

# ITEM NO: 7

## EXECUTIVE CABINET

21 October 2015

Commenced: 2.00pm

Terminated: 2.30pm

**Present:** Councillor K. Quinn (Chair)  
Councillors Cooney, J. Fitzpatrick, Robinson, Taylor, Travis and Warrington.

**Apology for Absence:** Councillors Kitchen and M Smith.

### 22. DECLARATIONS OF INTEREST

There were no declarations of interest to report at this meeting.

### 23. MINUTES

#### (a) Executive Cabinet

Consideration was given to the Minutes of the meeting of Executive Cabinet held on 26 August 2015.

#### RESOLVED

That the Minutes of the meeting of Executive Cabinet held on 26 August 2015 be taken as read and signed by the Chair as a correct record.

#### (b) Strategic Planning and Capital Monitoring Panel

Consideration was given to the Minutes of the Strategic Planning and Capital Monitoring Panel held on 21 September 2015.

#### RESOLVED

That the Minutes of the Strategic Planning and Capital Monitoring Panel held on 21 September 2015 be received and the following recommendations approved:

#### Asset Management Update

- (i) That the list of disposals identified in the appendix to the report be approved.
- (ii) That the allocation of £154,100 to undertake building condition replacement / repair projects as detailed in the report be approved.

#### Education Capital Update

- (i) That approval, in principle, be given to the allocation of funding for condition schemes detailed in the report totalling £1,715,000 within the Education Capital Programme 2016/17 and 2017/18, subject to sufficient funding being made available by the DfE.
- (ii) That approval be given to the allocation of £220,000 basic need funding in respect of the proposed additional classroom at St James', Hattersley.
- (iii) That the allocation of £40,000 Capital maintenance funding in respect of the temporary ICT solution at three BSF schools be approved.

## **Richmond Street Rail Bridge, Ashton-under-Lyne**

- (i) That approved be given for the total sum of £657,425 to be paid to Network Rail as the Council's contribution to the cost of the works to fully reconstruct the bridge and that the Section 151 Officer be authorised to proceed with the most advantageous option in the Council's best interest in respect of financing this contribution.**
  - (ii) That the Executive Director (Place), in consultation with the Executive Director (Governance and Resources), be authorised to negotiate the final terms, which does not increase risk or cost.**
  - (iii) That the Council's Environmental Services (Design and Delivery) team be responsible for making all arrangements for the delivery of the Richmond Street Bridge Span.**
  - (iv) That the Executive Director (Place) be authorised to take any additional actions which may be expedient to give effect to this decision within the funding available for the project.**
- (c) Association of Greater Manchester Authorities / Greater Manchester Combined Authority**

Consideration was given to a report of the Executive Leader and Chief Executive, which informed Members of the issues considered at the Joint Meeting of the Greater Manchester Combined Authority and AGMA Executive Board on 31 July 2015 and the Greater Manchester Combined Authority on 31 July 2015 and 28 August 2015. Reference was also made to the Greater Manchester Combined Authority and AGMA Executive Board Forward Plan of strategic decisions.

### **RESOLVED**

**That the Minutes and the Forward Plan of strategic decisions be noted.**

## **24. TAMESIDE TRANSPORT INTERCHANGE**

Consideration was given to a report of the Executive Member (Transport and Land Use) and the Assistant Executive Director (Development, Growth and Investment) summarising progress in the redevelopment of the new Tameside Interchange.

It was explained that following the July 2014 funding award, a comprehensive tendering exercise was undertaken by Transport for Greater Manchester, as the delivery agents for the project. The project would see a new interchange constructed primarily on the existing site, but with the footprint shifted slightly to the west to better tie in with the new Metrolink stop in Ashton town centre.

One of the key drivers of the project was better integration with the tram stop at Ashton allowing for multi modal journeys to take place in a seamless manner and enable more passengers to make sustainable choices with regard to transport across Greater Manchester. The majority of stands would operate from a single concourse building although there would be several stands located immediately adjacent to the tram stop. The interchange would incorporate a number of environmentally sustainable initiatives such as rain water harvesting and solar power generation.

Members heard that as part of the consultation process, five public events had been held at various locations in the area in addition to a number of stakeholder meetings. Some 7,600 leaflets were distributed and a number of responses were received to the consultation which closed on 15 September 2015.

In summary, a number of comments were made by members of the public in relation to the design proposals and whilst largely supportive, there were a number of issues raised that would be

addressed by the project team prior to the submission of a planning application. Briefly, these included:

- The need for a completely covered area including links between the main concourse and the stands immediately adjacent to the Metrolink station itself;
- Linked bus, Metrolink and rail information screens; and
- Improved security.

