

## EXECUTIVE CABINET

28 June 2023

Commenced: 1.00pm

Terminated: 1.40pm

**Present:** Councillors Cooney (Chair), Choksi, Fairfoull, Feeley, Jackson, Kitchen (ex-officio), Taylor, Ward and Wills

**In Attendance:**

Sandra Stewart	Chief Executive
Ashley Hughes	Director of Resources
Stephanie Butterworth	Director of Adult's Services
Alison Stathers-Tracey	Director of Children's Services
Julian Jackson	Director of Place
Debbie Watson	Director of Population Health
Emma Varnam	Assistant Director, Operations and Neighbourhoods
Tracy Brennand	Assistant Director, People and Workforce Development
Jordanna Rawlinson	Head of Communications

**Apologies for absence:** Councillors North and Sweeton.

### 1. DECLARATIONS OF INTEREST

There were no declarations of interest submitted by Cabinet Members.

### 2. MINUTES OF EXECUTIVE CABINET

#### RESOLVED

That the Minutes of the meeting of Executive Cabinet held on 26 April 2023 be approved as a correct record.

### 3. MINUTES OF ENVIRONMENT AND CLIMATE EMERGENCY WORKING GROUP

#### RESOLVED

That the Minutes of the meeting of the Environment and Climate Emergency Working Group held on 14 June 2023 be noted.

### 4. MINUTES OF STRATEGIC PLANNING AND CAPITAL MONITORING PANEL

Consideration was given to the minutes of the meeting of the Strategic Planning and Capital Monitoring Panel meeting held on 22 June 2022. Approval was sought of recommendations of the Strategic Planning and Capital Monitoring Panel arising from the meeting.

#### RESOLVED

- (a) The minutes of the meeting of the Strategic Planning and Capital Monitoring Panel held on 22 June 2023 be noted; and
- (b) That the following recommendations be approved:

#### 2022/23 CAPITAL OUTTURN

- (i) Note the Capital Outturn position.
- (ii) Approve the £2.998m slippage on the Capital Programme for 2022/23 and its proposed

- re-profiling into the current 2023-24 financial year.
- (iii) Note the funding position of the Capital Programme.
- (iv) Note the changes to the Capital Programme.
- (v) Note the updated Prudential Indicator position.

#### **ADULTS CAPITAL PLAN 2022/2023 UPDATE**

- (i) Note the progress updates of the Adult Services capital programme.
- (ii) Approve the additional budget allocation of £0.039m via the Adult Services Community Capacity grant reserve to finance related IT system upgrade expenditure as referenced in section 1.2. The additional sum to be included in the 2023/24 approved capital programme.
- (iii) Approve the inclusion of the 2023/24 Disabled Facilities Grant allocation of £2.849m to the 2023/24 approved capital programme.

#### **CHILDREN'S SOCIAL CARE CAPITAL SCHEMES OUTTURN REPORT**

- (i) Note the 2022-23 Capital Expenditure Outturn position and approve the budget slippage.

#### **IT CAPITAL PROGRAMME**

- (i) Note the report and the details of the status of the schemes in the programme.

#### **CAPITAL PROGRAMMES FOR GROWTH DEPARTMENTS**

- (i) Note the progress with regards to the schemes within the Place Capital Programme (Town Centres, Property and Planning) as set out in the report
- (ii) Approve the allocation of £1,493 from the Hattersley Land Board, held in Council reserves, to fund the total overspend in relation to the works at Hattersley Railway Station.

