

## ***CABINET Agenda***

Date Monday 22 February 2021

Time 6.00 pm

Venue TEAMS //http:oldham.gov.uk/livemeetings

- 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 Constitutional Services
  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, 17 February 2021.
  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. The cameras will focus on the proceedings of the meeting. As far as possible, this will avoid areas specifically designated for members of the public who prefer not to be filmed. Disruptive and anti social behaviour will always be filmed.

Members of the public and the press may also record / film / photograph or broadcast this meeting when the public and the press are not lawfully excluded.

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 meeting held on 25th January 2021 (Pages 1 - 8)
- 6 GM Clean Air Plan Consultation (Pages 9 - 44)
- 7 Council Performance Report December 2020 (Pages 45 - 86)
- 8 Oldham Community Leisure - Contract (Pages 87 - 92)
- 9 Approval to Award the Liquid Fuel Contract (Pages 93 - 98)
- 10 Liability Insurance Tender (Pages 99 - 104)
- 11 Fleet Factors LTD to manage the stores function for Fleet Management (Pages 105 - 108)
- 12 Green Homes Grant Local Authority Delivery Scheme Phase 1B (Pages 109 - 116)
- 13 New Saddleworth School - Award of Contract for Main Highways Work (Pages 117 - 120)
- 14 Exclusion of the Press and Public (Pages 121 - 122)  
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.
- 15 Oldham Community Leisure - Contract (Pages 123 - 136)
- 16 Liability Insurance Tender (Pages 137 - 142)
- 17 Fleet Factors LTD to manage the stores function for Fleet Management (Pages 143 - 146)
- 18 Green Homes Grant Local Authority Delivery Scheme Phase 1B (Pages 147 - 154)



**Oldham**  
Council

19 New Saddleworth School - Award of Contract for Main Highways Work (Pages 155 - 160)

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           **MINUTES OF THE CABINET MEETING HELD ON 14TH  
DECEMBER 2020**

RESOLVED – That The minutes of the Cabinet meeting held on  
14<sup>th</sup> December 2020 be approved.

5           **REVENUE MONITOR AND CAPITAL INVESTMENT  
PROGRAMME 2020/21 MONTH 7 - OCTOBER 2020**

Consideration was given to a report of the Director of Finance  
which sought to provide the Cabinet with an update on the  
Council's 2020/21 forecast revenue budget position at Annex 1  
and the financial position of the capital programme as at 31  
October 2020 (Month 7) together with the revised capital  
programme 2020/25, as outlined in section two of the report at  
Annex 2 of the report.

The current forecast outturn position for 2020/21 was a  
projected deficit variance of £8.504m after allowing for approved  
and pending transfers to and from reserves.

**Revenue Position**

It was reported the position also included additional costs and  
pressures that have been identified by the Authority in this  
financial year as a direct result of the Governments ongoing  
arrangements to mitigate the spread of COVID-19 which  
commenced on 23 March 2020. The additional pressures  
included forecasts of both income shortfalls and additional  
expenditure that have impacted on the Authority's budgets as a  
result of the pandemic

The pandemic has affected nearly all aspects of Council service  
delivery; however, the most significant areas of concern were  
the People and Place, Children's Services and Community  
Health & Adult Social Care Portfolios. Action was being taken  
and would continue for the remainder of the financial year to  
address variances and take mitigating action as detailed in the  
report.

The overall corporate position was partly being offset by the  
application of the £23.978m un-ringfenced Government COVID  
related grant funding from the Ministry for Housing,  
Communities and Local Government (MHCLG). Of this sum,

£7.641m was received in 2019/20 and held in a specific Earmarked Reserve to underpin the 2020/21 budget and receipts in 2020/21 of £15.055m COVID Emergency Funding, of which £8.928mm is new funding introduced at month 7, including £1.282m for loss of income in relation to sales, fees and charges under the income compensation scheme. In Appendix 1 to the report, the full Government grant was presented as a single sum so that it highlighted the level of variation across all Council budgets, given that there was still insufficient resource to offset the adverse variance. However, this summary report presented the position after applying the Government grant across Portfolio areas.

Further General Fund grant was expected, certainly in respect of lost income for sales, fees and charges (with two further returns scheduled for the current financial year), both the overall financial position and the application of Government grant would therefore change during the course of the financial year.

As this financial monitoring report reflected the financial position at Month 7, it could be regarded as an indicator of the potential year end position, however, management action had been initiated across all service areas to review and challenge planned expenditure and to maximise income. Although, the effect of this action had still to take full effect, and the Council was clearly operating in an uncertain and volatile environment, it is anticipated that by the year end, the outturn deficit should be reduced.

However, it was important to note the worsening position in relation to the course of the pandemic and the continued stringent, Tier 3 restrictions re-imposed in Oldham following the end of the new national lockdown. Financial pressures on the Council could increase even further and therefore the variance could rise.

Information on the latest position of the Dedicated Schools Grant (DSG), Housing Revenue Account (HRA) and Collection Fund is also outlined in the report.

### **Capital Position**

The report outlined the most up to date capital spending position for 2020/21 to 2024/25 for approved schemes. The revised capital programme budget for 2020/21 was £90.121m at the close of Month 7, a net decrease of £57.511m from the original budget of £147.632m. Actual expenditure to 31 October 2020 was £47.508m (52.72% of the forecast outturn).

It was probable that the forecast position would continue to change before the year end with additional re-profiling into future years.

Options/alternatives:

Option 1 - To approve the forecast revenue and capital positions presented in the report.

Option 2 - To approve some of the forecasts and changes included in the report

Option 3 - Not to approve any of the forecasts and changes included in the report

RESOLVED – That

1. The forecast revenue outturn for 2020/21 at Month 7 being a £8.504m adverse variance having regard to the action being taken to manage expenditure be approved.
2. The forecast positions for the Dedicated Schools Grant, Housing Revenue Account and Collection Fund be approved.
3. The use of reserves as detailed in Appendix 1 to Annex 1 of the report be approved.
4. The revised capital programme for 2020/21 to 2024/25 as at Month 7 as presented in Annex 2 of the report be approved.

6

## **KICKSTART SCHEME**

Consideration was given to a report of the Strategic Director of Communities and Reform which sought approval to deliver the Kickstart Scheme as an employer and a gateway provider. The Kickstart scheme had been launched in response to the Covid-19 pandemic and the impact it was having on unemployment across England.

Within the borough, youth unemployment had increased by 1.6%. As of September 2020, there were 3,100 young people (aged 18-24) in Oldham unemployed. This represented a youth unemployment rate of 15.6%, the highest rate across Greater Manchester and higher than the national rate of 9.4%.

The Kickstart programme would provide a six-month paid placement, fully funded by the government, and was available to 16-24-year-olds claiming Universal Credit.

A Kickstart Scheme grant application must be for a minimum of 30 jobs. An employer who can provide 30 jobs (or more) can apply directly to the Department of Work and Pensions for a grant.

Gateway providers must have experience of managing partnership arrangements with third parties and have robust financial and governance arrangements. The suitability of a gateway provider would be assessed during the application process. If an application is successful, the employer or gateway for a group of employers must sign an agreement before the jobs begin.

To date there has been an expression of interest for 27 jobs within the Council and at least 2 across Team Oldham. The Council had created and applied for 31 jobs as a Gateway which were within the education and care sectors.

The Council were continuing to work closely with its 250+ partner colleagues to ensure that Oldham's young people were aware of the positions and receive support to apply for them. This would enable us to support vulnerable young people, such as care leavers.

For the Kickstart initiative, reasonable volumes have been considered to offer both employers and young people the right support which leads to progression. Under this scheme the Council has a very different financial position and operating model and therefore were looking to create a minimum of 50 placement opportunities within Team Oldham, as supported by the Leader and Cllr M Ali, and develop a programme which offered a high standard of support and development, enabling successful candidates to gain experience, knowledge and skills,

and create a CV that will demonstrate their ability to succeed in future employment.



**Oldham**  
Council

Options/alternatives

- Option 1 Only act as a Gateway provider and pool 30 placements from employers that are unable to provide 30 jobs.
- Option 2: Register as an employer in our own right and offer 30 or more placements within the council.
- Option 3: Act as a Gateway provider and an employer in our own right.

RESOLVED – That the Council act as a Gateway provider and an employer in its own right to deliver the Kickstart Scheme.

7

### **GREATER MANCHESTER TRANSPORT STRATEGY 2040, OUR FIVE-YEAR DELIVERY PLAN (2021-2026) AND OLDHAM LOCAL IMPLEMENTATION PLAN**

Consideration was given to a report of the Deputy Chief Executive -People and Place which provided details of the revised GM2040 Transport Strategy documents which are to be recommended to GMCA for adoption and approval

It was reported that Transport for Greater Manchester (TfGM) had been working with the GMCA, the ten Greater Manchester councils and the Greater Manchester Mayor to prepare new, and updated, transport strategy documents that cover the entire city-region.

This work included a refreshed version of the long-term, statutory local transport plan - the Greater Manchester Transport Strategy 2040 - and a final version of the Five-Year Delivery Plan (2021-2026) which sets out the practical actions planned to deliver the Strategy over the next 5 years. In addition, ten new Local Implementation Plans had also been prepared (one for each Greater Manchester council), including Oldham.

Draft versions of these documents were published as part of the GMSF Transport Evidence Base for AGMA Executive Board on 30<sup>th</sup> October 2020, which recommended GMSF 2020 and supporting background documents to the GM local authorities. Oldham Council's Overview and Scrutiny Board and Cabinet considered the transport documents on 5<sup>th</sup> and 9<sup>th</sup> November 2020 respectively.

Following a change to the GMSF process, as discussed at AGMA Executive Board on 11<sup>th</sup> December 2020, minor amendments have been made to the refreshed 2040 Transport Strategy, Delivery Plan and Oldham Local Implementation Plan to ensure that the transport and spatial planning context and processes are referenced in an up-to-date manner and to include updates on funding following the 2020 Spending Review.

This report considered the revised GM2040 Transport Strategy documents which were to be recommended to GMCA for adoption and approval.

Option/alternatives considered

- Option 1 - Members can endorse the refreshed Greater Manchester Transport Strategy and the final version of Our Five-Year Delivery Plan, approve the Oldham Local Implementation



Plan for publication as an appendix to Our Five-Year Delivery Plan and delegate authority to the Leader and the Cabinet Member for Neighbourhoods and Culture to approve future updates of the Oldham Local Implementation Plan.

Option 2 - Members can decide not to endorse the refreshed Greater Manchester Transport Strategy and the final version of Our Five-Year Delivery Plan, not approve the Oldham Local Implementation Plan for publication as an appendix to Our Five-Year Delivery Plan and not delegate authority to the Leader and the Cabinet Member to approve future updates of the Oldham Local Implementation Plan. The GM Transport Strategy would be published without an Oldham Local Implementation Plan, which could have a detrimental impact on investment in Oldham.

RESOLVED – That:

1. The refreshed Greater Manchester Transport Strategy 2040 and the final version of Our Five-Year Delivery Plan (2021-2026) for approval by GMCA and publication be endorsed.
2. The Oldham Local Implementation Plan for publication as an appendix to Our Five-Year Delivery Plan (2021-2026) by GMCA be approved.
3. Authority be delegated to the Leader and the Cabinet Member for Neighbourhoods and Culture to approve future updates of the Oldham Local Implementation Plan.

8

## **ALEXANDRA PARK ECO CENTRE**

Consideration was given to a report of the Deputy Chief Executive People and Place which provided the Cabinet with recommended options for the Alexandra Park Eco Centre project.

Prior to the Covid-19 (CV19) lockdown commencing, the Alexandra Park Eco Centre project had progressed to RIBA Stage 3, and subsequently obtained planning approval on 22<sup>nd</sup> May 2020. An Outline Business Case (OBC) was submitted in June 2020, and following detailed scrutiny of the proposals the project was unfortunately deemed to be financially unviable for delivery as one complete project, as the long-term revenue implications for the proposals needed significant subsidy, which could not be justified given the current financial climate.

However, the ambition for embracing green technologies and sustainable property design solutions remained and due to the severe dilapidation issues noted with the corporate building and accommodation of staff / teams within Alexandra Park, urgent works had been declared essential to ensure compliance with workplace safety and to provide an early phase of the masterplan on an accelerated delivery programme.

As a result of this, five options were explored to provide an indication of what could be included as part of the initial phase to help rectify the building dilapidation issues. The report to be considered at Item 11 of the agenda would provide significantly more information on each of the options alongside the project objectives, benefits, issues, risks and revenue implication.

Options/alternatives

Option 1 - Do nothing – only undertaking urgent reactive maintenance to maintain the buildings (not considered to be a feasible option given the current deteriorating condition of the depot building).

Option 2 – Do minimum - undertake urgent backlog maintenance on the existing building to ensure it is compliant and safe for teams / services to use. (This would need significant levels of investment; it would cause considerable disruption to the services and wouldn't deliver any of the ambitions for green technologies or efficiency / sustainability).

Option 3 – Progress an early phase of the masterplan for the Eco Centre including the green technology power solutions within the new office building.

Option 4 – Build and deliver a new office with conventional/mains gas and electricity supply to help keep construction costs to a minimum (this helps support the building dilapidations, but does not allow opportunities to introduce or accelerate any of the eco / green technologies).

Option 5 – Install emergency portacabins powered by electricity to provide a temporary / efficient solution to ensure staff were working in safe and compliant accommodation. (This option fails to tackle any of the longer term building dilapidation issues and doesn't introduce any of the green or sustainability ambition).

RESOLVED -That the Cabinet would consider the commercially sensitive information contained at Item 11 of the agenda before making a decision.

9

### **SCRUTINY REFERRAL - COUNCIL MOTION - BAN ON FAST FOOD AND ENERGY DRINK ADVERTISING**

Consideration was given to a report of the Chair of the Health Scrutiny Committee which required the Cabinet to consider the recommendations of the Health Scrutiny Committee in relation to a ban on fast food and Energy Drinks advertising.

At the meeting of the Council held on 11th September 2019 the Council referred the following Motion to the Overview and Scrutiny Board –

“Council notes that:

- Fast food contains high level of fats, salt and sugar and energy drinks often contain high levels of caffeine and sugar.
- Excessive consumption of these products contributes to obesity, tooth decay, diabetes, gastro-intestinal problems, sleep deprivation and hyperactivity.
- The Royal College of Paediatrics and Child Health predicts half of all children in the UK will be overweight or obese by 2020.
- The Mayor of London banned all fast food advertising on publicly-controlled advertising spaces across London's entire transport network.
- Sustain and Foodwatch recently published a report 'Taking Down Junk Food Adverts' which recommends that local authorities regulate adverts on public telephone boxes and that the Advertising Standards Authority should be able to regulate advertising outside nurseries, children's centres, parks, family attractions and leisure centres.

As a local authority with a statutory responsibility for public health, Council believes that it should do all that is possible to discourage the consumption of fast food and energy drinks. Council therefore resolves to:

- Ask the Chief Executive to write to the Chief Executive of Transport for Greater Manchester asking TFGM to impose a ban on the advertising of fast food and energy drinks on publicly owned poster sites etc across the Greater Manchester transport network.
- Ensure that fast food or energy are not advertised on any hoarding or within any building owned by this Council including large advertisements on bus stops.
- Ensure that such products are not sold to children or young people on any of our premises.
- Ask our NHS, social housing, voluntary and private sector partners, including the Mayor of Greater Manchester, to make a similar undertaking.
- Ask the Chief Executive to write to the relevant minister requesting the recommendations of the 'Taking Down Junk Food Adverts' report be adopted as government policy as soon as possible; copying in our local members of Parliament to seek their support."

The matter was further referred to the Health Scrutiny Committee and consideration subsequently delayed due to the Covid-19 pandemic.

The Health Scrutiny Committee gave full consideration to the Motion at a meeting held on 1st September 2020 on receipt of the report appended to this report. In discussion, it was suggested that the issue was one which would be very difficult to progress in isolation and that Oldham alone could make only small changes. While the intent of the Motion was considered to be good, it was further suggested that it would take leadership and support across Greater Manchester to make real progress. As such, it might be more appropriate to refer the matter to the Cabinet, rather than back to the Council, to consider the extent to which work with other authorities and bodies might progress this matter, and that any referral to Cabinet should include recommendations that discussions be held between all ten Greater Manchester Leaders and that the Mayor of Greater Manchester be asked to consider running a campaign on this issue in alongside the ten Leaders.

The Health Scrutiny Committee therefore resolved that

- 1.the Motion be referred to the Cabinet with a recommendation that the issues raised within the Motion relating to a Ban on Fast Food and Energy Drinks Advertising be progressed on a Greater Manchester-wide basis, that the matter be raised with the Leaders of the other Greater Manchester authorities, and that the Mayor of Greater Manchester be requested to run a campaign on these issues in conjunction with the Greater Manchester local authorities;
- 2.the Cabinet be requested to submit a progress report on actions taken to this Committee.

Options/alternatives

Option 1 – That the Cabinet accept the recommendations and progress the motion.

Option 2 – That Cabinet do not accept the recommendations.



**Oldham**  
Council

**RESOLVED – That:**

1. The issues raised within the Motion relating to a Ban on Fast Food and Energy Drinks Advertising be progressed on a Greater Manchester-wide basis, that the matter be raised with the Leaders of the other Greater Manchester authorities, and that the Mayor of Greater Manchester be requested to run a campaign on these issues in conjunction with the Greater Manchester local authorities.
2. A progress report on actions taken in relation to the issues raised within the motion to a Ban on Fast Food and Energy Drinks Advertising be submitted to the Health Scrutiny Committee.

10

### **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.

11

### **ALEXANDRA PARK ECO CENTRE**

The Cabinet gave consideration to the commercially sensitive information in relation to Item 8 – Alexandra Park Eco Centre.

**RESOLVED – That the recommendations as detailed within the report be approved.**

The meeting started at 6.00pm and ended at 6.24pm

**Report to CABINET**

## **GM Clean Air Plan: Consultation**

**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**

**22 February 2021**

---

### **Reason for Decision**

To set out the progress that has been made on the development of Greater Manchester's Clean Air Plan following a public consultation on proposals that were developed pre-COVID-19 and the link to taxi and private hire common minimum licensing standards.

### **Executive Summary**

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", have worked together to develop a Clean Air Plan to tackle NO<sub>2</sub> Exceedances at the Roadside, referred to as GM CAP. This report sets the progress of the GM CAP and the next steps for the development of the Clean Air Plan and the closely linked Minimum Licensing Standards (MLS) for taxi and private hire services.

### **Recommendations**

Cabinet is requested to:

1. Note the progress of the Greater Manchester Clean Air Plan;
2. Note the next steps for the development of the Clean Air Plan and Minimum Licensing Standards, listed at Section 12;
3. Note the distribution of Bus Retrofit funding commenced in December 2020;

4. Note that Government ministers have agreed to consider extending Greater Manchester's Clean Air Zone (CAZ) charges to the sections of the A628/A57 which form part of the Strategic Road Network, within the proposed CAZ boundary, subject to the outcomes of an assessment, which is expected to be completed by early 2021;
5. Note that the GM Clean Air Plan is required to take action tackle nitrogen dioxide exceedances until compliance with the legal limits has been demonstrated and that the nearer term influence of COVID-19 on air quality is not expected to lead to sufficiently long term reductions in pollution such that the exceedances of the legal limits of nitrogen dioxide will not occur without implementing a Clean Air Zone;
6. Note that the GM CAP final plan will be brought forward for decision makers as soon as is reasonably practicable and no later than summer 2021;
7. Note that the outputs of the MLS will be reported alongside the GM CAP as soon as is reasonably practicable and no later than summer 2021; and
8. Agree to the establishment of joint committees for the purposes as set out in this report at paragraph 9.5 and the terms of reference, as set out in Appendix 6.
9. Appoint Cabinet Member, Neighbourhoods and Culture, Cllr B Brownridge, to sit on both committees for purposes as set out in this report at paragraph 9.5 with specific terms of reference, as set out in Appendix 6.
10. Appoint Deputy Cabinet Member for Neighbourhoods and Culture, Cllr A Ur-Rehman, as substitute for both committees for purpose as set out in this report at paragraph at 9.5 with specific terms of reference, as set out at Appendix 6.
11. Oldham Council agrees to enter into a collaboration agreement with the other 9 GM local authorities and GMCA/TfGM to clarify the rights, responsibilities and obligations of the authorities in relation to those contracts set out in Appendix 2 that are required to maintain delivery momentum in line with JAQU funding agreements.
12. Agree a delegation to Deputy Chief Executive and Cabinet Member, Neighbourhoods and Culture to agree the final form of the collaboration agreement and to approve the submission of supplementary information to the Government's Joint Air Quality Unit (JAQU).
13. Agree a delegation to Deputy Chief Executive and Cabinet Member, Neighbourhoods and Culture to award the contracts set out in Appendix 2 (subject to government funding) that are required to implement a charging Clean Air Zone in Spring 2022 to ensure the achievement of Nitrogen Dioxide compliance in the shortest possible time and by 2024 at the latest as required by the Ministerial Direction.

## **GM Clean Air Plan: Consultation**

### **1 EXECUTIVE SUMMARY**

1.1 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”, have worked together to develop a Clean Air Plan to tackle NO<sub>2</sub> Exceedances at the Roadside, referred to as GM CAP. This report sets the progress of the GM CAP and the next steps for the development of the Clean Air Plan and the closely linked Minimum Licensing Standards (MLS) for taxi and private hire services. Key developments since the last GMCA report include:

- Since the last report there has been no confirmation or offer of government funding for LGVs or hackneys, or the taxi and private hire electric vehicle charge points.
- Government ministers have agreed to consider extending Greater Manchester’s Clean Air Zone (CAZ) charges to the sections of the A628/A57 in Tameside which form part of the Strategic Road Network, within the proposed CAZ boundary. The extension of any charges to the A628/A57 will be subject to a full assessment of the potential impacts, to be led by Highways England. Following the assessment ministers will take the final decision on whether or not charging should be implemented on the A628/A57.
- GM was awarded £14.7m of funding for the retrofitting of buses, and this work commenced in December 2020. GM’s bus retrofit fund offers operators of locally registered bus services up to £16k of funding per vehicle towards the retrofit of non-compliant buses. The funding is available for vehicles, including minibuses and coaches, operating on a registered bus service within Greater Manchester. This includes cross-boundary services operating within the GM CAZ boundary.

1.2 The report sets out the near-term impacts of COVID-19 government restrictions on movement on air quality. It sets out how air quality is legally monitored, and how the Government has directed GM (and other areas) under UK law to address exceedance of the Annual Average standard for NO<sub>2</sub> which is set at 40 ug/m<sup>3</sup>. As GM Clean Air Plan is required to take action to tackle nitrogen dioxide exceedances until compliance with legal limits has been demonstrated (over a number of years), the nearer term influence of COVID-19 on air quality is not expected to lead to sufficiently long term reductions in pollution such that the modelled exceedances of the legal NO<sub>2</sub> limits will be met without implementing a Clean Air Zone.

- 1.3 The report sets out that following the conclusion of the consultation, both GM CAP and MLS consultation responses are being analysed and reported on by an independent research agency. GM authorities will fully consider all of the information and evidence gathered during the consultation, so that they can understand the consequences COVID-19 has had on vehicle owners and trades which will be directly affected by the GM CAP and MLS.
- 1.4 The report and appendices also set out the work TfGM is undertaking on behalf of the ten Greater Manchester Authorities in the preparatory implementation and contract arrangements required to deliver the CAZ and other GM CAP measures. Preparatory work is required in order to maintain delivery momentum in line with the funding arrangements agreed with JAQU, for example in relation to automatic number plate recognition (ANPR) cameras, back office systems and service providers.
- 1.5 The report then covers the consultation approach, engagement activity, additional research undertaken and the number of responses to both the GM CAP and MLS consultations.
- 1.6 The report also sets out the governance approach to both GM CAP and MLS, with the GM CAP final plan to be brought forward for decision makers as soon as is reasonably practicable and no later than summer 2021, and the outputs of the MLS to be reported alongside the GM CAP at the same time.
- 1.7 Due to the dynamic context of COVID-19 and national and regional/local lockdowns, progress on the development of the final plan will be provided by the Green City Region Lead, as required at GMCA meetings.

## **2 BACKGROUND**

- 2.1 In March 2018 the Secretary of State issued a Direction under the Environment Act 1995 requiring Oldham Council to produce a feasibility study to identify the option which will deliver compliance with the requirement to meet legal limits for nitrogen dioxide in the shortest possible time. Oldham Council complied with this Direction by the production of a feasibility study submitted to the Government's Joint Air Quality Unit (JAQU) in July 2018. Oldham Council is also required to address the exceedances that have been identified within its boundary during the Target Determination exercise. Oldham Council confirmed in its supplemental plan that the exceedance identified in Oldham was being addressed as part of the Greater Manchester plan. This has been acknowledged by Government.
- 2.2 Oldham Council has therefore been developing the study collectively with the other 9 Greater Manchester local authorities and the GMCA, and coordinated by TfGM in line with Government direction and guidance and an Outline Business Case (OBC) was duly submitted in March 2019.
- 2.3 Oldham Council along with the other 9 Greater Manchester local authorities is now subject to a Ministerial direction dated 16 March 2020 requiring the submission of an Interim FBC (along with confirmation that all public consultation activity has completed) as soon as possible and by no later than 30 October 2020. Under this



direction Oldham Council along with the other 9 Greater Manchester local authorities is under a legal duty to ensure that the GM CAP (Charging Clean Air Zone Class C with additional measures) is implemented so that NO<sub>2</sub> compliance is achieved in the shortest possible time and by 2024 at the latest and that human exposure is reduced as quickly as possible.

### 3 INTRODUCTION

- 3.1 Poor air quality is the largest environmental risk to the public's health. Taking action to improve air quality is crucial to improve population health.
- 3.2 Whilst air quality has been generally improving over time, particular pollutants remain a serious concern in many urban areas. These are oxides of nitrogen (NO<sub>x</sub>) and its harmful form nitrogen dioxide (NO<sub>2</sub>), and particulate matter (PM).
- 3.3 In Greater Manchester, road transport is responsible for approximately 80% of NO<sub>2</sub> concentrations at roadside, of which diesel vehicles are the largest source.
- 3.4 Long-term exposure to elevated levels of particulate matter (PM<sub>2.5</sub>, PM<sub>10</sub>) and NO<sub>2</sub> may contribute to the development of cardiovascular or respiratory disease and may reduce life expectancy<sup>1</sup>. The youngest, the oldest, those living in areas of deprivation, and those with existing respiratory or cardiovascular disease are most likely to develop symptoms due to exposure to air pollution<sup>2,3</sup>.
- 3.5 Public Health England estimate the health and social care costs across England due to exposure to air pollution will be £5.3 billion by 2035 for diseases where there is a strong association with air pollution, or £18.6 billion for all diseases with evidence of an association with air pollution<sup>4</sup>.
- 3.6 The Secretary of State has instructed many local authorities across the UK to take quick action to reduce harmful Nitrogen Dioxide (NO<sub>2</sub>) levels, issuing a direction under the Environment Act 1995 to undertake feasibility studies to identify measures for reducing NO<sub>2</sub> 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", have worked together to develop a Clean Air Plan to tackle NO<sub>2</sub> Exceedances at the Roadside, referred to as GM CAP.
- 3.7 The core goal of the GM Clean Air Plan is to address the legal requirement to remove ALL concentrations of NO<sub>2</sub> that have been forecast to exceed the legal Limit Value (40 µg/m<sup>3</sup>) identified through the target determination process in the "shortest possible time" in line with Government guidance and legal rulings.

