legal limit values in the “shortest possible time”. In Greater Manchester, the 10 local authorities, the Greater Manchester Combined Authority (GMCA) and Transport for Greater Manchester (TfGM), collectively referred to as “Greater Manchester” or “GM”, are working together to develop a Clean Air Plan to tackle NO₂ Exceedances at the Roadside, referred to as GM CAP.

1.2 In its Outline Business Case (OBC) Greater Manchester proposed the following package of measures that delivers compliance in the shortest possible time, at the lowest cost, least risk and with the least negative impacts. They are:

- A charging Clean Air Zone (CAZ) category C which will target the most polluting commercial vehicles including older heavy goods vehicles, buses, coaches, taxis and private hire vehicles from the summer of 2021, and older polluting light goods vehicles from 2023 (i.e. a CAZ C with a van exemption until 2023). It has been assumed at OBC stage that the Clean Air Zone Charge would be £7.50 per day for taxis, private hire vehicles and light goods vehicles and £100 per day for heavy goods vehicles, buses and coaches.
- A Clean Freight Fund of c.£59m to provide financial support for the upgrade of light and heavy goods vehicles, minibuses and coaches, which will be targeted to support smaller local businesses, sole traders and the voluntary sector.
- A Clean Taxi Fund of c.£28m, to support the upgrade of non-compliant Greater Manchester Licensed taxi and private hire vehicles.
- A Clean Bus Fund of c.£30m to provide, where possible, the retrofit of older engine standards to the less polluting Euro VI standard for those buses registered to run services across Greater Manchester.
- A package of supporting measures including a proposed Loan Finance scheme, sustainable journeys projects, additional EV charging infrastructure.

1.3 The OBC made clear the expectation that the UK Government would support the plans through:

- Clear arrangements and funding to develop workable, local vehicle scrappage / upgrade measures;
- Short term effective interventions in vehicle and technology manufacturing and distribution, led by national Government with local authorities;

-
- Replacement of non-compliant buses; and
 - A clear instruction to Highways England with regard to air pollution from the Strategic Road Network (SRN) in Greater Manchester.
- 1.4 The OBC outlining these proposals and the supporting evidence was submitted to Government at the end of March 2019. Ministerial feedback was received in July 2019 along with a further direction under the Environment Act 1995 requiring all ten of the Greater Manchester local authorities to take steps to implement a plan to deliver compliance with the requirement to meet legal limits for nitrogen dioxide in the shortest possible time.
- 1.5 The 2019 Ministerial Direction and accompanying letter included the requirement for the GM authorities to implement a charging Clean Air Zone Class C *without* a van exemption until 2023, with additional measures. The direction also required the GM authorities to jointly submit to the Joint Air Quality Unit (JAQU) revised evidence by 2 August and a Full Business Case (FBC) by 31 December 2019 at the latest.
- 1.6 The July 2019 Ministerial letter set out that the GM plan appeared to be on track to deliver compliance in the shortest possible time and that on the basis of evidence provided as at that date, the Greater Manchester authorities should continue to proceed towards developing the implementation and contract arrangements of a charging Clean Air Zone in Greater Manchester and that the Government would provide an initial tranche of £36m of funding to take this forward.
- 1.7 Full detail of the government's response was set out in the GMCA – Clean Air Update report on 26 July.
- 1.8 The GMCA – Clean Air Update report on 31 January detailed how a delay in receiving Ministerial feedback on the OBC had an impact on the timetable for the GM CAP.

2 **Current Position**

PROGRESS SINCE LAST UPDATE – THE RESULTS OF THE PUBLIC CONVERSATION AND FOCUS GROUPS

GM held a public engagement exercise known as the 'conversation' between early May and mid-June 2019 to help inform the work, and this was supplemented by more targeted stakeholder engagement with affected businesses. In addition, further deliberative research has also taken place. Stakeholder dialogue has also continued throughout development of the GM CAP to support the detailed design of the packages of measures.

These forms of engagement and dialogue have all informed the further development and detailed design of the measures identified in the OBC, to refine the proposals that will comprise the Full Business Case.

In total, around 3,300 responses were received, via an online survey, paper questionnaire, letters and emails. Over 2,400 of the responses were from individuals, with the vast majority of respondents living in Greater Manchester. As well as this a number of representative bodies (such as the Federation of Small Businesses) responded to the conversation, on behalf of the members they represent.

There were over 550 responses from businesses based in Greater Manchester and further afield. 61% of businesses were sole traders, 18% were small businesses, 11% were medium-sized businesses and 10% were large businesses.

Those with non-compliant vehicles were asked about their view on the funding proposed to support businesses to upgrade. Many businesses either didn't know what action they were likely to take or thought they wouldn't take any action. Of those who said they would not take action, the reasons why included; the cost of upgrading their vehicle, constraints around their lease arrangement and that they would prefer to pay the daily charge.