#### **EDUCATION CAPITAL PROGRAMME**

- (i) School Condition grant for 2023/24 is updated to add £0.141m to the capital programme as detailed paragraph 2.7.
- (ii) The addition of £0.321m 2023/24 Devolved Formula Capital grant to the capital programme as detailed in paragraph 2.11.
- (iii) Additional funding of £0.200m for fire stopping works and replacement fire alarm at Oakdale Primary from Condition Grant funding as detailed in paragraph 4.13.
- (iv) Additional funding of £0.100m for asbestos removal, electrical rewire and redecoration works at Broadbent Fold Primary from Condition Grant funding as detailed in paragraph 4.14.
- (v) Funding of £0.350m for replacement roof works at Micklehurst Primary from Condition Grant funding as detailed in paragraph 4.16.
- (vi) Funding for provision of an automated gate at Cromwell High of £0.075m from Condition Grant funding and £0.025m school contribution as detailed in paragraph 4.17.
- (vii) A grant agreement for £0.720m is agreed with the New Bridge Academy Trust as detailed in paragraph 6.5 to expand temporary satellite provision at Hawthorns School from September 2023.
- (viii) The addition of £6,386 for the provision of a secure gate at St James Primary School for the resource base is agreed as detailed in paragraph 6.7, taking the total grant agreement amount for the scheme to £0.077m.
- (ix) The balance of completed Basic Needs schemes budget underspends (£0.035m) is returned to the unallocated Basic Need fund as detailed in paragraph 2.3 of the report be noted.
- (x) The balance of completed School Condition schemes budget underspends (£0.071m) is returned to the unallocated School Condition fund as detailed in paragraph 2.8 of the report be noted.
- (xi) The balance of completed High Need Provision schemes budget underspends (£0.114m) is returned to the unallocated High Need Provision fund as detailed in

- paragraph 2.13 of the report be noted.
- (xii) The balance of completed Developer Contribution scheme budget underspends (£0.035m) is returned to the unallocated Developer Contribution fund as detailed in paragraph 2.15 of the report be noted.
- (xiii) Corrie Primary – Roof Replacement (£0.490m) to be returned to the unallocated School Condition fund and (£0.010m) removal of school contribution as detailed in paragraph 4.15 of the report be noted.

#### **CAPITAL PROGRAMME – OPERATIONS & NEIGHBOURHOODS (PLACE DIRECTORATE)**

- (i) Note the progress with regards to the schemes within the Operations and Neighbourhoods Capital Programme as set out in the report.
- (ii) Approve the reprioritised resurfacing schemes for the Highways Maintenance programme as outlined in Appendix 1.
- (iii) Note the progress on the list of highway/footway maintenance schemes identified in Appendix 1 that are to be funded from the Highway Maintenance Grant Allocation
- (iv) Note the progress made to secure grant funding from the Mayor’s Challenge Fund (MCF) programme for two Tranche 1 Phase 2 schemes named Rayner Lane (Ashton and Droylsden) and Stamford Drive to Granville Street (Stalybridge and Ashton).
- (v) Approve the de-prioritisation of the MCF Tranche 1 Phase 2 scheme, named Clarendon Road (Audenshaw), for the reasons set out in section 2 of the report.
- (vi) Note TfGM’s approval of the four Active Travel Fund (ATF2) schemes at Oldham Road, Newman Street, Stockport Road, Ashton and Guide Lane, Audenshaw Note TfGM’s intention to secure grant funding from the MCF programme to upgrade the existing zebra crossing on Cavendish Street, near the junction with Higher Wharf Street and Hill Street, to a signal controlled pedestrian / cycle crossing.
- (vii) Approve the drawdown of funds in respect of the S106 agreements detailed in Section 4 of this report and add to the Council’s Capital Programme to allow the detailed design, procurement and installation of the various works

#### **5. P12 2022/23 OUTTURN REPORT AT 31 MARCH 2023**

Consideration was given to a report of the First Deputy, Finance, Resources and Transformation / Director of Resources, which set out the Outturn position for the 2022/23 financial year, as follows:

- A £0.681m overspend against the 2022/23 revenue budget of £208.609m:
- A small increase in the cumulative deficit in expenditure within the ring-fenced Dedicated Services Grant; and
- Capital Programme expenditure of £21.366m against an approved budget of £24.339m.

It was explained that the macro-economic environment in the United Kingdom (UK) had been challenging for Local Authorities throughout the financial year. When the 2022/23 budget was set, the Bank of England economic forecast was expecting inflation to peak at around 5% in the spring of 2022 and average 2.3% for the year. Inflation peaked at 11.1% in October 2022 and had remained above 10% for the duration of the financial year. A pay award, worth an average of 7% (budgeted for at 1.75%), and a more than doubling of energy costs placed significant pressure on the council’s budget.