---

<sup>1</sup> Air Quality – A Briefing for Directors of Public Health (2017), <https://www.local.gov.uk/air-quality-briefing-directors-public-health>

<sup>2</sup> Air Quality – A Briefing for Directors of Public Health (2017), <https://www.local.gov.uk/air-quality-briefing-directors-public-health>

<sup>3</sup> RCP and RCPCH London, Every breath we take lifelong impact of air pollution (2016), <https://www.rcplondon.ac.uk/projects/outputs/every-breath-we-take-lifelong-impact-air-pollution>

<sup>4</sup> <https://www.gov.uk/government/news/new-tool-calculates-nhs-and-social-care-costs-of-air-pollution>

- 3.8 Throughout the development of the plan GM has considered a range of options to deliver compliance, overseen by the GM Steering Group<sup>5</sup>, and to understand the type and scale of intervention needed to reduce NO<sub>2</sub> to within legal Limit Values in the “shortest possible time” across Greater Manchester.
- 3.9 A best performing option was recommended within an Outline Business Case (OBC) for further consideration and discussion with stakeholders and the public to aid the development of the Full Business Case.
- 3.10 In March 2019 the GM Authorities agreed the submission of the OBC that proposed a package of measures that was considered would deliver compliance in the shortest possible time, at the lowest cost, least risk and with the least negative impacts.
- 3.11 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<sup>6</sup>.
- 3.12 The GMCA – Clean Air Update report on 29 May 2020<sup>7</sup> detailed that in March 2020 the Government provided initial funding of £41m for clean vehicle funds to award grants or loans to eligible businesses: £15.4m for bus retrofit, £10.7m for Private Hire Vehicles, £8m for HGVs, £4.6m for coaches and £2.1m for minibuses. Note: These figures include JAQU estimated delivery costs at 5%.
- 3.13 The GMCA – Clean Air Update report on 31 July 2020<sup>7</sup> detailed updates on the developments of the GM Clean Air Plan including the Light Goods Vehicles (LGV) and hackney carriage funding position, interaction with the strategic route network and Highways England, confirmed arrangements for distributing funding received for bus retrofit and highlighted separate discussions with DfT about funding for bus replacement.

---

<sup>5</sup> Members include Directors or Assistant Directors from each GM authority.

<sup>6</sup> GM Authorities are directed to take action on the local road network those roads managed by Highways England, such as motorways and trunk roads are excluded from the Clean Air Plan.

<sup>7</sup> Also considered by the GM Authorities through their own constitutional decision-making arrangements.

- 3.14 It set out a proposal for consultation, detailed the positions for consultation on the daily charges, discounts and exemptions, and the proposed funding offer for each of the supporting funds, and the Vehicle Finance offer. The report also considered the proposed Governance arrangements for the CAZ and that TfGM will act as an 'operating body' responsible for day to day operation of the CAZ and the implementation of other GM CAP measures.
- 3.15 The report also highlighted the link to taxi and private hire vehicle common minimum licensing standards (MLS). 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 and to undertake parallel consultations for MLS and GM CAP, to ensure that so those affected by both policy positions can understand the full impact of the proposals and respond to the consultations.

#### **4 COVID-19: THE IMPACT ON AIR QUALITY**

- 4.1 Since the COVID-19 pandemic has progressed there have been many questions asked about what its effects on traffic mean for Greater Manchester's Clean Air Plan (GM CAP). In particular, the GM Authorities have been asked for comparative data for Air Quality monitoring for this year – during the full lockdown period and more recently - compared with last year.
- 4.2 Whilst data from 2019 is available, the comparator data for 2020 isn't; this is because a full calendar year of results is needed to make a comparison with the relevant standard. The Government has directed GM (and other areas) under UK law to address exceedance of the Annual Average standard for NO<sub>2</sub> which is set at 40 ug/m<sup>3</sup>.
- 4.3 Greater Manchester issues its Air Quality data annually in the Air Quality Annual Status Report, so for 2020 this information will be published in June 2021. This is due to the fact that diffusion tube data (that measures NO<sub>2</sub> concentrations) needs to be validated, by application of a bias adjustment process.
- 4.4 The bias adjustment process uses co-location of diffusion tubes with continuous monitors, and comparison of the two measured concentrations. Data from our continuous monitors is considered provisional until it has been ratified through a Quality Assurance process, completed by an independent party in April of the following calendar year.
- 4.5 The diffusion tube results used to calculate the annual mean concentration, for comparison with Annual Mean NO<sub>2</sub> standard of 40 ug/m<sup>3</sup>, are processed once the continuous monitoring data is ratified, and the bias adjustment factor can be finalised.

- 4.6 Whilst the COVID-19 pandemic has caused changes that radically altered transport patterns and behaviour, the relaxation of 'lockdown 1' (March – May 20) travel restrictions since June led to increasing vehicle flows. By the introduction of 'lockdown 2' (November 20), traffic flows were at around 85% of typical pre-COVID-19 levels. Because the GM Clean Air Plan is required to take action to take NO<sub>2</sub> levels over a number of years into the future in order to demonstrate compliance with legal limits<sup>8</sup>, the nearer term influence of COVID-19 on air quality is not expected to lead to sufficiently long term reductions in pollution such that the modelled exceedances of the legal NO<sub>2</sub> limits will be met without implementing a Clean Air Zone.
- 4.7 In practice, there are many ways in which the pandemic could influence future emissions: in particular, sustained traffic reductions due to permanent increases in working from home or other lifestyle changes, or reductions in bus services due to a sustained decline in demand could reduce emissions, whilst an older fleet on the roads due to vehicle owners delaying vehicle purchases as a result of the pandemic and manufacturing constraints on new vehicles could delay expected necessary future improvements to the emissions of circulating vehicles.

## **5 COVID-19: ECONOMIC IMPACTS AND BUILDING BACK BETTER**

- 5.1 As has been outlined earlier in the report the core goal of the GM Clean Air Plan is to address the legal requirement to remove ALL roadside concentrations of NO<sub>2</sub> that have been forecast to exceed the legal Limit Value (40 µg/m<sup>3</sup>), identified through the target determination process, in the "shortest possible time" in line with Government guidance and legal requirements.
- 5.2 The aim of the Government's funding set out in the plan is to assist vehicle owners with upgrading their vehicle to a compliant vehicle and to mitigate the negative socio-economic effects of the GM CAZ. Government funding for the clean air plans is limited and has not to date been designed in consideration of the economic effects of COVID-19, and given that all of GM's proposals were prepared pre-COVID, GM has undertaken to make an assessment of the possible impacts of COVID-19 to inform a technical briefing note for decision makers. A review of the assumptions GM made in terms of the economic circumstances of impacted groups, is necessary as the 'starting positions' assumed in the policy positions for each of the measures will have changes as a result of COVID-19. As a result of COVID-19 it is anticipated that the impact the CAZ will have changed and GM needs to identify, where possible, what this change will bring and report this in the final proposals for decision makers to consider.
- 5.3 As a result of the pandemic, vehicle owners may not be starting from the same position as had been previously assumed in terms of their fleets and their ability to upgrade as a result of the GM CAP. They may therefore need more or different support to help them upgrade or to mitigate the impacts of the CAZ.

---

<sup>8</sup> The modelling approved by government of NO<sub>2</sub> concentrations in Greater Manchester predicts that exceedance of the legal limit is likely to continue until 2027, if action is not taken to reduce road vehicle emissions.

- 5.4 The timescales for GM CAP are determined by a Ministerial Direction. GM needs to launch a Clean Air Zone in 2022 to meet the requirement of the direction to secure compliance with NO<sub>2</sub> standards in the shortest possible time and by 2024 at the latest. As has been made clear in other reports, Ministers have written to Greater Manchester confirming that they expect measures to continue to be developed and the consultation to be undertaken as required by the Ministerial Direction.
- 5.5 GM must make a final plan no later than Summer 2021 in order to be in a position to launch a Clean Air Zone in 2022. The GM Authorities report on the Final Clean Air Plan will include the consultation results, the assessment of COVID-19 and a final recommended package of measures to ensure the achievement of NO<sub>2</sub> compliance in the shortest possible time and by 2024 at the latest as required by the Ministerial Direction. The report will be supported by the following documents:
- AECOM Consultation Report<sup>9</sup>
  - GM Authorities Response to the Consultation
  - Impacts of COVID-19 Report
  - GM CAP Equality Impact Assessment following Consultation
  - GM CAP Policy following Consultation
  - Modelling report of final CAP package
  - Economic implications of CAP
- 5.6 That plan will need to determine:
- the boundary, discounts, exemptions and daily charges of a Clean Air Zone.
  - the amount of supporting funds
- 5.7 In determining the final funding amounts this will in turn start the process of distributing the secured funding to those eligible, as per the 'final plan' GM CAP policy.
- 5.8 Supporting funds are critical to help businesses prepare for the launch of a Clean Air Zone. Elsewhere in this report it is described that when Leeds City Council opened their clean vehicle funds it enabled impacted groups to access funding and upgrade their vehicle prior to the scheme's launch. This is reported to have led to a dramatic shift to cleaner vehicles. This along with a smaller geographic area, and pandemic traffic levels led to a joint review with JAQU which found that air pollution in Leeds was significantly below legal limits and that it was likely to be maintained, meaning legal limits will be met without implementing a Clean Air Zone. It should be noted that at the outset air pollution levels were not as poor in Leeds as in GM, and compliance was expected to occur naturally earlier than the opening date for the GM CAP.

---

<sup>9</sup> AECOM – the independent agency who are managing and analysing the consultation responses

- 5.9 GM recognises the absolute importance of understanding what impacts the pandemic has had on air quality and businesses, ensuring any impacts are reflected in the final plans and the ongoing discussions with government. That is why the consultations asked for business feedback on this crucial issue, encouraging as wide a range of views as possible.
- 5.10 It is a very uncertain time and getting the right level of funding to support local businesses and organisations before the Clean Air Zone is introduced is key. Following the conclusion of the consultation, both GM CAP and MLS consultation responses will be analysed and reported on by AECOM an independent research agency.
- 5.11 GM will fully consider all the information and evidence gathered during the consultation, so that it can understand the consequences COVID-19 has had on vehicle owners and trades which will be directly affected by the GM CAP and MLS.
- 5.12 As set out in previous reports the Impacts of COVID report will include consideration of:
- 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.
- 5.13 Given the timescales the GM Authorities are working to they need to be clear as to what assessments can be made, ahead of the determination of a final plan. The final plan report will:
- set out the revised assumptions underpinning the GM CAP and the uncertainty surrounding these;
  - set out the revised policy positions for each of the measures including amount of supporting funds for eligible applicants; and
  - include an assessment of the possible impact of COVID-19 on when GM will secure compliance.
  - set out what level of funding GM will be seeking from government to support the individuals and smallest businesses who will be most economically vulnerable to the GM CAZ and where, given the impact of COVID-19 the previous amounts of grant funding to help upgrade to a compliant vehicle may not be enough to adequately mitigate the potential adverse economic impacts of both.
- 5.14 On the 4<sup>th</sup> January the Prime Minister announced a national lockdown and instructed people to stay at home to control the virus, protect the NHS and save lives. At the time of writing this report (6<sup>th</sup> January 2021) the implications for 'lockdown 3' on the GM Clean Air Plan are unknown. As the pandemic is unpredictable and dynamic, contemporary reporting on the progress on the development of the final plan will be provided by the Green City Region Lead, as required, at GMCA meetings.

## **6 CLEAN AIR – PROGRESS SINCE LAST UPDATE**

### **6.1 Hackney Carriages & LGV fleet support**

6.1.1 As reported in July, Government has accepted the need for vehicle replacement funds for Hackney Carriages, and Light Goods Vehicles, but requested further development of shared evidence on the needs within this complex sector before responding to the specific asks of is £80m for LGVs/vans and for Hackney Carriages it is £10.4m, plus delivery costs. GM has submitted this information, however at the time of writing the Government has not made an offer of funding. GM Authorities consulted on the financial proposal at the date of consultation.

### **6.2 Try Before You Buy & EV Taxi Infrastructure**

6.2.1 GM is proposing a 'Try Before You Buy' Electric vehicle initiative for GM-licensed Hackney Carriage drivers to address uncertainties such as operating costs, range anxiety and availability of charging infrastructure. This is similar to a scheme run by Nottingham City Council which resulted in a 40% conversion rate (40% of those who used the scheme then switched to an electric hackney). The funding ask for this is £1.9m, however Government has not yet made an offer of funding for this initiative.

6.2.2 GM is also proposing a network of 40 hackney/PHV-only rapid electric vehicle charging points to be funded via the GM CAP. These will be installed in suitable, available and sustainable locations, with a focus on re-purposing public sector assets and will be supported by the development of an EV Taxi (HC and PHV) charging membership scheme. The funding ask for this is £6.5m, and Government has not yet made an offer of funding for this initiative.

### **6.3 Clean Bus Fund – Replacement**

6.3.1 It was assumed at OBC stage that an estimated 350 buses could not be retrofitted and that it would be for the market to find a solution. GM is looking to secure funding from the £5 billion of new funding for buses and cycling announced in the March budget. Alongside this, GM is proposing to Government that it requires circa £9m of funding plus delivery costs to support the replacement of non-compliant vehicles operating on registered bus services in GM that cannot be retrofitted; in this respect the Government have not made an offer of funding.

### **6.4 Strategic Road Network managed by Highways England**

6.4.1 The 10 GM Authorities continue to ask the Government to direct Highways England to tackle NO<sub>2</sub> exceedances on the Strategic Road Network (SRN) in the same way GM Authorities are having to take action on the local road network.

- 6.4.2 In particular Tameside MBC has highlighted to Ministers that the inconsistency in approach is leaving many residents unprotected, particularly, around the A628/A57, a strategically important trans-Pennine route that passes through the villages of Hollingworth and Mottram as a single carriageway. This route, managed by Highways England, will be left with NO<sub>2</sub> exceedances that are not being addressed, despite the area being declared as part of GM's Air Quality Management Area.
- 6.4.3 As previously reported on 21 July 2020 a meeting was held between Rachel MacLean – Parliamentary Under Secretary of State for Transport, Councillor Brenda Warrington, Councillor Andrew Western, Jonathan Reynolds MP and Robert Lorgan MP. Minister MacLean listened to the concerns of GM politicians and committed to reviewing the options to deal with this issue.
- 6.4.4 On 25 August 2020, Tameside MBC were notified that Government ministers have agreed to consider extending Greater Manchester's Clean Air Zone (CAZ) charges to the sections of the A628/A57 which form part of the Strategic Road Network, within the proposed CAZ boundary. The extension of any charges to the A628/A57 will be subject to a full assessment of the potential impacts, to be led by Highways England. This will cover air quality impacts on other roads, safety impacts, carbon impacts, as well as wider issues for Highways England, such as operational and network issues. Following the assessment ministers will take the final decision on whether or not charging should be implemented on the A628/A57. Tameside officers are involved in the work to ensure that it comes to a collective conclusion about the outcomes of the assessment, which is expected to be completed by early 2021. An update on progress can be found at Appendix 1.
- 6.5 Clean Bus Fund – Retrofit**
- 6.5.1 As reported in July the Government awarded £14.7m as an initial tranche of funding to retrofit buses running services in GM that have older engines which are not compliant with the GM CAZ emission standards. Government also confirmed the funding award for Bus Retrofit funding should be distributed as a continuation of the Clean Bus Technology Fund. As this funding mechanism is distinct from the wider delivery of the GM CAP, no consultation feedback was requested on this aspect of the policy.
- 6.5.2 The distribution of Bus Retrofit funding commenced in December 2020.
- 6.5.3 This fund offers operators of locally registered bus services with up to £16k of funding per vehicle towards the retrofit of non-compliant buses before the launch of the Clean Air Zone in Spring 2022. The funding is available for vehicles, including minibuses and coaches, operating on a registered bus service within Greater Manchester. This includes cross-boundary services operating within the GM CAZ boundary.
- 6.6 Other Cities' Clean Air Plans**
- 6.6.1 Since the last report to members in July there have been significant updates on the progress of other cities plans to implement Clean Air Zones.



- 6.6.2 Leeds City Council – statutorily consulted on their proposals 29 June – 12 August 2018 and in 2019 announced their Clean Air Zone would launch in 2020. They commenced distributing clean air funding in 2019 to encourage vehicle upgrade. The government’s joint air quality unit (JAQU) recently undertook a joint review with Leeds to analyse the impact of COVID-19 on air quality and to understand if a Clean Air Zone remains necessary, or whether NO<sub>2</sub> compliance by the legally required timeframe can be achieved and maintained in other ways. Due to the dramatic shift to cleaner vehicles already delivered by the funding and by businesses preparing for the imminent launch of the CAZ, the review found that air pollution in Leeds is significantly below legal limits and that is likely to be maintained, even if traffic were to return to ‘normal’ levels or slightly higher. However, as set out in paragraph 3.6 this is not the case for the Greater Manchester Authorities where they have been instructed by government to proceed with the proposals.
- 6.6.3 Bath & North East Somerset announced on 8 October that their clean air zone, a city centre CAZ C, would take effect on 15 March 2021. This was initially due to launch in November 2020 but was delayed by the COVID-19 pandemic. The Council has opened access to its clean vehicle upgrade funds now, prior to the scheme opening, to enable impacted groups to upgrade their vehicles.
- 6.6.4 Birmingham announced on 8 October that their clean air zone will launch on 1 June 2021. The scheme, which is a city centre CAZ D, was initially due to launch in January 2020 but was delayed by issues with the Government’s vehicle checker and then by impacts of the COVID-19 pandemic. Birmingham have opened up their clean vehicle funds to enable impacted groups to access funding and upgrade their vehicle prior to the scheme’s launch.
- 6.6.5 Bristol consulted on their clean air zone proposals between 8 October and 13 December 2020. The Council consulted on a number of options while carrying out modelling work to look at the impact of green recovery measures. Option 1 would be a Clean Air Zone covering a small area of central Bristol where older, more polluting commercial vehicles and polluting private cars would pay to drive in the zone, referred to as ‘small CAZ D’. Option 2 would be Option 1 plus a larger charging zone where older, more polluting commercial vehicles, but not private cars, would be charged to drive in the zone, referred to as ‘medium CAZ C’. The full business case process is scheduled be submitted in early 2021.
- 6.6.6 As far as GM is aware, all other authorities that received a ministerial direction to implement a clean air zone are proceeding with the development of their plans. Ministers have written to other authorities in similar terms to Greater Manchester confirming that they expect measures to continue to be developed where necessary. Some cities, such as Newcastle/Gateshead, are revising their initial proposals for a clean air zone. London’s Ultra Low Emissions Zone (ULEZ), although not required under the same legislation as local authority clean air plans which are part of the clean air zone framework but has similar principles of charging the most polluting vehicles, is to be extended to the North and South Circular roads of inner London on 25 October 2021.

## **7 CLEAN AIR ZONE PREPARATORY ARRANGEMENTS**

- 7.1 In July 2019 on the basis of evidence provided as at that date, a Ministerial letter set out that the GM plan appeared to be on track to deliver compliance in the shortest possible time and that the Greater Manchester authorities should continue to proceed towards developing the implementation and contract arrangements of a charging Clean Air Zone in Greater Manchester. Government provided an initial tranche of £36m of funding to take this forward.
- 7.2 The ten Greater Manchester Local Authorities have been directed by Government to introduce a category C Clean Air Zone across the region, therefore the key elements of the Clean Air Zone including the intended boundary and times of operation, proposed discounts/exemptions, vehicles affected and daily charges, have been subject to a statutory consultation. The supporting measures, the detail of proposals of the funds and vehicle finance were also set out at consultation to enable consultees to respond fully to the GM CAP proposals. Given that the 10 Local Authorities are subject to the direction to implement the CAZ, the preparatory procurement arrangements have commenced without a risk of the consultation outcome being pre-judged.
- 7.3 The ten Greater Manchester Local Authorities are undertaking the preparatory implementation and contract arrangements required to deliver the CAZ and other GM CAP measures. Preparatory work is required in order to maintain delivery momentum in line with the funding arrangements agreed with JAQU, for example in relation to automatic number plate recognition (ANPR) cameras, back office systems and service providers.
- 7.4 A description of the main procurements is set out in Appendix 2. This includes the date when formal contract awards are expected to be made to enable GM to deliver a charging Clean Air Zone in Spring 2022 to meet the timescales required by the Ministerial Direction.
- 7.5 TfGM is running the procurement exercise with potential suppliers to final evaluation and to provide a report to allow the authorities (as set out in section 9 a joint committee will be set up to delegate to TfGM) to make a decision to award to the successful supplier(s) on receipt of [confirmation of] funding from JAQU.
- 7.6 The 24 August 2020 report considered the proposed Governance arrangements for the CAZ and it was subsequently agreed by all 10 Greater Manchester Local Authorities and GMCA that TfGM will act as an 'operating body' responsible for day to day operation of the CAZ and the implementation of other GM CAP measures.
- 7.7 The 24 August 2020 report also set out that a future report would detail the formal governance mechanisms that will underpin the delivery of a GM Clean Air Zone (CAZ) and the supporting measures, including the powers that will need to be delegated to the Operating Body. Section 8 of this report considers the joint working arrangements that will be required.

## **8 CLEAN AIR – CONSULTATION**

### **Consultation purpose and delivery arrangements**

- 8.1 The ten Greater Manchester authorities conducted an eight-week consultation from 8 October to 3 December 2020 that adhered to the government's COVID-19 guidance around social distancing. The purpose of the consultation was to seek views from residents, visitors, stakeholders and businesses on the proposals to achieve compliant NO<sub>2</sub> levels in Greater Manchester. The Greater Manchester Minimum Licensing Standards consultation ran in parallel to ensure that those impacted and/or interested in the proposals could have a complete view of the proposed changes to vehicles and the financial support available.
- 8.2 The consultation was not seeking a decision on whether to introduce a scheme as that has been directed by the Secretary of State; it set out a position for consultation on the daily charge, discounts and exemptions of a Category C GM Clean Air Zone, and the proposals for the supporting funds.
- 8.3 TfGM, on behalf of the ten Greater Manchester authorities, conducted the consultation, under the CleanAirGM branding. AECOM – an independent opinion research agency – was appointed to receive, manage, process and analyse the consultation responses on TfGM's behalf; to undertake qualitative research on the proposals (a research method of facilitated sessions to seek feedback from representative groups); and produce a full report on the findings from the consultation.
- 8.4 The consultation was also supported by engagement activity to ensure all groups could engage with the consultation materials and respond in a meaningful way.

### **Consultation documentation**

- 8.5 The consultation materials were published on [www.CleanAirGM.com](http://www.CleanAirGM.com) on 8 October 2020. This included the [consultation document](#), the questionnaire, technical reports, the policy for consultation and supporting public facing materials such as leaflets and fact sheets. An animation outlining the proposals with subtitles and British Sign Language interpretation was also published.
- 8.6 Hard copies of the consultation document and questionnaire were sent to each local authority for distribution across the boroughs as deemed appropriate. These materials were also sent to every Travelshop operated by TfGM across Greater Manchester. Hard copies of other materials were available on request, as well as alternative formats.
- 8.7 In addition to the online and hard copy questionnaire, people could respond via a dedicated phonenumber, email or post. A language line facility was also in place for non-English speakers.

### **Consultation methodology and questions**

- 8.8 The consultation questions were embedded throughout the consultation document and in the questionnaire.

- 8.9 The aim was to seek views on the detail of the proposed boundary (already set by the direction at GM-wide), the proposed operation, the proposed charges and discounts / exemptions, the supporting measures (funds, vehicle finance) and the impacts of Covid-19 on the ability of businesses / organisations to respond to the proposals.
- 8.10 During the consultation planning stage, an equality impact assessment was undertaken to ensure that the proposed consultation methodology did not exclude any groups with protected characteristics and that any issues arising due to the current situation in relation to COVID-19 were appropriately mitigated.

### **Engagement and awareness raising activity**

- 8.11 GM and national-level engagement activity was coordinated and delivered by TfGM under the CleanAirGM branding. Each of the 10 GM authorities also implemented their own delivery plans for consultation with their residents and businesses. Full details of the GM level engagement delivered throughout the consultation can be found in Appendix 3.
- 8.12 The GM authorities used both online and offline channels to promote the consultation, (including social media, digital advertising, out of home advertising, media and PR, working with stakeholders and other routes). As traditional consultation-style events and drop-in sessions could not be hosted due to the restrictions on large gatherings, GM used online events, webinars, social media in order to answer questions and engage. Activity undertaken at a local level will be included in local authority reports, as appropriate.
- 8.13 TfGM also developed a virtual exhibition space to provide an alternative way to engage with the consultation materials and speak to members of the CleanAirGM team, in the absence of face-to-face engagement. The platform had an online chat facility which operated for several hours a day at least six days a week.

### **Qualitative research**

- 8.14 Alongside the consultation and engagement activity, qualitative research was also undertaken by AECOM to explore the impact of the proposals and the impact of Covid-19 on the most impacted groups. This included small and micro businesses, the taxi and private hire trade, the freight and logistics sector, public transport users and those with respiratory conditions.
- 8.15 The sessions took place as either focus groups or depth-interviews on Microsoft Teams and were facilitated by an independent moderator. Full details of the activity can be found in Appendix 4.
- 8.16 This research was conducted whilst the consultation was ongoing and will be reported within the consultation findings report.

### **Final response numbers and other submissions**

- 8.17 A total of 4765 responses were received during the consultation period:

- 3954 via online questionnaire
- 767 via email
- 43 paper questionnaires
- 1 telephone response

8.18 The full AECOM Consultation Report will be published with the final plan.

8.19 Late responses (i.e. submitted after the deadline of 3 December 2020 at 23:59) are not counted in the final numbers of responses but will be summarised in a separate chapter of the report that will be produced by AECOM (the independent agency who are managing and analysing the responses to the consultation). Any late responses to the Clean Air consultation will be considered in the local authority reports on the outputs of the consultations to the extent that they are deemed to be material.

## **9 CLEAN AIR – GOVERNANCE**

9.1 The 24 August 2020 report considered the proposed Governance arrangements for the GM CAZ and it was subsequently agreed by all 10 GM Authorities and GMCA that TfGM will act as an ‘operating body’ responsible for day-to-day operation of the CAZ and the implementation of other GM CAP measures.

9.2 The 24 August 2020 report also set out that a future report would detail the formal governance mechanisms that will underpin the delivery of a GM Clean Air Zone (CAZ) and the supporting measures, including the powers that will need to be delegated to the Operating Body.

9.3 This section of the report considers the formal governance mechanisms and joint working arrangements that will be required to ensure that the 10 GM Authorities implement a charging Clean Air Zone in Spring 2022 so as to ensure the achievement of NO<sub>2</sub> compliance in the shortest possible time and by 2024 at the latest as required by the Ministerial Direction.

9.4 The formal governance mechanisms include the political oversight arrangements (to include to the oversight of the CAZ including monitoring and policy setting) and operating arrangements.

9.5 As there are several key charging authority functions that can only be discharged by the charging authorities (and as the GMCA is not a charging authority), the approach that GM will take will be to establish:

- a Joint Committee of charging authorities to enable decisions to be taken that are required to be taken jointly by the Constituent Authorities’ as charging authorities in relation to the Greater Manchester Clean Air Zone; and

- a Joint Committee of the charging authorities and the GMCA to enable the joint discharge of the GMCA's and Constituent Authorities' functions under sections 82 to 84 of the Environment Act 1995 (Air Quality) and in relation to the Greater Manchester Clean Air Plan (excluding such decisions that must be taken by the charging authorities jointly under Part 3 of, and Schedule 12 to, the Transport Act 2000 and regulations made thereunder).

9.6 These formal governance arrangements need to be in place before the GM Authorities make a decision to award the contracts necessary, as set out in Appendix 2, to deliver a charging Clean Air Zone and other measures to successful supplier(s). The terms of reference including the functions requiring delegation to the joint committees are set out in Appendix 6. The 10 GM local authorities are being asked to agree the establishment of the committees, nominate their committee members and terms of reference for the joint committees.

9.7 The proposed governance arrangements will also enable TfGM to discharge relevant local authority functions before decisions to award contracts to successful suppliers.

9.8 A description of the main procurements is set out in Appendix 2. This table includes the date when formal contract awards are expected to be made to enable GM to deliver a charging Clean Air Zone in Spring 2022 as required by the Ministerial Direction. They are imminent with the first being in March 2021 through the Summer of 2021.