Scrappage schemes, loans and additional support were suggestions made by respondents on how the proposed GM CAP vehicle funds could support those with non-compliant vehicles to upgrade. There were also comments on who should be prioritised to receive any funding, those comments focused on supporting smaller businesses first.

The full report from the conversation can be found online at <https://cleanairgm.com/technical-documents>.

PROGRESS SINCE LAST UPDATE – CLEAN COMMERCIAL VEHICLE & HARDSHIP FUNDS

At OBC stage, GM set out its funding ask for Freight Vehicles as follows:

- A Clean Freight Fund of c.£59m to provide financial support for the upgrade of light and heavy goods vehicles, minibuses and coaches, which will be targeted to support smaller local businesses, sole traders and the voluntary sector.

The GM CAP is underpinned by analysis and modelling using the best data and tools available. The results of the analysis underpinning the OBC were presented throughout the OBC and written up in full in a series of Technical Reports.

JAQU's officer level feedback on the Outline Business Case (OBC) requested further evidence as part of the options appraisal to provide reassurance that the preferred option would deliver compliance in the shortest possible time and to provide further evidence in support of the bid for Funds.

Extensive data gathering, analysis and modelling has been carried out since the submission of the OBC in order to respond to JAQU's questions and to develop more detailed proposals.

Quantitative and qualitative research has been undertaken with owners and drivers of vans, taxis and private hire vehicles, HGVs and coaches (noting that the latter was cut short by the COVID-19 pandemic). This, alongside the feedback from the Conversation, has informed the development of proposed support measures and CAZ policy.

As a result, better evidence has emerged about the vehicle fleets and businesses in scope for the proposed Clean Air Zone charges, and the support they will require.

Further, extensive liaison has been undertaken with JAQU to agree what would constitute effective and appropriate support measures. GM has benchmarked their proposals against other CAP cities and London, and engaged with those cities to understand their lessons learned.

This work has been summarised in a series of 32 evidence notes and further supplementary Technical Reports that were submitted to JAQU in response to the Minister's feedback, earlier in 2020.

The outcome of this work has resulted in an increased ask of £98m for the Clean Commercial Vehicle Fund, replacing the £59m Clean Freight Fund as set out at OBC. The revised funding ask is considered to better reflect the needs of the vehicles in scope, which are HGVs, coaches, vans and minibuses.

GM considers that it is the smallest businesses and individuals who will be at risk of financial 'hardship' as a result of the implementation of a GM cCAZ and that the proposed amount of grant funding to help upgrade to a compliant vehicle may not be enough to adequately mitigate the potential adverse economic impacts.

The funding asks have been revised as follows:

- A Clean Commercial Vehicle Fund of c.£98m to provide financial support for the upgrade of light and heavy goods vehicles, minibuses and coaches, which will be targeted to support smaller local businesses, sole traders and the voluntary sector, registered in Greater Manchester.
- The Hardship Fund of c.£10m to support individuals, companies and organisations who are assessed to be most vulnerable to socio-economic impacts from the CAZ.

PROGRESS SINCE LAST UPDATE – MINISTERIAL CORRESPONDENCE

On 18 March 2020, the GM Green City Region lead received a letter from Rebecca Pow MP (DEFRA Parliamentary Under Secretary of State), copying in all Local Authority CEOs and Leaders, regarding next steps with GM's Clean Air Plan proposals. This letter attached as Appendix One was sent alongside a further Ministerial Direction. The letter explains:

- the government's desire for GM to consult on a Class C Clean Air Zone (accepting GM's case for exempting LGVs to 2023) with the timings of reporting back on the consultation suggesting that this activity is expected to take place in the summer.

-
- that the government will provide an initial tranche of funding of £41m for grants or loans – this is broken down as £15.4m for bus retrofit, £10.7m for PHVs, £8m for HGVs, £4.6m for coaches and £2.1m for minibuses.
 - the government does not support all measures proposed, specifically the Sustainable Journeys measure.
 - the government will not support electric vehicle charging infrastructure through Clean Air monies but have committed to work with GM on securing funding from the Office for Low Emission Vehicles (OLEV) (who were allocated £500m in the 11 March budget).
 - there is an expectation that GM's Clean Air Zone will be introduced in 2021 so compliance with NO₂ legal limits is met in 2024.
 - the government would like to be kept informed of progress of the Minimum Licensing Standards for hackney cabs and private hire vehicles, as it complements the GM Clean Air Plan.