This was alongside Adult Social Care Placement activity trending upwards for residential and nursing placements and Children’s Social Care Placements being more expensive due to market sufficiency across placement types, being felt locally and nationally. Scarcity of temporary accommodation placements had contributed to pressures in Place alongside materials inflation outstripping national indices and commuting patterns post Covid-19 restricting parking income returning to pre-pandemic levels.

The report presented separately the Outturn and budget position for Revenue, the Capital Programme and the Collection Fund. As well as setting out budget variances, the report also showed how these had impacted on the Council’s financial position as at 31 March 2023.

The report also appended the annual Treasury Management Report and performance as required by the Treasury Management Code of Practice from the Chartered Institute of Public Finance and Accountancy (CIPFA).

Key points on the Outturn, budget variances and financial position at 31 March 2023 were detailed.

In respect of the Dedicated Schools Grant, it was reported that at 31 March 2023, the cumulative deficit on the DSG was £3.306m, an increase in the deficit of £63,000 compared to the deficit of £3.243m at 1 April 2022. As there was a statutory override in place until 2025/26, a deficit balance on the DSG reserve was ring-fenced from the General Fund and was therefore not a potential charge to the local taxpayer until that point. The Council was undertaking the Delivering Better Value in SEND programme with the Department for Education and had an agreed recovery plan through its Schools Forum. Both of these supported the ongoing management of the High Needs Block.

#### **RESOLVED**

- (i) That the Revenue Outturn position be noted;**
- (ii) That the impact of the Revenue Outturn position on the Council's reserves and balances (see table 1, main report), be noted;**
- (iii) That the current position in respect of the Dedicated Schools Grant deficit be noted;**
- (iv) That the write off of uncollectable debts as set out in Appendix 1 to the report, be approved;**
- (v) That the reserve transfers set out in the relevant table of the report, be approved;**
- (vi) That the Capital Outturn position, be noted;**
- (vii) That the £2.998m underspend on the Capital Programme for 2022/23 and its proposed re-profiling into the current 2023-24 financial year, be approved;**
- (viii) That the funding position of the Capital Programme be noted;**
- (ix) That the changes to the Capital Programme be noted; and**
- (x) That the updated Prudential Indicator position be noted.**

## **6. STAR PROCUREMENT GROWTH**

The First Deputy Finance, Resources and Transformation / Director of Resources submitted a report, which explained that the Council currently sourced most of its Procurement expertise and support as a partner of the STAR Procurement Collaboration, hosted by Trafford Council.

As part of STAR Procurement's ongoing strategy to continuously improve and deliver better value for partners, it was proposed to invite a further two partner organisations to join the collaboration. The addition of a further two partners would increase the buying power of STAR Procurement in a challenging purchasing environment and supported their strategic deliverables as outlined in the report.

The report recommended Executive Cabinet approve the growth and expansion of STAR Procurement from four to six partners and that the revised Joint Committee be reconstituted with similar parameters for delivery as the current Committee.

There were no immediate financial benefits arising from this decision, although there was potential for further economies of scale once the new partners were integrated. There were also no immediate financial dis-benefits arising from the growth of STAR Procurement. Further detail could be found in the financial implications section of the report.