9.9 Furthermore it is prudent and conventional on such a complex, multi-authority project, for there to be an agreement put in place between the 10 local authorities and GMCA/TfGM to clarify the rights, responsibilities and obligations of the authorities in relation to [those contracts and] the collective GM CAP, and setting out how all parties will work together to deliver the GM CAP up to and beyond the determination of the final plan.

9.10 The GM authorities are being asked to provide sufficient delegations for each Authority to be a party to the collaboration agreement between the 10 local authorities and GMCA/TfGM to clarify amongst other matters the rights, responsibilities and obligations of the authorities in relation to those contracts set out in Appendix 2.

### **State Aid**

9.11 The consultation materials were published on [www.CleanAirGM.com](http://www.CleanAirGM.com) on 8 October 2020 in the Policy for Consultation, GM outlined that the proposed measures would be subject to state aid restrictions. Subsequently there are new rules and arrangements are in place. The EU-UK Trade and Co-operation Agreement (TCA) sets out the new obligations for Subsidy Control which replaces the State aid regime in the UK. The new rules must be considered in respect of all grants awarded from 1<sup>st</sup> January 2021. This will be taken into consideration in the development of the final plan.

## **10 MINIMUM LICENSING STANDARDS AND THE GM CLEAN AIR PLAN**

- 10.1 Taxi/PHV services are 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.
- 10.2 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.
- 10.3 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 with an ambition for a zero-emission capable fleet); Vehicle ages (under 5 years at first licensing, no older than 10 years); Vehicle colour (Black for Taxi/Hackney, white for Private Hire Vehicles); 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 license expiry; Once determined, license 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.
- 10.4 Given the decarbonisation challenge, sectors such as transport need to take very significant action now to reduce carbon emissions. For taxis and PHVs to contribute will require them to switch to zero-emission capable (ZEC) vehicles. To invest in ZEC vehicles, taxi proprietors also require long term confidence in the local policy landscape, including future interventions and supporting infrastructure.
- 10.5 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 developed policy proposals that can meet these needs as far as possible, which is why parallel consultations have been undertaken for MLS and GM CAP, and that charging, funding, and licensing policy positions are coherent and joined-up.

- 10.6 Ultimately the collaborative approach that the MLS represents will help achieve the vision of a strong, professional and healthy taxi and private hire sector providing safe and high-quality services to residents and visitors across the whole of Greater Manchester. This vision sees taxis and Private Hire as a crucial part of the overall transport mix, that can consistently deliver safe and high-quality services for the public. The proposed MLS will help deliver improved safety, customer focus, higher environmental standards and accessibility.
- 10.7 In addition, GM understands that, like many parts of the economy, and in particular the transport sector, the taxi and private hire trade have been impacted by COVID-19, lockdown and the effects of social distancing policies. Therefore, the MLS consultation, which is a matter for the 10 district councils, included questions designed to elicit a fuller and more informed understanding of the wider effects of COVID-19 on the economic health and sustainability of the taxi and private hire trades.

## **11 MLS – CONSULTATION**

### **Consultation purpose and delivery arrangements**

- 11.1 The ten Greater Manchester authorities conducted an eight-week consultation from 8 October to 3 December that adhered to the government COVID-19 guidance around social distancing. The purpose of the consultation was to inform the trade and the public of the proposals and engage impacted groups (the trade and the main service users) to build understanding and awareness to inform the final standards.
- 11.2 TfGM, on behalf of the ten Greater Manchester licensing authorities, conducted the consultation, under the GM Taxis Standards brand. AECOM – an independent opinion research agency – was appointed to receive, manage, process and analyse the consultation responses on TfGM’s behalf; to undertake qualitative research on the proposals (a research method of facilitated sessions to seek feedback from representative groups); and produce a full report on the findings from the consultation.
- 11.3 The consultation was also supported by engagement activity with the trade to help ensure they could engage with the consultation materials and respond in a meaningful way.

### **Consultation documentation**

- 11.4 The consultation documentation was published on [www.gmtaxistandards.com](http://www.gmtaxistandards.com) on 8 October 2020. This included the [consultation document](#), the questionnaire and supporting public facing materials such as leaflets and factsheets. An animation outlining the proposals with subtitles and British Sign Language interpretation was also developed.



- 11.5 Hard copies of the consultation document and questionnaire were sent to each local authority for distribution across the boroughs as deemed appropriate. These materials were also sent to every Travelshop operated by TfGM across Greater Manchester. Hard copies of other materials were available on request, as well as alternative formats.
- 11.6 In addition to the online and hard copy questionnaire, people could respond via a dedicated phoneline, email or post. A language line facility was also in place to support non-English speakers.

### **Consultation methodology and questions**

- 11.7 The consultation questions were embedded throughout the consultation document and in the questionnaire.
- 11.8 The aim was to seek views on the proposed driver standards, vehicle standards, operator standards, local authority standards, local authorities, the proposed implementation timetable and the impacts of COVID-19 on the ability of businesses / organisations to respond to the proposals.
- 11.9 During the consultation planning stage, an equality impact assessment was undertaken to ensure that the proposed consultation methodology did not exclude any groups with protected characteristics and that any issues arising due to the current situation in relation to COVID-19 were appropriately mitigated.

### **Engagement and awareness raising activity**

- 11.10 GM engagement activity was coordinated and delivered by TfGM under the GM Taxi Standards brand. Each of the 10 GM communications and engagement teams and licensing teams supported this delivery plan, with their own local plans. Full details of the GM level engagement delivered throughout the consultation can be found in Appendix 3.
- 11.11 The GM authorities used both online and offline channels to promote the consultation, (including social media, digital advertising, out of home advertising, media and PR, working with stakeholders and other routes).
- 11.12 As traditional consultation-style events and drop-in sessions could not be hosted due to the restrictions on large gatherings, GM used online events, webinars, social media and promoted a phone number, in order engage with the public and impacted groups.
- 11.13 TfGM also developed a virtual exhibition space to provide an alternative way to engage with the consultation materials.

### **Qualitative research**

- 11.14 Alongside the consultation and engagement activity, qualitative research was also undertaken by AECOM to explore the impact of the proposals and the impact of COVID-19 on the trade and key users.

- 11.15 The sessions took place as either focus groups or interviews on Microsoft Teams and were facilitated by a moderator. Full details of the sessions ran can be found in Appendix 5.
- 11.16 This research was conducted whilst the consultation was ongoing and will be reported within the consultation findings report.

### **Final response numbers and other submissions**

- 11.17 A total of 1682 responses were received during the consultation period:
- 1552 via online questionnaire
  - 46 via email
  - 84 paper questionnaires

The full AECOM Consultation Report will be published with the final plan.

Late responses (i.e. submitted after the deadline of 3 December 2020 at 23:59) are not counted in the final numbers of responses but will be summarised in a separate chapter of the report that will be produced by AECOM (the independent agency who are managing and analysing the responses to the consultation). Any late responses to the MLS consultation will be considered in the local authority reports on the outputs of the consultations to the extent that they are deemed to be material.

## **12 NEXT STEPS**

GM needs time to:

- Review all the information gathered through the GM CAP and MLS consultations.
- Fully consider all the information and evidence gathered, so that it can understand the consequences of COVID-19 has had on vehicle owners and trades affected by the GM CAP and MLS.
- Undertake the subsequent equalities, air quality and emissions impact assessments, this work will be vital to inform future decisions on each aspect of the final plan.

It is proposed that for the GM CAP a final plan will be brought forward for decision makers as soon as is reasonably practicable and no later than summer 2021, and at this time the outputs of the MLS consultation will also be reported.

12.1 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 work to understand the possible impacts of COVID-19 on the GM CAP and MLS;
- Continue to assess the findings of the consultation and develop a final Clean Air Plan (as set out at paragraph 5.5) for consideration by the 10 Greater Manchester Local Authorities; and
- Consider the proposed approach to the consideration and adoption of MLS by the 10 Greater Manchester Local Authorities.

### **13 RECOMMENDATIONS**

13.1 The recommendations are set out at the front of the report

### **14 Financial Implications**

14.1 In line with the Initial Financial Case, as set out in Clean Air Plan OBC (March 2019), all capital and revenue development and delivery costs associated with the Clean Air Zone are expected to be covered by Central Government. (James Postle)

### **15.1 Legal Services Comments**

15.1 Air quality issues are functions which are the responsibility of the Cabinet. Pursuant to the Local Authorities (Arrangements for the Discharge of Functions) (England) Regulations 2012 (SI 2012 no. 1019), the Cabinet has the power to arrange for the discharge of any functions which are its responsibility by a joint committee established under section 101(5) of the Local Government Act 1972. (A Evans)

### **16 Co-operative Agenda**

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

### **17 Human Resources Comments**

17.1 N/A

### **18 Risk Assessments**

18.1 A full risk log supports the various projects which form part of the full programme currently under development. Initial risk register set out in Clean Air Plan OBC (March 2019)

### **19 IT Implications**

19.1 N/A

## **20 Property Implications**

20.1 N/A

## **21 Procurement Implications**

21.1 N/A

## **22 Environmental and Health & Safety Implications**

22.1 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.

## **23 Equality, community cohesion and crime implications**

23.1 N/A

## **24 Equality Impact Assessment**

24.1 Equality Impact Assessment was completed for consultation and can be found at here. This will be updated and published with the final plan

## **25 Key Decision**

25.1 Yes

## **26 Key Decision Reference**

26.1 NC-11-20

**Number of attachments to the report: 6 (six)**

### **BACKGROUND PAPERS:**

- 31 July 2020, report to GMCA: Clean Air Plan Update
- 29 May 2020, report to GMCA: Clean Air Plan Update
- 31 January 2020, report to GMCA: Clean Air Plan Update
- 26 Jul 2019, report to GMCA: Clean Air Plan Update
- 1 March 2019, report to GMCA: Greater Manchester's Clean Air Plan – Tackling Nitrogen Dioxide Exceedances at the Roadside - Outline Business Case
- 11 January 2019, report to GMCA/AGMA: Clean Air Update
- 14 December 2018, report to GMCA: Clean Air Update
- 30 November 2018, report to GMCA: Clean Air Plan Update
- 26 October 2018, report to GMCA: GM Clean Air Plan Update on Local Air Quality Monitoring

- 15 November 2018, report to HPEOS Committee: Clean Air Update
- 16 August 2018, report to HPEOS Committee: GM Clean Air Plan Update
- UK plan for tackling roadside nitrogen dioxide concentrations, Defra and DfT, July 2017

## **APPENDIX 1 – UPDATE ON ASSESSING IMPACTS OF EXTENDING GREATER MANCHESTER’S CLEAN AIR ZONE (CAZ) CHARGES TO THE SECTIONS OF THE A628/A57**

As set out at 5.4 Government ministers have agreed to consider extending Greater Manchester’s Clean Air Zone (CAZ) charges to the sections of the A628/A57 which form part of the Strategic Road Network, within the proposed CAZ boundary. The extension of any charges to the A628/A57 will be subject to a full assessment of the potential impacts, to be led by Highways England. This will cover air quality impacts on other roads, safety impacts, carbon impacts, as well as wider issues for Highways England, such as operational and network issues. Following the assessment ministers will take the final decision on whether or not charging should be implemented on the A628/A57. Tameside officers are involved in the work to ensure that it comes to a collective conclusion about the outcomes of the assessment, which is expected to be completed by early 2021

The assessment of the potential impacts work has commenced. The scope of work produced by Highways England, Tameside and TfGM addresses air quality, carbon, safety and consideration of wider network operations. The scope of work will be submitted to DfT for approval. The scope is clear it will consider the extents of any charging on the SRN (A57 / A628), will be limited to within Tameside administrative boundary in line with the proposed boundary of the GM Clean Air Zone (CAZ).

The scope outlines the assessment will follow a staged approach, increasing the level of detail and information required as necessary.

### Stage 1

- a high-level assessment, to determine the number of non-compliant HGVs, buses, taxis and vans that are predicted to use the A57 / A628 as a strategic through route staying on the SRN transiting the region and not entering Greater Manchester (GM) Clean Air Zone (CAZ);
- an estimation of the likely air quality benefits on the A57 / A628 from including this section of road within the charging CAZ; and
- JAQU have confirmed that the location of predicted exceedances in 2023 provided by TfGM to date are qualifying features for the reporting requirements for Limit Values.

If the high-level assessment completed at Stage 1 indicates that it is possible for charging on the A57/A628 to deliver material improvements to predicted exceedances or achieve limit value compliance a year earlier on the A57/A628 than without charging, then the assessment work would move to Stage 2.

### Stage 2

- A more detailed investigation of traffic movements along the A57 / A628 and movements in and out of proposed GM charging CAZ;

- Detailed air quality modelling of the impacts and effect of charging on the SRN. It is anticipated that Highways England would work in partnership with TfGM to complete this work as they have the models, including driver behaviour responses already developed.
- Depending on the anticipated behavioural response to charging:
  - Identification of likely alternative routes HGVs and vans would take to move between their origin and destinations;
  - Calculation of changes in carbon dioxide emissions for HGVs and vans associated with these new routes;
  - A review of the safety implications for additional HGVs and van movements on alternative routes;
  - Commentary of the impacts for operating and maintaining the network associated with changes in traffic movements along the A57 / A628 corridor and the use of alternative routes.

The assessment to date highlights GM's material point that Government's requirements of Highways England in respect of NO<sub>2</sub> are not the same as the approach they have taken in respect of the GM authorities who have been directed to take action on the local road network. The appraisal approaches required by Government are not consistent in their interpretation of Highways England and local authority roads, which reflects the typically differing nature of public access immediately adjacent to local roads and motorways. However, the A57/A628 section of the SRN is atypical in that it more closely resembles a 'local road' environment with public residences at the kerbside. It has therefore been determined in the scope of works to apply the approach used by the GM Authorities in modelling the GM CAP.

### **Initial Outputs**

Highways England, Tameside and Transport for Greater Manchester noted that work to date as part of the GM CAP shows that the introduction of a GM Clean Air Zone leads to a 3 to 4µg/m<sup>3</sup> reduction in annual mean NO<sub>2</sub> concentrations for properties adjacent to the A57 and A628 when first opened. On expiry of the temporary exemption for LGVs and minibuses, NO<sub>2</sub> concentrations reduce by a similar amount again, providing a total improvement of 6 to 8µg/m<sup>3</sup>.

Further analysis and air quality modelling as part of this study indicates that there are expected to be NO<sub>2</sub> exceedances in 2023 with the GM CAZ operational, and also there are expected to be additional NO<sub>2</sub> reductions from charging on this section of the SRN. Therefore, as the early indication is that it is possible for charging to deliver material improvements to predicted exceedances on the A57/A628 than without charging, work will progress to Stage 2.

As part of stage 2 the study will continue to refine the traffic data and associated air quality modelling, reviewing the results to understand what they mean for this study.

**APPENDIX 2 – MAIN PROCUREMENTS TO ENABLE GM TO DELIVER A CHARGING CLEAN AIR ZONE IN SPRING 2022**

Procurement Activity	Reason for Procurement	Procurement Approach	Estimated Contract Value £m*	Anticipated Contract Award Date	Funding Required from JAQU to enable contract award
CAZ Signage	Signs are required to be placed on the highway network to support the implementation of the GM CAZ. The signage will need to be placed within the GM CAZ and at entry and exit points on the Strategic Route Network and neighbouring authorities <sup>10</sup> .	A procurement exercise has been undertaken for entry, exit and advance, repeater and advance direction signage, to cover the manufacture, installation, management and de-commissioning of such signs. Advanced warning signs on the Strategic Road Network required for CAZ are to be procured separately by Highways England, who manage this network.	£2.55m(CAPEX)	March 2021	n/a funded by £36m initial funding award
CAZ Service	Automatic Number Plate Recognition (ANPR) cameras will be used to detect vehicles through the capture of Vehicle Registration Marks (VRMs) and record evidential data of their entry into the GM CAZ. ANPR cameras will be installed at key locations across the region.	Procurement is being run through a competitive dialogue procedure to acquire the following services under a single contract: 1) A Vehicle Detection and Processing Service to operate and maintain the ANPR devices; 2) A CAZ Office Service that will: <ul style="list-style-type: none"> <li>service customers, so as to handle individual queries from members of the public regarding the GM CAZ; and</li> <li>enable integration with the via a Central Government Payment Portal.</li> </ul> 3) A Penalty Enforcement Service that will enable 'case management', and interface to the DVLA, to issue Penalty Charge Notices (PCNs) and where necessary the Traffic Enforcement Centre (TEC), Traffic Penalty Tribunal (TPT) and the Enforcement Agents, and track the progress of the PCN.	£62.0m (CAPEX) £98.5m (OPEX)	Summer 2021	£38m plus £24m from the initial funding award
CAZ Debt Recovery	A Debt Recovery Service will be required to progress debt management and to secure payment of outstanding fines, penalties and any charges as directed by the TEC and TPT.	This contract will be a call-off from the Crown Commercial Services (CCS) framework to recover outstanding debts both nationally and internationally.	£40.7m	May 2021	n/a will be funded by the operational revenues of the Clean Air Zone
Vehicle Funds - Clean Vehicle Funds Service	Owners or registered keepers of a non-compliant vehicle that will be subject to the GM CAZ charges may be eligible to apply for financial support towards upgrading to a compliant vehicle, subject to meeting eligibility criteria. The Clean Vehicle Administration of the Clean Air Funds will be delivered through a Financial Conduct Authority (FCA) authorised Clean Vehicle Fund Service (CVFS) and a panel of FCA	<ul style="list-style-type: none"> <li>Provide a "digital first" entry point for the customer, and an automated process so applicants will quickly be able to access information on funding options available to them and to make an application.</li> <li>Manage a network of dealerships accredited to receive grant payments.</li> <li>Provide applicants with non-compliant vehicles who successfully passed eligibility testing the option of either a grant or vehicle finance funding option and progress sourcing a vehicle.</li> <li>An Applicant who chooses the grant option will be able to access an accredited dealership<sup>12</sup> list to redeem the grant monies through a voucher issued through the CVFS.</li> <li>A database of all applications made for grant and vehicle finance and the funding route chosen.</li> <li>Interface management between the CVFS and the Financiers in order to deliver a digital customer journey.</li> <li>A robust process for monitoring of the funds. N.B. if there is a lower take up of the Clean Funds</li> </ul>	£4.56m	May 2021	£4.56m

<sup>10</sup> Formal agreement of the precise location of the CAZ signage, this can only be decided once the boundary is finalised in the Final Plan Report.

<sup>12</sup> Dealerships will be able to apply through the platform for accreditation to the Clean Funds Scheme and therefore receive grant payments. Dealerships will be required to be FCA authorised (or exempt as appointed representatives of FCA authorised Principal firms); and agree electronic Term's and Condition's for the scheme.



Procurement Activity	Reason for Procurement	Procurement Approach	Estimated Contract Value £m*	Anticipated Contract Award Date	Funding Required from JAQU to enable contract award
	authorised Financiers <sup>11</sup> .	Scheme than expected volumes (or higher than expected in a particular funding tranche), GM can widen the eligibility criteria through the CVFS without prejudice to existing Applicants contained within the CVFS database.			
Vehicle Funds - Vehicle Financiers		<ul style="list-style-type: none"> <li>Provide applicants with non-compliant vehicles who successfully passed eligibility testing and choose the vehicle finance funding option access to asset finance and leases at contributory rates to owners of eligible vehicles with the GM CAP Clean Funds Scheme providing the value of the contribution.</li> <li>Interface with the CVFS for hand-over of data through the CVFS on all applicants who have passed the eligibility checks and chosen to take the contributory vehicle finance funding option.</li> <li>Be required to supply all management information requirements of the fund measures.</li> </ul>	£114m <sup>13</sup>	May 2021	£6.1m
Diffusion Tubes & Air Quality Monitoring	Air Quality monitoring will be critical in confirming that the GM CAP is delivering the necessary trajectory of air quality improvement and compliance with air quality standards. Air Quality will be measured via a combination of Diffusion Tubes and Continuous Monitors	The diffusion tubes tender was issued to market in November 2020. The scope of the procurement for diffusion tube air quality monitoring includes the supply, installation and decommissioning of the diffusion tubes at 467 monitoring sites, monthly monitoring and provision of analysis to support the GM CAP programme.	££1.5m	April 2021	n/a will be funded by the operational revenues of the Clean Air Zone
EV Taxi Try before You Buy (TBYY)	<p>The GM CAP and the proposed GM MLS will require Hackney Carriages to meet stricter emissions standards, which will mean a significant proportion of the trade will need to upgrade to compliant vehicles.</p> <p>The Hackney ZEC/EV rental initiative for drivers that are uncertain about transitioning straight to ZEC.</p>	TBYB scheme is awaiting a Government offer of funding. The procurement strategy will be defined during early 2021s	£1.0 m	Autumn 2021	£1.0m

\*With the exception of the Signage, the contract values are estimates which will be firmed up once bids are received.

<sup>11</sup> TfGM, the ten Greater Manchester local authorities and GMCA will not be party to any vehicle selection, specification and supply or to any of the financial agreements between the Financiers and the vehicle owners. TfGM will not be required to be FCA authorised.

<sup>13</sup> This sum represents the maximum that could be disbursed to Financiers should all applicants apply for finance.

---

## APPENDIX 3 – ENGAGEMENT ACTIVITY WITH NATIONAL AND GREATER MANCHESTER-WIDE STAKEHOLDERS AND ORGANISATIONS REPRESENTING IMPACTED INDIVIDUALS AND BUSINESSES



During the consultation TfGM, on behalf of the 10 GM local authorities contacted c.200 national and regional stakeholders who represented individuals or businesses who would be impacted by the GM Clean Air Plan and GM Minimum Licensing Standards.

Information was shared with these organisations (including digital toolkits) so that stakeholders could inform their members and networks of the consultation as well as providing the stakeholders with an opportunity to participate in meetings and webinars.

In total, there were 43 briefing sessions with impacted groups, which were attended by more than 300 people. This included 12 sessions for Taxi and PHV trade and drivers, plus 31 with businesses and representative bodies, including Federation of Small Businesses, CBI, British Horse Society, National Farmers Union, Confederation of Passenger Transport and Road Haulage Association.

Content was shared by many stakeholders including: GM Growth Company, GMCVO Friends of the Earth Manchester, Business Bolton, Salford CVS, GM Ageing Hub, ProManchester, CityCo, GM Health and Social Care Partnership, GM Chamber, Bury Means Business, High Peak BC, Confederation of Passenger Transport, Altrincham Partnership, Action Together, BVRLA, Love Old Trafford, Wythenshawe Forum, Manchester BID, Federation of Small Business, Wrightington, Wigan, and Leigh NHS, GM Cycling and Walking Commissioner, Clean Air UK, Rochdale Youth Service, Trafford Partnership, Health Watch Manchester, University of Manchester (this is a sample, rather than comprehensive list).

Through these networks sharing content, it can be estimated that more than 500K impacted businesses and individuals were reached via stakeholder social media channels.

As well as this, the Clean Air GM newsletter was issued at various points during the consultation, to those who had subscribed, which currently has just over 4,000 subscribers.

---

## APPENDIX 4 – CLEAN AIR PLAN QUALITATIVE RESEARCH

### Individuals

- 2 groups with outside GM respondents who make trips into the GM region
- 2 groups with Inside GM respondents who use a mix of modes and live in areas of poor air quality and a mix of income levels (1 aged 18-40 and 1 aged 41+)
- 1 group with inside GM taxi/ PHV users
- 2 groups with inside GM respondents (50% from poor air quality areas and 50% from better air quality areas) (1 group aged 18-40 and 1 aged 41+)
- 2 groups with inside GM respondents (mix of modes used – 1 group aged 18-34 and 1 group aged 35+)
- 2 groups with inside GM respondents (bus and taxi/PHV users – 1 aged 18-34 and 1 group aged 35+)
- 1 group with inside GM respondents (campervan and horsebox owners)
- 1 depth with outside GM respondent (horse transportation vehicle)

### Taxi / PHV

- 30 depth interviews with taxi drivers
- 10 depth interviews with taxi operators (1 from each LA)
- 4 groups with taxi users

### Businesses – all with impacted vehicles

- 1 group with outside GM businesses (agriculture/ Waste Management/ Construction)
- 1 group with inside GM businesses (agriculture/ Waste Management/ Construction)
- 1 x group with inside GM businesses (retail)
- 1 x group with inside GM business (minibus/ coach operators/ voluntary sector)
- 1 x group with inside GM business (manufacturing)
- 1 x group with outside GM businesses (retail)
- 1 x group with inside GM businesses (construction/ retail)
- 1 x group with outside GM businesses (minibus/ coach operators)
- 1 x group with inside GM businesses (gardener/florist)
- 1 x group with inside GM business (night time economy)
- 1 x depth with waste management business (inside GM)
- 1 x depth with manufacturing business (inside GM)
- 1 x depth with coach/ minibus business (inside GM)
- 1 x depth with plumbing and gas business (inside GM)
- 1 x depth with butchers business (outside GM but travel into GM for trade)

---

## APPENDIX 5 – MLS QUALITATIVE RESEARCH

### Depth interviews

- 30 depth interviews with taxi drivers
- 10 depth interviews with taxi operators (1 from each Local Authority area)

### Focus groups

- 4 groups with taxi users
  - All users use taxi / PHV once a fortnight or more
  - 1 Female only group
  - 17 respondents
    - 13 female / 4 male
    - Range of ages (between 18 and 65+)
    - 5 had physical or mobility disabilities which affected their travel choices
    - At least one respondent from each of the 10 districts

---

## **APPENDIX 6 – JOINT COMMITTEES TERM OF REFERENCE**

### **Clean Air Charging Authorities Committee – Terms of Reference**

#### **General**

The Clean Air Charging Authorities Committee is a joint committee created by the ten Greater Manchester local authorities (“the Constituent Authorities”) under section 101(5) of the Local Government Act 1972 and Part 4 of the Local Authorities (Arrangements for the Discharge of Functions) (England) Regulations 2012.

#### **Membership of the Committee**

The membership of the committee shall be ten, consisting of the lead executive member for clean air of each of the Constituent Authorities from time to time. The Constituent Authorities shall also each nominate a substitute executive member to attend and vote in their stead.

#### **Role of the Committee**

To enable decisions to be taken that are required to be taken jointly by the Constituent Authorities’ as charging authorities in relation to the Greater Manchester Clean Air Zone.

#### **Powers to be discharged by the Committee**

The Committee shall have power to take all such decisions of the Constituent Authorities (as charging authorities) that must be taken jointly under Part 3 of, and Schedule 12 to, the Transport Act 2000 and any regulations made thereunder.

This includes, but is not limited to:

- Making and varying a joint local charging scheme order;
  - Decisions of the charging authority under such a joint local charging scheme and the Road User Charging Schemes (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2013.

#### **Operation of the Committee**

- The Committee shall appoint a chair at its first meeting;
- The Quorum of the Committee shall be 8 members;
- Each member shall have one vote;
- The Chair shall not have a casting vote;
- Unless required by law, decisions shall be made by a simple majority.

---

## **Air Quality Administration Committee – Terms of Reference**

### **General**

The Air Quality Administration Committee is a joint committee created by the ten Greater Manchester local authorities (“the Constituent Authorities”) and the Greater Manchester Combined Authority (“the GMCA”) under section 101(5) of the Local Government Act 1972 and Part 4 of the Local Authorities (Arrangements for the Discharge of Functions) (England) Regulations 2012.

### **Membership of the Committee**

The membership of the committee shall be eleven, consisting of the lead executive member for clean air of each of the Constituent Authorities and the relevant portfolio holder responsible for clean air of the GMCA from time to time. The Constituent Authorities and the GMCA shall also each nominate a substitute executive member/assistant portfolio holder to attend and vote in their stead.

### **Role of the Committee**

To enable the joint discharge of the GMCA’s and Constituent Authorities’ functions under sections 82 to 84 of the Environment Act 1995 (Air Quality) and in relation to the Greater Manchester Clean Air Plan (excluding such decisions that must be taken by the charging authorities jointly under Part 3 of, and Schedule 12 to, the Transport Act 2000 and regulations made thereunder).