GM RESPONSE TO MINISTER LETTER / DIRECTION

Councillor Western wrote in response to the Minister on 8 April, attached as Appendix Two, welcoming the initial tranche of funding along with the acceptance of GM's case for 2023 being the earliest point possible to bring LGVs into the scope of the charging Clean Air Zone and highlighting to government the following important outstanding elements:

- Ensuring that a clear funding position is agreed for Hackney Carriages – GM has been clear that the development of this funding ask is needed to support the progression of consultation on GM's plan with the taxi trade.
- Ensuring that a clear policy position is established for LGV fleet support – reflecting that the GM business community relies on the 70,000+ LGVs in operation here in Greater Manchester. It is stressed that this aspect of work needs to progress quickly so funding can be forthcoming as soon as possible, so as to ensure that bureaucratic delay does not use up the valuable time that could otherwise be available to enable vehicle replacement to happen, following the government agreement to exempt Category C vehicles to 2023.
- Ensuring that a mechanism is put in place for the large-scale rollout of replacement electric buses for the further 600+ vehicles for which there are no accredited retrofit options. The parallel funds for ultra-low emission buses, announced in the March Budget Statement, are highlighted as the logical source for this funding requirement and early confirmation is sought that this is the case.
- Ensuring that a workable arrangement is in place for JAQU to help to secure funding for Electric Vehicle charging infrastructure, noting that £500m was awarded to OLEV in the March budget statement.
- Finally, GM has highlighted outstanding issues regarding specific locations on the Highways England trunk road network that are needed for GM to refine the proposed charging CAZ boundary before it proceeds to statutory consultation.

The letter also set out that GM will also need to be mindful of the significant changes that could result from the impacts of the ongoing pandemic, more of which is discussed below.

A summary table of GM's asks v Government offer and commentary, is set out in Appendix Three. Of note, TfGM is seeking confirmation that the funding award for Bus Retrofit is a continuation of Clean Bus Technology Funds to be distributed as soon as possible as per previous arrangements.

The March 2020 Ministerial Direction means that the July 2019 direction (which required the conclusion of all necessary public consultation activity and submission of the FBC by end of 2019) is revoked. The new Ministerial Direction sets out new submission dates for consultation, delivery plans and FBC. Notably, the new Direction requires conclusion of all public consultation activity and submission of the Interim FBC by the end of October 2020.

IMPACT OF COVID-19

The letter and the accompanying direction were dated 16 March, before the enactment of the Coronavirus Act 2020, meaning that the implications of pandemic management policies had not been considered in setting the submission dates. As a result, GM colleagues have been working to understand the wider impacts of the coronavirus outbreak on this programme of work.

Most immediately is the timing of GM's consultation, which is assumed in the letter to be taking place in the summer. The decision regarding when to commence a consultation cannot be confirmed until there is a clear timeframe for exiting lockdown and moving to the next phase of the COVID-19 response.

On Wednesday 15 April, following consultation with Leaders, GM made a statement placing the consultation on hold – it can be found in full at: <https://cleanairgm.com/news/greater-manchester-clean-air-plan-consultation-update>.

This also means that the implementation of a GM CAZ is delayed to 2022 (a revised implementation date will be confirmed in a future consultation commencement report).

On Tuesday 28 April, Councillor Western received a letter from Rebecca Pow MP which set out that the Government understands the initial analysis that GM has made about the difficulties of holding a consultation at this time. However, she does encourage GM to continue preparations to be ready to launch one as soon as practicable.

The Government's Joint Air Quality Unit confirmed on 1 May that that authorities should continue to develop measures and packages to tackle the exceedances predicted from modelling to date, subject to further Emissions Factor Toolkit analysis to be provided by JAQU shortly. Furthermore, that there should be no revised economic analysis undertaken without JAQU consent, on the basis that the outcomes of COVID-19 are not yet understood, and that for now authorities should proceed on the basis of their current proposals.

To understand the wider impacts of the COVID-19 outbreak the GM CAP team will make an assessment of the possible impacts of COVID-19 to inform a technical briefing note for decision makers. This assessment will include:

- whether the assumptions underpinning the GM CAP are still valid;
- whether GM will remain in exceedance of legal nitrogen dioxide limits under the proposals as they currently stand;
- the measures proposed in the package for consultation; and
- whether the proposed support package will be sufficient.

GM'S ASPIRATIONS AROUND EV CHARGING

As set out above the government will not support electric vehicle charging infrastructure through Clean Air monies but have committed to work with GM on securing funding from OLEV.

Securing funding is important as the current Electric Vehicle Charging Infrastructure (EVCI) provision in GM is below the North West and national averages of charge points per 100,000 population. GM's EV registration is also significantly below the national average. Based on engagement and delivery to-date it is considered unlikely that private sector investment will deliver the right infrastructure in appropriate locations to deliver the rapid transition to EVs required to support GM's ambitions.

There is therefore a continued need for substantial public sector intervention, supported by a clear policy position, to influence the scale and distribution of EVCI investment (both public and private) in a future network that supports GM's 2040 Strategy ambitions.