#### **RESOLVED**

- (i) That the disestablishment of the current STAR Joint Committee be approved;**
- (ii) That the expansion of the current shared procurement service to include the Fifth Partner and Sixth Partner which will continue to be hosted by Trafford Borough Council in accordance with the provisions detailed in the report, be approved;**

- (iii) That the establishment of a new STAR Joint Committee for Stockport, Trafford, Rochdale, Tameside, the Fifth Partner and Sixth Partner that will support the delivery of the Shared Service and provide delegated authority to the Procurement Service to operate across the Stockport, Trafford, Rochdale, Tameside, Fifth Partner and Sixth Partner areas, be approved;**
- (iv) That the governance arrangements and Terms of Reference of the new STAR Joint Committee as set out in the report, be approved;**
- (v) That the Tameside Representative on the revised Joint Committee to be the same representative on the current Joint Committee. That representative being Councillor Jacqueline North, First Deputy (Finance, Resources & Transformation); and**
- (vi) That authority be delegated to the Director of Resources and Head of Legal Services, in conjunction with the First Deputy, to agree the final terms and conditions of, and to enter into, an Inter Authority Agreement (“IAA”) in respect of the STAR Procurement shared service on similar terms to the existing IAA.**

## **7. REVIEW OF CAR PARK TARIFFS**

A report was submitted by the Executive Member, Planning, Transport and Connectivity / Assistant Director, Operations and Neighbourhoods providing options for revised tariffs on Council owned car parks.

It was explained that the principle of the tariff review was to provide a shoppers charter; encouraging a turnover of spaces in town car parks to making shops and services easily accessible and incentivising workers and commuters to use long stay parking provision.

The report provided a brief update on progress of the implementation plan and set out three options for an updated tariff schedule

In February 2023, Executive Cabinet agreed to the replacement or upgrade of 27 town centre Pay and Display machines. The new machines would accept card and contactless payments as well as taking coins. The work would leave the council with 24 payment machines which could take cash only. A compliant procurement route had been identified by STaR Procurement for the upgrading or replacement of the 27 machines. The approximate start date for installation would be 4 September 2023. A review of the remaining 24 machines in Council car parks would be included in the Phase 3 wider strategic review.

When considering car park tariff rates, the Council needed to consider covering expenditure and also establishing a range of charges which would encourage best use of the space available, ensuring the availability of short-stay spaces in the town centres and a premium rate for long stay places. Car parks had a number of running costs, which needed to be mitigated through income generated from their operation.

As part of the improvement plan for Car Parks, it was proposed that revised tariffs were implemented across Tameside Car Parks to bring charges in line with comparable GM neighbours, and to increase the level of surplus income available to fund highways improvements. Analysis of current fees charged at other Greater Manchester authorities was presented in the report. The analysis showed that car parking charges at Tameside Council were considerably falling below similar nearby authorities.

It was proposed that the parking tariffs were revised and uplifted to implement:

1. A tariff of fees for the 27 upgraded Pay and Display machines with card payment options.
2. A tariff of fees for the remaining cash-only pay and display machines.
3. An evening tariff rate for all car parks, 6pm-midnight.
4. The introduction of a Sunday rate for all car park within the borough.

A table of proposed revised pay and display parking tariffs was presented in the report.

It was further explained that a review of staff car parking charges subject to usual consultation with Trade Unions and contract parking would also be brought to the Executive Cabinet in September 2023 as part of the longer term Car Parking Strategy.

#### **RESOLVED**

- (i) That the implementation of new tariffs, as set out in section 5 of the report, be approved;**
- (ii) That the addition of 3 short stay town centre car parks be approved;**
- (iii) That the position in respect of parking income and highways improvement costs set out in section 3 of the report, be noted;**
- (iv) That the tariff for cash only machines to be applied to all car parks from 1 July 2023; and**
- (v) That the new tariff for short stay and long stay car parks to be implemented when the upgrade of machines has been completed (Expected September 2023).**

### **8. EARLY HELP STRATEGY**

Consideration was given to a report of the Deputy Executive Leader, Children and Families / Director of Children's Services, which outlined the establishment of the new Early Help Strategy.

It was explained that the strategy built on the previous Tameside Early Help Strategies of 2017 and 2020. Tameside's approach to Early Help had been refreshed to align with the recommendations from the Independent Review of Children's Social Care (2022), The Department for Education's Stable Homes, Built on Love strategy and consultation (2023) and the Family Hubs and Start for Life programme (2022-2025).

The report detailed the drivers for the strategy and advised that Tameside had also developed a new Thresholds Document ([Tameside Framework for help and support](#)) which would support the delivery of the Early Help Strategy by supporting professionals to identify signs that families need help and the appropriate level of support required.