### **Powers to be discharged by the Committee**

The Committee shall have the power to discharge jointly:

- the GMCA’s and the Constituent Authorities’ functions under sections 82 to 84 of the Environment Act 1995
  - the GMCA’s functions in relation to the Greater Manchester Clean Air Plan (including the taking of action likely to promote or improve the economic, social or environmental well-being of Greater Manchester in connection with it and the use of grants made by the Secretary of State under section 31 of the Local Government Act 2003 to implement that plan).
- the Constituent Authorities functions under the Greater Manchester Clean Air Plan including those under Part 3 of, and Schedule 12 to, the Transport Act 2000 and regulations made thereunder (excluding any decision thereunder that must be taken jointly by charging authorities) including, but not limited to:
  - action required under the Environment Act 1995 (Greater Manchester) Air Quality Direction 2020 (other than the making of the joint local charging scheme);
  - the exercise of their powers under sections 176, 177 and 192 of the Transport Act 2000;
  - the application of the Constituent Authorities’ shares of any net proceeds of a joint local charging scheme made by them.

---

The discharge of such functions includes the doing of anything which is calculated to facilitate, or is conducive or incidental to, the discharge of any of those functions.

### **Operation of the Committee**

- The Committee shall appoint a chair at its first meeting;
- The Quorum of the Committee shall be 8 members;
- Each member shall have one vote;
- The Chair shall not have a casting vote;
- Unless required by law, decisions shall be made by a simple majority.

This page is intentionally left blank



## Report to Leadership

# Council Performance Report December 2020

### **Portfolio Holder:**

Councillor Sean Fielding, Leader of the Council

**Officer Contact:** Matt Drogan, Head of Strategy and Performance

**Report Author:** Matt Drogan, Head of Strategy and Performance

**Email:** matthew.drogan@oldham.gov.uk

**Date:** 8 February 2021

---

---

### **Reason for Decision**

The purpose of this report is to allow:

- The review of Council Performance for December 2020
- The scrutiny of areas of underperformance as appropriate

### **Recommendations**

- To note areas of good performance
- Agree improvement plans for any areas of under performance.

# Oldham Profile in Numbers

## POPULATION

Total Population (Mid 2019) **237,110** 

Male 49.3% Female 50.7%

Aged 0-15 22.5% Aged 61.3% Aged 65+ 16.2%

White 71.3% Pakistani 11.8% Bangladeshi 8.6% Other 8.3%

ONS Mid-Year Estimate 2018/ Oldham Population Estimates 2020



## INCOME & BENEFITS

Median Household Income **£21,752**

71.1% Employment Rate  
12.2% Out of Work Benefits  
9.4% Unemployment  
5.7% ESA Benefits

CACI 2019/DWP 2019/Nomis 2020



## HOUSING

**64.9%** Owner Occupied

12.9% in Fuel Poverty  
20.9% Social Rented  
13.6% Private Rented  
20.2% Claiming Council Tax Benefits/Housing Benefits

LHNA 2019/DECC 2019/Council Tax 2019



## HOUSEHOLD INFO

Number of Households **97,219**

30.3% Single Person Households  
13.1% Lone Parent Households  
7.5% Overcrowded Households  
60.7% with No Children

OMBC Council Tax 2020/Census 2011



**97%** with at least 1 qualification at KS4

68.1% School-Ready Children with standard pass in GCSE English and Maths

96.4% young people aged 16 to 18 are in EET  
13.6 Adults with No Qualifications  
52.6% (including Eng & Maths)

DfE 2019/Positive Steps 2018/Census 2011

## HEALTH

**16.3%** Long Term Health Problems/Disabilities 


77.4 yrs Male Life Expectancy  
81.2 yrs Female Life Expectancy  
18.0% Currently Smoke

### Obese Children

Reception: 10.6% Year 6: 23.0%

Public Health England/Census 2011

## CRIME

**124** Victim Based Crimes (per 1,000 of the Population) 

2.5 Robbery of Personal Propert  
7.5 Residential Burglary Rate  
12.1 Vehicle Offences Rate  
39.2 Violence Against the Person Rate

ONS 2019

## COMMUNITY

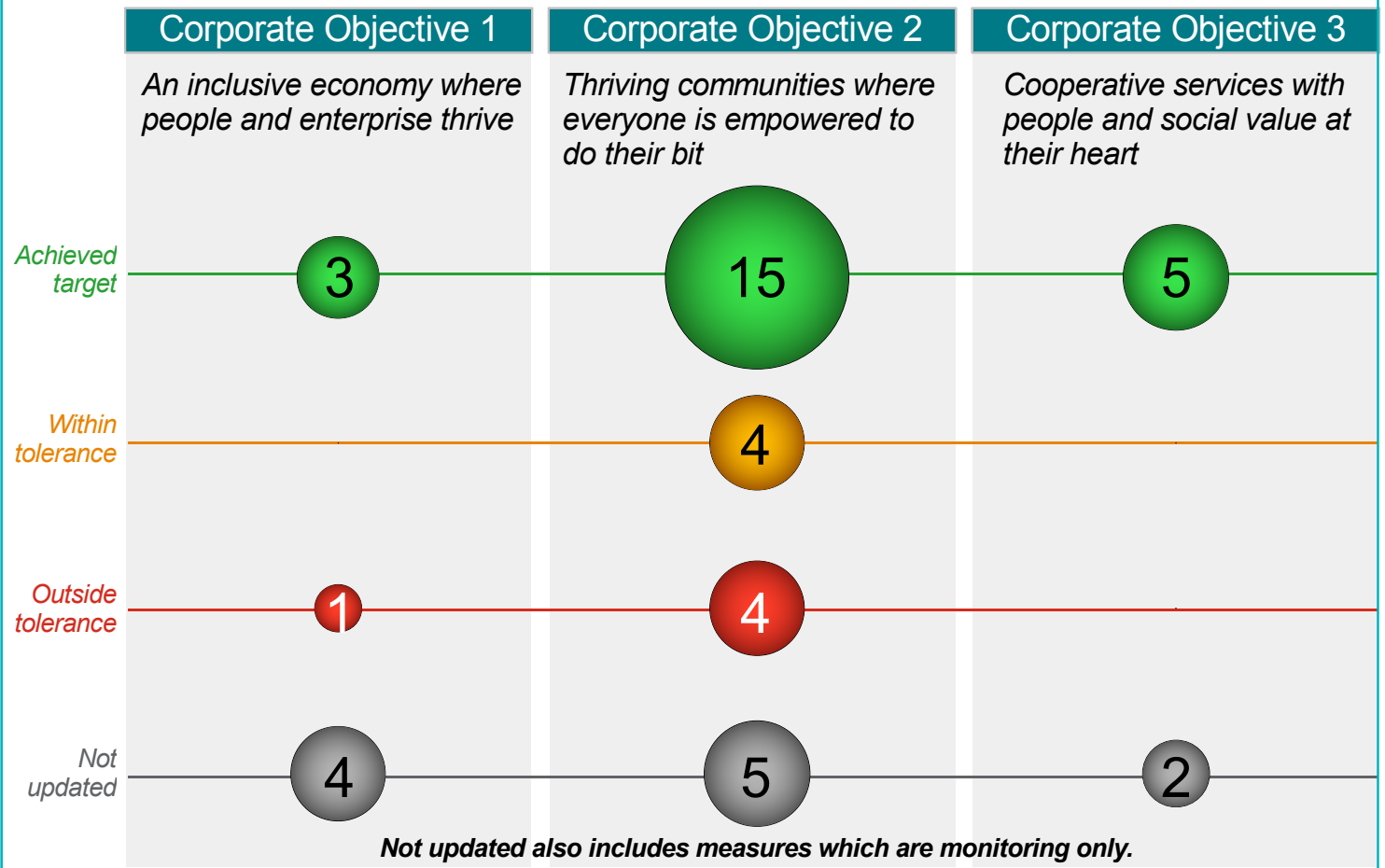
Satisfied with Local Area **71%** 

38% Volunteered in Last 12 Months  
31% Local Election Turnout  
26% Feel Involved in Community

YYC 2013 / UK Electoral Commision 2018

# Performance Measures by Objective

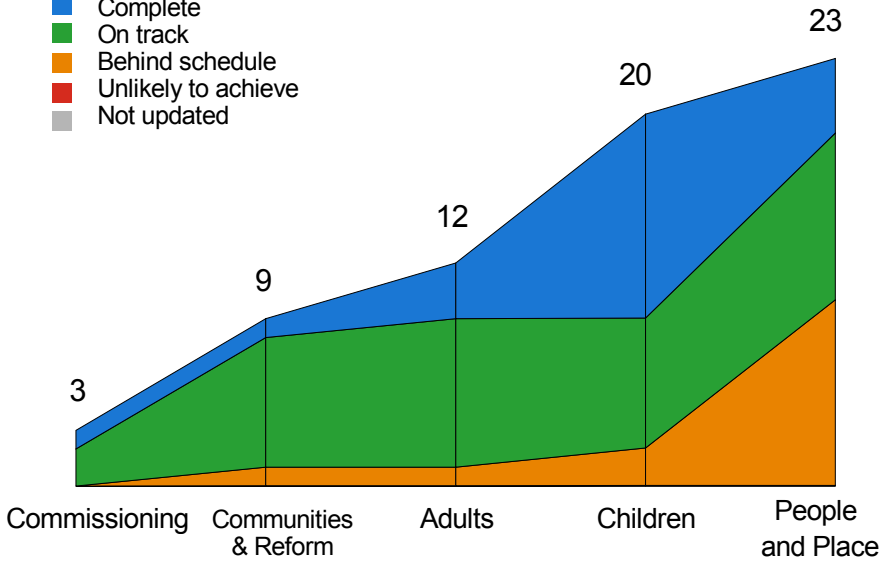
Details in Appendices I and II



## Action Summary

Details in Appendix III

- Complete
- On track
- Behind schedule
- Unlikely to achieve
- Not updated



## Comment

A review of achieve-ability against corporate performance measures was once again undertaken in Sept 2020 to better understand the ongoing impact of reporting against corporate performance measures following the outbreak of covid-19. The review resulted in 11 measures being temporarily suspended (appendix VI), 10 measures reported as monitoring only, and one measure with a target amended. Since the review in Sept 2020, further local and national restrictions have subsequently impacted on our ability to report against performance measures which are highlighted in the report accordingly.

## Summary of Risks associated with Actions

Details in Appendix IV

	Quarter 1				Quarter 2				Quarter 3				
	IV	III	II	I	IV	III	II	I	IV	III	II	I	
A	0	1	0	0	0	1	0	0	0	1	0	0	A
B	0	0	10	0	0	1	9	0	0	1	10	0	B
C	0	0	15	0	0	0	14	0	0	0	14	0	C
D	1	3	4	0	1	0	5	0	1	0	5	0	D
E	0	0	0	0	0	0	0	0	0	0	0	0	E

### Impact

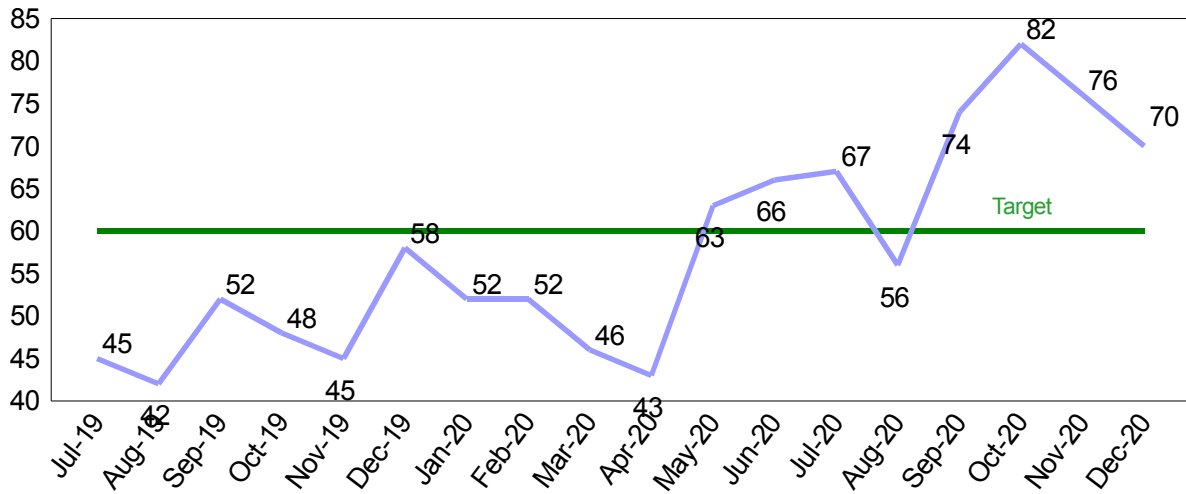
- I Catastrophic
- II Critical
- III Marginal
- IV Negligible

### Likelihood

- A Very High
- B High
- C Significant
- D Low
- E Very Low

## RAG-rated Performance Measure Trend (December 2020)

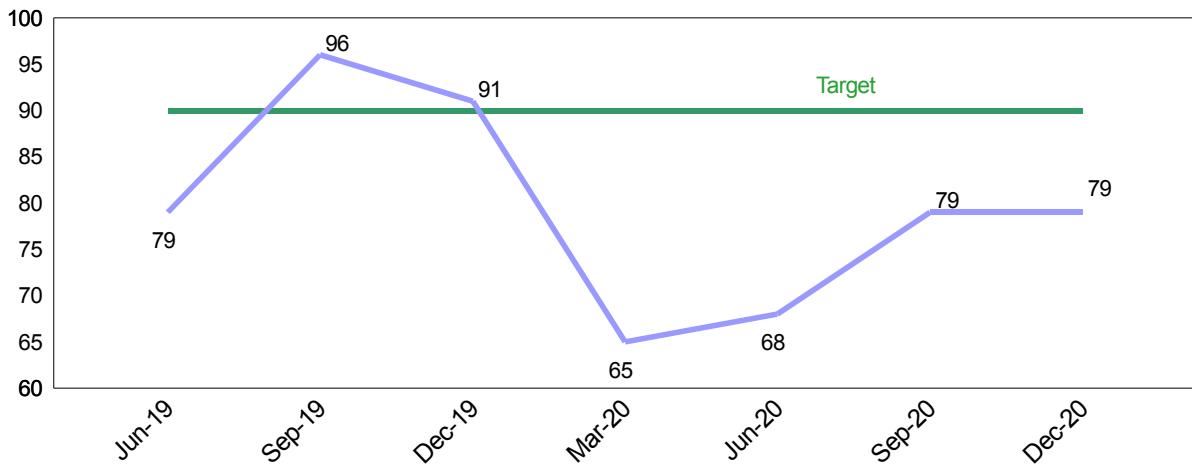
Performance Measures that achieved their target as a percentage of all reported Performance Measures. The aim is for 60% or more of the Performance Measures to have met their target.



	Prev. Quarter (Sep 20)	This Quarter (Dec 20)
No Update	0	1
> 5% off Target	6	5
Off Target	2	4
Achieved Target	23	23

## Action Trend (December 2020)

Corporate Actions that are on track or completed as a percentage of all reported Corporate Actions. The aim is for 90% or more of the Corporate Actions to be on track or complete.



	Prev. Quarter (Sep 20)	This Quarter (Dec 20)
No Update	0	0
Unlikely to achieve	0	0
Behind schedule	14	14
On track	39	33
Complete	15	21

### SICKNESS (year to date)



average days lost to sickness

same period previous year



current trend

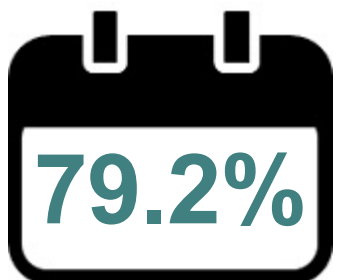


#### top 3 reasons

The top 3 reasons for sickness absence are Mental Health (2.32 days per FTE), Musculo-Skeletal (1.59 days per FTE) and Heart and Blood related (0.37)

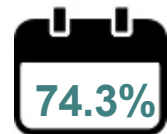
average 49

### LONG TERM SICKNESS (year to date)



of days lost are due to long-term sickness

same period previous year

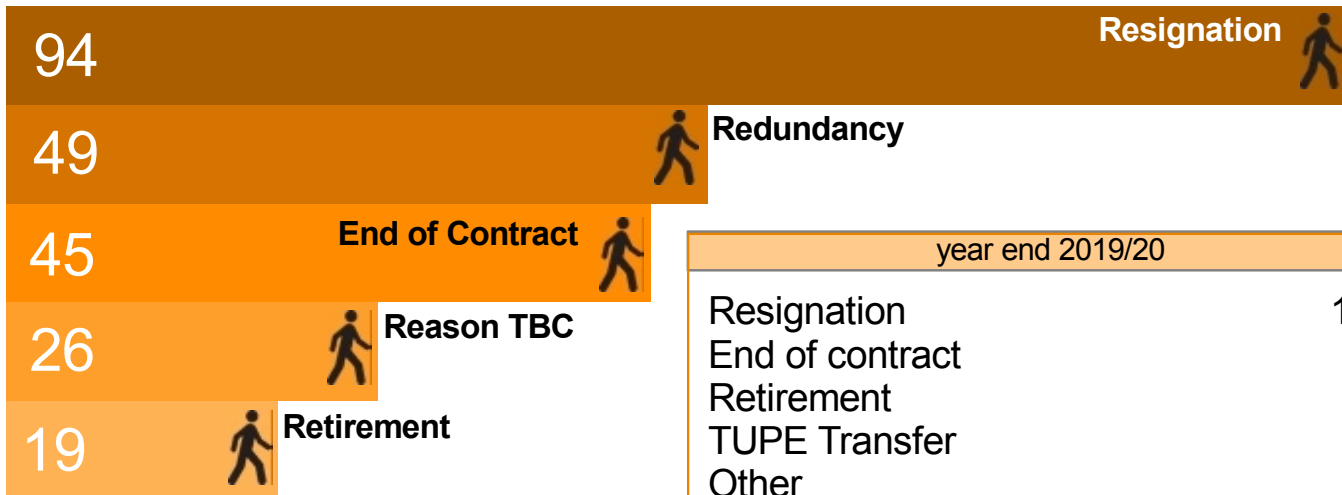


current trend



Long Term absence is any absence longer than 20 working days in duration

### TOP 5 REASONS FOR LEAVING (year to date)



year end 2019/20

Resignation	158
End of contract	48
Retirement	35
TUPE Transfer	30
Other	18

### SICKNESS TOP 3 DIVISIONS (year to date)

1	Adult Social Care	8.92 days per FTE
2	Economy	7.50 days per FTE
3	Environmental Management	7.10 days per FTE

Average days FTE per employee is calculated by total sick days in the service since the start of the year divided by total number of FTE. Smaller service's figures may be more disproportionately affected by individual instances of long terms absence

### TURNOVER (year to date)

**10.7%**



Staff turnover

same period previous year

**13.5%**

current trend



### TURNOVER (rolling 12 months)

**100.0%**

of people still in post after 12 months



same period previous year

**81.8%**

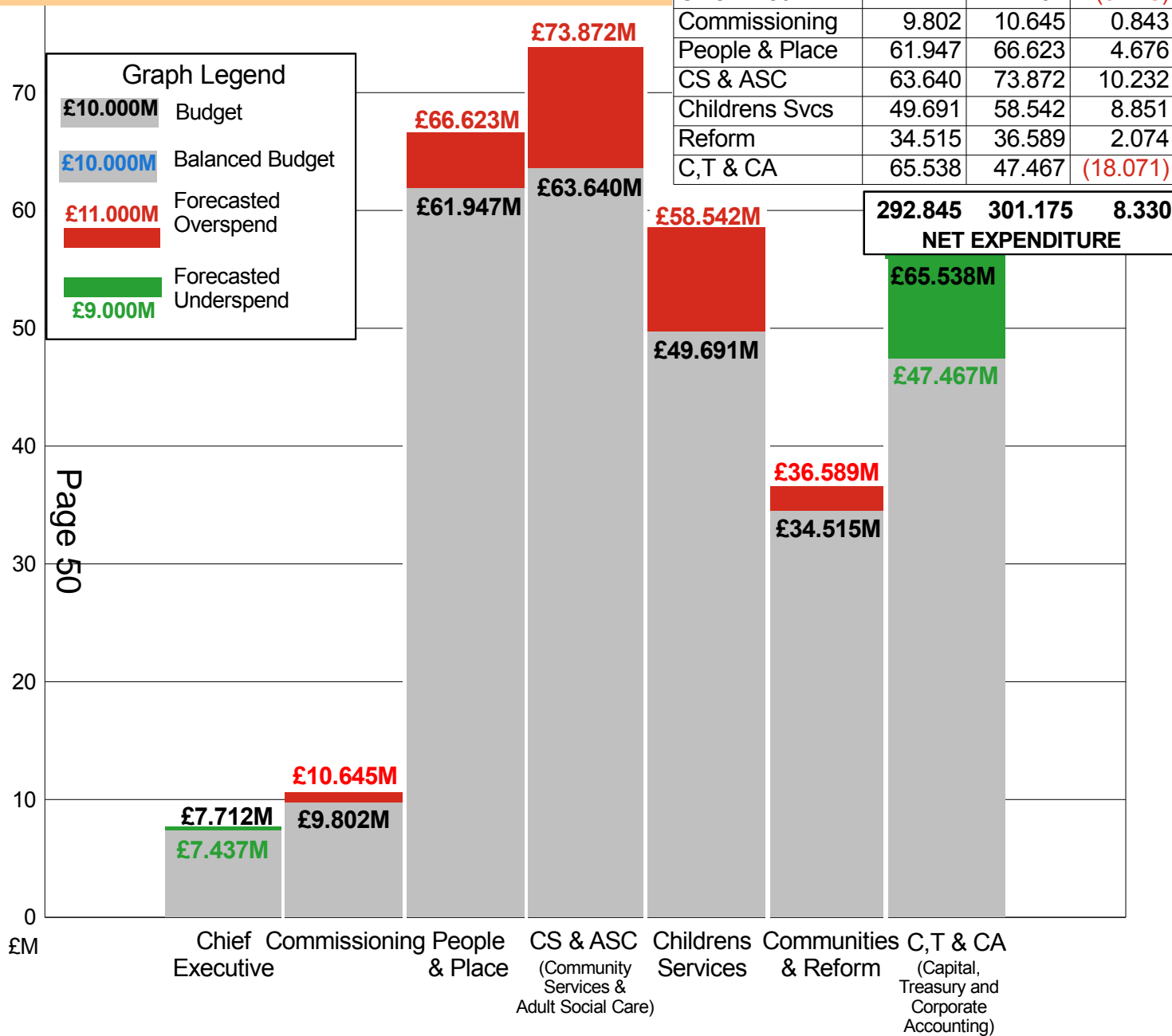
current trend



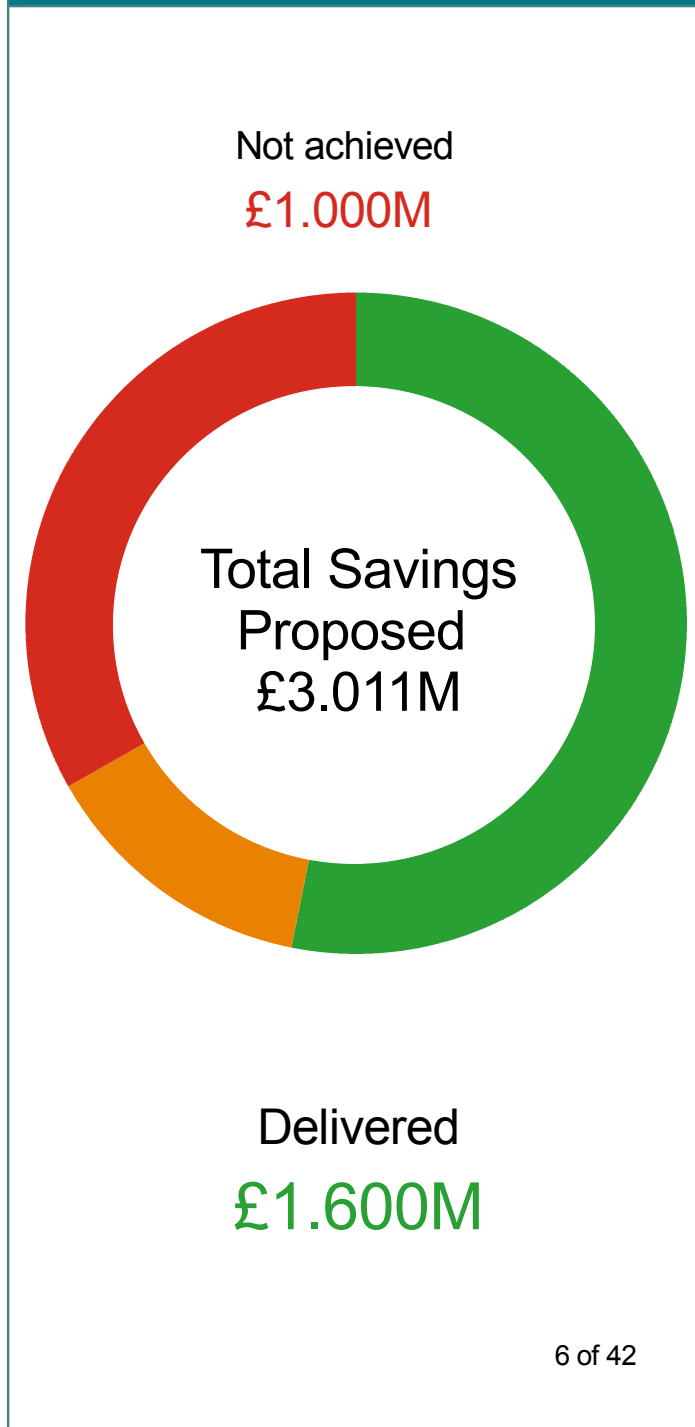
# Budget Forecast

Month 8 2020/21

Portfolio	Budget £M	Forecast £M	Variance £M
Chief Exec	7.712	7.437	(0.275)
Commissioning	9.802	10.645	0.843
People & Place	61.947	66.623	4.676
CS & ASC	63.640	73.872	10.232
Childrens Svcs	49.691	58.542	8.851
Reform	34.515	36.589	2.074
C,T & CA	65.538	47.467	(18.071)



# Approved 2020/21 Budget Reductions



## **Appendices**

- I Corporate Measure detail
- II Corporate Plan Actions detail
- III Red Corporate Measure Follow-up Action(s)
- IV Risks associated with Actions
- V Amendments
- VI Suspended Corporate Measures

# Appendix I - Corporate Measure Detail

Measure Name	Portfolio	Notes	GMCA Average	2019/20 Year End Outturn	Previous Period	Current Month Target	Current Month Actual	Current Month Actual and Status		
								tolerance (+/- 5% of target)	LEGEND	<span style="color: green;">●</span> on or better than target <span style="color: orange;">●</span> within tolerance <span style="color: red;">●</span> worse than tolerance
<b>START WELL : Children and Young people get the best start in life and make the most of their education</b>										
M729(CP) Percentage of children receiving their 1-3 preference of school place for the September intake in Reception and Year 7	Cllr S Mushtaq	Annual		92.2%	(Prev Yr) 92.2%	92.0%	93.0%			
M716(CP) Timeliness of quality EHC plans: Percentage completed within 20 weeks over 12 months	Cllr S Mushtaq	Monthly	65.4%	77.8%	(Prev Mth) 90.3%	70.0%	90.9%			
M700(CP) Attendance rates in Oldham Primary and Secondary Schools	Cllr S Mushtaq	Annual		95.4%	(Prev Yr) 95.4%					MONITORING ONLY - NO TARGETS SET
M683a(CP) Percentage of ICPCs that take place within 15 working days of a strategy discussion, or the strategy discussion at which section 47 enquiries were initiated if more than one has been held (in month)	Cllr E Moores	Monthly		N/A New Measure	(Prev Mth) 98.7%	80.0%	95.8%			
M649(CP) Percentage take up of 2 year-old children benefitting from funded early education places	Cllr E Moores	Bi-Annual		76.9%						BI-ANNUAL - NO UPDATE THIS MONTH