A draft EVCI Strategy is in development to support GM's 2040 Strategy ambitions and, in particular, delivery of GM's CAP. The strategy will set out:

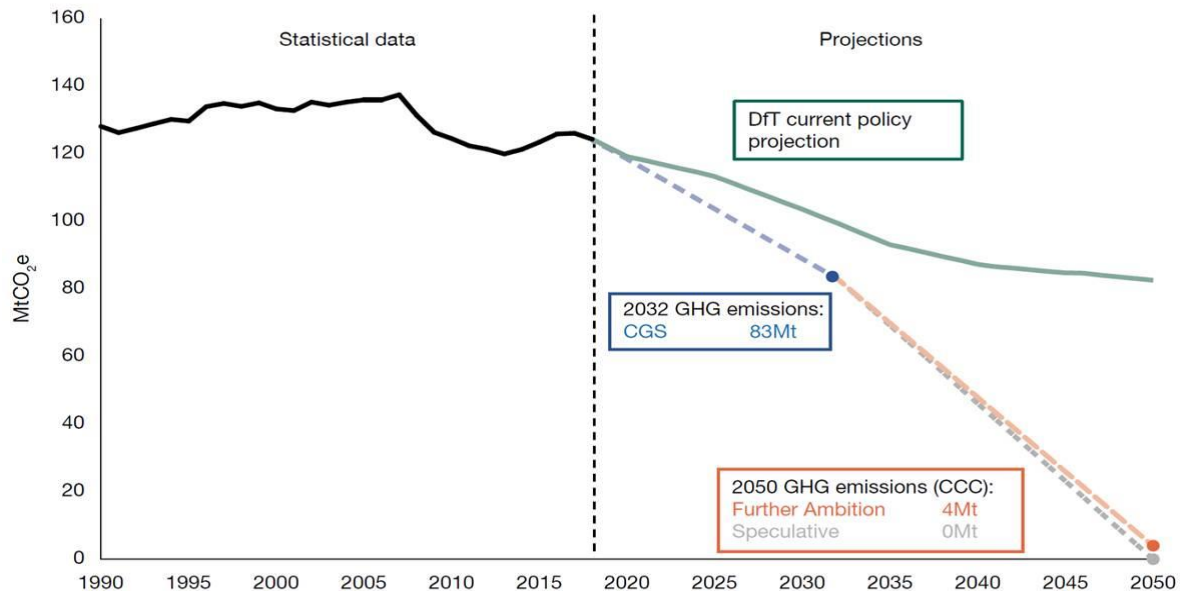
- GM's vision for EVCI in across the region;
- A set of strategic principles to guide the design and future development of the network; and
- the estimated size mix and spatial distribution of the network required to meet anticipated / forecasted demand.

DECARBONISING TRANSPORT & GM'S CLEAN AIR PLAN

In March this year the Government published its "Decarbonising Transport – Setting the Challenge" document. In setting the challenge Government identifies that current policies fail to deliver the reduction in emissions needed if transportation is to play its part in meeting the national legal obligation to be carbon neutral by 2050. There is an estimated gap of 16MtCO₂e projected emissions between the DfT's current policy projections compared to the Clean Growth Strategy targets and the document identifies that **"there is no plausible path to net zero without major transport emissions reductions and delivered soon"**.

- Figure 1 DfT's latest domestic Green House Gas (GHG) emissions projections based on current policies, compared to Clean Growth Strategy targets and Committee on Climate Change (CCC) Net Zero 'Further Ambition' and 'Speculative scenarios'.

Figure 18: DfT's latest domestic GHG emissions projections based on current policies, compared to Clean Growth Strategy (CGS) targets and CCC Net Zero 'Further Ambition' and 'Speculative' scenarios"



- Government have set out in the document that they are to produce a Transport Decarbonisation Plan¹ that will set out a credible plan on how to put the UK's entire transportation system on a pathway to deliver the necessary GHG reductions and identifies that fundamental changes in the way people and goods move around. They state that is key, identifying that the solution lies with innovation, developing further waste derived fuels, fundamentally changing people's travel behaviour and using smart data to give added value. There are 6 strategic priorities within the document:
 - Accelerating modal shift to public and active transport,
 - Decarbonising road vehicles,
 - Decarbonising how we get our goods
 - Place based solutions for emission reduction
 - The UK becoming a hub for green transport technology and innovation
 - Reducing carbon in a global economy
- Government propose to engage stakeholders through a series of three workshops based on the above priorities, test ideas and insight from public feedback and present a range of potential policies.

¹ was planned to be published in the autumn, ahead of COP 26 in November 2020 but has now been postponed due to the COVID-19 epidemic

-
- There are many co-benefits (defined by the IPCC as “positive effects that a policy or measure aimed at one objective might have on other objectives”) of decarbonising transportation which include public health benefits through increased active travel, improved air quality and reduced noise. Taking action to decarbonise transportation will have beneficial effects not only on the environment but also on health, wellbeing and quality of life, especially those living in populated areas.
 - The GM CAP is a place based solution to tackle roadside NO₂ and proposes measures to secure funding for Electric Vehicle charging infrastructure, as well as ensuring that a mechanism is put in place for the large scale rollout of replacement electric buses, which will have a positive impact on carbon. As GM progress the development of its wider transport policies it will take account of these important environmental agendas to ensure alignment of policies.