Following completion of the public consultation exercise, it was intended that the submission of a planning application would take place in late 2015 / early 2016 and the commencement of works on site in late 2016 / early 2017. In conjunction with other investment opportunities through the Vision Tameside initiative, funding for improved pedestrian links with the heavy rail facility at Ashton Rail would be sought.

Further to the main planning submission, Transport for Greater Manchester was considering a number of enhancements to the existing Ashton Metrolink stop to complement the new Interchange. In addition, a parallel initiative was being progressed to explore potential mixed-use and other development opportunities which might be appropriate for construction on the site beside the core transport infrastructure.

In conclusion it was explained that the new Tameside interchange formed part of a multi-million investment package of measures for the whole of Ashton town centre area. Together with the new sixth form college, the proposed shared Administration Centre, the St Petersfield development area and investments to the strategic highway network, Tameside continued to see a major reinvention of the borough's main administrative and retail centre within the borough.

## **RESOLVED**

- (i) That the progress report be noted.**
- (ii) That the new interchange scheme be known as the Tameside Interchange to reflect the economic benefit it would bring to the whole Borough.**

## **25. VISION TAMESIDE**

Consideration was given to a report of the First Deputy (Performance and Finance), the Assistant Executive Director (Asset and Investment Partnership Management) and the Assistant Executive Director (Development, Growth and Investment) updating Members with progress in respect of the Vision Tameside Phase 2 programme and any potential financial implications. The report also sought approval for the making of a future key decision to approve a comprehensive programme of public realm and infrastructure improvements in Ashton Town Centre.

The Assistant Executive Director (Asset and Investment Partnership Management) advised that the programme to deliver the Vision Tameside 2 project was progressing well. However, there were cost implications from the design development, IT and furniture and equipment that needed to be managed within the programme. The purchase of James Howe Mill, Turner Lane, Ashton, had been completed with progress by Vodafone in respect of their relocation of the mast on TAC being closely monitored. At the present time it appeared that the temporary relocation of a mast on Union Street car park would still be required. There was a risk of delay as the masts would need to be disconnected and removed before the tower area of the TAC building could be demolished.

The Assistant Executive Director (Development, Growth and Investment), continued by outlining the delivery of high quality public realm works which would support the objectives of the Vision Tameside programme.

The project area had been split into 10 Zones to effectively manage and co-ordinate project development, delivery and phasing. It would also ensure that the four key primary design objectives were achieved. A map of the project scope, identifying each Zone was submitted

demonstrating the impact and integration of the 10 Zones together with a status and progress update for each Zone.

Details of the estimated budget costs and sources of funding were highlighted. The Council had currently committed a total of £7.1 million to this project and it was noted that the report identified potential estimated costs of £9.793 million for work in all the Zones. Therefore the shortfall of £2.662 million would need to be identified from either third parties or a decision taken to reduce the scope of the works. Negotiation with partners was ongoing and further information would be provided in a future report once the funding package had been developed further.

Members considered that due to its high profile, robust governance arrangements would need to be followed in line with Council governance arrangements to secure the successful project delivery of the Ashton Town Centre Public Realm. It was proposed that Assistant Executive Member (Performance and Finance) would take a political lead in relation to financial management reporting to the First Deputy and the Executive Board for direction with any governance decisions being made through Strategic Planning and Capital Monitoring Panel and Cabinet subject to key decisions where required. A full risk register, including details of the range of governance, financial and delivery risks was monitored at the project level at the monthly Task Group meetings and would be overseen by the Project Board.

Executive Cabinet was also advised on planned communication activity over the coming months attached to key development stages of the project. It was proposed that to assist with brand concept the naming of the new Council Offices would need to be addressed and possible suggestions included in a report to Executive Board for consideration.

#### **RESOLVED**

- (i) That the Vision Tameside Phase 2 progress update be noted.**
- (ii) That approval be given to the following approach to the delivery of the Ashton Town Centre Public Realm project as follows:**
  - a) That the outline proposals for the 10 Zones in the project as outlined in the report be approved.**
  - b) To note the governance arrangements whereby the Assistant Executive Member (Performance and Finance) would take a political lead in respect of the oversight of the project particularly in relation to ensuring delivered within budget reporting to the First Deputy and the Executive Board for direction with any governance decisions being made through the Strategic Planning and Capital Monitoring Panel and Cabinet subject to key decisions where required.**
  - c) To receive a future report on the outcome of further detailed project development and consultation with key stakeholders including some clear understanding of the costs outlined 5.34 of the report would be funded.**
- (iii) That a report be prepared for future Member consideration listing suggestions for the name of the new Council Offices.**

#### **26. URGENT ITEMS**

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

**CHAIR**