Measure Name	Portfolio	Notes	GMCA Average	2019/20 Year End Outturn	Previous Period	Current Month Target	Current Month Actual	Current Month Actual and Status
M640(CP) Percent of 16 to 17 year olds who are not in education, employment or training (NEET)	Cllr S Mushtaq	Monthly	3.4%	3.4%	(Prev Mth) ACTUAL 3.1%		3.1%	MONITORING ONLY - NO TARGETS SET
M619a(CP) Percentage of Care Leavers aged 16-18 (post year 11) in Education, Employment or Training	Cllr E Moores	Monthly		N/A New Measure	(Prev Mth) ACTUAL 85.0% TARGET 60.0%	60.0%	82.0%	
M619b(CP) Percentage of Care Leavers aged 19-21 in Education, Employment or Training	Cllr E Moores	Monthly		N/A New Measure	(Prev Mth) ACTUAL 59% TARGET 60%	60%	60%	
M639(CP) Achieve the expected standard for the childhood immunisation programme as indicated by uptake of MMR at age 5	Cllr Z Chauhan	Quarterly		96.9%	(Prev Qtr) ACTUAL 96.9% TARGET 95.0%	95.0%	97.3%	
M655(CP) Percentage of children seen in the previous 12 months by an NHS dentist	Cllr Z Chauhan	Quarterly		63%	(Prev Qtr) ACTUAL 63% TARGET 60%	60%	58%	
M656(CP) Percentage of Health Visitor mandated reviews completed within timescale	Cllr Z Chauhan	Quarterly		88.6%	(Prev Qtr) ACTUAL 80.3% TARGET 88.0%	88.0%	70.8%	

Measure Name	Portfolio	Notes	GMCA Average	2019/20 Year End Outturn	Previous Period	Current Month Target	Current Month Actual	Current Month Actual and Status
M738(CP) Participation of 17 year olds in education or training (counted as Year 12 year group under CCIS)	Cllr S Mushtaq	Monthly		95.40%	(Prev Mth) ACTUAL 94.50% TARGET 94.00%	94.00%	94.40%	<p>A horizontal bar chart with a scale from 0 to 100. A grey bar represents the target at 94.00%. A green dot represents the current month actual at 94.4%.</p>
M941(CP) Average time between a child entering care and moving in with its adoptive family, for children who have been adopted (days) per year	Cllr E Moores	Monthly		488 days	(Prev Mth) ACTUAL 462 days TARGET 426 days	426 days	465 days	<p>A horizontal bar chart with a scale from 0 to 500. A grey bar represents the target at 426 days. A red dot represents the current month actual at 465 days.</p>

Measure Name	Portfolio	Notes	GMCA Average	2019/20 Year End Outturn	Previous Period	Current Month Target	Current Month Actual	Current Month Actual and Status
--------------	-----------	-------	--------------	--------------------------	-----------------	----------------------	----------------------	---------------------------------

**LIVE WELL : Adults of working age benefit from inclusive growth, live well and are empowered to do their bit**

M636(CP) Percentage who quit smoking at 4 weeks	Cllr Z Chauhan	Quarterly		47.3%	(Prev Qtr) ACTUAL 50.0% TARGET 50.0%	50.0%	50.3%	<p>A horizontal bar chart with a scale from 0 to 60. A grey bar represents the target at 50.0%. A green dot represents the actual value at 50.3%.</p>
M408(CP) Total new homes built	Cllr H Roberts	Quarterly	770	695		112	112	<p>A horizontal bar chart with a scale from 0 to 120. A grey bar represents the target at 112. A green dot represents the actual value at 112.</p>
M356(CP) Number of work related opportunities created by Get Oldham Working Age 55	Cllr S Fielding	Monthly		8,056	(Prev Mth) ACTUAL 8,815		8,858	MONITORING ONLY - NO TARGETS SET
M63(CP) Number of visitors to Gallery Oldham	Cllr B Brownridge	Quarterly					192	MONITORING ONLY - NO TARGETS SET
M67(CP) Total number of e-books, e-audio books and e-magazines loaned per month	Cllr B Brownridge	Monthly		N/A New Measure	(Prev Mth) ACTUAL 8,317 TARGET 5,600	5,600	8,041	<p>A horizontal bar chart with a scale from 0 to 9,000. A grey bar represents the target at 5,600. A green dot represents the actual value at 8,041.</p>
M69(CP) Number of library visits per 1000 population. To library service points - not including web visits	Cllr B Brownridge	Monthly		5,183	(Prev Mth) ACTUAL 2,941		2,631	MONITORING ONLY - NO TARGETS SET

Measure Name	Portfolio	Notes	GMCA Average	2019/20 Year End Outturn	Previous Period	Current Month Target	Current Month Actual	Current Month Actual and Status
M197(CP) Number of visits to OCL Leisure Centres per 1000 population	Cllr B Brownridge	Quarterly						DATA NOT AVAILABLE
M256(CP) Number of life long learning enrolments	Cllr S Fielding	Monthly		5,176	(Prev Mth) ACTUAL 1,429		1,582	MONITORING ONLY - NO TARGETS SET
M357a(CP) Number of Get Oldham Working related Job opportunities filled	Cllr S Fielding	Monthly		4,568	(Prev Mth) ACTUAL 4,867		4,900	MONITORING ONLY - NO TARGETS SET
M409(CP) Percentage of completed homes that are affordable	Cllr H Roberts	Quarterly	18.0%	25.3%		25.0%	32.1%	<p>A horizontal bar chart with a scale from 0 to 35. A grey bar represents the target at 25.0%. A green dot represents the actual value at 32.1%.</p>
M548(CP) Proportion of adults with learning disabilities in paid employment in England	Cllr Z Chauhan	Quarterly	5.6%	3.05%	(Prev Qtr) ACTUAL 3.2% TARGET 3.0%	4.0%	3.2%	<p>A horizontal bar chart with a scale from 0.0 to 4.5. A grey bar represents the target at 4.0%. A red dot represents the actual value at 3.2%.</p>
M715(CP) Annual EHCP (SEND) statutory reviews completed within legal time frame	Cllr S Mushtaq	Monthly		49.2%	(Prev Mth) ACTUAL 77.8% TARGET 65.0%	70.0%	80.7%	<p>A horizontal bar chart with a scale from 0 to 90. A grey bar represents the target at 70.0%. A green dot represents the actual value at 80.7%.</p>

Measure Name	Portfolio	Notes	GMCA Average	2019/20 Year End Outturn	Previous Period	Current Month Target	Current Month Actual	Current Month Actual and Status
--------------	-----------	-------	--------------	--------------------------	-----------------	----------------------	----------------------	---------------------------------

**AGE WELL : Older people live fulfilling lives and form part of an engaged and resilient community**

M543(CP) Number of individuals (65+) in a permanent residential or nursing placement – per 10,000 population 65+	Cllr Z Chauhan	Monthly		204	(Prev Mth) ACTUAL 175 TARGET 200	200	168	
M863(CP) Percent of eligible adults aged 65+ who have received the flu vaccine	Cllr Z Chauhan	Quarterly	75.4%	72.8%		75.0%	73.1%	

Measure Name	Portfolio	Notes	GMCA Average	2019/20 Year End Outturn	Previous Period	Current Month Target	Current Month Actual	Current Month Actual and Status
--------------	-----------	-------	--------------	--------------------------	-----------------	----------------------	----------------------	---------------------------------

**PLACE : An organisation that works cooperatively with residents and partners to deliver for Oldham**

M915(CP) Customer satisfaction (Contact Centre)	Cllr A Jabbar	Monthly		96.11%	(Prev Mth) ACTUAL 96.80% TARGET 94.00%	94.00%	96.48%	
M631a(CP) Early Help - Proportion of cases where at least one individual shows an improvement in one or more assessed scores - excluding smoking & work and skills (in month)	Cllr A Chadderton	Monthly		N/A New Measure	(Prev Mth) ACTUAL 71.6% TARGET 65.0%	65.0%	77.1%	
M501(CP) Percentage of Household waste sent for Reuse, Recycling or Composting	Cllr B Brownridge	Monthly	49.33%	43.96%	(Prev Mth) ACTUAL 46.36%		42.21%	MONITORING ONLY - NO TARGETS SET
M275(CP) Percentage of minor planning applications determined in time	Cllr H Roberts	Quarterly		89.9%	(Prev Qtr) ACTUAL 94.0% TARGET 80.0%	80.0%	76.0%	
M126(CP) Percentage CO2 reduction on 1990 baseline	Cllr B Brownridge	Annual 3yr in arrears		45%	(Prev Yr) ACTUAL 45% TARGET 41.6%	43.2%	44%	
M274(CP) Percentage of major planning applications determined in time	Cllr H Roberts	Quarterly		90.9%	(Prev Qtr) ACTUAL 82.0% TARGET 80.0%	80.0%	100.0%	

10058

14 of 42

Measure Name	Portfolio	Notes	GMCA Average	2019/20 Year End Outturn	Previous Period	Current Month Target	Current Month Actual	Current Month Actual and Status
M333(CP) Percentage Council spend in Oldham	Cllr A Jabbar	Monthly		57.00%	(Prev Mth) ACTUAL 50.80% TARGET 55.00%	55.00%	54.50%	
M493(CP) Streets and grounds inspection issues	Cllr B Brownridge	Monthly		14%	(Prev Mth) ACTUAL 16% TARGET 21%	21%	15%	
M890(CP) Highways: Classified Network Surface Condition (Percentage of principal roads requiring maintenance)	Cllr B Brownridge	Annual		4.7%	(Prev Yr) ACTUAL 6.0% TARGET 6.0%	4.0%	4.7%	

Measure Name	Portfolio	Notes	GMCA Average	2019/20 Year End Outturn	Previous Period	Current Month Target	Current Month Actual	Current Month Actual and Status
--------------	-----------	-------	--------------	--------------------------	-----------------	----------------------	----------------------	---------------------------------

**WELL LED : Oldham has an inclusive economy, thriving communities and residents who are independent, resilient and engaged**

S202(CP) Council Sickness Absence	Cllr A Chadderton	Monthly	10.0 days	11.3 days	(Prev Mth) ACTUAL 4.8 days TARGET 7.8 days	9.0 days	5.7 days	
M664a(CP) Percentage of referrals which are repeat referrals to Children's Social Care (in month)	Cllr E Moores	Monthly		N/A New Measure	(Prev Mth) ACTUAL 27.3% TARGET 21.0%	21.0%	24.2%	
M340(CP) Percent of Internal Audit Opinions resulting in Weak, Inadequate, Limited Assurance	Cllr A Jabbar	Quarterly		11%	(Prev Qtr) ACTUAL 14% TARGET 15%	15%	10%	
M365(CP) Percentage of Council annual apprentice levy distributed to employers and apprenticeship training agencies within Oldham	Cllr A Chadderton	Quarterly		43.7%	(Prev Qtr) ACTUAL 12.9% TARGET 3.0%	7.0%	16.2%	
M682a(CP) Children's Social Care – Percentage of completed assessments to timescale (in month)	Cllr E Moores	Monthly		N/A New Measure	(Prev Mth) ACTUAL 85.8% TARGET 80.0%	80.0%	96.0%	
S357(CP) Percentage of council tax in year collected of the total owed (cumulative)	Cllr A Jabbar	Monthly	95.03%	94.05%	(Prev Mth) ACTUAL 71.43%		80.21%	<p>MONITORING ONLY - NO TARGETS SET</p>



Measure Name	Portfolio	Notes	GMCA Average	2019/20 Year End Outturn	Previous Period	Current Month Target	Current Month Actual	Current Month Actual and Status
S368(CP) Percentage of national non domestic rates (NNDR) collected in year as a % of the total owed	Cllr A Jabbar	Monthly	96.73%	96.18%	(Prev Mth) ACTUAL 66.64%		74.86%	MONITORING ONLY - NO TARGETS SET
S370(CP) Average time taken to process Council Tax Reduction (new claims and change events)	Cllr A Jabbar	Monthly		N/A New Measure	(Prev Mth) ACTUAL 9 days TARGET 15 days	15 days	11 days	<p>A horizontal bar chart with an x-axis labeled from 0 to 16 in increments of 2. A green dot is positioned at 11, and a grey square is positioned at 15. The y-axis is labeled 'Days'.</p>

## Appendix II - Corporate Plan Actions Detail

Ref	Actions		Action Updater	Cabinet Member	Date Comments Reviewed	Due Date	Forecasted Completion Date	Comments (Covid-19 impact highlighted in pale red)	Action Owner	Director Approve Date
	Complete	Behind Schedule								
Corporate Objective 1 : An inclusive economy where people and enterprise thrive										
DA113	Engagement with GMHSP(Health and Social Care Partnership) for the tender for Supported Employment Service and enable local improvement of employment of people with Learning Disabilities, Autism and Mental Health	Charlotte Walker	Cllr Z Chauhan	11/1/2021	31/3/2020	31/7/2023	The scheme started in August 2020 and runs for a period of three years.	Mark Warren	19/1/2021	
DC100	Support Oldham Education Partnership Board in prioritising all the recommendations of Education & Skills Commission	Tony Shepherd	Cllr S Mushtaq	1/10/2020	31/3/2020	31/8/2020	All of the work of the Oldham Education Partnership (OEP), Local Authority and Opportunity Area was integrated to ensure that priorities are met in a cohesive manner to ensure the best outcomes for the children and young people in Oldham. The OEP has now ended at the end of the four years and the work is continued through Oldham Learning.	Gerard Jones	20/10/2020	
DC101	Focus on raising standards in reading writing, maths and phonics to level up educational outcomes at the end of all key stages	Tony Shepherd	Cllr S Mushtaq	1/10/2020	31/3/2020	30/9/2020	A range of projects have been in place working with the Local Authority, Oldham Education Partnership and Oldham Opportunity Area. Outcomes for summer 2019 were positive. Given the current Covid-19 situation we will not receive data for 2020. Work in this area has now moved to Oldham Learning.	Gerard Jones	14/1/2021	

Ref	Actions	Action Updater	Cabinet Member	Date Comments Reviewed	Due Date	Forecasted Completion Date	Comments (Covid-19 impact highlighted in pale red)	Action Owner	Director Approve Date
DC105	Invest £37 million in new primary and secondary school facilities in order to meet demands on projected pupil need.	Andy Collinge	Cllr S Mushtaq	7/1/2021	31/3/2020	1/4/2024	A comprehensive programme of investment in additional school places continues at pace and further plans are being formulated to enhance the offer to parents and meet our statutory obligations to provide sufficient school places and offer parents a choice of good school places.	Gerard Jones	14/1/2021
DC111	Ensure all children are school ready when they are due to start school	Paula Healey	Cllr E Moores	8/1/2021	31/3/2020	30/9/2020	EYFS reforms for academic year 20/21 will prevent comparison with historical GLD data. Baseline data collected from schools for 20/21 will be used to evidence improved child development and school readiness. EYs strategy launched and Y1 priorities agreed:0-2s, Covid recovery, workforce, place & assets; consultation and engagement. Working groups being set up	Gerard Jones	14/1/2021
DC155	Get Oldham Working to engage with 6,000 residents and fill 5,000 new employment-related opportunities by 2020	Jon Bloor	Cllr S Fielding	14/4/2020	31/3/2020	31/3/2020	Since April 2016 the GOW phase 2 programme has filled 5,034 work related opportunities (against a target of 4,061). This consisted of 3,642 jobs, 117 traineeships, 606 apprenticeships & 669 Work experience placements. The programme has therefore achieved the target set 9 months early. It has been enhanced by £2.5m external funding.	Gerard Jones	30/4/2020
DC156	Encourage 'In work' progression to help at least 400 residents gain new skills so they can gain promotions up the career ladder (Career Advancement Service)	Jon Bloor	Cllr S Fielding	28/4/2020	31/3/2020	30/6/2020	Work is currently ongoing to review this programme. It has achieved significant uplift in salary levels for programme attendees. Funding ended March 2020 - work is ongoing to secure external funds.	Gerard Jones	30/4/2020
DC157	Fight for a Fair Employment borough, and lead the way as a GM Good Employment Charter member	Jon Bloor	Cllr S Fielding	28/4/2020	31/3/2020	30/6/2020	The Council is working towards signing the GM Good Employer Charter. It is also supporting this initiative with promotion via Growth Company and the Council Business Growth and Investment team.	Gerard Jones	30/4/2020

Ref	Actions	Action Updater	Cabinet Member	Date Comments Reviewed	Due Date	Forecasted Completion Date	Comments (Covid-19 impact highlighted in pale red)	Action Owner	Director Approve Date
DC191	Explore options to support parents as co-educators, strengthening the partnership between council, schools and parents	Tony Shepherd	Cllr S Mushtaq	7/7/2020	31/3/2020	30/6/2020	Engagement through PCF, POINT and updates to the Local Offer. Co-production with partners has, and will continue to take place into the future as part of the SEND Strategy.	Gerard Jones	22/7/2020
DC193	Improve support for schools recruiting governors, particularly from underrepresented communities	Andy Collinge	Cllr S Mushtaq	7/1/2021	31/3/2020	1/4/2021	We continue to look at innovative ways to widen uptake of Governor vacancies across all communities in Oldham.	Gerard Jones	14/1/2021
DC194	Council investment will have ensured by 2022 that all new school places created for Oldham children and young people are in good or outstanding schools.	Tony Shepherd	Cllr S Mushtaq	6/1/2021	31/3/2022	30/9/2022	Crompton House extension opened Sept 2020; Leesbrook new build opened Nov 2020; North Chadderton extension on track; Bluecoat 2 new build on track for Sept 2022.	Gerard Jones	14/1/2021
DC195	Oldham to match the national level of school readiness by 2021 through supporting best practice in early family learning support programmes	Paula Healey	Cllr S Mushtaq	9/10/2020	31/3/2021	31/7/2021	Given the current COVID-19 situation no EYFSP data will be available nationally or locally for 2020. Work continues to ensure children are school ready through a range of support programmes and will be monitored through the new EYs partnership. Future updates around school readiness will continue to be provided in DC111.	Gerard Jones	20/10/2020

Ref	Actions	Action Updater	Cabinet Member	Date Comments Reviewed	Due Date	Forecasted Completion Date	Comments (Covid-19 impact highlighted in pale red)	Action Owner	Director Approve Date
DC196	Oldham children and young people (5-16) to report better than national averages of wellbeing by 2021 through targeted support for SEMH(Social Emotional and Mental Health) programmes in schools.	Natalie Williams	Cllr S Mushtaq	8/1/2021	31/3/2021	31/3/2021	We cannot measure this & compare to national, the whole school approach work undertaken by the MW team with school leads has had significant impact of increasing confidence of staff & pupils around MH at a universal level. Interventions have increased to prevent the escalation to targeted services. MHST is being mobilised to support low level intervention.	Gerard Jones	14/1/2021
DC197	Promote the Children's Champions scheme so that every child looked after has a champion to support them	Elaine Devaney	Cllr E Moores	11/1/2021	31/3/2020	31/3/2021	We have maintained the number of Children in Care and Care Leavers with a Children's Champion throughout the Covid-19 pandemic. At the recent Ofsted focused visit, the Children in Care Council shared with the inspector that they really value the support from Children Champions, and this is a development that they are proud of.	Gerard Jones	14/1/2021
DC198	Explore the options to provide free prescriptions to all children looked after and care leavers under 25	Elaine Devaney	Cllr E Moores	14/4/2020	31/3/2020	31/3/2020	The free prescriptions process is set-up. Health partners have agreed to fund all free prescriptions. One young person received their free prescriptions after testing the application process and the system is now live.	Gerard Jones	30/4/2020
DE117	Improve security at bus stations, metrolink stops and car parks	Carol Brown	Cllr B Brownridge	4/1/2021	31/3/2020	31/3/2020	Appropriate interventions to be requested through TfGM as the responsible authority.	Helen Lockwood	12/1/2021

Ref	Actions	Action Updater	Cabinet Member	Date Comments Reviewed	Due Date	Forecasted Completion Date	Comments (Covid-19 impact highlighted in pale red)	Action Owner	Director Approve Date
DE119	Enhance and support all town centres by retaining and helping businesses to grow and thrive, and by encouraging new businesses to start up in empty properties	Emma Barton	Cllr S Fielding	5/1/2021	31/3/2020	30/9/2020	Lees scheme now finished and all outstanding schemes finished. Still one outstanding scheme in Failsworth to be completed before the end of the financial year. Royton scheme still open but not actively promoted, due to Covid-19	Helen Lockwood	12/1/2021
DE139	Greater Manchester's Plan for Homes, Jobs and the Environment (aka GMSF): in partnership with GMCA, provide support for the opportunities and implications associated with the proposed development sites across the borough	Emma Barton	Cllr H Roberts	5/1/2021	31/3/2021	31/3/2021	Following the decision for Stockport to withdraw at full Council in early December 2020 work has halted on the GMSF. GMCA and the remaining nine districts are considering what this means for continuing with a Joint Plan and for our individual Local Plans.  This indicator will need to be reworded to reflect revised title / approach when agreed.	Helen Lockwood	12/1/2021
DE148	Maintain our 24-hour road repair promise for priority routes and invest in our secondary routes and highways	Gordon Anderson	Cllr B Brownridge	7/1/2021	31/3/2020	31/3/2021	The 2nd year of the 3 year £12m Highways Investment Programme is on target.	Helen Lockwood	12/1/2021
DE170	Review, develop and deliver a new Town Centre Vision, with an associated action plan, children's masterplan, and comprehensive investment plan, which will support our local communities and ensure it is a place that thrives.	Emma Barton	Cllr S Fielding	5/1/2021	31/3/2020	30/9/2020	Completed	Helen Lockwood	12/1/2021

Ref	Actions	Action Updater	Cabinet Member	Date Comments Reviewed	Due Date	Forecasted Completion Date	Comments (Covid-19 impact highlighted in pale red)	Action Owner	Director Approve Date
DE171	Develop and deliver the Oldham Museum and Archive (OMA) Centre to enhance the cultural offer in the town centre	Emma Barton	Cllr S Fielding	7/10/2020	31/3/2021	31/3/2021		Helen Lockwood	20/10/2020
DE172	Develop and deliver the transformation of Oldham Mumps (Princes Gate) area	Emma Barton	Cllr S Fielding	5/1/2021	31/3/2021	31/3/2021	Lidl-discussions continue in light of Travelodge administration.  The Old Bank– disposal complete following refusal of Asset of Community Value application.  Site C housing site – change of priority linked to future town centre heating project identified for this location.	Helen Lockwood	12/1/2021
DE173	Develop options / business cases for key projects which will act as enablers for catalytic transformation of Our Town Centre - (examples - Market and retail offer, public services accommodation, culture offer and event space)	Emma Barton	Cllr S Fielding	5/1/2021	31/3/2020	30/6/2020	Purchase of Spindles Town Square provides for relocation opportunity for market and new opportunities within the vacant units / space. Relocation of market allows for the provision of major new open space through the creation of a linear park and more town centre homes.  Recent submission of Towns Fund bid for funding – news anticipated in March 2021.	Helen Lockwood	12/1/2021
DE186	Develop Oldham town centre's night time economy, attracting new, high quality businesses and creating a connected, diverse and safe evening offer	Emma Barton	Cllr S Fielding	5/1/2021	31/3/2020	30/6/2020	The Town Centre Team has continued to support existing night-time economy businesses, mainly in relation to being Covid Safe and accessing grants.	Helen Lockwood	12/1/2021
DE187	Double the number of co-operative enterprises active in the borough	Emma Barton	Cllr S Fielding	5/1/2021	31/3/2020	30/6/2020	Work is on-going to support the Oldham In Place Partnership LAP application. We are currently working with the team leading it to find them a town centre location that will act as a one-stop-shop for social enterprise support.	Helen Lockwood	12/1/2021

Ref	Actions	Action Updater	Cabinet Member	Date Comments Reviewed	Due Date	Forecasted Completion Date	Comments (Covid-19 impact highlighted in pale red)	Action Owner	Director Approve Date
DE190	Identify sites for public water fountains to support our green agenda	Gail Aspinall	Cllr B Brownridge	5/1/2021	31/3/2020	30/6/2020	GMCA put on hold for the long term	Helen Lockwood	12/1/2021
DE191	Extend our free weekend car parking pledge (up to 3 hours) with unlimited free parking on weekdays after 3pm.	Emma Barton	Cllr B Brownridge	5/1/2021	31/3/2020	30/6/2020	Completed	Helen Lockwood	12/1/2021
DP213	Establish joint working with planning to support health promoting environments within the context of the GM spatial framework for new homes, town centre planning and transport infrastructure planning	Katrina Stephens	Cllr Z Chauhan	6/1/2021	31/3/2020	30/6/2020	Work in response to Council motion on health impact assessments is progressing. A process to provide public health input into Licensing decisions has been scoped, and is on track. Work paused due to Covid-19.	Rebekah Sutcliffe	11/1/2021
DP414	Create a programme of events and activities to tackle social isolation and increase access to culture	Katrina Stephens	Cllr Z Chauhan	6/1/2021	31/3/2020	30/6/2020	Audio-Described & BSL tours and activities at Gallery Oldham on-going. The Unexpected activity programme engaging older people with history collections. Libraries of Sanctuary programme on-going. Reading Friends which targeted older social isolated people now includes younger LGBT groups. Autism & dementia friendly activities. Work paused due to Covid-19.	Rebekah Sutcliffe	11/1/2021
DP415	Develop the Local Cultural Education Partnerships	Katrina Stephens	Cllr B Brownridge	6/1/2021	31/3/2020	30/6/2020	Funding has been secured to appoint a co-ordinator. Core group has broken in to task teams to progress key activities. Continuing to explore match funding options to release Curious Minds development funds to progress objectives. Work paused due to Covid-19.	Rebekah Sutcliffe	11/1/2021



Ref	Actions	Action Updater	Cabinet Member	Date Comments Reviewed	Due Date	Forecasted Completion Date	Comments (Covid-19 impact highlighted in pale red)	Action Owner	Director Approve Date
<b>Corporate Objective 2 : Thriving communities where everyone is empowered to do their bit</b>									
DA104	Implement GM Learning Disabilities priorities ensuring all 10 priorities become BAU	Charlotte Walker	Cllr Z Chauhan	11/1/2021	31/3/2020	31/12/2020	All 10 GM Learning Disabilities priorities are embedded in the Local LD strategy. This is ongoing work and forms part of the workplan and the local Learning Disabilities strategy in Oldham. We are in the process of collating and cross referencing GM LD Delivery Board post Covid expectations to align locally.	Mark Warren	19/1/2021
DA112	Review of the community services statutory requirements and compliance to include;-Care Act-Social care Green paper-NHS 10-year plan compliance-LPS(Liberty Protection Safeguarding)/MCA(Mental Capacity Act)	David Garner	Cllr Z Chauhan	19/1/2021	31/12/2019	31/3/2021	This continues as an ongoing piece of work that requires ongoing monitoring on legislation and statutory guidance impacting on the work of community health and social care. This is particularly relevant in regard to the response to Covid-19 due to the volume of guidance involved and the need to react quickly to regular changes. This will continue.	Mark Warren	19/1/2021
DA115	New legislative frameworks relating to MCA(Mental Capacity Act)/LPS(Liberty Protection Safeguarding) are embedded confidently in practice and leads to an increase in CoP DoLs in community settings	Hayley Eccles	Cllr Z Chauhan	12/1/2021	31/3/2021	31/3/2021	We have completed MCA training across all of ASC workforce in 2020. Continued updates and training is provided in relation to any national updates. LPS Planning for implementation is on track and refresher training in BIA assessors is ongoing, end date Jan 2021. BIA authoriser training is completed. Planning for LPS implementation is underway & on track.	Mark Warren	19/1/2021