The Early Help Strategy 2023-2026 would reflect and align the approach with recent changes, strengthening the approach to early intervention, providing families with the right help, from the right place at the right time. The new strategy also acknowledged recent structural changes which had been made to Tameside Council's Early Help offer, including the establishment of targeted family help at Level 3 of the threshold framework where more complex early help cases would be held by Family Help Lead Practitioners who would work with a family as long as needed provided they were making progress. Where needs escalated, cases could be safely and quickly stepped up to statutory services using clearly defined, systematic approaches. The strategy had been developed in order to achieve better outcomes for families and to deliver on corporate priorities to ensure children had the very best start in life, gain aspiration and hope through learning and to nurture resilient families and supportive networks to protect and grow young people.

#### **RESOLVED**

**That the content of the report be noted and the strategy endorsed.**

### **9. FOSTER FRIENDLY EMPLOYER POLICY**

The First Deputy, Finance, Resources and Transformation / Assistant Director, People and Workforce Development submitted a report, which set out the opportunity to adopt a Foster Friendly Policy that provided paid time off for employees who were foster carers or approved kinship carers, or were training to be foster carers. The policy aimed to support employees to manage work and the commitments of being a foster carer.

It was explained that, currently foster/kinship carers were required to co-ordinate various meetings and training sessions around work commitments. The policy was a positive step forward in providing

support for working foster/kinship carers and encouraging others to consider fostering. The adoption of the policy would ensure the Council were able to gain accreditation as a Foster Friendly Employer which supported the aim to be an employer of choice.

**RESOLVED**

- (i) **That the terms of the Foster Friendly Employer policy (as Appendix 1 to the report) be agreed, to support existing and aspiring foster carers in the workplace and to meet corporate priorities of increasing levels of fostering and improving placement stability; and**
- (ii) **It be acknowledged that the implementation of this policy will support the Council's accreditation as a Foster Friendly Employer.**

**10. PRIDE OF TAMESIDE BUSINESS AWARDS**

A report was submitted by the Executive Member, Inclusive Growth, Business and Employment / Interim Assistant Director, Investment, Development and Housing, providing options for the return of the Pride of Tameside Business Awards, a high profile business event celebrating local businesses which last took place in 2019.

The report set out a number of options for consideration as follows:

<b>Option</b>	<b>Key Benefits</b>	<b>Key Challenges</b>
<b>1 Direct delivery by TMBC</b>	Controlled internally ensuring quality of delivery	Large project will take significant amount of staff time and creates a financial risk
<b>2 External procurement of event partner</b>	Tried and tested model through which TMBC retains some control	Previous procurement has not been successful, however this has not gone to market since 2021
<b>3 Do not continue Pride of Tameside Business Awards</b>	No financial risk	Businesses are keen for this to return and may have an expectation of this being delivered
<b>4 Partner with Quest Media</b>	Less staff time required	Financial risk if partner organisation is in financial difficulties Loss of control of quality of delivery

**RESOLVED**

- (i) **That Option 1, in house delivery of the Pride of Tameside Business Awards by the Economy, Employment & Skills team, be supported; and**
- (ii) **That in order to allow decisions to be made with the speed and flexibility required to deliver an awards event, all operational, management and delivery, be delegated to the Director of Place.**

**11. STOPPING THE SUPPLY OF FREE CADDY LINERS FOR FOOD WASTE**

Consideration was given to a report of the Executive Member, Climate Emergency and Environmental Services / Director of Place, which outlined a proposal to cease supplying caddy liners free to residents and the implementation timeline.

It was explained that the Council currently supplied free on request compostable caddy liners to encourage residents to compost their food waste and add to their brown bin. The collection of food waste was now a well-established practice across households in Tameside. The provision of caddy liners was not necessary to enable residents to recycle their food waste and did not align with the Council's environmental aspirations of achieving net zero services; reducing consumption and

procuring sustainably. The preferred approach was to recycle food waste directly into the caddy and then into the brown bin, reducing un-necessary resources in the waste stream as well as the detrimental carbon footprint of producing liners.