MINIMUM LICENSING STANDARDS AND THE GM CLEAN AIR PLAN

The taxi/PHV trade represents c.20,000 drivers across GM and is a significant part of GM’s transport offer.

In 2018, GM’s ten local authorities agreed to collectively develop, approve and implement a common set of minimum licensing standards (MLS) for Taxi and Private Hire services that cover the whole of GM. At that time, the primary driver for this work was to improve public safety, but vehicle age and emission standards in the context of the Clean Air agenda are now also a major consideration.

The trade has asked for certainty, funding, and long-lead in times for these changes. This is extremely challenging within the current and emerging policy environment. Officers have been working to develop policy proposals that can meet these needs as far as possible, which is why parallel consultations have been proposed for MLS and GM CAP, and that charging, funding, and licensing policy positions are coherent and joined-up.

The approach seeks to establish a basic and common minimum in key areas, whilst allowing Districts to exceed these minimums where they consider this to be appropriate. As licensing is a local authority regulatory function, the work to devise the Standards has been undertaken by the GM Licensing Managers Network, with TfGM supporting the co-ordination of this work, and alignment with other relevant GM policies, at a GM level.

There are four areas of focus for the MLS:

- Drivers: Criminal Records Checks; Medical Examinations; Local knowledge test; English language; Driver training; Driving Proficiency; Dress Code.
- Vehicles: Vehicle emissions (diesel Euro 6 and above, petrol Euro 4 and above); Vehicle ages (under 5 years at first licensing, no older than 10 years); Vehicle colour (Black for Taxi/Hackney, white for PHV); Vehicle livery (common GM design with Council logo incorporated); Accessibility (all Taxis to be wheelchair accessible); Vehicle testing; CCTV; Executive Hire; Vehicle design and licensing requirements.

-
- Operators: Private Hire Operators / staff will require basic criminal record check; more stringent requirements in relation to booking records; Operators to take more responsibility for the behaviour of their drivers.
 - Local Authorities: Applications may be submitted up to 8 weeks in advance of licence expiry; Once determined, licence issued within 5 working days; Agree to develop common enforcement approach and a framework to which licensing fees are set; Councillors to receive training before they hear applications.

The GM CAP will require taxi/PHV vehicles to meet stricter emissions standards than at present, which will mean a significant proportion of the trade will need to upgrade their vehicles to meet these emissions standards to avoid a charge. The CAP has the potential for a significant pot of funding to support the trade to upgrade their vehicles.

In addition, The GM Five Year Environment Plan (5YEP) sets an ambition for GM to be carbon neutral by 2038. This means sectors such as transport need to take very significant action now to reduce carbon emissions. For transport this means a rapid shift to vehicles that are not powered by fossil fuels.

From a policy perspective, GM wants to develop a position that minimises the impact on the trade while meeting the targets set out in the GM CAP and 5YEP. Incentivising a switch to an electric (or zero-emission capable, “ZEC”) vehicle, using clean air funding, provides a long-term solution to compliance and meets climate obligations.

To invest in ZEC vehicles, taxi proprietors also require long term confidence in the local policy landscape, including future interventions and supporting infrastructure. Other local authorities have a ZEC requirement now or have set out a clear roadmap to when their taxi/PHV fleets should be emission free.

For MLS, this means introducing two future dates within the MLS for:

- “new to licence vehicles” to be ZEC; and
- All vehicles must be ZEC.

This will provide certainty for investment and maximise the funding through the clean air plan. The risk of an unclear policy is that it potentially drives the purchase of more fossil fueled vehicles, either locking new fleet into 10 years of emissions or putting proprietors at risk of future interventions mid-way through a vehicles useful life as a licensed taxi.

The dates proposed as the GM Taxi/PHV ZEC roadmap as the position for consultation are suggested as:

- From 2025 all new to licence vehicles would need to be ZEC; and
- From 2028 all vehicles would need to be ZEC, meaning an entirely zero emission taxi/PHV fleet across GM by 2029.

NEXT STEPS

Officers will:

-
- Continue dialogue with JAQU to secure a clear response from government on GM's outstanding clean air funding asks;
 - Continue to undertake the preparatory implementation and contract arrangements that need to be undertaken to deliver the CAZ and other GM CAP measures;
 - Continue preparations to be ready to move to a statutory public consultation on the GM Clean Air Plan as soon as reasonably practicable; and
 - Bring a report on the consultation on proposals to GM Authority decision makers when there is a clear timeframe for exiting lockdown and moving to the next phase of the COVID-19 response.