Ref	Actions	Action Updater	Cabinet Member	Date Comments Reviewed	Due Date	Forecasted Completion Date	Comments (Covid-19 impact highlighted in pale red)	Action Owner	Director Approve Date
DA121	Monitor the effectiveness of the new RAS approach and further develop our personalised approach to our customer's health and social care journey.	Kirsty Littlewood	Cllr Z Chauhan	30/4/2020	31/3/2020	30/6/2020	Reporting arrangements now in place to monitor outputs from the RAS and sub groups established to lead on reviewing the data, to ensure the system is effective.	Mark Warren	15/7/2020
DA123	OMBC to continue to take a lead GM role in the GM transformation agenda, working across the core features of the GM ASC Transformation model (which includes supporting people to live independent lives for longer in their own homes)	David Garner	Cllr Z Chauhan	19/1/2021	31/3/2020	31/3/2021	This is an ongoing piece of work that includes involvement in a wide range of different GM Transformation Agendas that reflect the priorities of the Oldham Locality Plan. Implementation of the GM Transformation Programme has been impacted by C-19. We continue to promote the Home First approach through the work being carried out in response to C-19.	Mark Warren	19/1/2021
DA125	Achievement of our joint vision and priorities for the community health and adult social care service, covering key areas, such as stakeholder relationship, access to services, community enablement and IMT.	Mark Warren	Cllr Z Chauhan	11/1/2021	31/3/2020	31/3/2021	Priorities continue to be developed and remain at multiple stages of implementation. This forms a key part of the C-19 recovery planning and CHASC business plan. This includes the formalisation of the interim alliance model and CHASC approach. CHASC is now at stage three of the development of this approach.	Mark Warren	19/1/2021
DC167	Deliver on the corporate parenting strategy to significantly improve the life chances of every child in Oldham's care.	Elaine Devaney	Cllr E Moores	11/1/2021	31/3/2022	31/3/2022	The Ofsted inspection found "some care leavers have been furloughed or made redundant due to Covid but there is appropriate council support such as employability schemes, free bus passes and help to access further education." Children in Care Council talked positively of support they received in the pandemic and contact with important people in their lives.	Gerard Jones	14/1/2021

Ref	Actions	Action Updater	Cabinet Member	Date Comments Reviewed	Due Date	Forecasted Completion Date	Comments (Covid-19 impact highlighted in pale red)	Action Owner	Director Approve Date
DC171	Collaborate with the Early Intervention and Prevention Review in the development of Oldham Family Connect to ensure that recommendations are implemented in line with our ambition for Children in Oldham	Elaine Devaney	Cllr A Chadderton	14/4/2020	31/3/2020	31/3/2020	The review findings are being used to inform the development of the Oldham Family connect model. A group has been convened to steer the development of the tender for the contracted lower level services and connectivity with Oldham Family Connect.	Gerard Jones	30/4/2020
DC190	Support schools to set up breakfast clubs in every ward, and continue projects to tackle holiday hunger	Amanda Richardson	Cllr S Mushtaq	8/1/2021	31/3/2020	31/3/2021	Schools and settings closed on 23 March 2020 owing to Covid-19. Alternative model for FSM feeding is in place locally and nationally. The government has announced a package of support for pupils in receipt of FSM during summer holidays and schools are engaged with the implementation of this. A report will go to Portfolio in due course re: breakfast clubs.	Gerard Jones	14/1/2021
DC199	Review our fostering and adoption service to create more, stable places for children looked after, including through an incentive scheme for residents to become foster carers	Elaine Devaney	Cllr E Moores	11/1/2021	31/3/2020	31/3/2021	59% of Children in Care are placed with Oldham Fostering Service. 66% of children placed out of borough are with our own foster carers, placed with parents or in pre-adoptive placements which remains strong. Within the Oldham Regional Adoption Agency children are matched in suitable placements that are stable and well supported by us.	Gerard Jones	14/1/2021

Ref	Actions	Action Updater	Cabinet Member	Date Comments Reviewed	Due Date	Forecasted Completion Date	Comments (Covid-19 impact highlighted in pale red)	Action Owner	Director Approve Date
DC200	Continue to work to ensure that all our Children Looked After are placed in the borough	Elaine Devaney	Cllr E Moores	11/1/2021	31/3/2021	31/3/2021	83% of Children Looked After are placed within Oldham residential and fostering provision where safe to do so. Regular reviews of out of borough placements remains a priority for the service. To improve placement stability we are reviewing our residential offer and developing our Sufficiency Strategy to meet future needs so children can stay close to Oldham.	Gerard Jones	14/1/2021
DE124	Deliver pipeline of 1,000 new homes across the borough – with a range of high quality affordable and aspirational housing	Emma Barton	Cllr H Roberts	5/1/2021	31/3/2022	31/3/2022	Disposal of land at Alt to First Choice Homes for 39 homes to start in Feb 21 completed. Bids submitted to BFL tranche 2 for 1280 homes across 7 sites (5 in council ownership). Planning App for Fitton Hill due to be submitted.	Helen Lockwood	12/1/2021
DE128	Commit to preserving and enhancing the quality of our environment. Prosecuting fly tippers and people who drop litter	Carol Brown	Cllr B Brownridge	4/1/2021	31/3/2020	31/3/2021	Enforcement work reacting to service requests continues and area cleaning is directed to cover hotspots.	Helen Lockwood	12/1/2021
DE132	Review, adopt and implement a new Oldham Housing Strategy 2019	Emma Barton	Cllr H Roberts	5/1/2021	31/3/2022	31/3/2022	The Strategic Housing Partnership is formalising the new homelessness pledges which will be monitored, and quality assured via the homelessness strategy. Primrose Bank scheduled for completion by Feb 21. HRA sites brief completed and due to be issued. Resonance Social Investment offer and briefing being developed.	Helen Lockwood	12/1/2021
DE140	Local Plan Review (Issues and Options)	Emma Barton	Cllr H Roberts	5/1/2021	31/3/2021	31/3/2021	Consultation on Issues and Options has been put on hold whilst we consider the implications of progressing a 'nine district' Joint Plan and what this means for the Local Plan review.	Helen Lockwood	12/1/2021

Ref	Actions	Action Updater	Cabinet Member	Date Comments Reviewed	Due Date	Forecasted Completion Date	Comments (Covid-19 impact highlighted in pale red)	Action Owner	Director Approve Date
DE144	Develop a joint programme of works to improve Air Quality across the Borough and Greater Manchester area	Carol Brown	Cllr B Brownridge	4/1/2021	31/3/2020	31/3/2021	Delays from Government in the response to the submitted Outline business case. Consultation delayed and work affected by the Covid-19 outbreak.	Helen Lockwood	12/1/2021
DE169	Improving Private Rented Sector standards	Emma Barton	Cllr H Roberts	5/1/2021	31/3/2022	31/3/2022	Following successful tender, contractors on site refurbishing first empty property, completing mid-Jan 2021. A second property in the pipeline and engagement with private empty homeowners to undertake property improvements. The Council's leasing and Bond Scheme are making a difference by incentivising landlords to improve housing conditions in the PRS.	Helen Lockwood	12/1/2021
DE188	Establish the Oldham Code, setting our expectations for the quality of new homes	Emma Barton	Cllr S Fielding	5/1/2021	31/3/2020	30/6/2020	Consultation on Issues and Options has been put on hold whilst we consider the implications of progressing a 'nine district' Joint Plan and what this means for the Local Plan review.	Helen Lockwood	12/1/2021
DE189	Work with stakeholders and the wider community to develop voluntary solutions to the problem of vehicle use around schools and vehicle idling; civil enforcement [also see DE192]	Emma Barton	Cllr S Fielding	8/4/2020	31/3/2020	30/6/2020	Resolved.	Helen Lockwood	20/10/2020
DE192	Work with stakeholders and the wider community to develop voluntary solutions to the problem of vehicle use around schools and vehicle idling; vehicle emissions [also see DE189]	Carol Brown	Cllr B Brownridge	4/1/2021	31/3/2020	31/3/2021	Work to support cleaner air around schools and the appropriate use of legislation is currently underway.	Helen Lockwood	12/1/2021

Ref	Actions	Action Updater	Cabinet Member	Date Comments Reviewed	Due Date	Forecasted Completion Date	Comments (Covid-19 impact highlighted in pale red)	Action Owner	Director Approve Date
DP293	Lead the strategic development of place based integration and reform across the borough and implement planning for the GM reform white paper.	Vicky Sugars	Cllr S Fielding	6/1/2021	31/3/2020	30/9/2020	Implementation Plan developed for next 12 months. New Communities Board to be established. Political engagement commenced	Rebekah Sutcliffe	11/1/2021
DP359	Work with Senior Officers and Elected Members to develop a narrative for both the place and the organisation that reflects our ambitions, our priorities and our values.	Shelley Kipling	Cllr S Fielding	13/1/2021	31/3/2020	31/3/2021	Work on the development of a narrative for the Council is being taken forward as part of plans for the Team Oldham Corporate Plan delayed owing to Covid-19. A presentation is due at SMT for consideration on 14th January, which sets out a timescale for completion of a Covid Recovery Plan, within which the narrative will be contained.	Rebekah Sutcliffe	13/1/2021
DP363	Work with Oldham Coliseum and Arts Council England to agree a sustainable model for the future of performing arts in the borough	Sheena Macfarlane	Cllr S Fielding	6/1/2021	31/3/2020	30/6/2020	Towns Fund Application submitted and includes new performance facility. Consultant being engaged to support development of business model. Cultural Strategy Partnership Board established and development of strategy on-going.	Rebekah Sutcliffe	11/1/2021
DP366	Review of prevention and early intervention to inform recommissioning of Early Help	Liz Lyons	Cllr A Chadderton	6/1/2021	31/3/2020	31/12/2020	Preferred providers appointed and mobilisation complete, services now live under new contract agreements.	Rebekah Sutcliffe	11/1/2021

Ref	Actions	Action Updater	Cabinet Member	Date Comments Reviewed	Due Date	Forecasted Completion Date	Comments (Covid-19 impact highlighted in pale red)	Action Owner	Director Approve Date
DP413	Develop Northern Roots, building relationships with partners and stakeholders, and consulting with residents. [An action in the Economy portfolio re the Alexandra Park depot exists – DE142]	Anna Da Silva	Cllr S Fielding	7/1/2021	31/3/2020	30/9/2020	NR is on track. The NR charitable company is operational & applied for charitable registration. Consultation with residents, partners & stakeholders is ongoing as possible under Covid 19 conditions. The funding application to Towns Fund submitted in Dec 20. The team are working with Procurement to appoint the Design Team to develop & submit planning app for site	Rebekah Sutcliffe	11/1/2021
DP416	Encourage wider use of our excellent leisure facilities, and better food choices through Healthy Oldham promotions targeting those who benefit the most	Katrina Stephens	Cllr Z Chauhan	6/1/2021	31/3/2020	30/6/2020	Promoting physical activity opportunities and healthier food choices are key themes in the developing healthy weight and physical activity strategy, including local adoption of the 'That Counts' campaign. Work is underway through the LDP to develop and promote a wider leisure and physical activity offer for the borough. Work paused due to Covid-19.	Rebekah Sutcliffe	11/1/2021

Page 75

### Corporate Objective 3 : Cooperative services with people and social value at their heart

DA105	Lead the work being undertaken with partner organisations to implement a new approach to the delivery of community enablement	David Garner	Cllr Z Chauhan	19/1/2021	31/3/2021	31/3/2021	The Community Enablement Programme is ongoing. The enablement teams are a key part of the response to C-19 and plans are in place to ensure that the provision of community enablement meets the longer term requirements of Oldham residents as well as being able to respond on an ongoing basis to the C-19 pandemic.	Mark Warren	19/1/2021
-------	---	--------------	----------------	-----------	-----------	-----------	--	-------------	-----------

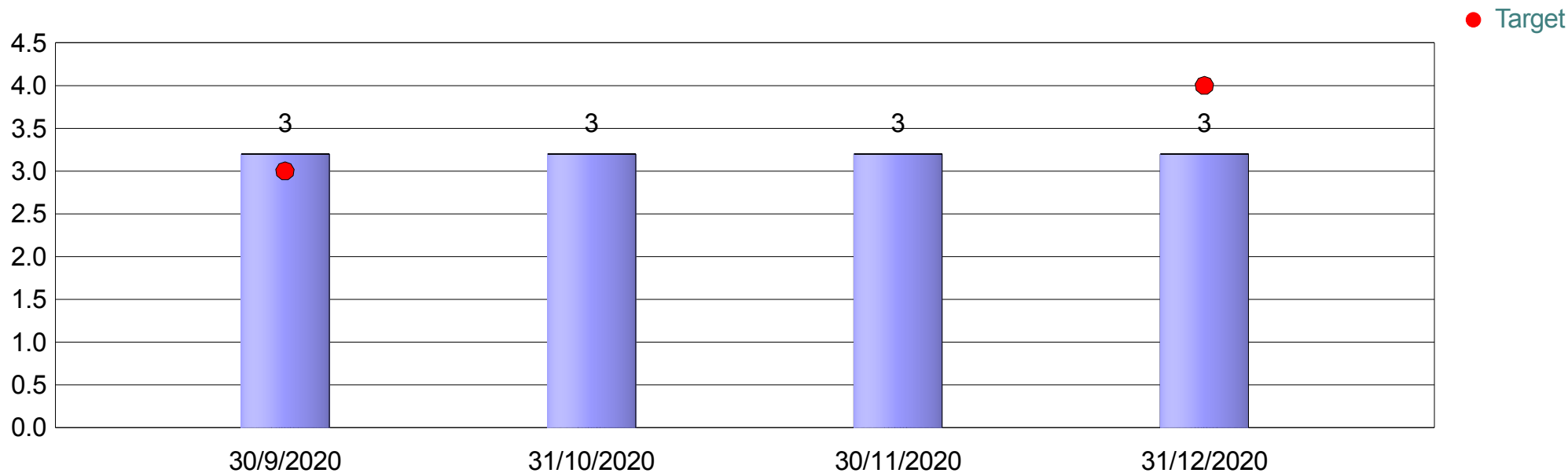
Ref	Actions	Action Updater	Cabinet Member	Date Comments Reviewed	Due Date	Forecasted Completion Date	Comments (Covid-19 impact highlighted in pale red)	Action Owner	Director Approve Date
DA108	Implementation of the phase 2 cluster and specialised service integration programme to realise true integrated service delivery (links to several business planning actions)	Katie Lockey	Clr Z Chauhan	13/1/2021	31/3/2020	31/3/2021	Due to Covid-19 we have experienced delays, whilst prioritising hospital discharge alongside current workloads. We await outcome of population health work to align the new structures to meet demands across health & social care clusters, taking into account acuity to ensure we have the right staff in the right place with the right skills.	Mark Warren	19/1/2021
DA110	Oversee the transition of clinical services to NCA(Northern Care Alliance) and ensure OMBC staff and priorities are embedded within the revised governance and employer model arrangements	Mark Warren	Clr Z Chauhan	8/10/2019	31/8/2019	31/8/2019	Transfer of staff successfully took place on 1 July. The first 100 day check has been completed and work continues to monitor the impact of the transfer.	Mark Warren	30/4/2020
DA111	Development of an Oldham Cares Strategic Commissioning Function (SCF) with the CCG to enable transition to a single commissioning function	Mike Barker	Clr Z Chauhan	11/1/2021	31/12/2019	1/3/2021	We are progressing to a end of March 2021 deadline. Work to decant the CCG from Ellen House into the Civic Centre will be complete by the end of August, the shared IT platform to support and enable integrated working is on track. Staffing structures are now being developed alongside new governance structure.	Mark Warren	19/1/2021



Ref	Actions	Action Updater	Cabinet Member	Date Comments Reviewed	Due Date	Forecasted Completion Date	Comments (Covid-19 impact highlighted in pale red)	Action Owner	Director Approve Date
DA117	Implement a redesigned, integrated safeguarding model	Hayley Eccles	Cllr Z Chauhan	12/1/2021	31/3/2020	1/7/2021	Safeguarding integration is on track. Integration is completed and is continuing to be progressed in the multi agency risk huddles. Learning reviews are utilising a full integration model. Mental health project of safeguarding is ongoing & is being lead by John Moran with support from strategic safeguarding. Oldham is leading on complex safeguarding from GM	Mark Warren	19/1/2021
DC201	Inclusion (SEND) Strategy will aim to- Increase children educated in the borough- Reduce EHC requests and use resources flexibly- Improve post 19 provision- Ensure a sustainable and effective local offer is in place	Paula Green	Cllr S Mushtaq	12/1/2021	31/3/2020	31/3/2021	Requests for EHCP needs assessments & the process of assessment continue despite C-19. EHCP recovery plan is underway through SEND annual review team. Due to Covid response the SEND strategy has been revised with year one outcomes identified. The strategy will be further developed in early 2021 to include 3 and 5 year outcomes.	Gerard Jones	14/1/2021
DE162	The Medium Term Property Strategy (MTPS) is focused on rationalising the Council's Corporate Estate (over a 4 year period)	Emma Barton	Cllr S Fielding	5/1/2021	31/3/2022	31/3/2022	No change to Q1, or Q2 update. In addition to a disposals programme, an accommodation review and working differently strategies being developed.	Helen Lockwood	12/1/2021
DS103	Through our Welfare Rights Service, support people adversely affected by Welfare Reform.	Anne Ryans	Cllr A Jabbar	1/1/2021	31/3/2020	31/3/2021	The team continues to proactively support those who who contact the team for assistance and have developed outreach arrangements with cluster teams. The team is working to achieve additional financial support for customers (target of £1m for a full year). Good progress continues to be made	Mike Barker	11/1/2021

Ref	Actions	Action Updater	Cabinet Member	Date Comments Reviewed	Due Date	Forecasted Completion Date	Comments (Covid-19 impact highlighted in pale red)	Action Owner	Director Approve Date
DS184	Supporting delivery against key strategies including the town centre vision, the medium term property strategy, income strategy and commercial property investment strategy	Anne Ryans	Cllr A Jabbar	1/1/2021	31/3/2020	31/3/2021	Work continues to support these strategies but due to coronavirus and the need to make financial savings there has been a major review of the Creating a Better Place strategy - approved by cabinet on 24 Aug.2020. Finance officers attend all meetings, working groups and Member briefings to progress the town centre vision	Mike Barker	11/1/2021
DS232	Procurement will carry out a due diligence exercise establishing by category of spend business types within Oldham	Steve Boyd	Cllr A Jabbar	8/7/2020	31/3/2020	30/6/2020	Procurement have now completed the task of identifying local businesses by category type, and have now started the process of targeted engagement with Oldham Suppliers within the various cohorts.	Mike Barker	15/7/2020
DS240	Review council report templates to include the impact on children and young people on every report	Elizabeth Drogan	Cllr S Fielding	1/10/2020	31/3/2020	30/9/2020	Templates have been completed.	Paul Entwistle	4/8/2020
DS242	Deliver IT Strategic Roadmap within agreed timeframes in project plan.	Chris Petrie	Cllr A Jabbar	8/1/2021	31/3/2021	31/3/2021	The IT strategic roadmap has been reprofiled and approved by the Strategic Investment Board (SIB). Individual projects are reported and tracked through the SIB during its monthly meetings.	Helen Lockwood	12/1/2021

Current and Previous Performance



Page 79

Follow Up Action and Assurance Details

Accountable Lead

Charlotte Walker

Target Date

15 Mar 2021

No Benchmarking Available

Accountable Lead Follow Up Action

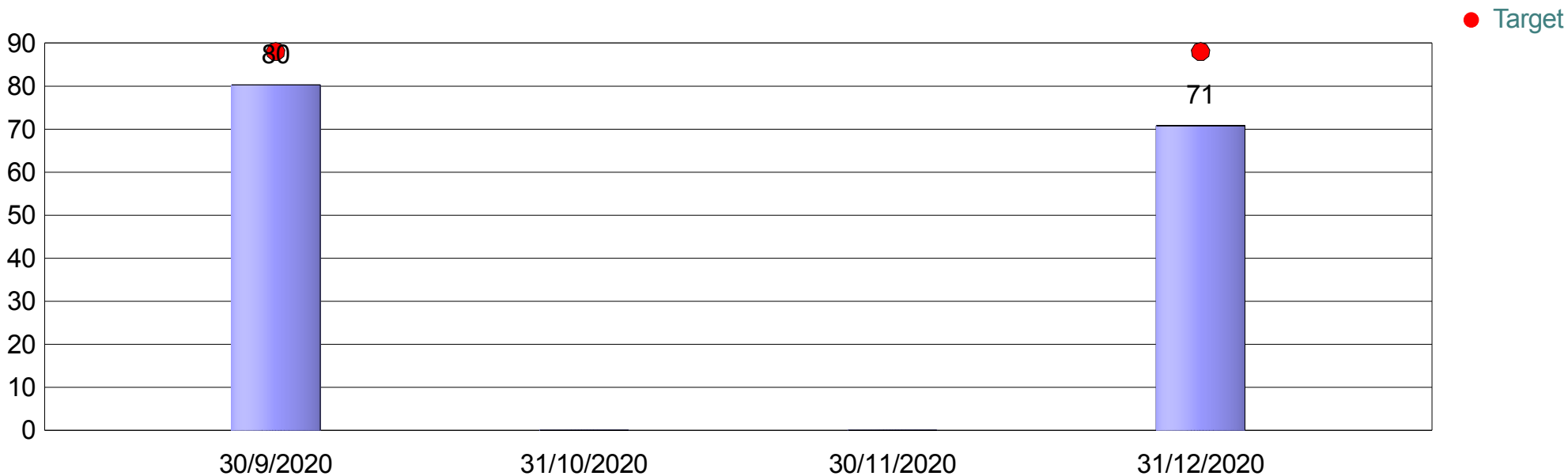
The supported employment scheme has been operational since August 2020 and we are starting to see job outcomes for those adults referred to the scheme. This is currently not reflected in the performance data/MOSAIC owing to the timing & nature of the placements not being in paid employment, though they may lead to it eventually. COVID 19 has also impacted on the availability of employment options in general, but especially those with additional needs who require support. There has been an increase in opportunities for work placements, apprenticeships and internships, but again, these are not paid options at this point. The Head of Service is also working with POINT & other partners to support adults with LD and Autism/ neurodiverse needs to access employment within the Council itself, the Northern Care Alliance and CCG. This includes reasonable adjustments for recruitment and support to maintain employment. This is an ongoing action within the Employment Workstream of the Oldham Learning Disability and Autism strategies.

Director Assurance

Mark Warren

The supported employment scheme is ongoing, with a clear strategy aligned to the GM Learning Disability strategy. This piece of work is currently lead by the HOS for Learning Disabilities. There have been challenges due to the pandemic, therefore it is not being progressed at the pace originally anticipated.

Current and Previous Performance



Page 80

Follow Up Action and Assurance Details

Accountable Lead

Rebecca Fletcher

Target Date

no date available

No Benchmarking Available

Accountable Lead Follow Up Action

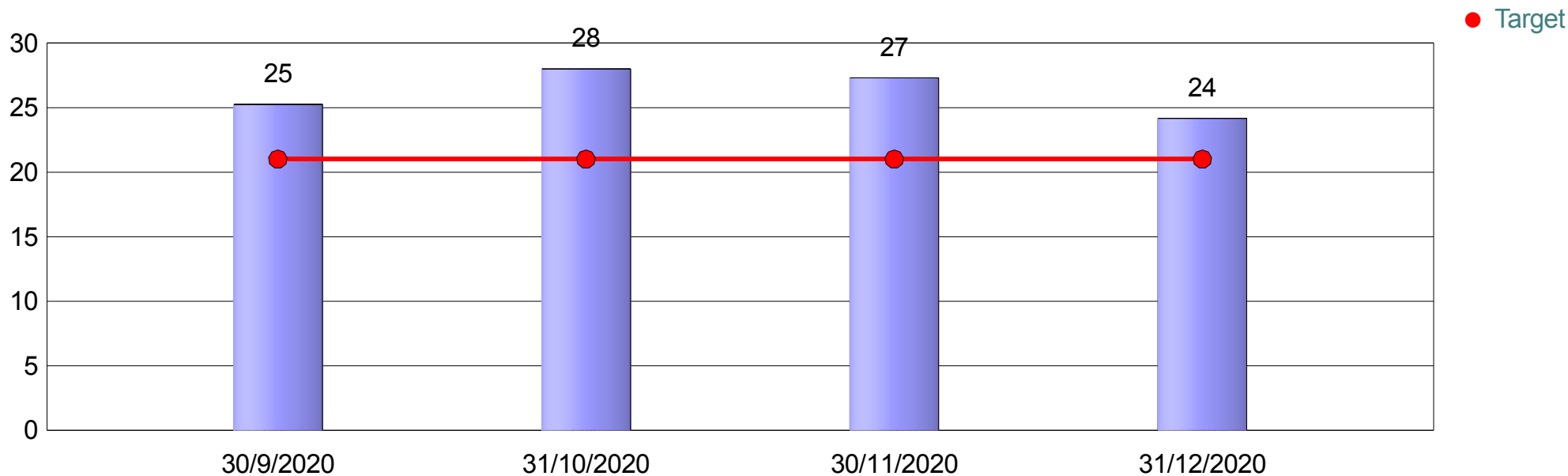
Health Visiting mandated visits were subject to NHS guidance on face to face visits due to COVID in Q2. Following the recognition of this impact, we have been working with the service to ensure that all children identified as universal plus, or partnership plus receive their mandated visits face to face. In addition, the service has been prioritising new birth visits to ensure that early needs are identified. We hold fortnightly meetings with the service to support them in this, and service leads attend the weekly Children's Partnership meeting.

Director Assurance

Katrina Stephens

The delivery of face to face visits has been impacted by COVID-19, including changes to government guidance on delivery requirements and the service supporting the whole system response to COVID-19. The Council is working closely with the service provider and other partnership to ensure that all families have access to support and face to face visits are maintained for new birth visits and for the most vulnerable families.

Current and Previous Performance



Follow Up Action and Assurance Details

Accountable Lead

Gemma Gerrish

Target Date

no date available

No Benchmarking Available

Accountable Lead Follow Up Action

Analysis:

- Notable increase in re-referrals over past three months in line with NW region.
- The December rate has reduced by 3% from November.
- The highest proportion of referrals are from individuals, anonymous and schools.
- The trend from schools matches the impact of lockdown and school returns.
- Reasons for re-referral – domestic violence, socially unacceptable behaviour, child level criminal activity (including alcohol misuse).

Actions to improve performance:

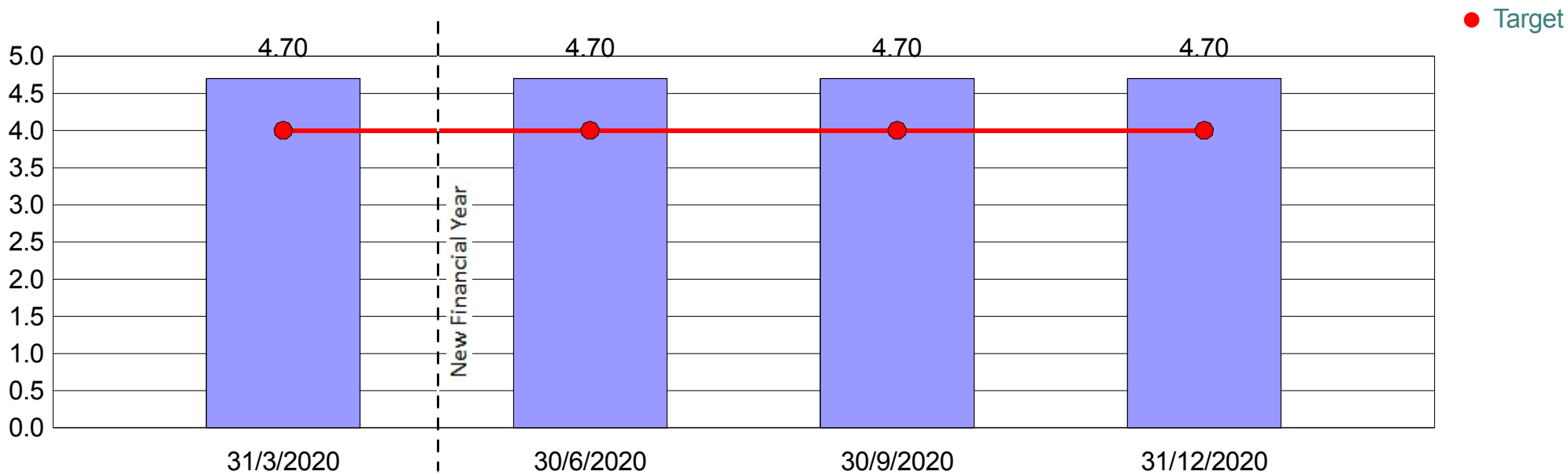
- Review re-referrals from assessment ending No Further Action to inform learning/missed opportunity for step down.
- Develop single assessment form to improve focus on child, lived experience and analysis.
- Review Child in Need offer including evidenced based interventions and timescales.
- Review short breaks pathway in Mosaic.
- Review step up/down procedures.
- Integration of Early Help into Mosaic.
- Consistent use of thresholds through launch of a refreshed Continuum of Need.
- Targeted quality assurance on re-referrals planned for Jan/Feb 2021.
- Review contacts and referrals from public source (e.g. self/family/friend) to understand any missed opportunity for partner led support.