#### **RESOLVED**

**That the supply of free caddy liners to households be stopped, within the implementation timeframe, as detailed in the report.**

### **12. DELIVERY OF A NEW GREATER MANCHESTER BUSINESS COMPLIANCE SERVICE**

The First Deputy, Finance, Resources and Transformation / Executive Member for Climate Emergency and Environmental Services / Assistant Director for Operations and Neighbourhoods submitted a report, which explained that Funding from the Regulator's Pioneer Fund (part of the Department for Business & Trade) of £503,728 had been awarded to Tameside Council on behalf of the ten Greater Manchester public protection teams to create a new business compliance service across Greater Manchester, providing business compliance advice covering environmental health, trading standards and licensing.

#### **RESOLVED**

- (i) That Tameside Council accepts the funding on behalf of the ten Greater Manchester Local Authorities and enters into the Memorandum of Understanding between Tameside Council and the Regulator's Pioneer Fund (on behalf of the Department for Business & Trade) to support delivery of a new Greater Manchester Business Compliance Service (Appendix 1 to the report);**
- (ii) That Tameside Council be the Lead Partner and reallocate the funding to each of the other nine Greater Manchester Local Authorities as per the funding agreement (Appendix 2) and with Salford City Council solely for the funding agreement (Appendix 3) to support delivery of a new Greater Manchester Business Compliance Service; and**
- (iii) That the Collaboration Agreement (Appendix 4) be entered into with the other nine Greater Manchester Local Authorities to support delivery of a new Greater Manchester Business Compliance Service.**

### **13. THE BEE NETWORK – IMPROVING GREATER MANCHESTER'S TRANSPORT GOVERNANCE**

Consideration was given to a report of the Executive Member, Planning Transport and Connectivity / Director of Place, which proposed new governance arrangements to enable a more coordinated and integrated approach to transport governance.

Current arrangements were detailed and it was explained that GMCA, the Mayor and the 10 GM Constituent Councils had delegated some of their functions to the GM Transport Committee (GMTC). The functions delegated provided limited opportunities for GMTC to influence strategic decision-making and therefore transport policy. Its role combined elements of both decision-making around relatively minor issues and performance monitoring which was usually considered to be a scrutiny committee function. This had led to a lack of clarity both within and outside of the GM system.

Principles for future governance were outlined as follows:

To help shape future governance, seven principles that set out the requirements of any new structures have been identified. They should:

- Support shared ownership of the transport agenda across GM, informed by local priorities and driven by consensus.
- Support an integrated approach to policy development to support the delivery of an integrated network.
- Separate decision-making and policy development from oversight and scrutiny.



- Strengthen decision-making, scrutiny and local involvement.
- Be simplified and transparent.
- Support enhanced member and public engagement.
- Ensure delegation to officers to enable operational flexibility, as appropriate.

In alignment with these principles, the proposal was:

- A new, smaller, and more strategically focussed 'Bee Network Committee' (BNC), which would lead transport decision-making at a regional level, taking greater ownership and responsibility for the GM integrated transport network.
- Strengthened local engagement by increasing opportunities for local councillors and members of the public to contribute to and influence transport policy and services in their area.
- Formal scrutiny of the Bee Network Committee being part of the work programme of the newly strengthened GM Overview & Scrutiny Committee.

Although the new committee itself would have greater delegated powers, no additional constituent Council functions were to be transferred or delegated to the GMCA.

As with the present GMTTC, the BNC would be structured as a joint committee, able to exercise decision-making powers and develop policy on behalf of the CA, the Mayor and constituent councils.

The draft Terms of Reference (Appendix 2 to the report) set out the proposed functions of and delegations to the Bee Network Committee. Appendix 3 set out a draft of the proposed Rules of Procedure. If agreed by the GMCA and the Mayor, each GM constituent council would then need to agree to the establishment of the new Bee Network Committee, approve the proposed terms of reference and rules of procedure and appoint an appropriate representative and substitute to the committee. On conclusion of this process, it would be the intention to hold the first meeting of the new Bee Network Committee in July 2023, prior to the first franchised bus services entering operation in September 2023.