5 Consultation

- 5.1 GM needs to be mindful of moving its Clean Air Plan forward given the direction to act but also the need to balance this against the impact of COVID-19.
- 5.2 GM has been directed by Government to introduce a category C Clean Air Zone across the region and there is a requirement under Transport Act 2000 to consult 'such a local persons as they consider appropriate about the charging scheme'. The statutory nature of the consultation affords a large degree of discretion to the consulting authority, but would be expected to concern the fundamentals of the CAZ, i.e. the need for a CAZ, the proposed boundary, times of operation and vehicle types that would be subject to charges if non-compliant, the charges and discounts and exemptions. It is the latter two points that could be most affected by responses to the consultation, given that some of the other elements of the CAZ such as the need for a CAZ and the category of CAZ are mandated by the Ministerial Direction.
- 5.3 The supporting measures, the detail of proposals of the funds and vehicle finance are also set out to enable consultees to respond fully to the GM CAP proposals.
- 5.4 Any consultation conducted in a time of COVID-19-related restrictions will be less than perfect and GM would have to do everything it reasonably can to ensure that the consultation is fair.
- 5.5 GM intends to commence a consultation on the Clean Air Plan as soon as it judges that it could conduct a consultation that allows people, particularly impacted groups, the opportunity to consider and respond to the proposals in a meaningful way with particular regard to the context of Government guidance on social distancing at the relevant time. However, as the position regarding lockdown is fluid, it is not possible to definitively confirm that date, ultimately this will be a judgement call.
- 5.6 The judgement call will clearly be influenced by the government's lockdown exit plan, but also by the economic and social conditions that will present themselves after the realities of exiting lockdown and moving to the next phase of the COVID-19 response are known.

-
- 5.7 As part of the report that members will receive to determine progressing the consultation GM will set out how it has made the judgment to move forward to its consultation taking into account the information set out above.
- 5.8 Whilst the government has made a number of financial packages available to businesses and the self-employed in this extraordinary situation, GM's residents and businesses are focused on ensuring they and their families and employees stay safe. In addition, GM are very aware that the impact of pandemic management policies are being felt very strongly within the taxi trade. GM recognises that the transport sector has already been hugely impacted by the pandemic, and government policies to stem its spread; and its ability to recover from significant revenue loss whilst also being expected to renew fleet to respond to pre-epidemic policy priorities requires further thought and consideration. Therefore, the groups most affected by GM's Clean Air Plan may need even further assistance that GM had anticipated at the time of GM's previous submission to Government.

6 Financial Implications

- 6.1 The Clean Air Plan developed by the GMCA relies on Government Grant funding and income from Clean Air Zone charges of £7.50 per day for taxis, private hire vehicles and light goods vehicles and £100 per day for heavy goods vehicles, buses and coaches. The plan includes a £117m fund to finance the upgrading of freight vehicles, taxis and buses. The fund will be targeted to support private sector operators. The Government has so far committed to providing an initial tranche of funding of £41m for grants or loans but does not support all of the measures proposed in the plan.
- 6.2 The implementation, contractual arrangements and administration of the Clean Air Plan/Zone will be undertaken by the GMCA and will be funded via the above-mentioned government grant and fines income. Consequently, there are no direct financial implications for the Council at this stage. However, once more is known about the application of Clear Air Zone charges and specifically which vehicles they will apply to, the Council will need to review their impact on both its directly operated transport fleet and any commissioned services that rely on vehicles subject to the proposed charges. Clear Air Zone charges are therefore likely to give rise to an additional budget pressure which will need to be reflected in future iterations of the Council's Medium-Term Financial Strategy and accompanying estimates.

(James Postle)

7 Legal Services Comments

- 7.1 Legal issues are addressed in the body of the report

(Colin Brittain)

8. Co-operative Agenda

- 8.1 The work is being undertaken through collaboration of the 10 GM authorities supported by Transport for Greater Manchester.

9 **Human Resources Comments**

9.1 N/A

10 **Risk Assessments**

10.1 A full risk log supports the various projects which form part of the full programme currently under development.

11 **IT Implications**

11.1 N/A

12 **Property Implications**

12.1 N/A

13 **Procurement Implications**

13.1 N/A

14 **Environmental and Health & Safety Implications**

14.1 Cleaner air is supported for all through the proposals being drafted.

15 **Equality, community cohesion and crime implications**

15.1 N/A

16 **Equality Impact Assessment**

16.1 A full EIA is planned to take account of the impact of all the measures proposed.

17 **Key Decision**

17.1 Yes

18 **Key Decision Reference**

18.1 NC-06-20

Report to CABINET

Request for an extension to the Right Start service contract provided by Bridgewater Community Healthcare NHS Trust

Portfolio Holder:

Cllr Chauhan, Cabinet Member Health and Social Care

Cllr Moores, Cabinet Member Children's Services

Cllr Shaid Mushtaq, Cabinet Member for Education and Early Years

Officer Contact:

Dr. Shirley Woods-Gallagher

Assistant Director Commissioning & Partnerships

Report Author:

Dr. Shirley Woods-Gallagher

Assistant Director Commissioning & Partnerships

20th June 2020

Reason for Decision

The value of this contract requires a decision to be taken at Cabinet.