Director Assurance

Elaine Devaney

The service is supporting the priority improvement actions that have been agreed within the service. The monitoring and assurance governance processes are in place to scrutinise progress through the Performance Clinic and Children's Assurance Board. The focus will be for the learning to be integrated into practice to reduce the re-referral rate.

Current and Previous Performance



Page 82

Follow Up Action and Assurance Details

Accountable Lead

Carol Brown

Accountable Lead Follow Up Action

This is an annual indicator. There is a need to expand the measures used to track highways investment and improvement to include secondary routes and this will be worked through over the review period.

Director Assurance

Carol Brown

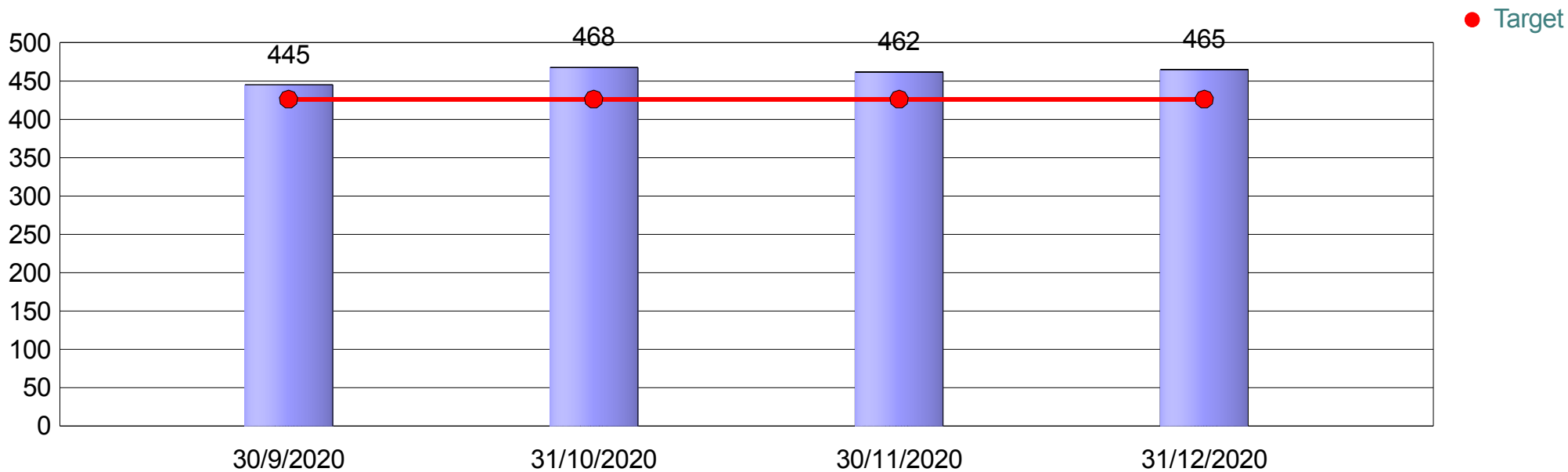
See Accountable Lead Follow Up Action comments

Target Date

31 Mar 2021

No Benchmarking Available

Current and Previous Performance



Page 83

Follow Up Action and Assurance Details

Accountable Lead

Sara Scholey

Target Date

no date available

No Benchmarking Available

Accountable Lead Follow Up Action

Analysis:

- The permanence approach has focused on pushing plans for Adoption for children who have been looked after for a significant period.
- There are five cases where children have an SHOBPA decision for a care plan of adoption but care proceedings have been delayed.

Actions to improve performance:

- Progress adoption orders for children that have been waiting the longest.
- Track matching and placing of children with a plan of adoption.
- Drive permanence from legal planning to increase the number of early permanence placements for babies and young children supported by training from the Regional Adoption Agency.
- Care plan reviews diarised 3-6 monthly to establish if the adoption care plan remains relevant, achievable with clear actions identified.
- More robust sibling assessments to support permanence care planning to prevent drift and delay.

Director Assurance

Elaine Devaney

The service is committed to finding the right match for children, there have been no adoption breakdowns as a result. The service has developed a performance framework to ensure the permanence planning process is strengthened and the service evaluates frequently the progress against the data activity and qualitative audit work.

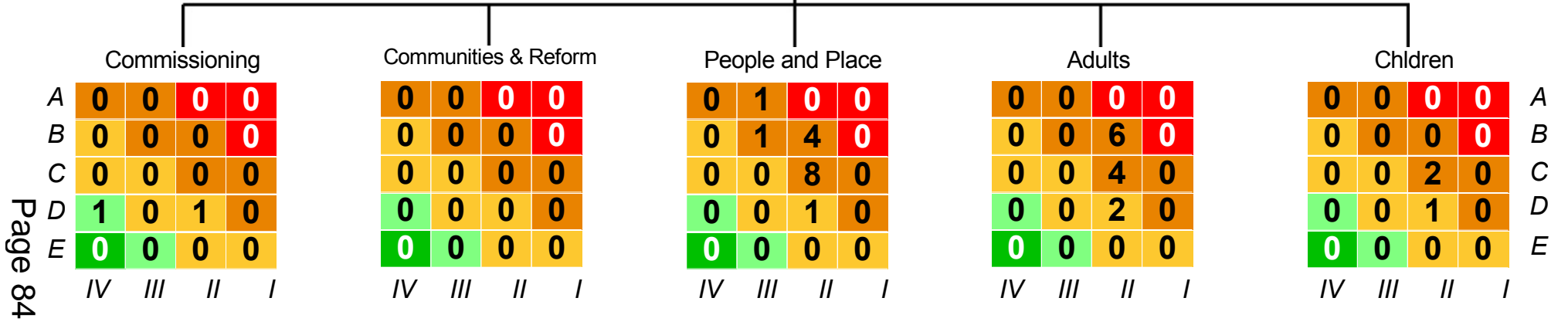
# Appendix IV - Risks associated with Actions

Details of any Red risks will appear below the matrices

All risks

A	0	1	0	0
B	0	1	10	0
C	0	0	14	0
D	1	0	5	0
E	0	0	0	0
	IV	III	II	I

Likelihood	Impact
A Very High	I Catastrophic
B High	II Critical
C Significant	III Marginal
D Low	IV Negligible
E Very Low	



Page 84

Action		Ref	Risk Description	Likelihood	Impact	Mitigation	Date Risk Reviewed
Action Description	Action Update						
No Red risks to display							



**Appendix V - Amendments**

Details of potential changes to be made to the Corporate Performance Report

Performance Measure amendment(s)

<b>Measure Name</b>	<b>Amendment</b>
	None requested this month.

Action amendment(s)

<b>Action Name</b>	<b>Amendment</b>
Page 85	None requested this month.

## Appendix VI - Suspended Corporate Measures

### Suspended Measures - owing to the impact of Covid-19

M393(CP)	Number of businesses supported after being successfully included in a referral package / programme.
M494(CP)	Number of food hygiene inspections
M565(CP)	Delayed days (per 100,000 of the population) aged 18+ attributable to social care in England
M566(CP)	Percentage of care home beds rated as `Good` or `Outstanding` (NW ADASS CQC Data reports)
M567(CP)	Percentage of community based providers rated as 'Good' or Outstanding
M648(CP)	% of children who have reached a Good Level of Development (GLD) at the end of the Early Years Foundation Stage.
M657(CP)	Percentage of children who pass the Year 1 Phonics screening test.
M659(CP)	Percent of NHS Health Checks offered which were taken up in the Quarter
M722(CP)	Percentage of pupils in good/outstanding Oldham schools
M730(CP)	Percentage of pupils achieving the national standard in reading, writing and mathematics at the end of Key Stage 2
M804(CP)	Percentage of young people who achieve level 5+ in both English and mathematics at KS4



## Report to CABINET

### Oldham Community Leisure – Contract (Part A)

**Portfolio Holder:** Councillor Z Chauhan – Cabinet Member Health and Social Care

**Officer Contact:** Rebekah Sutcliffe – Strategic Director Communities and Reform

**Report Author:** Neil Consterdine – Assistant Director Youth Leisure and Communities  
**Ext. 8734**

**22<sup>nd</sup> February 2020**

---

### Reason for Decision

The purpose of this report is to present options for the future of the Council Leisure Contract.

### Recommendations

It is recommended that the Council extend the current contract of OCL, the current provider, with some changes to the term of this, as is allowed under the current terms of the contract.

It is also recommended that the Council continue to financially support the existing leisure provider as required within the terms of the current contract, in order to ensure its survival for the 2020/21 and 2021/2022 financial year.

Built into the contract extension negotiation would be an agreed length of extension, making good outstanding contract changes and the development of social value outcomes. A Cabinet paper to be brought back to agree the contract extension, bring forward revisions and additionally include a social value outcomes framework.

**Oldham Community Leisure Contract (Part A)****1 Background**

- 1.1 In December 2012 Cabinet approved the recommendation to appoint Oldham Community Leisure (OCL) following a competitive process as the preferred bidder for a new 10 plus 5-year contract to operate and manage the Council's leisure facilities. The contract became operational in April 2013. The current contract, without the 5-year optional extension, ends 31<sup>st</sup> March 2023.
- 1.2 Under normal circumstances, pre Covid 19, the Leisure contract was performing well. The level of subsidy the Council provides is low in comparison to other GM authorities and many nationally. The outcome and outputs stipulated in the contract were also being met. In addition, memberships were high, the external inspections of the centres were all very good or excellent, and customer feedback was also good. Overall financial performance was also positive. The Covid-19 situation has presented a number of significant issues to all Leisure providers across the country, not just OCL, and sport generally due to the two forced closures and a restriction on activity in our Leisure Centres when they have been open. In addition, strict guidance on all team sport activity and cancellations of all National Governing Body of sport has further impacted, resulting in cancellation of block bookings, a reduction in the use of facilities and an impact on income.
- 1.3 To support the monitoring of the performance of OCL, in addition to the contracted quarterly performance meetings, monthly monitoring meetings were set up specifically to look at the OCL overall financial performance. The Council has supported OCL throughout the Covid period as a result of closures as set out in the contract.
- 1.4 The Leisure contract extension, which is a 10 plus 5 years, is due for consideration this next financial year. Initial discussion had already taken place prior to Covid to look at extending this but with some changes to the contract and additional social value activity and measures added. If an additional 5-year extension was agreed the contract would finish at the end of March 2028.

**Context**

- 1.10 Physical activity and leisure have an important role to play in the borough, supporting residents physical and mental wellbeing. Keeping Oldham's residents and communities moving is especially critical throughout the pandemic where risks of inactivity and to mental health due to isolation are significant. OCL are a key organisation that support improving the health of our Borough in normal times and during the pandemic.
- 1.11 Physical inactivity is known to be the fourth leading cause of global mortality. The annual cost of inactivity in the UK is estimated to be around £7.4 billion, with 1 in 5 men and 1 in 4 women in England classed as physically inactive. Across Greater Manchester this equates to £26 million and for Oldham around £5million.
- 1.12 We know from the recent Active Lives Survey that over 29.8% of the adult population currently do fewer than 30 minutes of physical activity per week. Although this presents a more positive set of results for Oldham than from previous surveys, levels of inactivity are still higher than the national average and almost twice as high for certain target groups, including those from lower-socio economic backgrounds and people with long term health conditions or a disability.

- 
- 1.13 Childhood obesity levels in Oldham are higher than the national average and 67% of the adult population are classed as overweight or obese. We also know that some of the prominent public health priorities for the borough – CVD, mental health, diabetes and cancers are conditions directly attributable to lifestyle risk factors such as inactivity and obesity. OCL have been a key partner in the development and delivery of the Council's new Obesity Strategy for Oldham. Wellbeing outcomes will be added to the new framework within the contract moving forward.
- 1.14 The leisure sector continues to feel the impact of COVID-19, with many providers facing the risk of closure. Most council leisure providers have been ineligible for much of the initial funding support due to their business models and typically charitable status. There is a national push for those councils with outsourced leisure services to be prioritised in the distribution of funding as they have not been able to claim from the Government's income support scheme. As a Council we submitted a bid to the National Leisure Recovery Fund for £530K to cover the period 1<sup>st</sup> December 20 to 31<sup>st</sup> March 21 to support costs. This has now been approved.
- 1.15 OCL have high fixed operating costs, which they have continued to incur whilst closed and are reliant on income generation, which has been placed under pressure by closures and reduced capacity on reopening due to social distancing. Community Leisure UK indicates that as of September 2020 returning gym memberships have stalled and started to decline because of a loss of consumer confidence. Their research also showed that only 56 percent of facilities reopened when they were allowed to, with the most common reason for keeping facilities closed being the lack of economic viability of reopening. In addition to this, over a third of leisure trusts feel their future is insecure and facilities remain at risk. This is a significant concern for councils, who in England are responsible for a third of swimming pools and grass pitches; 13 per cent of sports halls; and almost of fifth of all health and fitness facilities.
- 1.16 During the lockdowns and through the pandemic OCL, as a social enterprise, have been a key partner in the Oldham community response to support our most vulnerable residents and have repeatedly demonstrated their commitment to be a provider that delivers social value. This included them offering Oldham Sports Centre as a venue to operate the foodbank from and a mass testing site with staff to support this. A proportion of these costs have been absorbed by OCL as part of the wider Covid offer. Some funding will also be allocated to OCL from the Covid funds and this will offset the loss of income claim moving forward. It is also important to recognise the wider benefit beyond leisure centres OCL bring including the work on delivering the Thriving Communities Social Action Fund, which is an essential element of our social prescribing model, specific health interventions such as, the support of the delivery of the Sport England Local Pilot programme and also the wider support they are offering to community organisations. These are all programmes aimed at supporting the least active and those who would see improved health outcomes by taking part in physical activity programmes.

## 2 **Current Position**

- 2.1 Ongoing conversations have taken place with OCL to understand the financial impact of Covid 19 and several mitigations have been put in place to reduce the running costs. The Council will need to financially support OCL's recovery into 2021/2022. OCL have also proposed several mitigations to reduce the expenditure during the next period. Further detail is included in Part B of the Cabinet report.

Following the initial reopening in July and subsequent closures, OCL have continued to work with members to build their confidence to return and to maximise the number of

---

sessions that they have on offer. A comparison to similar time periods, as a result of COVID, though does show a fall in memberships and this can be directly linked to Covid 19. In addition, due to implementing Covid safe environments they have had to restrict entries to the centres. This has been challenging given we continue to live through a pandemic, experience high rates of infection and ongoing uncertainty about and changes to national restrictions.

The current leisure contract ends in March 2023, however there is an option to extend this by a further 5 years. A decision on the extension of the contract does need to be agreed at this point. Built into any contract extension would be a strong social value outcomes framework, with improved targets around improving inequalities and with the ability to review this on a yearly basis based on changing need. In addition, written into any contract extension would be a stronger alignment to place based working and the leisure trust taking on a guardian role for physical activity in the place.

- 2.2 **GM position** – Other GM authorities, albeit they have differing contractual arrangements, are in a similar position to Oldham and they all require support from the Councils.

Greater Manchester Local Authority Chief Executives, along with GM Active, Greater Sport and Sport England recognise the importance of leisure facilities, health and wellbeing services to local communities and their potential contribution to making a difference to population health post pandemic. The Build Back Better review has been commissioned by GM Chief Executives to assist local authorities and leisure providers and the wider system to successfully respond to the crisis and adjust to this challenge by shedding light on the options they could deploy.

- 2.3 **National Recovery Fund**- The Government have confirmed that £100 million will be made available to support public leisure facilities during this financial year. The period is from December 2020 to the end of March 2021. Local authorities will be able to bid for money from the £100m fund. Along with already agreed support given this will ease the financial ask on the Local Authority and ensure OCL are financially stable until the year end.

Applications opened on the 15<sup>th</sup> December for this fund with a closing date of the 15<sup>th</sup> January 2021. Oldham has been successful in a bid of £530k.

In addition, national discussions are also taking place with further support for next financial year and early indication is this will be a national figure of £200m to £300m which again will be a bid process but also linked to deprivation and inactivity levels and subsequently again reduce the ask financially from the Local Authority.

### 3 **Options**

- 3.1 Full option implications are outlined in a separate report that will be considered in Part B of the Cabinet meeting.

### 4 **Consultation**

- 4.1 Colleagues from across the council have been in regular dialogue with OCL.

### 5 **Financial Implications**

- 5.1 Full financial implications are outlined in a separate report that will be considered in Part B of the Cabinet meeting.

---

6        **Legal Services Comments**

6.1        Legal implications are considered in a separate report in Part B of the Cabinet meeting.

7.        **Co-operative Agenda**

7.1        The OCL contract supports the Councils cooperative values and often goes beyond what is set in the contract including running community events, supporting the leadership of the Borough and working with the voluntary sector. During lockdown OCL have been extremely supportive of our communities including allowing the use of its Oldham Leisure Centre Sports Hall to be used as a Foodbank distribution Centre. It has also supported this with its staff.

8        **Human Resources Comments**

8.1        None

9        **Risk Assessments**

9.1        The pandemic has significantly changed the financial risk profile of the leisure contract to the Council. In determining the level of support to be given to OCL the Council needs to manage a number of risks. These are outlined in Part B of the report.

10       **IT Implications**

10.1       None

11       **Property Implications**

11.1       None

12       **Procurement Implications**

13.1       If the preferred option is approved Procurement recommend a full commercial review of this service before agreeing to any contractual extension. With the dynamics of a changing customer base we would need to seek guarantee's that any new commercial model would be sustainable for the duration of the contract term. (S. Boyd Head of Procurement)

13       **Environmental and Health & Safety Implications**

13.1       None

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

14.1       None

15       **Implications for Children and Young People**

15.1       None

16       **Equality Impact Assessment Completed?**

16.1       None

17       **Key Decision**

---

17.1 Yes

18 **Key Decision Reference**

18.1 HSC-06-20

19 **Background Papers**

19.1 Non

20 **Appendices**

20.1 These are listed in Part B of the Cabinet Report





**Report to CABINET**

## **Approval to Award the Liquid Fuel Contract**

**Portfolio Holder:** Cllr B Brownridge, Cabinet Member for Neighbourhoods

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

**Report Author:** Dave Durham, Fleet & Workshop Manager  
**Ext.** 1563

**22<sup>nd</sup> February 2021 (Cabinet)**

---

### **Reason for Decision**

The Fleet Management service requires authorization to utilize the YPO framework Supply of Liquid Fuels (00981) for the supply of liquid fuel for use in the Council's fleet.

### **Executive Summary**

The Council requires the supply of liquid fuel on site to ensure the vehicle fleet are fully operational. YPO (Yorkshire Purchasing Organization) ran a mini competition on behalf of AGMA (Association of Greater Manchester Authorities) obtaining continuity of supply and value for money.

### **Recommendations**

To purchase liquid fuels using the YPO framework for the Supply of Liquid Fuels. The Council will contract with the rank 1 supplier as per the outcome from the mini competition process.

# Approval to Award the Liquid Fuel Contract

## 1 Background

- 1.1 The AGMA authorities combined buying power and consumption/volumes to purchase liquid fuels with the outcome of savings being achieved. The current contract is supplied by Certas Energy. The procurement for this contract whilst driven by AGMA was undertaken by YPO (Yorkshire Purchasing Organisation) using a framework of their own establishment.
- 1.2 Liquid Fuel is primarily used by the departments located at Moorhey St with use also by other departments and some schools. Fleet Management stores bunkered fuels on site at Moorhey Street, (Max levels: Diesel – 60,000 litres, Petrol – 13,000 litres and red diesel – 8,000 litres). Fuel is dispensed by onsite pumps which drivers can withdraw by use of a driver and vehicle key fob.

Oldham Council also has an agreement in place with Morrisons in case of emergencies.

## 2 Current Position

- 2.1 The YPO Liquid Fuel framework has now ceased however a re-procurement was undertaken to re-establish and as before an exercise has been carried out for the AGMA authorities. This framework commenced on 22<sup>nd</sup> November 2019 for 2 years with an optional additional 2-year extension; the intention is that the Council will contract with the rank 1 supplier throughout the duration of the framework agreement. Standard Oil Fuels Ltd are currently rank 1 supplier and the AGMA authorities made a decision to appoint the recommended supplier with the intention that each authority must now complete individual call off agreements.

The call off agreement with Standard Oil Fuels Ltd is in place until 21<sup>st</sup> November 2021 after which YPO will run a further mini competition for a call off period of 2 years (ending 21<sup>st</sup> November 2023) which may change the rank 1 supplier.

## 3 Options/Alternatives

- 3.1 Option 1:
- To approve the use of the YPO framework to purchase liquid fuels from the rank 1 supplier as a result of the mini competitions.
  - Complete call off contract with the current rank 1 supplier Standard Fuel Oils Ltd and take advantage of the buying power and savings detailed in this report.
  - Following the second mini competition for the call off period 22<sup>nd</sup> November 2021 until 21<sup>st</sup> November 2023 contract with the rank 1 supplier.

---

Option 2:

- To not approve the use of the YPO framework and the purchase of fuels from the rank 1 supplier in both this call off and the second thus not taking advantage of the buying power and savings. Also due to the spend associated an alternative procurement process would need to be completed which would not guarantee any savings. .

#### 4 **Preferred Option**

4.1 Option 1:

- To approve the use of the YPO framework to purchase liquid fuels from the rank 1 supplier as a result of the mini competitions.
- Complete call off contract with the current rank 1 supplier Standard Fuel Oils Ltd and take advantage of the buying power and savings detailed in this report.
- Following the second mini competition for the call off period 22<sup>nd</sup> November 2021 until 21<sup>st</sup> November 2023 contract with the rank 1 supplier.

#### 5 **Consultation**

5.1 All AGMA authorities were consulted throughout the process.

#### 6 **Financial Implications**

6.1 This report contains a proposal to purchase fuel (Diesel, Red Diesel and Unleaded Petrol) from an AGMA appointed supplier for a four year period commencing on 1<sup>st</sup> April 2020.

6.2 The fuel used under this agreement will be used to satisfy the demands of the Council's vehicle/plant fleet along with a small number of external customers such as schools. Under existing practice, fuel is purchased initially by the Fleet Management Service and then recovered from services and external customers on a monthly basis.

6.3 The value of this contract is estimated at approximately £2.85m. This figure equates to the value of fuel purchased by the Council over the last four financial years. During that time, prices have fluctuated both upwards and downwards but have, in general, remained fairly stable. This position may or may not continue into the future and will be affected by global supply and demand as well as uncertain future events.

6.4 In financial terms, the new arrangement is marginally more beneficial pricewise than previously. Any savings that may arise, however, are not considered significant, being less than £1.5k p.a. The main benefit is the continuance of arrangements to receive commodities that are vital to the day to day running of the Council.

6.5 The Council has adequate resource within the Medium Term Financial Strategy to meet the cost of this contract.

(Nigel Howard)

#### 7 **Legal Services Comments**

7.1 The Council has followed Rule 4.1 of the Council's Contract Procurement Rules using an existing YPO framework agreement to procure a contractor to deliver liquid fuel to the

---

authority. The Council as an AGMA authority will be a named contracting authority on the tender documents for the original contract notice and as such can call off a contract under the framework agreement. (Elizabeth Cunningham Doyle)

8. **Co-operative Agenda**

8.1 N/A

9 **Human Resources Comments**

9.1 N/A

10 **Risk Assessments**

10.1 N/A

11 **IT Implications**

11.1 None

12 **Property Implications**

12.1 None

13 **Procurement Implications**

13.1 The Commercial Procurement Unit supports the recommendations outlined in this report. The use of the compliant framework complies with the Council's Contract Procedure Rules as it states if a framework agreement is available that meets needs and offers value for money it should be used (rule 4.1).

Emily Molden

14 **Environmental and Health & Safety Implications**

14.1 N/A

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

15.1 None

16 **Equality Impact Assessment Completed?**

16.1 No

17 **Key Decision**

17.1 Yes

18 **Key Decision Reference**

18.1 NC-10-20

19 **Background Papers**

19.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not

---

include documents which would disclose exempt or confidential information as defined by the Act :

Name of File : AGMA/YPO Liquid Fuels  
Records held in The Commercial Procurement Unit - Level 11, Civic Centre, West St, OL1 1UH  
Officer Name : Emily Molden  
Contact No : 0161 770 1643

20      **Appendices**

20.1    N/A

This page is intentionally left blank



## Report to CABINET

# Liability Insurance Tender Report

**Portfolio Holder:** Councillor Abdul Jabbar MBE, Deputy Leader and Cabinet Member for Finance and Green

**Officer Contact:** Anne Ryans Director of Finance

**Report Author:** Vicki Gallacher, Insurance Manager  
Ext. 8488

**22 February 2021**

---

### Reason for Decision

Following the end of the long-term agreement for current insurances, a tender exercise was carried out for insurance and it is necessary to consider the insurance position going forward for the next five years.

### Executive Summary

This report provides an overview of the recent tendering exercise for the Council, Unity Partnership and Miocare's ongoing liability insurance and provides information in relation to the other insurances currently subject to long term agreements.

### Recommendation

*Full details are included in the commercially sensitive version report*

That Cabinet:

- a) approves Bidder A, under the liability tender arrangements for the Council, Unity Partnership and Miocare.
- b) Notes that renewals for all other insurances will be undertaken with current insurers in line with the long term agreements

## Insurance Tender

### 1 Background

- 1.1 The insurances for the Council, Miocare and Unity Partnership are currently tendered in two parts:
- Liability insurance which covers the Council's legal liabilities including employers and public liability insurance. Examples of these are highway tripping claims and employee accidents. These policies were appointed via a tender process in July 2016, these policy long term agreements expire on the 31 March 2021.
  - Property insurance which provides cover for the Council's assets for fire, lightning, explosion, aircraft, riot, storm and flood, and motor insurance. These policies were last tendered in 2019 and are subject to a Long Term Agreement with insurers until March 2024.
- 1.2 This report provides an overview of the recent tendering exercise for the ongoing liability insurance for the Council, Unity Partnership and Miocare.

### 2 Current Position

#### 2.1 Insurance Market Background

- 2.1.1 The insurance market for Local Authorities traditionally had been dominated by three providers. Two new insurance providers entered the public sector market over the past few years. A further insurer remains an interested party for property and liability risks but currently has very limited public sector clients.
- 2.1.2 The first quarter of 2020 saw the tenth consecutive quarter of price increases across the insurance market. The major price increases were around property, financial and professional lines, with the largest being in the Directors' and Officers' rates. Covid-19 has meant changes to prices, cover and risks across the public sector.
- 2.1.3 Insurers are facing a double hit from coronavirus. Claims are increasing and there has also been a hit to reserves from volatile financial markets. The Financial Conduct Authority (FCA) brought a case against eight insurers in June 2020 to clarify whether 21 policy wordings, affecting potentially 700 types of policies, 60 insurers, 370,000 policyholders and billions in insurance claims, covered disruption and Government-ordered closures to curb the virus. The decision which was largely in the policy holders favour, has been appealed and the judgement was received in January, again in the policyholders' favour. This decision will affect insurance pricing. It is expected the hardening insurance market will last a further two to three years.
- 2.1.4 There have been blanket exclusions put in place by insurers in relation to pandemic cover, with the adult care sector being one of the worst impacted. Some areas are having insurance premiums quadrupled and exclusions put in place in relation to coronavirus/pandemic cover.
- 2.1.5 In relation to risk exposure for insurers, existing insurance policies never anticipated that organisations would find themselves having to transform their operations to such an extent, and, as a result, may not respond as expected. An example of this is the



redeployment of staff, where many employees who would normally be desk-based are stepping up to help operational roles. The risks associated with an employee working in an office are markedly different to those of someone providing support for lateral flow tests or marshalling immunisation centres.