## **RESOLVED**

**That Council be recommended to agree:**

- (i) That the establishment of a new joint transport committee (the Bee Network Committee) of the GMCA, the Mayor and the ten Greater Manchester constituent councils, be agreed;**
- (ii) That the appointment of members to the Bee Network Committee as set out in Appendix 1 to the report and nominate the Executive Member for Planning, Transport and Connectivity as the Tameside Council representative, be approved;**
- (iii) That the Terms of Reference of the Bee Network Committee as set out in Appendix 2 to the report, be approved;**
- (iv) It be agreed to delegate the functions of GMCA as set out in the Terms of Reference to the Bee Network Committee and note the delegation of Mayoral functions as set out in the Terms of Reference, attached at Appendix 2 to the report;**
- (v) That the Rules of Procedure for the Bee Network Committee as set out in Appendix 3 to the report, be approved; and**

## **14. TAMESIDE INTERCHANGE – FINAL LAND TRANSACTIONS**

The First Deputy, Finance, Resources and Transformation / Director of Place submitted a report, which explained that, for several years, the Council had been working in partnership with Transport for Greater Manchester ('TfGM') in order to deliver the new Tameside Interchange.

Whilst the Interchange work had been successfully completed and was operational, part of the former bus station site was currently vacant and was not required as part of the scheme. The purpose of the report was to finalise all outstanding land transactions arising in relation to the scheme over the years utilising the Ashton Levelling-Up Funding to support the wider strategic vision for

Ashton Town Centre.

Members were advised that the Interchange works were completed in August 2020 although notwithstanding the previous cabinet resolutions, the transfer of the three parcels of land and acquisition of the former bus station site had not been completed.

With regard to the proposed acquisition of the former bus station site, in February 2021 TfGM tabled a revised deal whereby:

- TfGM would either pay the Council a capital receipt of £150,000 to relinquish its interest in the site and enable TfGM to progress a disposal entirely at their discretion; or alternatively
- TfGM would transfer the site to the Council for a £1, subject to an overage with TfGM receiving 50% of Market Value at the point of a future sale, or in the event the Council failed to sell the land within a 10 year period, 50% of the Market Value at that time.

Dealing briefly with each proposal in turn, it was reported that, due to the strategic importance of the site and its close proximity to Tameside One and the main Ashton Shopping centres, it would be difficult for the Council to justify relinquishing control. Similarly, in proceeding with the second alternative, the inclusion of an overage would result in the need for the Council to engage in further negotiations with TfGM in the future. As neither alternative was considered tenable and following receipt of the Levelling-Up Funding, with the opportunity to utilise this external funding, the preference would be to buy the former bus station site unencumbered. In response TfGM had confirmed they required a price of £150,000 to proceed on that basis. The area of land had had a recent independent valuation (April 2023) that stated a value to the Council of £150,000, which was in line with the proposed purchase price. TfGM had advised they had obtained the necessary governance and authority to proceed on the basis set out in the report.

#### **RESOLVED**

- (i) That the purchase of the former bus station site from TfGM for £150,000 be approved, in order to support the wider emerging strategic vision for Ashton Town Centre;**
- (ii) That the transfer of three small parcels of land to TfGM for £28,000 be approved, to give effect to previous arrangements agreed in principle by Executive Cabinet on 28 June 2017 and 7 February 2018; and**
- (iii) That any variations to the terms set out in the report, which are not of a material nature, be delegated to the Director of Place in consultation with the Head of Legal Services and the Executive Member, Finance, Resources and Transformation.**

#### **15. URGENT ITEMS**

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

#### **16. DATE OF NEXT MEETING**

#### **RESOLVED**

**It be noted that the next meeting of Executive Cabinet is scheduled to take place on Wednesday 26 July 2023.**

**CHAIR**