Executive Summary

The early years period has a critical influence on future outcomes throughout life. The provision of high quality, effective services, which support communities at this critical time is therefore a priority particularly within the context of the COVID-19 pandemic. In recent years progress has been made in integrating public health and education services to provide a joined-up offer for families. As we further develop models of children's services

provision in Oldham there are opportunities to consider how we can more effectively join up community, health and care services as part of a place-based model to create a more seamless offer for children and families.

Cabinet passed a key decision in 2019 to extend the current contract for the delivery of Oldham's integrated early years offer – Right Start.

Since this contract extension was agreed, the position has changed substantially as the current pandemic continues to pose unforeseen and unprecedented challenges to all particularly impacting on front line health, care and support services and the availability of the market place to engage in new procurement exercises this financial year due to resilience planning and business recovery by health providers.

Coronavirus Disease (COVID-19) was characterized as a global pandemic by the World Health Organization on 11 March 2020.

COVID-19 and recovery plans will continue to be reviewed as lockdown layers are sequentially lifted.

Recommendation

Cabinet are asked to approve a one-year extension of the contract from 31 March 2021 up until 31 March 2022.

Request for an extension to the Right Start service contract provided by Bridgewater Community Healthcare NHS Trust

1. Background

- 1.1. On 1st April 2016 the new integrated delivery model for Oldham Early Years Offer – Right Start and School Nursing Service was brought together from a number of providers into a single service. The Right Start service aligns to the GM Early Years Delivery Model and also delivers a number of mandated/statutory functions for Public Health and Education.
- 1.2. The service entitles families with young children from conception to five years to a set of universal and targeted evidence-based services, through the eight stage integrated assessment model and corresponding pathway of intervention. This enhances the statutory elements of the health visiting service and uses children's centres as the vehicle to deliver the core universal preventative service for children and young people alongside schools and early years settings.
- 1.3. This service is delivered on a block contract basis across the two lots, funded through the Public Health budget.
- 1.4. In 2019 a two-year extension up until 31 March 2021 was agreed at Cabinet.

2. Current Position

- 2.1 Following award of the extension of the Right Start contract in 2019, work commenced to identify a number of alternative models for future delivery of services within scope of the current arrangements. However, the landscape has now changed substantially due to the unforeseen outcomes arising from the global pandemic. This could not have been planned for. The pandemic affects providers of health and care services to an unprecedented extent meaning market stimulation is not possible given the circumstances and arising demands on services. It is also envisaged that providers within this field will need a minimum of a six-month recovery model post COVID-19.

3. Points to Consider

- 3.1. The Right Start service has reported increased and unprecedented demand in relation to their high need / children at risk caseload arising from the COVID-19 pandemic. This could not have been planned for or foreseen.

3.2. The transformation we are working towards is in the context of wider changes across Children's services in Oldham. Bridgewater is currently part of the Oldham Cares Alliance working to ensure transformation and improved outcomes. The majority of the Right Start contract covers mandated/statutory services. The requirement for the Local Authority to provide or commission these services has not changed as a result of COVID-19.

4. Options

4.1 These are set out in the report in the restricted part of this agenda

5. Preferred Option

5.1 These are set out in the report in the restricted part of this agenda

6. Recommendation

6.1 These are set out in the report in the restricted part of this agenda

7. Financial Implications

7.1. These are set out in the report in the restricted part of this agenda

8. Legal Services Comments

8.1 These are set out in the report in the restricted part of this agenda

9. Co-operative Agenda

9.1 All Public Health services fully support and adopt the Council's cooperative values as they promote the active engagement of Oldham residents in the life of the community. This contract particularly promotes fairness and openness in terms of the services that it provides.

10. Procurement Implications

10.1 These are set out in this report in the restricted part of this agenda.

11. Environmental and Health & Safety Implications

11.1 None

12. Equality, community cohesion and crime implications

12.1 None

13. Equality Impact Assessment Completed?

13.1 No

14. Key Decision

14.1 Yes

15. Key Decision Reference

15.1 CHS-02-20

16. Background Papers

16.1 None

17. Appendices

17.1 None

This page is intentionally left blank



Report to CABINET – part A

Hollinwood Junction Strategic Partnering Agreement

Portfolio Holder:

Councillor Sean Fielding (Leader) – Cabinet Member for Economy and Enterprise.

Officer Contact: Helen Lockwood, Deputy Chief Executive – People and Place

Report Author: Liz Garsrud, Principal Surveyor – Ext. 4284

20th July 2020

Reason for Decision

The purpose of the report is to seek approval for the Council to vary the existing Strategic Partnering Agreement with Langtree Property Partners to enable development to continue at Hollinwood Junction.

Recommendations

It is recommended that Cabinet: -

- (i) Approve the variation of the Strategic Partnering Agreement (SPA) with Langtree Property Partners.
- (ii) Delegates Authority to the Director of Legal Services to execute the legal agreements and any incidental and ancillary documentation relating to the variation of the SPA, on behalf of the Council.
- (iii) Delegates Authority to the Deputy Chief Executive – People and Place, in consultation with the Leader, Cabinet Member for Finance and Corporate Services, Director of Finance and Director of Legal Services, to grant any further necessary detailed approvals in connection with any other matters in relation to the variation of the SPA and authority for the Director of Legal Services to complete and execute any appropriate legal documents on behalf of the Council.