- 2.1.6 Some premises are now empty and construction sites put on hold. It's common for insurance cover to include clauses relating to this and, without taking appropriate steps to improve risk, the organisation could find a claim rejected.
- 2.1.7 Schools have seen a huge increase in travel plans being cancelled or delayed which has resulted in a large number of claims being made to insurers.
- 2.1.8 There is also the potential for an increase in employer liability claims. These are incredibly stressful times and, sadly, there is an increased risk that staff could be subjected to verbal and physical abuse whilst carrying out their roles, and be suffering with isolation or health issues themselves.

## **2.2 Tender**

- 2.2.1 For this tender the Council used the YPO Insurance Services Dynamic Purchasing System which allowed the Council flexibility, legality, access to pre-qualified suppliers, and the benefits of aggregation of spend. The tender was carried out with the assistance of Gallagher's, the Council's brokers, and the Council Procurement Team.
- 2.2.2 There is now far more scrutiny of individual exposures and insurers are being more selective and discriminate more against poor risks. The Council conducted the tender under the framework agreement and invited all insurers on the framework to tender. The criteria are weighted 50% on service standards and cover and 50% on price.
- 2.2.3 Four suppliers on the framework confirmed that they were able to meet the criteria listed in the tender documentation and submitted proposals to the Council.
- 2.2.4 An analysis of pricing and quality was carried out by an evaluation team made up of the Insurance Team, Procurement Section and Gallagher's. Quotes were obtained on the basis of a three-year deal with an option to extend for a further two years, and a straight five year long term agreement. Most insurers provided prices on a five-year long term. Four insurers quoted.
- 2.2.5 Details in relation to the bidders are provided in the private version of the report due to reasons of commercial confidentiality. However, the evaluation scores for two bidders (A) and (B) were higher and therefore subject to detailed consideration.

## **2.3 Renewal**

- 2.3.1 The Property and Motor insurance policies will renew on the 1<sup>st</sup> April 2021. All renewal information has been provided to insurers however premiums are not expected to be received until the end of February.

## **3 Options/Alternatives**

- 3.1 Option 1) To award the contract to Bidder A
- 3.2 Option 2) To award the contract to Bidder B.

- 3.3 Option 3) To not award the contract. This option would leave the Council with no formal insurance in place. The Council would then need to self-insure all areas of insurance going forward from Council funds.

#### **4 Preferred Option**

- 4.1 The preferred option is Option 1. Based on the hardening of the insurance market, and the need for pricing certainty in the coming years it is recommended that the Council places cover on a 5 year deal for its liability Insurance and renew all other insurance in line with the long term agreements.

#### **5 Consultation**

- 5.1 There has been consultation with external insurance advisors, the Council's Procurement Team and the Cabinet Member.

#### **6 Financial Implications**

- 6.1 The Insurance Budget comprises a mix of external premia and self-insurance for both liability and property/asset insurances. *Further financial comments are in the commercially sensitive report (Mike Ward)*

#### **7 Legal Services Comments**

- 7.1 None (Colin Brittain)

#### **8 Co-operative Agenda**

- 8.1 The purpose of obtaining quality insurance at best value complements the council's priorities and objectives under the Cooperative Agenda.

#### **9 Human Resources Comments**

- 9.1 HR have been consulted and have provided relevant staffing information for the contract specification. There are no other HR implications.

Adam Ratcliffe – HR Delivery and Performance Manager

#### **10 Risk Assessments**

- 10.1 The Council needs to place appropriate insurance to mitigate unforeseen implications from future risk. The programme of insurance as recommended in this report proposes placing insurance to mitigate such risks in accordance with the agreed financial envelope of the Council (Mark Stenson)

#### **11 IT Implications**

- 11.1 None.

#### **12 Property Implications**

- 12.1 None

### **13 Procurement Implications**

13.1 The Commercial Procurement Unit supports the recommendations outlined in the report. The procurement process has been carried out in line with both EU regulations and the Council's Contract Procedure Rules. Value for money has been achieved through this process; balancing quality and cost. (Emily Molden)

### **14 Environmental and Health & Safety Implications**

14.1 None

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

15.1 None

### **16 Equality Impact Assessment Completed?**

16.1 Not required

### **17 Key Decision**

17.1 Yes

### **18 Key Decision Reference**

18.1 FG-02-21

### **19 Background Papers**

19.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act :

File Ref : Records held on the Chest e-procurement portal ([www.the-chest.org.uk](http://www.the-chest.org.uk)).

Officer Name : Emily Molden/Vicki Gallacher

Contact No : 0161 770 1643/8488

### **20 Appendices**

20.1 None

This page is intentionally left blank



## Report to CABINET

Report to approve Fleet Factors LTD to manage the stores function for Fleet Management.

### **Portfolio Holder:**

Cllr B Brownridge, Cabinet Member for Neighbourhoods

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

**Report Author:** Dave Durham, Fleet & Workshop Manager  
Ext. 1563

**22<sup>nd</sup> February 2021 (Cabinet)**

---

### **Reason for Decision**

A re-procurement was undertaken via the YPO Fleet Managed Services framework (921) as the current contract with Fleet Factors had expired. After evaluation Fleet Factors met all the criteria of the tender competition and Fleet Management are looking to award the contract to Fleet Factors for the next 2 years with an option to extend for a further 2 years.

### **Executive Summary**

The main vehicle maintenance workshop is situated on Moorhey Street, Oldham. The site is a base for a number of frontline services including Fleet, Waste Management and Highways. There is a dedicated stores facility based within the vehicle workshop at Moorhey Street depot, containing Impress stock, supplied and managed by an outside provider, (Currently Fleet Factors Ltd).

Oldham's Fleet consists of over 100 vehicles and around 500 items of plant equipment.

### **Recommendations**

To approve the award of contract to Fleet Factors Ltd.

## Report to approve Fleet Factors LTD to manage the stores function for Fleet Management.

### 1 Background

- 1.1 Fleet management activity is supported by a contract for the call off and supply of parts and lubricants. The contract to this point was awarded to Fleet Factors who are solely responsible for all stock on site and all lubricants required for Oldham's fleet of vehicles and plant. This successful arrangement has been in place for 17 years.
- 1.2 An exercise has been undertaken review the position following a compliant procurement exercise and the options are provided below.

### 3 Options/Alternatives

- 3.1 Option 1: To approve the contract with Fleet Factors Ltd Extending the current contract that is in place and keeping the Fleet Management stores in a compliant position.

Option 2: To not approve the contract award to Fleet Factors Ltd and be without a stores provider for Moorhey Street Depot. This would either place additional pressure and workload on staff to manage the day to day operations of the stores or put the Council in a non-compliant position with Fleet Factors Ltd continuing to provide the service on an informal basis.

### 4 Preferred Option

- 4.1 Option 1: To approve the contract with Fleet Factors Ltd.

### 5 Consultation

- 5.1 n/a

### 6 Financial Implications

- 6.1 The table below shows spending on the Stores Management facility in the last four completed financial years:

Year	£K
2016/17	377
2017/18	374
2018/19	365
2019/20	355
Annual Average	368

- 6.2 The figures evidence a small year on year reduction in costs with spend averaging £368K per annum and is indicative of a managed position. Spend in the current financial year (2020/21) is forecast to be lower than this at £330K. This is due mainly to the impact of

---

the Covid 19 Pandemic which has depressed vehicle usage and resulted in reduced maintenance costs. A return to the long-term cost trend is anticipated once the pandemic is over.

6.3 The cost of spares, whilst incurred initially by Fleet Services, is ultimately recoverable from internal fleet users in the main with a small element of work chargeable to external customers.

6.4 There is adequate funding available within the Fleet Services Revenue Budget and Medium-Term Financial Plan to fund this annual contractual commitment.

(Nigel Howard)

**7 Legal Services Comments**

7.1 The Council has followed Rule 4.1 of its Contract Procedure Rules and used the provisions of a YPO Framework Agreement to select Fleet Services to provide the fleet services for the Council. The Council will enter into a call off order under the terms and conditions of the framework agreement. (Elizabeth Cunningham Doyle) 8.

**Co-operative Agenda**

8.1 N/A

**9 Human Resources Comments**

9.1 N/A

**10 Risk Assessments**

10.1 N/A

**11 IT Implications**

11.1 None

**12 Property Implications**

12.1 None

**13 Procurement Implications**

13.1 The Commercial Procurement Unit supports the recommendations outlined in the report. A compliant process has been undertaken, in line with the Council's Contract Procedure Rules (Rule 4.1 – use of an existing framework), EU regulations and the YPO framework guidelines. (Emily Molden)

**14 Environmental and Health & Safety Implications**

14.1 N/A

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

15.1 None

**16 Equality Impact Assessment Completed?**

---

16.1 No

17 **Key Decision**

17.1 Yes

18 **Key Decision Reference**

18.1 NC-09-20

19 **Background Papers**

19.1 N/A

20 **Appendices**

20.1 N/A





**Report to CABINET**

## **Green Homes Grant Local Authority Delivery Scheme Phase 1B**

**Portfolio Holder:**

Councillor Hannah Roberts, Cabinet Member – Housing

**Officer Contact:** Deputy Chief Executive – People and Place

**Report Author:**

Anees Mank, Housing Development and Contracts Manager

**22 February 2021**

---

**Reason for Decision**

To accept Grant Funding Agreements with the GMCA and appoint contractors to deliver the Greater Manchester Green Homes Grant Local Authority Delivery Scheme Phase 1B.

**Recommendations**

1. To accept the Grant Funding Agreements issued by the GMCA.
2. To issue a Call-off Order and enter into a contract with E.ON Energy Solutions Ltd under the Warm Homes Oldham Framework Agreement to deliver energy efficiency measures to private sector homes across Greater Manchester, as detailed in the Greater Manchester Green Homes Grant Local Authority Delivery Scheme Phase 1B bid.
3. To issue an Authority Notice of Change to Inspiral Oldham Ltd under the Housing PFI Project Agreement to install External Wall Insulation to Crosswall Construction Council homes and Cavity Wall Insulation to Traditional Construction Council homes on the Primrose Bank Estate.
4. To issue a Subsequent Phase Notice(s) to Oldham Retirement Housing Partnership Ltd under the Deed of Variation (Number 2) to the Housing PFI Project Agreement to install Solar PV Systems to Council bungalows.

- 
5. To approve the use of funds from the Housing Revenue Account Capital Programme to meet the shortfall in grant funding for 3 and 4 above.

## **Green Homes Grant Local Authority Delivery Scheme Phase 1B**

### **1 Background**

- 1.1 In July 2020, the Chancellor announced £2 billion of support through the Green Homes Grant (GHG) to save households money; cut carbon; and create green jobs. The GHG is comprised of up to £1.5 billion of support through energy efficiency vouchers and up to £500m of support allocated to English Local Authority delivery partners, through the Local Authority Delivery (LAD) scheme.
- 1.2 On 4 August 2020, the Department of Business, Energy and Industrial Strategy (BEIS) announced the GHG LAD competition for the first £200m phase of funding.
- 1.3 The primary purpose of the GHG LAD scheme is to raise the energy efficiency rating of low income and low EPC rated homes (those in EPC band E, F or G).
- 1.4 BEIS expects the GHG LAD competition to result in the following outcomes:
  - Tackle fuel poverty by increasing low-income homes energy efficiency rating while reducing their energy bills.
  - Support clean growth and promoting global action to tackle climate change.
  - Support economic resilience and a green recovery in response to the economic impacts of COVID-19, creating thousands of jobs.
  - Use learnings from the delivery experience to inform the development and design of further energy efficiency and heat schemes.
- 1.5 The GMCA approached Oldham Council to develop a Greater Manchester (GM) GHG LAD Scheme bid, as Oldham is the only Council within GM that has an OJEU procured Framework Agreement for energy efficiency measures (through its Warm Homes Oldham scheme).
- 1.6 On 28 August 2020, the GMCA submitted a Phase 1A bid for £4.7m to mainly retrofit External Wall Insulation and Air Source Heat Pumps in homes of all tenures occupied by residents with a gross annual household income of less than £30,000 using local Trustmark registered contractors.

- 
- 1.7 Full details of the Phase 1A bid were reported to the GMCA meeting held on 25 September 2020.
- 1.8 On 1 October 2020, BEIS confirmed that the GMCA’s application was successful and awarded the bid amount in full.
- 1.9 However, BEIS was only able to award £76m from the £200m available nationally. Therefore, it announced that the remaining £124m would be awarded through a Phase 1B competition, which was open to existing and new applicants.
- 1.10 On 3 December 2020, the GMCA submitted a Phase 1B bid for £5.6m to mainly retrofit External Wall Insulation, Air Source Heat Pumps and Solar PV Systems in homes of all tenures occupied by residents with a gross annual household income of less than £30,000 using local Trustmark registered contractors.
- 1.11 Full details of the Phase 1B bid were reported to the GMCA meeting held on 18 December 2020.
- 1.12 On 27 January 2021, BEIS confirmed that the GMCA’s application was successful and awarded the bid amount in full.

## 2 Current Position

2.1 The GMCA has issued the following Grant Funding Agreements to Oldham Council:

1	Private Sector Housing
2	Social Housing

- 2.2 Most of the Private Sector Housing funding is to be paid to E.ON Energy Solutions Ltd to deliver energy efficiency measures to homes across Greater Manchester.
- 2.3 Some of the Private Sector Housing funding is to be retained by Oldham Council to cover the project management costs incurred by the Housing, Warm Homes Oldham, Procurement, Legal and Finance teams.
- 2.4 Some of the Social Housing funding is to be paid to Inspiral Oldham Ltd to part fund External Wall Insulation to Crosswall Construction Council homes and Cavity Wall Insulation to Traditional Construction Council homes on the Primrose Bank Estate. The shortfall is to be met from the Housing Revenue Account Capital Programme.
- 2.5 The balance of the Social Housing funding is to be paid to Oldham Retirement Housing Partnership Ltd to part fund Solar PV Systems to Council bungalows. The shortfall is to be met from the Housing Revenue Account Capital Programme.
- 2.6 These measures will:
- Improve energy efficiency and reduce fuel poverty, which will help to prevent illnesses linked to cold conditions.

- 
- Contribute towards meeting the Council's target for the borough to be carbon neutral by 2030, which will help to tackle climate change.
  - Provide work for local contractors and apprenticeships or training for new green jobs, which will help with the economic recovery from the impact of COVID-19.

### 3 Options / Alternatives

#### 3.1 Option 1:

3.11 To accept the Grant Funding Agreements issued by the GMCA detailed in 2.1 above.

3.12 To issue a Call-off Order and enter into a contract with E.ON Energy Solutions Ltd under the Warm Homes Oldham Framework Agreement to deliver energy efficiency measures to private sector homes across Greater Manchester, as detailed in the GM GHG LAD Scheme Phase 1B bid.

3.13 To issue an Authority Notice of Change to Inspiral Oldham Ltd under the Housing PFI Project Agreement to install External Wall Insulation to Crosswall Construction Council homes and Cavity Wall Insulation to Traditional Construction Council homes on the Primrose Bank Estate.

3.14 To issue a Subsequent Phase Notice(s) to Oldham Retirement Housing Partnership Ltd under the Deed of Variation (Number 2) to the Housing PFI Project Agreement to install Solar PV Systems to Council bungalows.

3.15 To approve the use of funds from the Housing Revenue Account Capital Programme to meet the shortfall in grant funding for 3.13 and 3.14 above.

#### 3.2 Option 2:

3.21 To reject the Grant Funding Agreements issued by the GMCA detailed in 2.1 above.

3.22 The energy efficiency measures would not be delivered to private sector homes across Greater Manchester; the External Wall Insulation would not be installed to Crosswall Construction Council homes; the Cavity Wall Insulation would not be installed to Traditional Construction Council homes; and the Solar PV Systems would not be installed to Council bungalows.

3.23 The grant funding would have to be returned to BEIS with the consequential reputational damage that this would cause to Oldham Council and the GMCA.

### 4 Preferred Option

#### 4.1 Option 1.

### 5 Consultation

5.1 The Cabinet Member – Housing was consulted at her Portfolio Briefing on 3 December 2020 and supported the proposals.

---

## 6 Financial Implications

6.1 On 27 January 2021, the GMCA was successful in securing £5.6m of grant from BEIS. Some of this will be distributed direct by them to partners across Greater Manchester. The remaining amount has been allocated to the Council as lead authority to administer as part of its existing OJEU approved framework for energy efficiency measures.

6.2 This is split as follows:

<b>Private Sector Housing</b>
Contract with E.ON Energy Solutions Ltd
Project Management fees to the Council
<b>Social Housing</b>
Contract with Inspiral Oldham Ltd
Contract with Oldham Retirement Housing Partnership Ltd

6.3 The Private Sector Housing project will cover all of Greater Manchester and is 100% grant funded. The Council is in effect passing on the grant from the GMCA (BEIS) to the contractor via its existing contract. Although some of the private sector work is expected to take place in Oldham.

6.4 The total contract value for the works with Inspiral Oldham Ltd and Oldham Retirement Housing Partnership Ltd will be funded as follows:

Social housing grant available
Contribution from Housing Revenue Account (HRA)

6.5 The grant will be claimed in monthly instalments in arrears.

(John Hoskins / David Leach)

## 7 Legal Services Comments

7.1 The Council will be required to sign two Grant Funding Agreements with the GMCA which will flow-down the terms and conditions of the MoU which the GMCA has with BEIS.

7.2 The Council has an existing Framework Agreement in place which it can use for the Call-off Order and enter into a contract with E.ON Energy Solutions Ltd but it is important that the level of spend under the Framework Agreement remains below the advertised ceiling for estimated spend in the published OJEU Notice (£7m plus VAT).

7.3 The Council will have to issue an Authority Notice of Change to Inspiral Oldham Ltd, the housing PFI provider, for the additional works required to insulate the Council homes on the Primrose Bank Estate.

- 
- 7.4 The Council will have to issue a Subsequent Phase Notice(s) to Oldham Retirement Housing Partnership Ltd, the housing PFI provider, for the additional works required to install Solar PV Systems to Council bungalows.
- 7.5 As project manager for the programme of works, the Council will be required to make regular progress reports to the GMCA which in turn will have an obligation to report to BEIS. The Council will be required to comply in full with all of the grant funding conditions to ensure that there is no risk of clawback of the funding by BEIS. Therefore, monitoring of all three contractors will be a high priority in view of the level of spend and risk involved.

(Elizabeth Cunningham Doyle)

## 8. **Co-operative Agenda**

- 8.1 Each contractor has provided satisfactory details on how they will operate in a socially responsible way in accordance with Oldham Council's Social Value Framework.

## 9 **Human Resources Comments**

- 9.1 None.

## 10 **Risk Assessments**

- 10.1 A detailed risk assessment has been completed as part of the MoU with BEIS. The main risk identified is failure to deliver all the energy efficiency measures by the deadline of 30 September 2021 due to issues relating to contractor capacity, availability of materials, adverse weather or the impact of COVID-19. It is highly likely that BEIS will offer an extension to the deadline for delays experienced due to circumstances beyond the Council's control. Failing that, the unspent funding would have to be returned to BEIS.

## 11 **IT Implications**

- 11.1 None.

## 12 **Property Implications**

- 12.1 Improvement of Crosswall Construction Council homes and Traditional Construction Council homes on the Primrose Bank Estate.
- 12.2 Improvement of Council bungalows.

## 13 **Procurement Implications**

- 13.1 The Commercial Procurement Unit supports the recommendations outlined in the report. The call-off arrangement under the Warm Homes Oldham framework offers a compliant route to market adhering to both EU Regulations and the Council's Contract Procedure Rules (clause 4.1). The Commercial Procurement Unit will also undertake an audit with the Strategic Housing Team on spend to date under the framework to ensure it remains below the £7m advertised.

(Emily Molden)

---

14 **Environmental and Health & Safety Implications**

14.1 Each contractor has provided satisfactory details on how they will address Environmental and Health and Safety implications.

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

15.1 Each contractor has provided satisfactory details on how they will provide a fair and equitable services to all residents, regardless of age, disability, gender reassignment, marriage or civil partnership, race, religion or belief, sex, socio-economic status or sexual orientation.

15.2 The GM GHG LAD Scheme has a positive impact on tackling fuel poverty.

15.3 There are no community cohesion or crime implications.

16 **Implications for Children and Young People**

16.1 None.

17 **Equality Impact Assessment Completed?**

17.1 No.

18 **Key Decision**

18.1 Yes

19 **Key Decision Reference**

19.1 HSG-11-20

20 **Background Papers**

20.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act:

Green Homes Grant Local Authority Delivery Scheme: Phase 1b

<https://democracy.greatermanchester->

[ca.gov.uk/documents/s11166/14%20GHG%20LAD%20Scheme%20Phase%201b.pdf](https://democracy.greatermanchester-ca.gov.uk/documents/s11166/14%20GHG%20LAD%20Scheme%20Phase%201b.pdf)

21 **Appendices**

21.1 None





## Report to CABINET

# New Saddleworth School – Award of Contract for Main Highways Work

**Portfolio Holder:** Cllr Shaid Mushtaq (Cabinet Member of Education and Skills);

**Officer Contact:** Emma Barton, Director of Economy

**Report Author:** Andrew Hall, Principal Regeneration Officer  
**Ext.** 3456

**22<sup>nd</sup> February 2021**

---

## Reason for Decision

The purpose of the report is to seek approval to award the contract for the Main Highways Works linked to the construction of the new Saddleworth School. A procurement process has been undertaken and completed in accordance with the Council's Contract Procedure Rules and Public Contract Regulations 2015. The route to market was the Council's Lot 20 of the Construction and Highways Works and Services Framework via The Chest Portal

## Recommendations

That Cabinet approves the recommendations to award the contract for the Main Highways Works set out in Part B of the report.

## **New Saddleworth School - Award of Contract for Main Highways Work**

### **1 Background**

- 1.1 In accordance with the planning consent for access and wider highway works at Diggle, required in connection with the new Saddleworth School a tender exercise for these works have now concluded. The procurement process has been undertaken and completed in accordance with the Council's Contract Procedure Rules and Public Contract Regulations 2015. The route to market was the Council's Lot 20 of the Construction and Highways Works and Services Framework via The Chest Portal.

### **2 Current Position**

- 2.1 A total of 5 tenders were returned and evaluated on a cost, quality and Social value basis, with the weighting for Technical and quality 40%, Social Value 10% and cost 50%.

	Rank
Bid 1	Rank 5
Bid 2	Rank 1
Bid 3	Rank 2
Bid 4	Rank 3
Bid 5	Rank 4

- 2.2 As Bid 2 scored the highest aggregated score, it is recommended that the contract award goes to Bid 2

### **3 Options/Alternatives**

- 3.1 Option 1 – Not to award the contract as recommended. The risk is the delay to the wider highway works which are required to be completed by the time the new school is occupied.
- 3.2 Option 2 - Is to award the contract as recommended in this report, which has been tendered in accordance with the Council's Contract Procedure Rules and Public Contract Regulations 2015. This will enable the wider highway works to be completed by the time the new school is occupied.

### **4 Preferred Option**

The preferred option is Option 2 for the reasons given.

### **5 Consultation**

- 
- 5.1 The Council has previously undertaken a consultation process which was outlined and reported on in March 2015 Cabinet Report. Statutory consultation has also been undertaken in respect to the planning consent for the proposed works.

## **6 Financial Implications**

### **6.1 Capital Implications**

- 6.1.1 As set out in Part B of this report.

## **7 Legal Services Comments**

- 7.1 The Council has followed Rule 4.1 of its Contract Procedure Rules and used a mini competition under Lot 20 of its existing Construction and Highways Works and Services Framework Agreement to select the most economically advantageous tenderer to deliver the highways works required to discharge the planning consent. (Elizabeth Cunningham Doyle)

## **8. Co-operative Agenda**

- 8.1 The improvement of education standards, especially at secondary level, is a key priority for the Council and in respect to the co-operative agenda is helping to deliver an inclusive economy where ambition and mobility is supported and encouraged. In terms of thriving communities, the new school will provide a stronger basis for improved partnerships and improved learning. As part of the procurement exercise the main contractor has committed to the Council's new Social Value Portal (SVP), which will evaluate the contractor's commitment to local labour, the local supply chain and other social benefits.

## **9 Risk Assessments**

- 9.1 As set out in Part B of this report

## **10 IT Implications**

- 10.1 N/A

## **11 Property Implications**

- 11.1 None (Andrew Hall)

---

## **12 Procurement Implications**

- 12.1 A competitive tender exercise was undertaken using the Council's Construction and Highways Works and Services Framework Agreement, Lot 20 – Major Works. The procurement process was fully compliant with the Public Contract Regulations 2015, EU Treaty Principles and the Council's Contract Procedure Rules. The result of the tender exercise and the recommendation of award is as detailed in section 2 of this report. (M.Hayes).

## **13 Environmental and Health & Safety Implications**

- 13.1 These issues were considered in some detail within the March 2015 Cabinet Report.
- 13.2 Full compliance with the Construction (Design and Management) Regulations 2015 must be ensured throughout the project-through from design to construction. Suitably competent contractors must be appointed and monitored throughout the project. (L.Smith).

## **14 Equality, community cohesion and crime implications**

- 14.1 S17 of the Crime and Disorder Act 1998 places a duty on the local authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment).

Consideration should be given to crime reduction/prevention measures during any construction works and following completion, in order to reduce the potential for any adverse impact upon the community. (L.Kenny).

## **14 Equality Impact Assessment Completed?**

- 14.1 An EIA has previously been completed in 2015 and highlighted the need to make provision for travel for low income pupils and to review any special transport requirements for any disabled pupils and staff.

## **15 Key Decision Reference**

- 15.1 NEI-01-20

## **16 Background Papers**

- 16.1 N/A

## **17 Appendices**

- 17.1 N/A

**(In accordance with part 2 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012)**

Oldham Borough Council intends to hold a private meeting (or part thereof) of Cabinet on the 22 February 2021.

**Decision to be taken (Agenda Item)**

Decisions to be taken in private at Cabinet on 22 February 2021:

- Oldham Community Leisure - Contract
- Integrated Sexual Health and Substance Misuse Service - Decision to Award
- Green Homes Grant Local Authority Delivery Scheme Phase 1B
- Award of Contract for Highways work - New Saddleworth School
- Managed Stores Function
- Liquid Fuel Contract
- Liability Insurance Tender Report

**Decisions to be taken (Agenda Item)**

Decisions to be taken in private at Commissioning Partnership Board on 25 February 2021:

- Proposed Use of the Transformation Fund 2020 2021.
- Section 75 Agreement

**Reason**

The meetings (or part of the meetings thereof) will be held in exempt session on the grounds that the reports and background papers will contain the likely disclosure of exempt information as defined in paragraph 3 of Schedule 12A of the Local Government Act 1972 (as amended) – information relating to any particular individual and information relating to the financial or business affairs of any particular person (including the authority holding that information).

**Representations**

If you wish to make representations against the intention to hold a private meeting, please send these to Elizabeth Drogan, Constitutional Services, Level 4 Civic Centre, Oldham, OL1 1UL or email: [Elizabeth.drogan@oldham.gov.uk](mailto:Elizabeth.drogan@oldham.gov.uk)

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

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

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