Hollinwood Junction Strategic Partnering Agreement

- 1 ***Creating a Better Place*** incorporates significant programmes of work that have been progressed over the past eighteen months in order to set out a comprehensive vision and strategic framework for the borough. These include the:
- Updated vision for Oldham Town Centre;
 - Housing Strategy 2019; and
 - Updated Medium Term Property Strategy.

Creating a Better Place focuses on building more homes for our residents, creating new jobs through town centre regeneration, and ensuring Oldham is a great place to visit with lots of family friendly and accessible places to go.

This approach has the potential to deliver 2,000 new homes in the town centre designed for a range of different budgets and needs, 1,000 new jobs and 100 new opportunities for apprenticeships, and is in alignment with Council priorities to be the Greenest Borough.

Oldham Council is ambitious and bold, and it is on the cusp of an exciting programme of significant change, which is essential to achieve its wider objectives including health, education and improved transport connectivity and public realm. Corporate land and property assets are critical to this agenda and therefore the previously approved Medium-Term Property Strategy (MTPS) has been refreshed to ensure it meets the scale of the change required.

At a strategic level, the work completed across the last eighteen months has confirmed that the property portfolio can be a catalyst for building new homes, creating job opportunities, re-skilling residents through new apprenticeship opportunities, and re-engaging communities and partners through property / estate co-location and collaboration. This strategic work also supports the Council's ambitions for inclusive growth, thriving communities and co-operative services.

Delivery of the ambitious programmes of work within '*Creating a Better Place*' requires efficient and effective systems and processes in place. Significant work has already taken place during 2019 to ensure the right resources are in place for robust, fit for purpose governance and effective delivery. Changes to the Council's Land and Property protocols are also proposed to further strengthen this.

2 Background

- 2.1.1 On the 20th June 2011, the Council entered into a Strategic Partnering Agreement (SPA) with Langtree Group Plc.
- 2.1.2 The SPA was entered into following a competitive tender process advertised in OJEU, by which Langtree was selected as the Council's development partner for the delivery of high-quality business space through the redevelopment of sites and associated infrastructure on the Council owned land known as the Hollinwood Junction site.
- 2.1.3 Under the SPA, Langtree are appointed to carry out management services. These services consist of submitting the Council's development plans, assisting the Council with the disposal of property, dealing with development receipts and undertaking all necessary preparatory work on the site prior to development.
- 2.1.4 The SPA also requires Langtree to enter into development agreements with the Council for individual phases of the Hollinwood Junction site.

3. Current Position

- 3.1.1 A development agreement has been entered into by Langtree and the Council under which Langtree carried out a Euro Garages development on the former Roxy Cinema site.
- 3.1.2 A highways contract has been agreed with a contractor for the construction of the phase 1 highway works.
- 3.1.3 The phase 1 highway works will provide the access into the wider Hollinwood Junction employment area.
- 3.1.4 The gas holder which prevented development of the employment site, has now been dismantled and the remaining void in the ground partially infilled, and the site has been acquired from National Grid.

4 Options/Alternatives

- 4.1 **Option One – Approve the variation of the existing Strategic Partnership Agreement with Langtree Property Partners to enable the development to continue at Hollinwood Junction.**

- 4.2 Advantages

Continuation of the existing partnering agreement with Langtree would allow the timely development of the Hollinwood Junction site and thereby enabling comprehensive regeneration of the area.

The development will create a significant number of jobs, stimulate the local economy and improve the local environment.

4.4 **Option Two – Do not approve the variation of the existing Strategic Partnership Agreement with Langtree Property Partners.**

4.6 Disadvantages

The phase 1 highway works would not start on site this year.

Development of the site would be delayed.

5 **Preferred Option**

5.1 **Option One – Approve the variation of the existing Strategic Partnership Agreement with Langtree Property Partners to enable development to continue at Hollinwood Junction.**

6 **Consultation**

6.1 Hollinwood Junction Board Members and senior council officers.

9 **Co-operative Agenda**

9.1 The Council is working co-operatively with Langtree to bring forward development at Hollinwood Junction. This will create a significant number of jobs, stimulate the local economy and improve the local environment.

10 **Human Resources Comments**

10.1 None.

12 **IT Implications**

12.1 None.

13 **Property Implications**

13.1 None.

15 **Environmental and Health & Safety Implications**

15.1 None.

16 **Equality, community cohesion and crime implications**

16.1 None.

17 **Equality Impact Assessment Completed?**

17.1 No.

18 **Key Decision**

18.1 Yes

19 **Key Decision Reference**

19.1 ECEN-08-20.

20 **Background Papers**

20.1 None.

21 **Appendices**

None.

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank