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STRATEGIC PLANNING AND CAPITAL MONITORING PANEL

Day: Monday
Date: 28 November 2016
Time: 2.00 pm
Place: Lesser Hall - Dukinfield Town Hall

Item No.	AGENDA	Page No
1.	APOLOGIES FOR ABSENCE	
2.	DECLARATIONS OF INTEREST	
3.	MINUTES The Minutes of the meeting of the Strategic Planning and Capital Monitoring Panel held on 5 September 2016 to be signed by the Chair as a correct record (Minutes attached).	1 - 8
4.	CAPITAL MONITORING To consider the attached report of the Assistant Executive Director, Finance.	9 - 26
5.	EDUCATION CAPITAL PROGRAMME UPDATE Report of the Assistant Executive Director, Development, Growth and Investment attached.	27 - 36
6.	ACTIVE TAMESIDE CAPITAL PROGRAMME UPDATE Report of the Director of Public Health/Assistant Executive Director, Development, Growth and Investment, attached.	37 - 40
7.	CORPORATE ASSET MANAGEMENT PLAN UPDATE To consider the attached report of the Assistant Executive Director, Development, Growth and Investment, attached.	41 - 50
8.	ENGINEERS CAPITAL PROGRAMME UPDATE Report of the Assistant Executive Director, Environmental Services, attached.	51 - 58
9.	DEVELOPER CONTRIBUTIONS To consider the attached report of the Assistant Executive Director, Development Growth and Investment.	59 - 70
10.	TRANSPORT FLEET REPLACEMENT PROGRAMME 2017 Report of the Assistant Executive Director, Environmental Services attached.	71 - 88

From: Democratic Services Unit – any further information may be obtained from the reporting officer or from Carolyn Eaton, Senior Democratic Services Officer, 0161 342 3050 or carolyn.eaton@tameside.gov.uk to whom any apologies for absence should be notified.

11. URGENT ITEMS

To consider any additional items the Chair is of the opinion shall be dealt with as a matter of urgency.

STRATEGIC PLANNING AND CAPITAL MONITORING PANEL

5 September 2016

Commenced: 2.00pm

Terminated: 2.30pm

Present: Councillor J Fitzpatrick (In the Chair)
Councillors Cooney, Dickinson, Fairfoull, B Holland, McNally and Taylor

Chief Executive: Steven Pleasant

Monitoring Officer Sandra Stewart

Section 151 Officer: Ian Duncan

Also in attendance: Robin Monk, Damien Bourke, Ian Saxon, Alison Lloyd-Walsh and Beverley Stephens.

Apologies for Absence: Councillors K Quinn, Fairfoull and McNally.

9. DECLARATIONS OF INTEREST

There were no declarations of interest submitted by Members.

10. MINUTES

The Minutes of the meeting of the Strategic Planning and Capital Monitoring Panel held on 11 July 2016 were signed by the Chair as a correct record.

11. CAPITAL MONITORING REPORT – QUARTER 1 2016/17

Consideration was given to a report of the First Deputy (Performance and Finance)/Assistant Executive Director (Finance) summarising the capital monitoring position at 30 June 2016. The report showed projected capital investment of £68.572 million by March 2017. This was £6.425 million less than the current programmed spend. Re-phasing of £6.782 million into the next financial year was therefore proposed.

Details of the capital expenditure to date and projected outturn 2016/17 were shown by service area and Section 3 of the report referred to the most significant scheme variations.

Particular reference was also made to; compulsory purchase orders, indemnities and potential liabilities, the changes to the approved 3 year capital programme, capital receipts and prudential indicators and it was -

RESOLVED

- (i) That the current capital budget monitoring position be noted;
- (ii) That the resources currently available to fund the capital programme be noted;
- (iii) That the re-phasing to reflect up-to-date investment profiles be approved;
- (iv) That the current position in regard to Compulsory Purchase Orders (CPOs) and Indemnities be noted;
- (v) That the changes to the capital programme be approved;
- (vi) That the capital receipts position is noted; and

(vii) The updated Prudential indicator position be approved.

12. ASSET MANAGEMENT UPDATE

Consideration was given to a report of the Assistant Executive Director, Development, Growth and Investment, detailing the progress on the disposal of the Council's surplus assets, anticipated capital receipts that would be realised and investment that was required to maintain those buildings being occupied and retained or dilapidated arising from the termination of leases.

With regard to the disposal of assets, it was reported that the Asset Disposal process continued with a figure of £6,766,500 achieved in the last 9 months. It was explained that the Estates team was in the process of updating the list of land for sale with newly identified parcels. A list of property identified for disposal but not yet completed was appended to the report. The Assistant Executive Director made a correction to the estimated sale price of land at Windsor Road, explaining that the figure should read £9 million and not £800,000 as detailed in the appendix.

Further updates would be provided at the next meeting of the Panel and an updated website list would be added. Details of Capital receipts realised to date was provided in an appendix to the report.

Planning and Section 77 consultations were now underway on the 5 larger school sites and a process of active marketing was also on track. Work was underway on master planning the large site at Windsor Road in Denton. It was reported that consultation with local Members and stakeholder groups had started and the Assistant Executive Director made reference to a letter from members of the Dane Bank Free Space Committee received that morning and explained that discussions were progressing.

It was reported that renewed focus was being placed on the next two Auctions (13 September and 18 October) with six sites being submitted for September and work was ongoing for a number of sites to be potentially sold in October.

Properties being actively marketed for sale or lease would be advertised on the Council's website, in addition to the marketing agents sites. Where potential disposals would impact on tenants, for example sale of garage or garden plots, which had become too expensive to administer, written notification would be given to tenants in advance for the proposed sale.

With regard to leased buildings, as reported at previous meetings of the Panel, the Council's policy was to terminate leases it had for buildings owned by others and to relocate services to surplus space in Council owned properties, where this delivered value for money, to reduce the revenue cost of operating and occupying buildings.

In respect of opportunities to purchase, it was explained that there was an opportunity to purchase the former Travis Perkins site at Boodle Street, Ashton. The site was adjacent to council owned land in a successful industrial estate. A business case was being developed around an investment opportunity on the combined site, however, there was only a short window to purchase this site following the previous purchaser pulling out. It was recommended that the Council purchases this site valued at around £130k in order to progress the investment opportunity.

With regard to investment in civic and corporate buildings, it was reported that there was no reactive maintenance budget included within the corporate landlord budgets and any repairs or upgrading of buildings required a request for additional investment to be made to the Panel for approval by Cabinet. In the past few months a number of requests had been received for repairs for civic and operational buildings for which there was no revenue or capital budget allocation. Analysis of capital spends for June 2016 - August 2016 was £78,624.01. In addition there had been spend of £18,649 in regard of property related revenue type spend in the same period.

An analysis of the capital investment required in respect of health and safety/essential operational repairs was detailed in the report. In some cases, repairs had already been undertaken to allow the buildings to remain operational.

An update was provided with regard to sport and leisure estate investment and Members were informed that, on 24 March 2016, Executive Cabinet considered a report setting out proposals to ensure the provision of high quality sports and leisure facilities in Tameside, creating a platform to reduce physical inactivity and develop a sustainable funding model in relation to Active Tameside. Executive Cabinet approved specific proposals in relation to:

- Changes to the existing Tameside leisure estate, including a programme of capital investment;
- Increasing commercially profitable activity;
- Growth in inward investment; and
- Maintenance and repairs.

It was explained that, once implemented in full, the proposals would enable revenue investment in Active Tameside to be reduced from £1,865 million to £0.715 million by 2019/20 (a reduction of £1.150 million or 62%), and to £0.441 million by the end of the contract in 2023/24 (a reduction of £1.424 million).

A summary of progress on the delivery of the sport and leisure estate investment programme up to the 15 August 2016 was detailed in the report.

RESOLVED

That the following RECOMMENDATIONS be made to Executive Cabinet:

- (i) That the list of disposals identified in Appendix 1 to the report be approved;**
- (ii) That the opportunity to purchase an industrial site on Boodle Street, Ashton with marriage value to existing council land for investment/development purchase price expected to be less than £130k be made from the opportunity purchase fund with any return realised on the investment being used firstly to replace the resource in the fund be approved; and**
- (iii) That the allocation of £78,624.01 to undertake building condition replacement/repair projects as detailed in the report be approved.**

13. DEVELOPER AGREEMENTS, CONTRIBUTIONS AND SECTION 106 AGREEMENTS

Consideration was given to a report of the Assistant Executive Director, Development, Growth and Investment, summarising the current position with regard to receipts received from Section 106 Agreements and Developer Contributions and made comments for each service area.

It was reported that the summary position as at the period 31 March 2016 for Section 106 Agreements totalled £190,000, with Developer Contributions totalling £261,000. The balance of unallocated section 106 funds and developer contributions were as follows:-

- Services for Children and Young People - £124,000 (s106) and £14,000 developer contributions;
- Community Services (Operations and Greenspace) - £43,000 (s106) and £186,000 developer contributions; and
- Engineering Services - £23,000 (s106) and £14,000 developer contributions.

A section 106 agreement was in the course of being drafted for an application at Newton Business Park, Hyde, reference 16/00054/OUT. The outline planning application was for the demolition of all existing on site structures and the principle of redevelopment of the site for residential dwellings with an indicative Master plan showing up to 64 dwellings of a mix of 2, 3 and 4 bed properties.

A section 106 agreement had been made for an application at Britannia Mill, Manchester Road Mossley, reference 15/01061/OUT. The outline planning application was for the demolition of the building and erection of approximately 750sqm retail floor space and approximately 62 apartments subject to reserved matters being approved and provided commuted sums to mitigate against the impact the proposal may have on off-site Open Space and Education provision. The sums were £631.85 per property for Open Space. There would also be £867.20 per 2 bed property and £1,211.35 per 3 bed property. There would also be a sum of £7,000 for the development to upgrade dropped kerbs and tactile paving in the vicinity of the site.

It was reported that no requests had been made to draw down funding from outstanding Developer Contributions or Section 106 monies.

As previously reported to the Strategic Planning and Capital Monitoring Panel, procedures to effectively manage the post April 2015 Section 106 agreement smart pooling system had been the subject of an internal audit. A audit report was now in the process of been finalised. Feedback on the outcome of the audit report would therefore be provided at the next Strategic Planning and Capital Monitoring Panel.

There was also a proposal at the last meeting to improve the annual scrutiny of Section 106 spend across the borough. It is proposed that the Strategic Capital Panel would receive a monthly scrutiny report detailing the level of spend, projects underway and where Section 106 still needed to be allocated or spent. The first of these reports would cover the 6 months from April 2016 and would be brought to the next meeting of the Strategic Planning and Capital Monitoring Panel.

RESOLVED

- (i) That the content of the report be noted; and**
- (ii) That following broad approval from the Strategic Planning and Capital Monitoring Panel in November 2015 to commit appropriate resources within the existing budget to address the high priority actions set out in Section 3 of the report be further clarified following the outcomes of the audit report and presented to the Strategic Planning and Capital Monitoring Panel in due course.**

14. ENGINEERING CAPITAL PROGRAMME SCHEME APPROVALS 2016/17

The Assistant Executive Director – Environmental Services submitted a report setting out details of the Capital bids that had been made by the Highways and Transport section covering the financial year 2016/17. The report also provided an update on schemes being undertaken, funded by the Highways Challenge Fund.

It was reported that, in November 2015, a bid was submitted to Greater Manchester Casualty Reduction partnership for funding under the Partnership Funded Projects 2015/16 banner. The bid was to provide physical features on the highway to reduce speeds and improve the safety to both vehicles and pedestrians within the corridor of Sandy Lane, Dukinfield and Clarence Street, Stalybridge.

The scheme comprised:

- The installation of a MOVA signalised junction at Bayley Street, with advanced stop lines for cyclists, a pedestrian phase and associated coloured surfacing;
- A speed table at the Park Road junction;
- Variable message signs or speed cameras strategically positioned;
- Coloured surface treatment to highlight potential hazards on the highway;
- Improved street lighting; and
- A renewal of all signing and lining along the route.

Funding of £0.160 million was awarded to provide the signalised junction, lining, signage and surface treatments. The report sought approval from the panel to add these works to the Engineers' Capital Programme.

Further information was provided in respect of the Pothole Action Fund. It was explained that, for 2016/17, the Department for Transport (DfT) had established a national Pothole Action Fund of £50 million. The allocation to each district was based on local road length. For the Tameside MBC network this was £0.117 million.

The DfT had stated that they expected that each Highway Authority would commit the funding given to permanently repair potholes on roads or stop them forming in the first place. DfT had made it quite clear that this funding was to complement the planned highway maintenance expenditure for 2016/17 and not replace/displace it. The report sought further approval to progress with the pothole programme funded by the Department for Transport (DfT).

Panel Members were informed that the successful Challenge Fund bid for £3 million funding for Bridges and Structure Schemes was reported to Strategic Capital Panel in September 2015. The Panel were asked to recommend to Executive Cabinet the approval to use the available funding for the schemes as listed in the report.

RESOLVED

That the following RECOMMENDATION be made to Executive Cabinet:

That the allocation of Capital Funding and the approval of schemes as detailed in the report, be supported.

15. EDUCATION CAPITAL PROGRAMME PROGRESS UPDATE

Consideration was given to a report of the Assistant Executive Director (Development, Growth and Investment) advising Members of the Panel on the latest position with the Council's Education Capital Programme 2016/17 and sought approval for various recommendations as set out in the report.

The report gave details of:

- Recently completed major schemes;
- Funding allocation;
- Basic Need Schemes progress update, including requests for additional funding allocations;
- School Condition and Capital Maintenance progress update, including request for funding amendments;
- Requests for scheme funding to be reduced on the Capital Programme;
- Requests for new schemes to be funded by School condition/maintenance funding;
- Procurement and value added; and
- Risk Management.

The report concluded that there had been significant capital investment in schools over the recent past to support the Council's delivery of its statutory responsibilities connected with the provision of sufficient and suitable places. The work identified would enable the Council to meet its statutory duties.

RESOLVED

That the following RECOMMENDATIONS be made to Executive Cabinet:

- (i) **The allocation of additional Basic Need grant funding totalling £621,053 to the schemes detailed in Section 4 and Table 1 of the report. These allocations relate to increased cost estimates for the schemes concerned.**
- (ii) **Amendments to the amount of School Condition/Maintenance grant funding supporting the schemes described in Section 5 and Table 2 of the report. This will result in a net reduction of £95,726 of funding previously approved to support those schemes.**
- (iii) **The reduction of £236,326 of funding supporting the schemes described in Section 6 and Table 3 of the report.**

- (iv) **The allocation of Capital Maintenance/Condition grant funding totalling £135,000 to the new schemes detailed in Section 7 and Table 4 of the report.**

16. ASHTON OLD BATHS – FINAL FIT OUT WORKS AND APPOINTMENT OF OPERATOR

The Assistant Executive Director, Development Growth and Investment, submitted a report, which sought approval of proposals for the final fit out of the Ashton Old Baths innovation centre and the appointment of an operator. It further provides a progress update on the ongoing feasibility work on the redevelopment of the annex to the building.

It was explained that the building was now back in the Council's ownership in line with the legal agreement with the former private sector owner and the main refurbishment and renovation works to the main pool hall had been completed with a free standing timber pod installed to shell and core. Structural repairs to the annex were also completed as part of the main works.

The final fit out proposals had been designed in consultation with the operator and the design team and the key aspects of the fit out proposals, procurement process, programme of works and budget costs were detailed in the report.

In relation to the appointment of an operator, terms for a management agreement had been approved by officers for the OJEU procurement and Oxford Innovation had confirmed acceptance. The management agreement was for an operator model with incentives to outperform the initial business plan. It would run for five years and it was intended that the operator would provide an annual business plan based on the previous year's performance against an agreed set of performance indicators. A copy of the 5-Year Business Plan was included in the report at **Appendix 2**.

As the Council owned the building and engaged the operator as a managing agent, it was required to make provision to cover any deficit in the initial years. Costs would be incurred in advance of the centre becoming operational (Year 0) and included costs such as marketing. This was essential to ensure that the development was effectively promoted to prospective tenants, maintaining Oxford Innovation input throughout the fit out stage and ensuring all necessary systems and processes were in place and mobilised for the centre's opening. These set up costs for the operator prior to opening amounted to £82,434 and were included in the annual revenue contribution requirements. Due to these initial higher operational costs the operator required working capital funding to cover these costs and Oxford Innovation had identified the maximum revenue contribution requirement for the operation of the centre as shown in the business plan. It was forecast that the working capital requirement would reduce every year until the centre was able to operate without financial assistance from the Council. Approval was therefore sought to provide a maximum revenue contribution to the operator as revenue costs of £110,000 (Year 1) to assist in their cash flow.

Regular reports on the operator's performance against the business plan and key performance indicators would be set out in the Council's regular quarterly monitoring reports on the budget received by Executive Cabinet.

In terms of the redevelopment of the annex, an initial high-level appraisal of the options available for its future use had been undertaken and identified as follows:

- Option 1 – mothballing the annexe for the foreseeable future;
- Option 2 – Refurbishment and use of the annex for office accommodation;
- Option 3 – Refurbishment and use of the annex for office accommodation and data / disaster recovery centre.

A vision and business case for Option 3 was currently being developed. The requirement for grade A office space was informed by strong private sector occupier demand in St Petersfield. The data /

disaster recovery centre proposal was being driven by public and private sector requirements which were still being assessed.

In conclusion, it was stated that the redevelopment of Ashton Old Baths was a unique, once in a generation opportunity that brought an iconic Greater Manchester heritage asset in Tameside back into sustainable use. It would also act as a catalyst for the completion of the regeneration of St Petersfield resulting in significant economic, social and environmental benefits and increased growth. Completion of the final fit out works and appointment of an operator would enable the Council to operationalise the innovation centre and achieve these benefits.

RESOLVED

That the following RECOMMENDATIONS CONSIDERED by Executive Cabinet on 31 August 2016, be noted:

- (i) That the overall progress to date with the Ashton Old Baths project be noted.
- (ii) That Council be recommended to approve the proposals for final fit out works for the Ashton Old Baths Innovation Centre at a cost of £871,059 as set out in section 3 of the report and the Capital Programme be amended accordingly.
- (iii) That the Executive Director (Place), in consultation with the Executive Director (Governance, Resources and Pensions), be authorised to agree and complete the Management Agreement for the appointment of Oxford Innovation to operate the Ashton Old Baths Innovation Centre to protect the Council's interests so far as possible given the Council was retaining a significant level of risk and to agree Annual Business Plans during the term of the contract.
- (iv) That the maximum revenue contribution of £82,434 in Year 0 and £110,000 in Year 1 as identified in the business plan be approved and that regular reporting on this issue be set out in the quarterly revenue monitoring report.
- (v) That the progress to date with the feasibility work on the redevelopment of the annex be noted.

CHAIR

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Agenda Item 4

Report To:	STRATEGIC PLANNING AND CAPITAL MONITORING PANEL
Date:	28 November 2016
Executive Member/Reporting Officer:	Cllr Jim Fitzpatrick - First Deputy (Performance & Finance) Ian Duncan– Assistant Executive Director (Governance, Resources, and Pensions)
Subject:	CAPITAL MONITORING QUARTER 2 2016/17
Report Summary:	<p>This report summarises the capital monitoring position at 30 September 2016 based on information provided by project managers.</p> <p>The report shows projected capital investment of £57.517m by March 2017.</p> <p>Some schemes will be delivered earlier or later than planned, and this is set out in the report.</p>
Recommendations:	<ul style="list-style-type: none">(i) That the current capital budget monitoring position is noted.(ii) That the resources currently available to fund the capital programme are noted.(iii) That the re-profiling to reflect up-to-date investment profiles is approved.(iv) That the current position in regards to Compulsory Purchase Orders (CPOs) and Indemnities is noted.(v) That the changes to the capital programme are approved.(vi) That the capital receipts position is noted.(vii) The updated Prudential Indicator position is approved.
Links to Community Strategy:	The Capital Programme ensures investment in the Council's infrastructure is in line with the Community Strategy.
Policy Implications:	In line with Council Policies.
Financial Implication:	These are the subject of the report.
(Authorised by the Section 151 Officer)	It should be noted that for many schemes, a number of pressures exist, including necessary changes to the programme of work and wider cost pressures in the construction market, and such present ongoing challenges. Those leading projects must ensure that the management of each scheme is able to deliver projects on plan and within the allocated budget.
Legal Implication:	It is a statutory requirement for the Council to set a balanced budget. It is important that the capital expenditure position is regularly monitored to ensure we are maintaining a balanced budget and to ensure that the priorities of the Council are being delivered.
(Authorised by the Borough Solicitor)	

Risk Management:

Failure to properly manage and monitor the Council's budget will lead to service failure and a loss of public confidence.

Access to Information:

The background papers relating to his report can be inspected by contacting Ian Duncan, Assistant Executive Director, Governance, Resources and Pensions by:



phone: 0161 342 3864



e-mail: ian.duncan@tameside.gov.uk

1. INTRODUCTION

- 1.1 This is the second capital monitoring report for 2016/17, summarising the position as at 30th September. There will be two further monitoring statements during 2016/17. All Capital Monitoring reports are submitted to the Board, Strategic Planning and Capital Monitoring Panel, Executive Cabinet and Overview (Audit) Panel.
- 1.2 The report incorporates an update on major capital schemes and an update on Compulsory Purchase Orders (CPOs), indemnities, and potential liabilities.

2. KEY POINTS

- 2.1 The current forecast is for services areas to have spent £56.556m on capital investment by March 2017, which is £12.655m less than the current programmed spend.
- 2.2 This is detailed in section 3 of the report, explanations are also provided for capital projects with a projected variation of £0.100m or above over the life of the project.
- 2.3 Section 3 also details schemes with an in-year variation in excess of £0.100m and seeks approval to re-profile the capital expenditure of the project. An explanation for the need to re-profile the capital expenditure is also provided.
- 2.4 Table 1 below provides a high level summary of capital expenditure by service area.

Table 1: Overall capital monitoring statement April-September 2016

CAPITAL MONITORING STATEMENT - SEPTEMBER 2016				
	Annual Budget	Actual	Projected Outturn	Projected Outturn Variation
	£000	£000	£000	£000
<u>PEOPLE</u>				
Education	12,948	1,192	11,434	(1,514)
Children's Services	658	341	658	0
Stronger Communities	784	17	798	14
Active Tameside	4,503	3,168	4,503	0
Adults Services	824	0	824	0
<u>PLACES</u>				
AIPM	18,540	1,227	12,346	(6,194)
Development & Investment	6,863	1,479	6,116	(747)
Digital Tameside	1,468	71	1,078	(390)
Engineering Services	12,498	2,419	12,022	(476)
Environmental Health	1,105	9	1,105	0
Operations	345	27	168	(177)
Transport	5,580	821	2,409	(3,171)
<u>Exchequer</u>				
	90	0	90	0
Unallocated	3,005	0	3,005	0
Total	69,211	10,772	56,556	(12,655)

2.5 It is proposed that the capital investment programme is re-profiled to reflect current information. Proposed re-profiling of £12.380 into the next financial year is identified within the individual service area tables below.

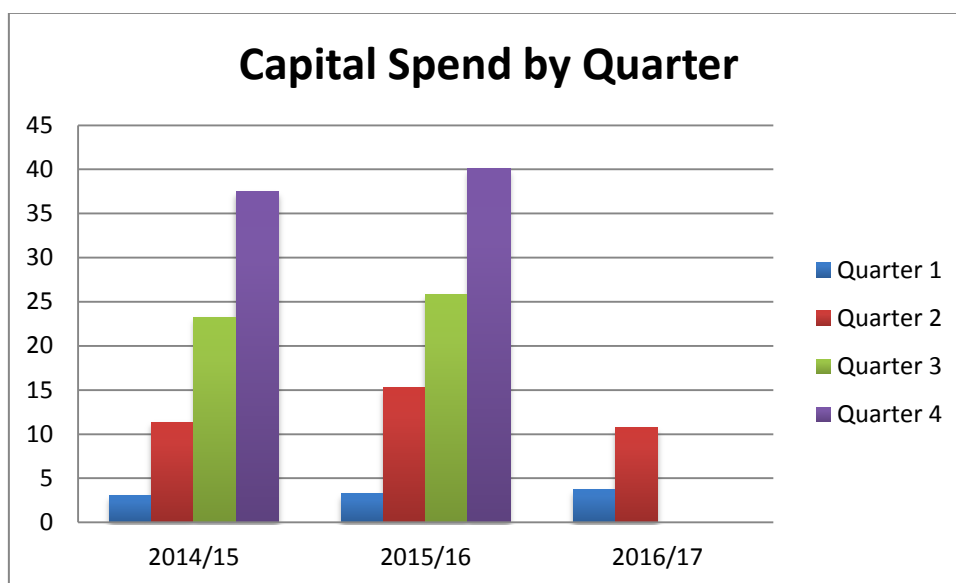
2.6 Table 2 below shows the current Resources funding the 2016/17 capital programme. The resourcing structure, however, is not final and the Assistant Executive Director (Finance) will make the best use of resources available at the end of the financial year.

Table 2: Funding statement 2016/17

Resources	£000
Capital Grants	23,595
Unsupported Capital Expenditure (Borrowing)	39,248
Revenue Contributions	3,614
Specific Capital Receipts	2,144
Capital Contributions	610
Total	69,211

2.7 The chart below shows a year on year comparison of capital expenditure on quarterly basis.

Table 3: Comparison of quarterly capital spend levels 2014/15 - 2016/17



3 CAPITAL EXPENDITURE TO DATE AND PROJECTED OUTTURN 2016/17

3.1 This section of the report provides an update of Capital expenditure to date along with details of re-profiling to be approved in this report and the overall projected outturn position of the Capital projects. Where variances of £0.100m and over are anticipated over the life of the scheme an explanation is also provided.

Education

3.2 The table below outlines the projected investment for Education services. An explanation has also been provided for the requested re-profiling.

Table 4: Detail of Education Capital Investment Programme

Education Capital Programme Statement					
Capital Scheme	2016/17 Budget	Actual	Projected Outturn	Projected Outturn Variation	Re-profiling to be approved in this Quarter
Aldwyn Primary Additional Accommodation	2,383	98	1,192	(1,191)	(1,191)
Basic Need - Funding Stream	2,335	0	2,335	0	
Alder Buy Out Fitness Centre	1,000	0	1,000	0	
Building Schools For The Future Reserve - Funding Stream	683	0	683	0	
Hyde Targeted Basic Need New School	673	675	673	0	
Livingstone Remodelling/Extension	544	38	544	0	
Devolved Schools Capital	473	0	473	0	
Specific Capital Reserve	403	0	403	0	
Two Year Old Entitlement Grant - Funding Stream	264	28	264	0	
Primary Capital Programme - Russell Scott	256	0	0	(256)	
St Damian's Classroom Alterations	250	3	250	0	
St James' Hattersley - Additional Classroom	220	0	220	0	
Greenside Boiler And Fan Convectors	220	22	220	0	
Greenside Lighting, Fire Alarm And Small Power	208	0	208	0	
Livingstone Heat Emitters And Pipework	193	0	193	0	
Gorse Hall Small Power	189	0	189	0	
Arlies Fan Convectors, Controls And Lst Radiator Covers	180	0	180	0	
Waterloo Boiler And Heat Emitters	119	0	119	0	
Hollingworth Kitchen & Dining Refurbishment (UIFSM 2)	118	0	118	0	
Discovery Academy - Remodelling/Furniture	115	64	115	0	
Broadoak Primary External Areas	100	0	100	0	
St Anne's Denton Flat Roofs	100	0	100	0	
School Condition Related Works Contingency	92	0	92	0	

Other Minor Schemes	1,830	264	1,763	(67)	
Total	12,948	1,192	11,434	(1,514)	(1,191)

Table 4b: Education Capital Investment Programme – Variations

Explanation of Variations Over the Life of Projects			
Service Area	Capital Project	Explanation for Variation	Amount (£000)
Education	Primary Capital Programme – Russell Scott	There is significant demand in the system for reactive and planned school works. All schemes which have not progressed or where there are wider issues are being reviewed. Russell Scott has recently received a significant investment package and works are continuing. Other schools are coming forward with higher priority schemes which require investment.	(256)

Table 4c: Education Capital Investment Programme – Re-profiling

Explanation of Re-profiling at Quarter 2			
Service Area	Capital Project	Explanation for Re-profiling	Amount £000
Education	Aldwyn Primary Additional Accommodation	The Scheme to extend Aldwyn Primary School and Hawthorns School is likely to be delayed until the new calendar year. Although Strategic Planning and Capital Monitoring Panel approved the expenditure for the project this is dependent on a Value For Money Assessment (currently being carried out) and the agreement of satisfactory contracts between the Council, the TIP and Carillion. The contractors would prefer to begin the construction work at the end of January/early February to avoid the worst of the winter weather. The works are still predicted to be completed for the start of the September 2017 term. This slightly delayed start will mean that a proportion of the expenditure will be incurred in the 2017-18 financial year.	(1,191)

Children's Services

- 3.3 The table below outlines the projected investment for Children's services. At present no re-profiling is require.

Children's Capital Programme Statement					
Capital Scheme	2016/17 Budget	Actual	Projected Outturn	Projected Outturn Variation	Re-profiling to be approved in this Quarter
Purchase of Two Children's Homes	658	341	658	0	
Total	658	341	658	0	0

Community Services

- 3.4 The table below outlines the projected investment for Community Services. At present no re-profiling is required.

Table 5: Detail of Community Services Capital Investment Programme

Stronger Communities Capital Programme Statement					
Capital Scheme	2016/17 Budget	Actual	Projected Outturn	Projected Outturn Variation	Re-profiling to be approved in this Quarter
Libraries In The 21St Century	559	0	573	14	
Supporting Customer Experience And Contact	179	0	179	0	
Safe And Secure Project (Alleygating And Burglary Reduction)	38	17	38	0	
Street Art In The Community	8	0	8	0	
Total	784	17	798	14	0

Active Tameside

- 3.5 The table below outlines the projected investment for Public Health. No re-profiling is required at this time.

Table 6: Detail of Active Tameside Capital Investment Programme

Active Tameside Capital Programme Statement					
Capital Scheme	2016/17 Budget	Actual	Projected Outturn	Projected Outturn Variation	Re-profiling to be approved in this Quarter
ACTIVE TAMESIDE WELLNESS CENTRE & WIDER INVESTMENT	4,064	2,828	4,064	0	
HYDE UNITED FC	415	337	415	0	
DROYLSDEN YOUTH CENTRE	24	3	24	0	
Total	4,503	3,168	4,503	0	0

Adult Services

- 3.6 The table below outlines the projected investment for Adult Services. No re-profiling is required at this time.

Table 7: Detail of Adult Services Capital Investment Programme

Adult Services Capital Programme Statement					
Capital Scheme	2016/17 Budget	Actual	Projected Outturn	Projected Outturn Variation	Re-profiling to be approved in this Quarter
Unallocated Funding	824	0	824	0	
Total	824	0	824	0	0

Asset Investment Partnership Management (AIPM)

- 3.7 The table below outlines the projected investment for AIPM. An explanation for requested re-profiling is also provided.

Table 8: Detail of Asset Investment Partnership Management (AIPM) capital programme

AIPM Capital Programme Statement					
Capital Scheme	2016/17 Budget	Actual	Projected Outturn	Projected Outturn Variation	Re-phasing to be approved in this Quarter
Vision Tameside	17,000	770	11,000	(6,000)	(6,000)
Opportunity Purchase Fund (Individual Approval Required)	500	6	500	0	
Building Fabric Works	393	361	393	0	

Mottram Showground (OPF)	161	1	2	(159)	(159)
Prep Of Outline Planning Applications / Review Of Playing Field Provision	116	0	116	0	
Dukinfield Crematoria Clock Tower	98	0	54	(44)	(44)
Tame Street Emergency Generators	93	0	93	1	
Other Minor Schemes	71	89	188	117	(71)
Document Scanning	58	0	0	(58)	(58)
Development Of Former Stamford High School Site	50	0	0	(50)	(50)
Total	18,540	1,227	12,346	(6,194)	(6,382)

Table 8b: AIPM Capital Investment Programme – Re-profiling

Explanation of Re-profiling at Quarter 2

Service Area	Capital Project	Explanation for Re-profiling	Amount £000
AIPM	Vision Tameside	The re-profiling the of this scheme takes in to account the construction milestone schedule timeframe in which works will be carried out for when the new building will open which is estimated to be approx September 2018.	(6,000)
AIPM	Mottram Showground (OPF)	The progress on this scheme has been delayed	(159)

Development and Investment

3.8 The table below outlines the projected investment for Development and Investment. An explanation for requested re-profiling is provided below.

Table 9: Detail of Development and Investment Capital Programme

Development and Investment Capital Programme Statement

Capital Scheme	2016/17 Budget	Actual	Projected Outturn	Projected Outturn Variation	Re-profiling to be approved in this Quarter
Ashton Town Centre And Civic Square	3,052	927	3,052	0	
Disabled Facilities Grants	2,247	519	1,500	(747)	(700)
Ashton Old Baths	916	0	916	0	
Grant Funding Yet To Be Allocated	259	0	259	0	
St Petersfield	229	33	229	0	
Godley Hill Development And Access Road	110	0	110	0	

Longlands Mill	24	0	24	0	
Hyde Town Centre	23	0	23	0	
Ashton Market Hall Incubator Units	3	0	3	0	
Total	6,863	1,479	6,116	(747)	(700)

Table 9b: Development and Investment Capital Programme – Re-profiling

Explanation of Re-profiling at Quarter 2			
Service Area	Capital Project	Explanation for Re-profiling	Amount £000
Development and Investment	Disabled Facilities Grant	It is very difficult to predict expenditure on Adaptations because each job is different from the next one and demands individual attention. As the allocation for DFG is now un ring-fenced it may be possible to carry forward any unspent allocation into the next financial year. Although the projected outturn is currently £1.5M this is difficult to predict at this point in time due to the nature of the works	(700)

Digital Tameside

- 3.9 The table below outlines the projected investment for Digital Tameside. An explanation has also been provided for the requested re-profiling.

Table 10: Detail of Digital Tameside Capital Investment Programme

Digital Tameside Capital Programme Statement					
Capital Scheme	2016/17 Budget	Actual	Projected Outturn	Projected Outturn Variation	Re-profiling to be approved in this Quarter
ICT – Vision Tameside	767	17	377	(390)	(390)
Working Differently - ICT Hardware & Software	411	3	411	0	
Digital By Design	124	15	124	0	
Town Centre Wi-Fi	121	36	121	0	
Disaster Recovery Site	45	0	45	0	
Total	1,468	71	1,078	(390)	(390)

Table 10b: Digital Tameside Capital Investment Programme – Re-profiling

Explanation of Re-profiling at Quarter 2			
Service Area	Capital Project	Explanation for Re-profiling	Amount £000
Digital Tameside	ICT Vision Tameside	The re-profiling the of this scheme takes in to account the timeframe in which works will be carried out for when the new TAC will open which is estimated to be approx September 2018.	(390)

Engineering Services

3.10 The table below outlines the projected investment for Engineering Services. Explanations are also included where re-profiling has been requested.

Table 11: Detail of Engineering Services Capital Investment Programme

Engineers Capital Programme Statement					
Capital Scheme	2016/17 Budget	Actual	Projected Outturn	Projected Outturn Variation	Re-profiling to be approved in this Quarter
Led Street Lighting Investment	2,304	331	2,304	0	
Highways Maintenance Funding	2,606	710	2,606	0	
Challenge Funding	2,199	112	2,199	0	
Denton Link Road	1,353	693	1,353	0	
Pothole Funding	1,000	292	1,000	0	
The Longdendale Integrated Transport Strategy	480	0	0	(480)	(480)
Ashton - Stalybridge Cycle Route	228	1	228	0	
Junction Improvements On/Off At J23 M60	359	0	359	0	
Ashton Northern Bypass - Stage 2	279	93	279	0	
Ashton Town Centre Improvements	191	2	191	0	
Hattersley Station passenger facilities	304	0	304	0	
Access to Metro link Stops	300	0	300	0	
Huddersfield Narrow Canal	185	1	185	0	
Other Minor Schemes	710	184	714	4	
Total	12,498	2,419	12,022	(476)	(480)

Table 11b: Detail of Engineering Services Capital Programme – re-profiling

Explanation of Re-profiling at Quarter 1			
Service Area	Capital Project	Explanation for Re-profiling	Amount (£000)
Engineering	The Longdendale Integrated Transport Strategy	Ongoing studies on the development of this project will not be finalised in 2016/17.	(480)

Environmental Services

- 3.11 The table below outlines the projected investment for Environmental Services. No re-profiling has been requested.

Table 12: Detail of Environmental Services Capital Investment Programme

Environmental Services Capital Programme Statement					
Capital Scheme	2016/17 Budget	Actual	Projected Outturn	Projected Outturn Variation	Re-profiling to be approved in this Quarter
Guide Lane Former Landfill Site	465	2	465	0	
Retrofit (Basic Measures)	329	7	329	0	
Carbon Reduction - Invest To Save Schemes Approval Required	311	0	311	0	
Total	1,105	9	1,105	0	0

Operations

- 3.12 The table below outlines the projected investment for Operations. An explanation has also been provided for the requested re-profiling.

Table 13: Details of Operations Capital Investment Programme

Operations Capital Programme Statement					
Capital Scheme	2016/17 Budget	Actual	Projected Outturn	Projected Outturn Variation	Re-profiling to be approved in this Quarter
Allotment Railings And Infrastructure Improvement	76	2	14	(62)	(62)
Dukinfield Park Improvements	40	6	20	(20)	(20)
Tree Planting Programme	40	0	10	(30)	(30)
Rocher Vale & Hulmes And Hardy Wood	29	10	15	(14)	(14)
Children's Play	20	0	0	(20)	(20)

Stamford Park Infrastructure	20	0	10	(10)	(10)
War Memorials	20	0	10	(10)	(10)
Sunnybank Park - Landscaping	19	2	19	0	
Green Space Improvements - Hyde	16	0	16	0	
Other Minor Schemes	65	7	54	(11)	(11)
Total	345	27	168	(177)	(177)

Table 13b: Operations Capital Investment Programme – Re-Profiling

Explanation of Re-profiling at Quarter 2			
Service Area	Capital Project	Explanation for Re-profiling	Amount £000
Operations	Minor Park and infrastructure improvements	Appraisals and Surveys currently being carried out. Work unlikely to be carried out until 2017/18	(85)
Operations	Allotments Railings infrastructure improvements	Audits of all sites being carried out. Further spend likely 17/18.	(62)
Operations	Tree Planting	Rolling programme of tree planting. Work to be done winter 2016/17, 2017/18.	(30)

Transport

- 3.13 The table below outlines the projected investment for Transport. An explanation has also been provided for the requested re-profiling.

Table 14: Detail of Transport Capital Investment Programme

Transport Capital Programme Statement					
Capital Scheme	2016/17 Budget	Actual	Projected Outturn	Projected Outturn Variation	Re-profiling to be approved in this Quarter
Refuse Collection Fleet	3,060	0	0	(3,060)	(3,060)
Procurement of 58 Fleet Vehicles	2,442	743	2,331	(111)	
Light Vans	39	39	39	0	
3 Ransom Mowers	39	39	39	0	
Total	5,580	821	2,409	(3,171)	(3,060)

Table 14b: Transport Capital Investment Programme – Re-profiling

Explanation of Re-profiling at Quarter 2			
Service Area	Capital Project	Explanation for Re-profiling	Amount £000
Transport	Refuse Collection Fleet	This scheme has been delayed as a result of the additional post tender requirements. There will be a minimum 26 week delivery time once ordered, so spend will be reprofiled into 2017/18.	(3,060)

Exchequer

- 3.14 The Table below outlines the projected Investment for Exchequer. No re-profiling has been requested.

Table 15: Detail of Exchequer Capital Investment Programme

Exchequer Capital Programme Statement					
Capital Scheme	2016/17 Budget	Actual	Projected Outturn	Projected Outturn Variation	Re-profiling to be approved in this Quarter
Online Forms	90	0	90	0	
Total	90	0	90	0	0

4. COMPULSORY PURCHASE ORDERS, INDEMNITIES AND POTENTIAL LIABILITIES**Redmond Close**

- 4.1 The Council has purchased and demolished property numbers 2 – 18 (evens). The original plan was for Property number 22 to remain in situ with a remedial solution to be installed, as the occupants refused to move. Property number 20 is adjoining number 22 and is to be demolished. The Council went through two unsuccessful tendering processes for the remedial works in an attempt to deliver the engineering solution inside an acceptable financial envelope. This has not been possible and a further report will be required to enable consideration of this matter by elected members.

Wellington Works

- 4.2 This is a complex compulsory purchase compensation matter, which involved lengthy litigation between the Council and the claimant. Consequently, costs of the most recent proceedings are outstanding as an amount has yet to be agreed.

Denton Link Road

- 4.3 The Council entered into a CPO Indemnity and Development Agreement with the owners of the site in 2008 (subsequently amended in 2011). Through the agreement, the Council is indemnified by the developer against the CPO costs and the costs of the related consents needed to facilitate and complete the development.
- 4.4 Following the confirmation of the CPO by the Secretary of State and non-receipt of blight notices to date, and changes to the overall project, the developer has requested a variation to the Development and a CPO Indemnity agreement to better reflect the current situation and enable the Council to assume responsibility for the delivery of the link road.

- 4.5 A General Vesting Declaration (GVD) has been executed for land required within the CPO. The Council is currently in the process of registering its legal title to the land with HM Land Registry.
- 4.6 The Council has recently completed a variation to the CPO Indemnity and Development Agreement to enable the delivery of the link road. Land Transfer Agreements with the developer and other third parties are also being progressed.

Hattersley CPO

- 4.7 The Council is supporting the proposal for the development of the final phase of the new district centre for Hattersley. Outline planning consent was secured in February 2015 for a major retail development on land at the junction of Stockport Road and Ashworth Lane. The 75,000 square feet development will include new retail, food store and leisure units to enhance retail choice and amenities for local residents and thereby improving the long-term vitality and viability of Hattersley as a place to live.
- 4.8 The Council approved the making of a compulsory purchase order in respect of one outstanding property in June 2015 and is currently working with its partners, Peak Valley Housing Association and the Homes and Communities Agency, to secure the appointment of a developer partner. Peak Valley Housing Association will fully indemnify the Council's CPO costs through a CPO Indemnity Agreement.

5 CHANGES TO THE APPROVED 3 YEAR CAPITAL PROGRAMME

- 5.1 Since the previous Capital Monitoring report there has been an increase in the programme totalling £2.136m over the period 2016/17 – 2018/19 due to changes requested in other reports. These include an increase to the Disabled Facilities Grant allocation, some increases to the engineers programme, and several smaller changes. Full details are listed in **Appendix 1**.

6 CAPITAL RECEIPTS

- 6.1 With the exception of capital receipts earmarked as specific scheme funding, all other capital receipts are retained in the Capital Receipts Reserve and utilised as funding for the Council's corporately funded capital expenditure, together with any other available resources identified in the medium term financial strategy.
- 6.2 £11.3m of BSF Capital Receipts are to be repaid corporately, to repay previous temporary funding of the Schools Capital Programme.
- 6.3 Receipts of £1.194m have been generated in year to date from the disposal of Council assets. The forecast proceeds from asset sales for the financial year is £5.19m.

7 PRUDENTIAL INDICATORS

- 7.1 The CIPFA Prudential Code for Finance in Local Authorities was introduced as a result of the Local Government Act (2003) and was effective from 1 April 2004. The Code sets out indicators that must be demonstrated that the objectives of the Code are being fulfilled. The initial Prudential Indicators for 2016/17 and the following two years were set out by the Council in February 2016. The Capital Expenditure indicator has been updated to reflect the latest position.
- 7.2 The latest Prudential Indicators are shown in **Appendix 2**.

Appendix 1 – Changes to the Capital Programme

SERVICE	SCHEME	SOURCE OF FUNDING	BUDGET	BUDGET	BUDGET	TOTAL
			CHANGES	CHANGES	CHANGES	
			2016/17	2017/18	2018/19	£000
			£000	£000	£000	£000
Capital Programme Q1 Monitoring			74,997	52,020	11,524	138,541
A) Increases to the Programme						
Development And Investment	Disabled Facilities Grants Hattersley Station Passenger Facilities	Grant	381			381
Engineering Services	Access To Metrolink Stops	Grant	304	446		750
Engineering Services	Huddersfield Narrow Canal	Grant	300			300
Engineering Services	Ashton Canal Links	Grant	185			185
Engineering Services	Link To Velodrome	Grant	180			180
Engineering Services	Dukinfield Corridor	Grant	176			176
Engineering Services	Permanent Pothole Repair	Grant	160			160
Transport	Ransome Mowers	RCCO	117			117
Engineering Services	Minor Scheme Increases	Var.	39			39
			48			48
			1,890	446	0	2,336
B) Reductions to Programme						
Education	Dowson Lower School Heat Emitters	School Condition Allocation	(78)			(78)
Engineering Services	Clarendon Road Car Park, Hyde	Borrowing	(62)			(62)
Education	Dowson Infant Windows	School Condition Allocation	(50)			(50)
Education	Minor Scheme Reductions	Var.	(10)			(10)
			(200)	0	0	(200)
C) Funding Transfers in Programme						
AIPM	Vision Tameside	Borrowing	(3,778)	3,778		0

Engineering Services	LED Street Lighting Investment	Corporate	(2,304)	2,304		0
Engineering Services	Reprofiling of Engineers Grants	Grants	(694)	694		
Digital Tameside	ICT - Vision Tameside	Borrowing	(600)	380	220	0
AIPM	Document Scanning	Borrowing	(100)	100		0
Resources	Unallocated	Borrowing	(961)			(961)
Development And Investment	Ashton Old Baths	Borrowing (Sept. SPCMP)	871			871
Exchequer	Online Forms	Borrowing	90			90
			(7,476)	7,256	220	0
Net Changes to Programme			(5,786)	7,702	220	2,136
Capital Programme 2016/17 Q2			69,211	59,722	11,744	140,677

Notes

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RCCO stands for "Revenue Contribution to Capital Outlay" and describes where capital investment is funded from revenue sources.

AIPM stands for Asset Investment Partnership Management.

Education changes agreed as part of Education Capital Programme Progress update at September Strategic Planning & Capital Monitoring Panel.

Appendix 2 – Prudential Indicators

Actuals v limits as at 05/10/2016

	limit	Actual @ 05/10/16	amount within limit
	£000's	£000's	
Operational Boundary for External Debt	£268,176	£119,218	-£148,958
Authorised Limit for External Debt	£288,176	£119,218	-£168,958
Upper Limit for fixed	£199,173	-£28,416	-£227,589
Upper Limit for variable	£66,391	-£17,335	-£83,726
Capital financing requirement	£199,173	£189,253	-£9,920
Capital expenditure	£69,211	£56,556	-£12,655

Prudential Indicators

Gross borrowing and the capital financing requirement	CFR @ 31/03/16 + increase years 1,2,3	Gross borrowing @ 05/10/16	amount within limit
	£199,173	£119,218	-£79,955

Maturity structure for borrowing 2016/17

Fixed rate


Under 12 months	0% to 15%	0.87%
12 months and within 24 months	0% to 15%	5.21%
24 months and within 5 years	0% to 30%	0.86%
5 years and within 10 years	0% to 40%	4.03%
10 years and above	50% to 100%	89.03%

Report To:	STRATEGIC PLANNING AND CAPITAL MONITORING PANEL
Date:	28 November 2016
Reporting Officer:	Damien Bourke – Assistant Executive Director (Development, Growth & Investment)
Subject:	EDUCATION CAPITAL PROGRAMME PROGRESS UPDATE
Report Summary:	This report advises members of the Panel on the latest position with the Council's Education Capital Programme 2016/17 and seeks the recommendation of various approvals as set out in the report.
Recommendations:	<p>That the Panel notes the contents of the report and recommends approval of the following amendments to the Education Capital Programme to Executive Cabinet:</p> <ol style="list-style-type: none">1. The allocation of Basic Need grant funding schemes as outlined in Section 3 and Appendix 1 of the report.2. The allocation of School Condition and Maintenance funding schemes as outlined in Section 4 and Appendix 2 of the report.3. The reduction of £100,000 of funding for schemes within the capital programme as outlined in Section 5 of the report.
Links to Community Strategy:	The proposals contained in this report will support the delivery of the community strategy
Policy Implications:	In line with current policy.
Financial Implications: (Authorised by the section 151 Officer)	<p>The report requests the reduction of £100,000 funding allocated to the projects detailed in Section 5 (Table 1). If approved a sum of £59,000 of Capital Maintenance/Condition funding will be available to support Education projects including those detailed in Appendix 2 of the report. In addition there will be £26,000 Basic Need funding and £15,000 Priority School Building Programme (PSBP) Fixtures, Fittings and Equipment (FF&E Grant) available to support Education projects.</p> <p>There is a request to allocate £195,000 of Basic Need funding to support the additional costs in relation to the Cromwell school rebuilding scheme which is detailed in Section 3. In addition the cost estimate for the Basic Need funded scheme at Hyde Community College has decreased by £2,909. A sum of £2,168,988 2016/17 Basic Need grant will remain unallocated (Appendix 1).</p> <p>The report also proposes a net allocation of £184,895 via School Condition and Capital Maintenance funding which is detailed in Appendix 2. This includes an allocation of £113,581 to the Cromwell rebuilding scheme. It should be noted that this sum is additional to the Basic Need funding allocation proposed in Section 3. The School Condition funding for 2016/17 will be fully allocated if the schemes in Appendix 2 are approved, with the exception of a contingency sum (£92,482) to support any unexpected emergency costs during the remainder of the year.</p>

Legal Implications: It is a statutory requirement for the Council to set a balanced budget. It is important that the capital expenditure position is regularly monitored to ensure we are maintaining a balanced budget and to ensure that the priorities of the Council are being delivered and achieving value for money both in individual schools and across the school estate.

Risk Management: The proposed investment will enable the Council to address the most urgent condition needs in schools and plan for additional places where most increase in demand is projected.

Access to Information: The background papers can be obtained from the author of the report, Ade Alao, Head of Investment and Development, by:

 Telephone: 0161 342 2795

 e-mail: ade.alao@tameside.gov.uk

1. INTRODUCTION

- 1.1 The Council has a statutory duty, under the Education Act 2011, to secure sufficient and suitable places for pupils in its area in primary and secondary schools across the borough.
- 1.2 The Council's Executive Cabinet approved the Education Capital Programme 2016/17 at its meeting on 24 March 2016 and a progress report was provided to the last meeting of the Strategic Planning and Capital Monitoring Panel on 5 September 2016.
- 1.3 This report advises members of the Panel on the latest position with the Council's Education Capital Programme 2016/17 and seeks the recommendation of various approvals as set out in the report.

2. FUNDING

- 2.1 The government allocates grant funding for school buildings under the following specific categories:
 - **Basic Need** – Funding allocated to support the development of new pupil places.
 - **School Condition Allocation** – Allocated for the maintenance of school buildings. The funding is part formulaic (based on pupil numbers) and part reflecting recent condition surveys conducted by the Education Funding Agency. This grant used to be known as the Capital Maintenance grant.
- 2.2 Additional commitments of £1,441,674 have previously been approved within the Council's Basic Need budget leaving an unallocated balance of £2,335,079.
- 2.3 The Council's School Condition Funding for maintained schools for the 2016/17 financial year is £1,823,699. In addition, there is £617,975 of 2015/16 Devolved Capital Maintenance available for maintained schools.

3. BASIC NEED SCHEMES - PROGRESS UPDATE

- 3.1 The Council is reaching the end of its programme to create additional accommodation in primary schools but is at the start of the programme to increase secondary school places. The following summarises the current projects:
 - a) **Livingstone Primary** – this is a two-classroom extension to enable the school to move from an admission number of 20 up to 30 with an approved budget of £543,991. Good progress is being made and the scheme is due for completion by February half term 2017.
 - b) **Aldwyn and Hawthorns Schools** - The scheme with a budget of £2,382,718 increases capacity at Aldwyn from a 45-pupil intake to 60 (removing mixed age classes) and a 2-classroom extension at Hawthorns. Final programme and costs are subject to a value for money assessment and confirmation of contractual arrangements which remain outstanding.
 - c) **St John's CE Dukinfield** – A 2-classroom extension is required by September 2017 to increase pupil numbers from 30 to 45 by year group. £100,000 has been approved for surveys and developing fully costed proposals.
 - d) **Cromwell High School** – Negotiation on compensation for rebuilding the School following the fire incident are progressing with the loss adjusters. Additional enhancements beyond the like-for-like basis of the insurance compensation have now been identified at a cost of £195,000. Approval is requested to support this cost from the Basic Need grant.

- 3.2 A summary of the position with the 2016/17 Basic Need funding as at November 2016 is detailed in **Appendix 1**. A budget of £2,168,988 remains unallocated.
- 3.3 Scoping discussions, surveys and design work are currently underway at the following schools and detailed proposals will be presented to future meetings.
- a) **Hyde Community College** – An architect has been appointed to investigate the conversion of the former construction shed into four additional classrooms and the former sixth form areas into another four classrooms. Other options are also being considered.
 - b) **Astley Sports College** – Investigation of internal remodelling options to address issues with the availability and location of specialist accommodation for science, music, drama and food technology.
 - c) **New Charter Academy** – Feasibility study to create nine additional classrooms and specialist spaces by converting existing spaces.
 - d) **Alder Community High School** – Feasibility study for a 5-classroom extension and remodelling of the former gymnasium.
 - e) **Copley Academy** – Early discussions to identify the scope for expansion.
 - f) **All Saints Catholic College** – Early discussions to identify the scope for remodelling former 6th form to provide additional classrooms.
 - g) **St George’s CE Mossley** – Early discussions with the diocese about a possible extension to two very small classrooms.
 - h) **Wildbank** – Early discussions about how to accommodate existing and future numbers through some internal remodelling.

4. SCHOOL CONDITION AND CAPITAL MAINTENANCE – PROGRESS UPDATE

- 4.1 A summary of the approved school condition and capital maintenance schemes is shown in Appendix 2 with proposed amendments.
- 4.2 The major items of cost variance are listed below:
- a) Drainage repairs at Hollingworth Primary School and the associated replacement flooring is estimated to cost and extra £10,000.
 - b) M&E Design costs have now been tendered and returned for schemes at Broadbent, Corrie, Yew Tree, Oakdale and Buckton Vale schools and all within original estimates.
 - c) Accessibility works required for disabled at the Heys Primary School and Stalyhill Infants.
 - d) Drainage problems at Gorse Hall Primary, Micklehurst Primary and Leigh Primary.
 - e) Electrical Health and Safety works required St James’s CE Ashton estimated to cost £65,000.
 - f) £113,581 allowance for M&E upgrades at Cromwell School beyond works that will be compensated by insurance following fire incident.

4.3 DfE has recently clarified the guidance on Schools Condition grant and Councils are now expected to spend each financial year's grant within the financial year of allocation. The full amount of the £1.824m equivalent Condition grant for 2016/17 is proposed to be allocated to mitigate the risk of losing funding.

5 REQUESTS FOR SCHEME FUNDING TO BE REDUCED ON THE CAPITAL PROGRAMME

5.1 A summary of capital schemes where the funding allocation can be reduced is shown in the below.

Table 1. Scheme Funding to be Reduced on the Capital Programme at November 2016

Scheme and Reasons for Proposed Reduction in Funding	£
EDUC 102 and 150 Holden Clough seed challenge scheme. Additional access path agreed as part of the new school scheme in 2014. The amounts would normally form part of a S151 letter but no expenditure has been claimed to date from the Council. Suggest remove from the programme and reinstate from the contingency if required at a future date.	-22,000
EDUC 143 Holden Clough internal remodelling. Some remodelling took place at the old school in order to move the nursery into the main school for two terms (The nursery was in the way of the new building works.). This work was completed in 2015 at a lower cost than the budget for the works.	-12,000
EDUC 61 Holden Clough – Fixed furniture and equipment for the new school. The new school is now fully furnished and equipped and the balance of the budget needs removing from the current programme.	-15,000
EDUC 30 Broadoak Seed Challenge Scheme – canopies and shutters were agreed as part of the school scheme in 2014. The amounts would normally form part of a S151 letter but no expenditure has been claimed from the Council. Suggest remove from the programme and reinstate from the contingency if required at a future date.	-25,000
EDUC 78 SEN Review – The remaining budget from a review dating back to 2014	-26,000
TOTAL	-100,000
Summary Of Scheme Reductions	
Subtotal of schemes supported by PSBP FF&E grant funding where it is proposed the funding is made available for allocation to other Education schemes.	15,000
Subtotal of schemes supported by Basic Need grant funding where it is proposed the funding is made available for allocation to other Education schemes.	26,000
Subtotal of schemes supported by Capital Maintenance grant funding where it is proposed the funding is made available for allocation to other Education schemes.	59,000

6. PROCUREMENT AND VALUE ADDED

- 6.1 In accordance with Council policy, most capital projects are procured through the Tameside Investment Partnership (TIP) subject to a price for un-costed risks being agreed prior to the contract being let or work agreed. Where the risk of price increase is taken on by the TIP, rather than being retained by the Council, it is reflected in the cost of the associated works. Alterations to PFI schools are procured through the PFI contracts.
- 6.2 In addition to a fixed price and scope being provided, the TIP has a responsibility to confirm to the Council that value for money is being delivered, either through tendering or benchmarking using independent review on the larger projects. The TIP has also committed to delivering added value in the form of using local supply chains, and providing apprenticeships and work experience opportunities.
- 6.3 Some smaller schemes are procured directly through the Council's Engineering Design and Delivery Team or the Tameside Works First initiative for local businesses.
- 6.4 Work at voluntary aided schools is generally procured directly by the relevant diocese, as they own the buildings and not the Council.

7. RISK MANAGEMENT

- 7.1 The Council has a statutory duty under the Education Act 2011, to secure sufficient and suitable places for pupils in its area in primary and secondary schools across the borough. It also has the responsibility for the maintenance of community and voluntary aided school buildings, even though it does not own voluntary aided school buildings.
- 7.2 The risk of managing the condition and suitability of community and voluntary aided school buildings has been mitigated by successful bidding for additional capital resources in the past. However, current budgetary constraints are likely to present a challenge to maintaining this position over the coming few years.
- 7.3 Recent condition surveys of a number of schools have indicated that urgent work is required to be carried out in order to address health and safety issues and prevent further deterioration. The most urgent investment schemes are proposed to address this.
- 7.4 In order to avoid disrupting education delivery, generally the most intrusive work is best carried out over the summer break, which means that plans for new projects need to take place in the summer.
- 7.5 Inflation in the building industry is also a more significant risk than previously experienced and larger schemes will be most affected. Early scoping and pricing of the works will mitigate against this and enable projects to be delivered in a timely and cost effective manner.
- 7.6 Further plans need to be developed over the next few months to consider options for the increase in capacity required in high schools to accommodate the additional pupils moving through into the secondary sector.

8. CONCLUSION

- 8.1 There has been significant capital investment in schools over the recent past to support the Council's delivery of its statutory responsibilities connected with the provision of sufficient and suitable places.
- 8.2 The work identified will enable the Council to meet its statutory duties.

9. RECOMMENDATIONS

9.1 As set out at the front of the report.

APPENDIX 1

BASIC NEED FUNDING

Education Capital Programme – Basic Need Funding as at November 2016			
Variance	Approval as at 5 September 2016 £	Proposed - November 2016 £	Latest position
Discovery Academy	7,736,001	7,736,001	Completed
Livingstone Primary	213,769	213,769	On site
Aldwyn/ Hawthorns	2,528,019	2,528,019	Awaiting start
Milton St John's CE Primary	60,491	60,491	Completed
Astley High School	40,144	40,144	Completed
Inspire Academy	39,477	39,477	Completed
BSF ICT	16,000	16,000	Completed
Broadoak Primary	100,000	100,000	Completed
St John's CE Dukinfield	100,000	100,000	Underway
Furniture for new classrooms	20,000	20,000	Underway
Hyde Community College	9,587	6,678	Completed
New Charter Academy	22,155	22,155	Completed
Cromwell enhancements	0	195,000	Awaiting start
Total	10,885,643	11,077,734	
Net Additional Scheme Allocation		+192,091	
Scheme Resourcing			
Unallocated Basic Need Funding - September 2016			2,335,079
Increase to unallocated balance - subject to approval of scheme revisions in Section 5 Table 1			26,000
Revised Unallocated Basic Need Funding			2,361,079
Net Additional Allocations to Schemes as Proposed Above			-192,091
Revised Unallocated Basic Need Funding at November 2016 subject to approval of above scheme allocations			2,168,988

APPENDIX 2

SCHOOL CONDITION AND CAPITAL MAINTENANCE FUNDING

Scheme	Approval to 05/09/16 £	Proposed At 28/11/16 £	Proposed Amendment £
St Anne's Denton kitchen	6,000	6,000	0
Broadbottom kitchen	11,000	11,000	0
Wildbank heating and lighting	32,000	32,000	0
Gorse Hall power and fire alarm	14,000	14,000	0
Milton St John's propping	23,474	23,474	0
Gorse Hall asbestos	9,721	9,721	0
Fairfield Road access road	19,290	19,290	0
St Anne's Denton head's office	41,439	41,439	0
St Anne's Denton electricity	7,225	7,225	0
Broadbottom drainage	13,750	13,750	0
Greenside switchgear and boilers	427,779	427,779	0
Gorse Hall small power	188,884	188,884	0
Livingstone heating	193,127	193,127	0
Dowson heating	6,248	6,248	0
Stalyhill Infants heating	68,742	68,742	0
Arlies convectors	180,000	180,000	0
Waterloo boilers	118,512	118,512	0
Hurst Knoll convectors	29,599	29,599	0
Hollingworth drainage	12,000	22,000	+10,000
Milton St John drainage	5,000	5,000	0
The Heys floors	40,000	40,000	0
Rosehill floors	25,000	25,000	0
Arlies mobile class roof	31,000	31,000	0
St Anne's Denton flat roofs	100,000	100,000	0
Micklehurst water tower	21,494	21,494	0
Greswell wall and windows	50,000	50,000	0
Longdendale science labs	65,000	65,000	0

Contingency	92,482	92,482	0
Broadbent Fold M&E Design	15,000	10,738	-4,262
Corrie M&E Design	15,000	8,321	-6,679
Yew Tree M&E Design	20,000	13,012	-6,988
Oakdale M&E Design	15,000	5,863	-9,137
Buckton Vale M&E Design	15,000	6,880	-8,120
Buckton Vale safeguarding and access	30,000	30,000	0
Waterloo safeguarding and access	10,000	10,000	0
Canon Burrows safeguarding and access	15,000	15,000	0
Gorse Hall drainage	0	10,000	+10,000
Micklehurst drainage	0	10,000	+10,000
Leigh drainage	0	1,500	+1,500
Heys toilet adaptations	0	5,000	+5,000
Stalyhill toilet adaptation	0	5,000	+5,000
St James Ashton H&S	0	65,000	+65,000
Cromwell M&E upgrade	0	113,581	+113,581
Total	1,967,766	2,152,661	+184,895
Scheme Resourcing			
Unallocated Capital Maintenance & Condition Funding - September 2016			125,895
Increase to unallocated balance - subject to approval of scheme revisions in Section 5 Table 1			59,000
Revised Unallocated Capital Maintenance & Condition Funding			184,895
Net Additional Scheme Allocations as Proposed Above			
			-184,895
Revised Unallocated Capital Maintenance & Condition Funding - November 2016 - Subject to approval of above scheme allocations			
			0

Agenda Item 6

Report To:	STRATEGIC PLANNING AND CAPITAL MONITORING PANEL
Date:	28 November 2016
Executive Member / Reporting Officer:	Councillor Gerald Cooney - Executive Member, Healthy and Working Damien Bourke – Assistant Executive Director, Development, Growth and Investment
Subject:	ACTIVE TAMESIDE - CAPITAL INVESTMENT PROGRAMME UPDATE
Report Summary:	This report provides a summary of progress to date with the delivery of the Council's capital investment programme into improving sports and leisure facilities in Tameside.
Recommendations:	That Strategic Planning and Capital Monitoring Panel notes the contents of the report.
Links to Community Strategy:	The Community Strategy 2012-22 (and the Corporate Plan 2013-18) outlines the priorities for improving the borough of Tameside. This proposal directly links to the Tameside Sustainable Community Strategy objective of 'Healthy Tameside'.
Policy Implications:	This proposal supports the Tameside Health and Wellbeing Strategy and, specifically the strategic priority pertaining to reducing physical inactivity and improved physical activity levels across Tameside.
Financial Implications: (Authorised by the Section 151 Officer)	Section 2.1.3 of this report provides an update on the Active Medlock Roof Replacement scheme which has a budget of £0120m. The actual cost of the scheme, including fees, is £0.129m leaving a shortfall of £0.009m. Existing revenue budget in the Place Directorate has been identified to fund the £0.009m. Section 2.1.4 of this report provides an update on the New Denton Wellness Centre scheme. It should be noted that the Denton Link new access road is estimated to cost £2m and is externally funded, mainly by grants. The link road scheme is included in the Engineers 2016/17 Capital Programme. The £2m link road scheme is additional to the £14.7m Wellness Centre scheme cost stated in section 2.1.4. Once implemented in full, the capital investment proposals will enable revenue investment in Active Tameside to be reduced from £1.865m in 2015/16 to £0.715m by 2019/20 (a reduction of £1.150m), and to £0.441m by the end of the existing contract in 2023/24 (a reduction of £1.424m).
Legal Implications: (Authorised by the Borough Solicitor)	Officers need to ensure that through robust project management techniques that the projects referred to in the report are delivered within the available budget and timeframe. Clearly any variations over £100k will need clear and transparent governance.

Risk Management:

Risk management is considered in section 3 of the report.

Access to Information:

The background papers can be obtained from the author of the report, Ade Alao, Head of Investment and Development, by:



Telephone: 0161 342 2795



e-mail: ade.alao@tameside.gov.uk

1. INTRODUCTION

- 1.1 This report provides a summary of progress to date with the delivery of the Council's capital investment programme into improving sports and leisure facilities which was approved by Executive Cabinet in March 2016. The £20.40 million investment (£2.85 million of which will be funded by Active Tameside) will provide high quality sports and leisure facilities in Tameside, create a platform to reduce physical inactivity and develop a sustainable funding model for Active Tameside.
- 1.2 Additional benefits from the programme include a reduction in dependence on other Council and health services, increased participation in community life, and improved quality of life for all residents including the most vulnerable.
- 1.3 Once implemented in full, the proposals will enable revenue investment in Active Tameside to be reduced from £1.865 million in 2015/16 to £0.715 million by 2019/20 (a reduction of £1.150 million or 62%), and to £0.441 million by the end of the contract in 2023/24 (a reduction of £1.424 million or 76%).
- 1.4 This report provides a summary of progress to date and identifies adjustments to the Capital Programme. Approval for any capital rephrasing highlighted in this report will be dealt with in the Capital Monitoring Report – Quarter 2 (2016/17) in March 2017.

2. CAPITAL INVESTMENT PROGRAMME UPDATE

- 2.1 Delivery of the capital investment programme is now underway and progress with individual elements are as follows:

Active Copley Heating Replacement (£0.369m) - The heating system installation has been completed and is now fully operational. The Copley Academy has installed its own heating system which now operates independently from the leisure centre.

Active Copley Pitch Replacement (£0.177m) - The synthetic turf pitch installation has now been completed.

Active Medlock Roof Replacement (£0.120m) - The roof replacement scheme has now been tendered with tender costs of £0.129m leaving a shortfall of £0.009m. The installation is now scheduled to take place between March and May 2017 to ensure that the facility is fully operational for the start of the summer school holidays. A further update on the financial implications will be presented at the next SPCMP meeting.

Active Hyde Wave Machine Replacement (£0.060m) - The installation will require a facility closure with a loss of income for Active Tameside. With Active Hyde also needing to close for integrating the new pool extension during Spring 2017, therefore it is proposed to carry out both closures at the same time to minimise the financial and operational impacts. A further update on the financial implications will be presented at the next SPCMP meeting.

Active Hyde Pool Extension (£2m) - The project is currently at the planning application and invitation to tender stage. It is anticipated that works will commence on site in Spring 2017.

New Denton Wellness Centre (£14.7m) – Design development is progressing well and with the new Denton Link Road due to complete in March 2017, the project is on course to commence on site in Summer/Autumn 2018. Discussions are ongoing with Sport England to attract additional capital grant towards the cost of the project and with the Tameside Investment Partnership and Network Space to ensure the development is undertaken in accordance with the requirements of the Public Contracts Regulations 2015. It should be noted that Active Tameside are financing £1.05m of the £14.7m total project cost.

Active Dukinfield (iTRAIN) (£2.3m) - The Active Dukinfield (iTRAIN) facility is due for completion in January 2017 with a phased opening to the public. It should be noted that Active Tameside are financing £1.0m of the £2.3m total project cost.

Active Longdendale (Total Adrenaline) (£0.600m) - The new play centre (Total Adrenaline) is due to open to the public on 19 November 2016. It should be noted Active Tameside are financing the total cost of this scheme.

Overall, good progress is being maintained with the delivery of the programme.

3. RISK MANAGEMENT

3.1 As with all capital projects, costs are subject to change from previously estimated through project development and delivery. In the event of costs for any element exceeding budget estimates, one or more of the following mitigation actions may be required:

- Further value engineering to reduce cost;
- Adjustment to the specification to reduce cost;
- Seeking additional capital contribution or reallocation of capital already allocated.

3.2 Time delays on the indicative programme may also arise during project development and delivery.

3.3 A robust project and programme management regime is being implemented to mitigate these risks.

4. RECOMMENDATIONS

4.1 As set out at the front of this report

Agenda Item 7

Report To:	STRATEGIC PLANNING AND CAPITAL MONITORING PANEL
Date:	28 November 2016
Reporting Officer:	Damien Bourke - Assistant Executive Director (Sustainable Growth and Assets) Ian Saxon – Assistant Director (Environmental Services)
Subject:	CORPORATE ASSET MANAGEMENT PLAN UPDATE
Report Summary:	The attached report is intended to update members of the Strategic Planning and Monitoring Capital Panel with progress on the disposal of the Council's surplus assets, anticipated capital receipts that will be realised and investment that is required to maintain those buildings being occupied and retained or dilapidations arising from the termination of leases.
Recommendations:	That Strategic Capital Panel Members review the contents of the report and recommend to Cabinet that the: a) Approval of the list of disposals identified in Appendix 1 ; b) The allocation of £46,987.66 to undertake building condition replacement / repair projects as detailed at paragraph 3.2.
Links to Community Strategy:	To support the delivery of the objectives of the Community Strategy.
Policy Implications:	Expenditure in line with financial and policy framework. To assist in delivering a balanced budget and support the sustainability of the local economy.
Financial Implications: (As authorised by the Section 151 Officer)	Substantial work has been undertaken to vacate, market and dispose of a number of buildings. The schedule of 'properties for disposal but not yet completed' at Appendix 1 will allow the Council to further reduce its asset portfolio and reduce the ongoing revenue costs associated with these properties. Section 3.2 of this report sets out the reactive work which is required to buildings. There is currently no funding identified for these costs. The costs of £46,987.66 requires approval to be funded and included within the Capital programme. Any revenue costs associated with this investment must be met from existing revenue budgets. The current approach to backlog maintenance is purely reactive which does not allow the Council to undertake works in the most efficient or effective way. A backlog maintenance strategy should be developed, which would support condition surveys on buildings and allow for a forward plan of works to be produced. This would need to be supported with an appropriate budget which should be the subject of a future report.
Legal Implications: (As authorised by the Borough Solicitor)	The challenge to the Council is to ensure that its estate makes an effective contribution to improving the council's financial and business performance; the service delivery agenda; resolving the pressure on demands for estate capacity; and achieving change

with minimal capital expenditure. We need to ensure that the buildings and we need are fit for purpose and congruent with strategic service delivery. Accordingly, we need to have much more clarity and understanding as to the cost of ongoing repairs and maintenance and whether they are value for money.

We need to ensure going forward that the assets set out in appendices are clearly linked to the references on the Transparency List of properties published in line with legislation as this was committed to at the last meeting and there is currently no true scale for doing so.

We need to ensure that any repairs undertaken to properties fall within benchmarking to ensure achieving value for money.

Risk Management:

The ownership and use of property carries with it a number of risks including health and safety, economic, financial, service delivery, statutory compliance and maintenance risks. It is therefore proposed to develop a risk register as part of the strategic review of the Councils assets to identify and manage risks.

Access to Information:

Any further information can be obtained from the report author Damien Bourke, Assistant Executive Director, Sustainable Growth who can be contacted on:



Telephone: 0161 342 3544



e-mail: damien.bourke@tameside.gov.uk

1. INTRODUCTION

- 1.1 A report detailing progress on the disposal of assets, realisation of capital receipts and assets requiring investment, was considered at the last meeting of the Strategic Capital Panel.
- 1.2 This report is intended to provide members of the Panel with a further update.

2. DISPOSAL OF ASSETS

Disposal Strategy

- 2.1 The Asset Disposal process continues apace with a figure of £7,289,500 achieved in the last 11 months.
- 2.2 Planning, Public Consultations and Section 77 consultations are now well underway on the 5 larger school sites and a process of active marketing is also on track. Work is underway on masterplanning the large site at Windsor Road in Denton and discussions around a potential disposal are ongoing.
- 2.3 Continued focus is being placed on future auctions with 8 sites being submitted for December and work ongoing for a number of sites to be potentially sold at future auctions.
- 2.4 Properties being actively marketed for sale or lease will be advertised on the Council's website, in addition to the marketing agents websites. Where potential disposals will impact on tenants, for example sale of garage or garden plots, which have become too expensive to administer, written notification will be given to tenants in advance for the proposed sale.
- 2.5 Leased Buildings - As reported at previous meetings of the Panel, the Council's policy is to terminate leases it has for buildings owned by others and to relocate services to surplus space in Council owned properties, where this delivers value for money, to reduce the revenue cost of operating and occupying buildings.

Appendix 1 provides additional information in respect of properties that have been identified for disposal or where tenants have sought to acquire the freehold of the properties that they lease.

Appendix 2 lists the Capital Receipts realised as at 4 November 2016.

Appendix 3 details briefly additional Property work carried out by the team and achievements of note, such as securing increase at Rent reviews in favour of the Council, serving of break notices, any lease renewals and properties of note acquired.

3. INVESTMENT IN CIVIC AND CORPORATE BUILDINGS

- 3.1 There is no reactive maintenance budget included within the corporate landlord budgets and any repairs or upgrading of the buildings requires a request for additional investment to be made to the Panel for approval by Cabinet. In the past few months a number of repairs have been requested for civic and operational buildings for which there is no revenue or capital budget allocation. Analysis of capital spends for September 2016 is £46,987.66. In addition there has been spend of approximately £16,000 in regard of property related revenue type spend in the same period.
- 3.2 The analysis of the capital investment required in respect of health and safety /essential operational repairs is below In some cases these repairs have already had to be undertaken to allow the buildings to remain operational:

Building	Estimated Cost
	£
Ashton Market Hall –upgrades to doors and security systems	4481.70
Ryecroft Hall – health and safety works roof upgrade	14,550.91
Stamford Park Pavillion Café – health and safety upgrade to roof	11,481.10
Stalybridge Civic Hall – lift repairs	1,487.30
Hyde Town Hall – health and safety /security upgrades	836.52
Dukinfield Town Hall – emergency lighting /ceiling upgrades	1,323.20
Denton Festival Hall- upgrade drainage/retaining floor structures	1,264.74
Cedar Park Ashton – electrical works upgrade	842.09
Copley Resource Centre – water systems upgrade	757.56
Rydal House - water systems upgrade	1010.08
Mossley Youth Base –health and safety security systems upgrade	1,466.91
Denton/Hurst/Droylsden Centre - water systems upgrade	1,384.11
Audenshaw Cemetery , Loxley House, George Lawton Hall – remedial piping works upgrade from WRA	826.59
Hyde Youth and Community Centre –water systems upgrade	631.30
Shirley House – wall replacement	868.95
Hyde Market Hall – lift refurbishment	796.08
Hyde Union Street – drainage/flood work /fabric upgrade	525.53
Stalybridge Library – water systems upgrade	455.17
Hurst Cemetery – electrical works upgrade	634.79
Charlestown Industrial Estate – fabric upgrade works	873.12
Blocksages Pavillion – gas system upgrade	489.91
TOTAL	46,987.66

4. RECOMMENDATIONS

4.1 These are set out at the front of the report.

APPENDIX 1

List of Property Identified for Disposal but not yet completed at 4 November 2016.

N.B. This list only includes property above the value of £50,000.

Property	Purchaser/Future Use/commentary on state of play	Estimated Sale Price (£)
Former Hartshead High School, Lees Road	Outline planning application underway	TBC
Two Trees former School Site	Outline planning application underway	TBC
Mossley Hollins School Site, Huddersfield Road	Outline planning application underway	TBC
Former Littlemoss School	Outline planning application underway	TBC
Denton Plant Nursery	Progressing SI surveys	TBC
Land rear of 55-113 Bennett Street	Playing field flanked by licenced garages	TBC
Former Samuel Laycock School, Mereside	Outline Planning/Marketing to commence	TBC
Land at Leigh Street	Former school site	TBC
Land at Windsor Road	Interest received	TBC
Hyde Library & Union Street Building		TBC
Droylsden Canalside	Watkin Jones Development	TBC
Newton Street / Spring Gardens	On NCHT List	TBC
Pole Bank Hall	Polebank Hall Carehome	TBC
Johnsonbrook Road	On NCHT List	TBC
Park Bridge Visitor Centre	Café served notice to vacate/ visitor centre vacant	TBC
Lant at Captain Clark Rd	Polemarch Industrial Ltd	TBC
Droylsden Library, Manchester Road		TBC
Plot B Hattersley IE	Currently being marketed	TBC
Land at Ashton Hill Lane	RH& CO instructed.	TBC
Land at Broadway	Stockport Trucks	TBC
Land at hill Street	Heathdown Properties Ltd	TBC
Katherine House	New Charter early payment of clawback provisions	TBC
Land at Queens Road		TBC
Wellington Road	New Charter early payment of clawback provisions	TBC
Grazing land	40 acres say 5% to 10% suitable for development @ £250p/a	TBC
Rydal House	Disposal when vacated	TBC
Land at Newmarket Grove	Former Sunday school plus playing field	TBC
Leigh Fold	On NCHT List	TBC
Pine Road	On NCHT List	TBC
Morningside / Fairfield Avenue	On NCHT List	TBC

Land adjacent to 222 Manchester Road	Tameside 500 Site?	TBC
Melbourne Street Car Park	Sale terms agreed	TBC
Land at Wakefield Road / Pennine View	Bardsley Construction Limited	TBC
Plot A Hattersley IE		TBC
High Street, Stalybridge	On NCHT List	TBC
Stalydene School Site	On NCHT List	TBC
Land at Boodle Street		TBC
Bankside House / Riverside House, Astley Street		TBC
Astley Street / Hadfield Street	Globe Scaffolding	TBC
Lake Road	New Charter early payment of clawback provisions	TBC
Roughtown Community Centre		TBC
Crown Street Car Park	Bardsley Construction Limited	TBC
Cavendish Street	New Charter early payment of clawback provisions	TBC
Land at Hadfield/Astley/Globe Sq	MS Estates	TBC
Wild Street		TBC
Land at Wild Street,	Advanced workshops Ltd	TBC
Wakefield Road	New Charter early payment of clawback provisions	TBC
Residual Garage Sites		TBC
St. Lawrence Children's Home,		TBC
Land at Katherine Street	Ahmed Brothers	TBC
Unit 3 Hattersley Industrial Estate	Richard Oakley	TBC
Kynder Street	New Charter early payment of clawback provisions	TBC
Old Street / Dale Street East, AUL	On NCHT List	TBC
Land at Water Street		TBC
M66 Highways Settlement	Settlement of compensation claim	TBC
Land at Acres Lane	Surplus open space	TBC
Pole Bank Depot	Interest from nursing home.	TBC
Total (excluding potential sales below £50,000)		£39,031,615

APPENDIX 2

Capital Receipts Realised as at 4 November 2016.

Site	Location	Date Sold	Receipt Realised £
Land at Stamford Street	Stalybridge	08/10/2015	52,000
5 Newton Street	Ashton	08/10/2015	51,000
Hardwick Street / Moss Street West	Ashton	14/10/2015	35,500
Holden Street	Ashton	08/10/2015	30,500
Land at Wellington Street	Ashton	08/10/2015	106,000
Land at Margaret Street	Ashton	06/10/2015	60,000
Land at Board Street / Kings Road	Ashton	01/10/2015	20,000
Former Stamford High School	Ashton	11/12/2015	4,250,000
Beyer Peacock Centre,	Audenshaw	23/09/2015	90,000
Land adj 148 Moorside Street	Droylsden	08/10/2015	29,000
Land at Frances Street, Hyde	Hyde	08/10/2015	41,000
Land at Throstle Bank / Furnace Street	Hyde	14/10/2015	42,500
Land at Johnsonbrook Road / Ashton Rd	Hyde	07/10/2015	18,000
Compton Street Car Park	Stalybridge	08/10/2015	20,000
Cross Hope Street Car Park	Ashton	22/10/2015	10,000
Land at Hope Street	Dukinfield	22/10/2015	27,000
Grey Street, Car Park	Stalybridge	22/10/2015	31,000
Field Street, Car Park	Hyde	22/10/2015	49,000
Land at Huddersfield Road	Stalybridge	22/10/2015	45,000
Hallbottom Street Car Park	Hyde	22/10/2015	7,500
Audenshaw cemetery lodge	Audenshaw	Jan 2016	116,000
James Howe mill	Ashton	January 2016	205,000
Land at Ripon St/botany Lane/Mount Pleasant St	Ashton	April 2016	50,000
Land at Midge Hill	Mossley	April 2016	25,000
Wimpole Street	Ashton	22/10/2015	14,000
February Auction total	Tameside	Feb 2016	223,000
December auction total	Tameside	Dec 2015	280,500
April auction total	Tameside	April 2016	277,000
June Auction	Tameside	June 2016	19,500
Sale of Land at Audenshaw Road	Audenshaw	July 2016	87,500
Land at Katherine Street Ashton	Ashton	July 2016	125,000
Land at Wild Street	Dukinfield	July 2016	140,000
Land at 376 Huddersfield Road	Mossley	June 2016	6,000
Unit 3 Hattersley Industrial Estate	Hattersley	July 2016	110,000
Edge Lane Arcon	Droylsden	Jan 2016	37,000
Land at Queens Road	Ashton	22/10/2015	35,000
Land at Hart street/Market Street	Droylsden	13/09/16	60,000

Land at Kinder Street	Stalybridge	13/09/16	5,000
Land at Marina Road / Market Street	Droylsden	13/09/16	45,000
Land at Sycamore Street	Stalybridge	13/09/16	21,000
Land at Birch Lane	Dukinfield	13/09/16	78,000
Land at Throstle Bank Street	Hyde	13/09/16	38,000
Land adjacent to 42 Manchester Road	Hyde	18/10/16	16000
Land at the junction of Newton Street/Clark Way	Hyde	18/10/16	32000
Land adjacent to 47 Clarendon Place	Hyde	18/10/16	19000
Land Adjoining 60 Ashton Road	Hyde	18/10/16	22000
Land Adjoining 80 Ashton	Denton	18/10/16	20000
Land at Manchester Road/Clark Way	Hyde	18/10/16	48000
Land at West Street	Ashton	18/10/16	31000
Land adjacent to 72 Penny Meadow	Ashton	18/10/16	69500
Land at Woodend Drive	Stalybridge	18/10/16	18500
Ongoing Total			£7,289,500

APPENDIX 3

Acquisition of Leasehold Premises

Second Floor Offices, Stamford Chambers, New Lease for Adult Services.	Ashton	September 2016	£37,550
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Leases Completed since last report:

Property	Location	Purchaser / Future Use	Rental income per annum (£)
Unit 8	Hattersley Industrial Estate	K.Andres. Engineering	£8,555 w.e.f. 18/10/16

Other Transactions /works of note completed by the Estates Team since the Last Report:

- Terminal Dilapidations claim against the council at Greencroft house, Hyde of £86,647 - Lease expiry date April 2017.
- Aeroworks 5 Adair street, Manchester – Break date of 3rd of June 2016 exercised- on behalf of Greater Manchester Public Health Network (GMPHN). Dilapidations claim ongoing.
- “Learn” at St Annes, Burlington St. Ashton- Adult Education- Lease terminated from 31st August 2016. Vacating shortly.
- **Subject to full approval; potential agreement to dispose of 2 sites to New Charter, total receipt of £716,000 Pickford Lane Dukinfield and Spring Gardens Hyde (as at 04/11/16).**

Rent Reviews: (increases above £1,000 p.a.)

September/October 2016

Unit 39b, Globe Lane, Dukinfield	Rent Review 16.11.16	£6,100 p.a. increase
Plot 1, Langham Street, Ashton	Rent Review 2.5.16	£1,265 p.a. increase
Land and building at Alexandra Street, Hyde	Rent Review 1.5.16	£2,420 p.a. increase
Stockport Road, Hyde (Centrica)	Rent Review 6.10.15	£4,000 p.a. increase
Land at Globe Square, Dukinfield	Rent Review 30.4.15	£2,550 p.a. increase.

Agenda Item 8

Report To:	STRATEGIC PLANNING AND CAPITAL MONITORING PANEL
Date:	28 November 2016
Reporting Officer:	Ian Saxon - Assistant Executive Director – Environmental Services
Subject:	ENGINEERING CAPITAL PROGRAMME 2016/17
Report Summary:	<p>The report sets out details of the total 2016/17 Engineering Capital Programme for Environmental Services and identifies the sources of funding for years 2016/17 and 2017/18. It complements earlier reports to SP&CMP in July and September 2016, which set out the details of the Highways Structural Maintenance Programme for 2016/17 from within the Engineering Maintenance Block Allocation and other capital schemes.</p>
Recommendations:	<p>To note and recommend approval to Executive Cabinet of the total Engineering Capital Programme 2016/17, as set out in Appendix 1 including any increases that are identified at paragraph 2.4.</p>
Links to Community Strategy:	<p>The schemes within the 2016/17 Engineering Capital Programme seek to provide an improved and more sustainable highway related asset for the residents and businesses of Tameside, thereby contributing to a safe environment, continuing economic regeneration and contributing to a low carbon economy; key priorities within the 2012-22 Tameside Sustainable Community Strategy.</p>
Policy Implications:	<p>The proposed funding allocation supports the Council's Corporate Plan priorities around the Sustainable Community Strategy.</p> <p>It also supports the objectives of the Greater Manchester 3rd Local Transport Plan and associated strategies thereby underpinning its aims and objectives at a regional and local level.</p>
Financial Implications: (Authorised by the Section 151 Officer)	<p>This report clarifies the approved budget and funding for all engineering capital schemes for 2016/17 and 2017/18.</p> <p>Approval is required to increase the programme for King Edward Road Retaining Wall by £0.400m. In addition to the existing £0.100m of DfT grant, it is proposed that £0.300m be allocated from identified revenue resource to fund repairs. There is also additional funding from a developer in 2017/18 of £0.100m this is part of a partnership agreement to enable repairs to the wall.</p> <p>All schemes included within the proposed programme are detailed in Appendix 1 and are fully funded from a number of sources which are detailed in Appendix 2.</p>

Legal Implications:

(Authorised by the Borough Solicitor)

It is important that there is close scrutiny of the budget to ensure that its use on the highway is maximised. There needs to be a clear communication strategy of the maintenance work to be undertaken and transparency as to the priority allocation.

Risk Management:

- Failure to approve the proposed Engineering Capital Programme will prevent the appropriate allocation of resources by the Authority.

A robust programme of works will be developed to ensure that the objectives underpinning the DfT and other funding allocations will be met together with the objectives contained in Tameside's Community Strategy.

- Inclement weather preventing commencement and completion of schemes.

A comprehensive programme of works will be agreed between partners to ensure completion by approved dates. However, should the programme not be achieved it may be necessary to arrange for any outstanding financial resources to be transferred into the following financial year.

- Inability of suppliers to deliver materials within a time frame to meet completion targets.

Whilst the Direct Services Organisation (DSO) and external contractors have access to many material suppliers, shortages of materials may necessitate alternatives to be substituted or approval will be sought to carry over the project into the following year for completion;

- The ability of the DSO or external contractor to implement the scheme in the current financial year.

This risk will be managed by ensuring that should DSO or the external contractor be unable to complete the works during the current financial year, approval will be sought to carry over the project into the following year for completion.

- Statutory procedures linked to certain schemes could delay implementation.

Should it be necessary approval will be sought to carry over the project into the following year for completion.

Access to Information:

The background papers relating to this report can be inspected by contacting the report author, Steven Oxford on:



Telephone: 0161 342 3916



e-mail: steve.oxford@tameside.gov.uk

1. BACKGROUND INFORMATION

- 1.1 The report sets out comprehensive details of the total 2016/17 Engineering Capital Programme for Environmental Services and identifies all the sources of funding secured for both the current financial year and 2017/18 as detailed in **Appendix 1**.
- 1.2 Previous reports to SP&CMP in July and September 2016 set out the details of the Highways Structural Maintenance Programme for 2016/17 and also reported on the Challenge Fund for retaining walls, the allocation from GM Accident Reduction Partnership to improvements on the Dukinfield Link, the successful bid for funding from the Pothole Action Fund and the funding allocation to construct a new ticket office at Hattersley Station.
- 1.3 The Department for Communities and Local Government had also allocated funding for transport schemes through the Greater Manchester Growth Deal Round 2. The Denton Link Road scheme is one of the projects approved by GMCA within the GM Growth Deal, with an allocation of £1.67m GD2 funding, £0.23m GD1, and £0.072m additional internal funding allocated as previously reported to SCP. This scheme is currently on site.
- 1.4 Other funding is sourced from a number of areas for 2016/17 and is included along with indicative allocations for 2017/18 in **Appendix 2**, including Section 106 payments, and re-profiled funding from 2015-16.

2. PROGRAMME APPROVAL

- 2.1 The purpose of this report is to inform panel of the total proposed 2016/17 Engineering Capital Programme. As noted in Section 1 above, the Programme consists of both internally and externally sourced funding apportioned under a number of distinct funding streams as summarised in **Appendix 2**.
- 2.2 In order to support the objectives and strategies at a local and regional level through the Tameside Sustainable Community Strategy, the Third Greater Manchester Local Transport Plan and national goals of economic regeneration and reduced carbon emissions, the proposed Capital Programme is divided into a number of headings based on the funding shown in **Appendix 2**. This allocates proposed funding allocations to each heading, which includes re-profiled budget from 2015/16 this is outlined below.

Capital Minor Works Budget (Total £0.143m).

- 2.3 Funding is from budgets brought forward from the previous year. The proposed works continue to support strategies highlighted in 2.2 above including:
 - Traffic management
 - Accessibility
 - Minor safety schemes
 - Sustainable travel; rights of way and cycling
 - Supporting initiatives at a Greater Manchester level including linkages with Greater Manchester Major Transport Schemes

Structural Maintenance (Bridges and Structures) (Total £0.953m)

- 2.4 The main elements of the programme remain as reported in July 2016 (£0.653m). An addition to the current programme following a partnership agreement with an external developer is the requirement to approve spend of £0.300m in 2016/17 and £0.100m in 2017/18. This is required for King Edwards Court Retaining Wall where agreement has been reached between the Council and the developer to repair the wall.

This is to be funded as follows;

- £0.300m is to be allocated from revenue to fund repairs to the retaining wall in 2016/17,

- £0.100m additional funding from a developer in 2017/18 within a partnership agreement to enable repairs to the wall. The developer has also provided funding “in kind” by supplying construction materials.

Structural Maintenance (Principal/Non Principal Roads) (Total £1.712m)

2.5 As reported in July 2016.

Street Lighting – (Total £0.149m).

2.6 As reported in July 2016.

Other Works - (Total £9.477m):

2.7 This figure was reported as £9.957m in July, which included £0,480m for Longdendale Integrated Transport. This has now been re-profiled into 2017/18. Approval for this will be dealt with by the corporate Capital Monitoring report.

Vision Tameside

2.8 TfGM have agreed in principle that funding from them which was previously allocated to specific Tameside schemes may be reallocated to support Ashton Public Realm/Vision Tameside works. Full details of the funding for this project will follow the announcement of Growth Deal 3 allocations on 23rd November and will be the subject of a future report. Funding from the following projects is currently proposed to be reallocated.

- M60 J23 Pinch Point – (£0.359m)
- Improved Access to Metrolink Stops - (£0.300m)
- Access to Ashton Town Centre - (£0.191m)

3. RECOMMENDATION

3.1 That SP&CMP note the total 2016/17 Engineering Capital Programme, in the form set out in **Appendix 1** of this report and recommend it for approval to Executive Cabinet including any increases that are identified at paragraph 2.4.

APPENDIX 1

	BUDGET 2016/17 £000	BUDGET 2017/18 £000
ENGINEERS CAPITAL PROGRAMME		
MINOR WORKS		
STOCKPORT RD, ASHTON – PUFFIN CROSSING & 20MPH ZONE AMENDMENTS	70	
STRATEGIC ROUTE TRO'S	10	
PEDESTRIAN CROSSING IMPROVEMENTS	5	
LEES ROAD / QUEENS ROAD, ASHTON (HURST CROSS JUNCTION)	5	
ROAD MARKING & WARNING SIGN IMPROVEMENT PROGRAMME	10	
PUBLIC RIGHTS OF WAY	15	
CYCLING	28	
	143	
STRUCTURAL MAINTENANCE (Bridges and Structures)		
PRINCIPAL / GENERAL BRIDGE INSPECTIONS	55	
ASSET MANAGEMENT PLAN	15	
SHEPLEY BRIDGE	4	
MOSSLEY ROAD RETAINING WALL CONTINUATION SCHEME	15	
MANCHESTER ROAD CANAL BRIDGE	3	
RICHMOND STREET BRIDGE	262	
HUDDERSFIELD ROAD RETAINING WALL	200	
WALKERFOLD CULVERT	0	
WILSON BROOK CULVERT	0	
KING EDWARD ROAD RETAINING WALL	400	100
	953	
STRUCTURAL MAINTENANCE (Principal/Non Principal Roads)		
ASSET MANAGEMENT PLAN	47	
NETWORK PERFORMANCE/RESILIANCE	150	
STRATEGIC DRAINAGE	40	
STRATEGIC HRA	50	
STRATEGIC SURFACE IMPROVEMENTS	50	
TOWN CENTRE E70/BLOCK PAVING	10	
PRINCIPAL/NONPRINCIPAL ROADS - ASHTON	350	
PRINCIPAL/NONPRINCIPAL ROADS - DENTON	80	
PRINCIPAL/NONPRINCIPAL ROADS - DUKINFIELD	220	
PRINCIPAL/NONPRINCIPAL ROADS - AUDENSHAW	50	
PRINCIPAL/NONPRINCIPAL ROADS - DROYLSDEN	340	
PRINCIPAL/NONPRINCIPAL ROADS - HYDE	150	
PRINCIPAL/NONPRINCIPAL ROADS - LONGDENDALE	80	
PRINCIPAL/NONPRINCIPAL ROADS - MOSSLEY	30	
PRINCIPAL/NONPRINCIPAL ROADS - STALYBRIDGE	65	
	1,712	
STREET LIGHTING	149	
Total of 2016/17 Highway Maintenance Block	2,957	

Indicative 2017/18 Highway Maintenance Block		2,064
OTHER SCHEMES		
BOROUGH WIDE MINOR WORKS	6	
POTHOLE FUNDING	1,000	
Carriageway Structural Maintenance	18	
THE LONGDENDALE INTEGRATED TRANSPORT STRATEGY	0	8,289
ASHTON NORTHERN BYPASS - STAGE 2	279	
CONGESTION PERFORMANCE FUND (TRANCHE 4)	4	
LIVING STREETS	9	
CYCLE CITY AMBITION GRANT	9	
MUSE DEVELOPMENTS	15	
LOWER BENNETT STREET	16	
M60 J23 Pinch Point	359	
Access to Ashton Town Centre	191	
LED STREET LIGHTING INVESTMENT	2,304	2,304
Ashton to Stalybridge	228	
Crown Point Link Road	1,418	
Challenge Fund	2,199	500
Ashton Public Realm	0	300
Access to Metrolink Stops	300	
Hattersley Station passenger facilities	304	446
Huddersfield Narrow Canal	185	160
Ashton Canal Links	180	
Link to Velodrome	176	20
Dukinfield Corridor	160	
Permanent pothole repair	117	
OTHER FUNDING BLOCK	9,477	14,183
TOTAL	<u>12,434</u>	<u>14,183</u>

ENGINEERS CAPITAL PROGRAMME – APPENDIX 2 RESOURCES AS AT 1 NOV 2017			
Scheme	Funding	2016/17 £'000	2017/18 £'000
Capital Schemes Funded by Grants:			
Access to Ashton Town Centre	ITB Grant	191	-
M60 J23 Pinch Point	ITB Grant	359	-
Ashton to Stalybridge	Growth Deal 1 Grant	228	-
Ashton Public Realm	Growth Deal 2 Grant	0	300
Access to Metrolink Stops	Growth Deal 2 Grant	300	-
Crown Point Link Road	Growth Deal 2 Grant	1,281	-
Hattersley Station passenger facilities	Growth Deal 2 Grant	304	446
Huddersfield Narrow Canal	CAG2 Grant	185	160
Ashton Canal Links	CAG2 Grant	180	0
Link to Velodrome	CAG2 Grant	176	20
Dukinfield Corridor	GM Casualty Reduction Partnership Grant	160	0
Permanent pothole repair	TfT Pothole Grant	117	0
Challenge Fund	Challenge Fund Grant	2,199	500
Ashton Northern Bypass - Stage 2	TfGM	279	
Highway Maintenance Block Schemes	Highway Maint. block grant 17/18 - Indicative		2,064
Highway Maintenance Block Schemes	Highway Maint block grant 16/17	2,259	
Highway Maintenance Block Schemes	Highway Maint. Grant block 15/16	398	
Crown Point Link Road	Highway Maint. Grant block 15/16	65	
Various Other Schemes	Various Grants	22	
Total Grant Funding		8,703	3,490
Capital Schemes Funded by Other Contributions:			
Crown Point Link Road	S106 Contribution	72	
King Edward Road Retaining Wall	Developer Contribution		100
Various Other Schemes	Various Contributions	37	
Total External Contributions		108	100
Capital Schemes Funded by Corporate Support:			
LED Street Lighting Investment		2,304	2,304
Pothole Funding		1,000	
The Longdendale Integrated Transport Strategy		0	8,289
Total Capital funded by Corporate Support		3,304	10,593
Capital Schemes funded by Revenue			
King Edward Road Retaining Wall		300	
Carriageway Structural Maintenance		18	
		318	0
Total Funding		12,434	14,183

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Agenda Item 9

Report to:	STRATEGIC PLANNING AND CAPITAL MONITORING PANEL
Date:	28 November 2016
Reporting officer:	Damien Bourke, Assistant Executive Director (Development, Growth and Investment)
Subject:	SMARTLY POOLED SECTION 106 AGREEMENTS AND DEVELOPER CONTRIBUTIONS
Report Summary:	The report summarises the current position with regard to receipts received from section 106 Agreements and Developer Contributions and contains recommendations on the release of receipts.
Recommendations:	<ol style="list-style-type: none">1. To note the contents of the report.2. The following project has been signed off by the Executive Member for Clean and Green and it is recommended that they be authorised by the Strategic Capital Panel and recommend the Executive Cabinet give authority to release funds from the following available resources: Section 106 – Environmental Improvements in Audenshaw (£8,500) Developer Contributions – None
Links to community strategy:	Successfully implementing schemes funded through s106 agreements assists in supporting Community Strategy priorities concerning supportive communities, safe environment, prosperous society, learning community and attractive borough.
Policy implications:	Works completed through obligations contribute to mitigating the impact of developments in three policy areas contained within the Councils adopted Unitary Development Plan.
Financial implications: (Authorised By Section 151 Officer)	It is important that regular monitoring is undertaken to ensure that monies are paid to the Council when due; as per the individual S106 agreements. The S106 contributions and Developer Contributions must be spent within the agreed timescales and on the purposes specified within the individual agreements. A summary position of the S106 contributions and developer contributions is included in the report.
Legal implications: (Authorised By The Borough Solicitor)	Section 106 Obligations need to comply with the requirements of the Community Infrastructure Levy Regulations, which the adopted policy framework seeks to secure.
Governance Arrangements: (If applicable, the intended governance arrangements e.g. key decision, executive decision)	Section 106 obligations requested are done so following the policy framework set out to support this approach contained within the Councils adopted Unitary Development Plan.

Risk Management:

Developers will be entitled to claw back any contributions if they are not spent within the agreed timescales as per the agreements.

Contributions may not be received on time or at all without adequate monitoring. Any specific conditions included with S106 agreements must also be considered in the use of these resources to reduce developer challenges.

The continued implementation of the approach outlined beyond April 2015 is guided by professional judgement and as such is open to challenge. Keeping abreast of relevant legal cases and modifying the Councils approach accordingly will assist in minimising risk.

Access to Information:

The background papers can be obtained from the author of the report, Jason Dugdale by



Telephone: 0161 342 2601.



e-mail: Jason.dugdale@tameside.gov.uk

1. INTRODUCTION

- 1.1 This report summarises the position at the period 31 October 2016 with regard to receipts for Section 106 (s106) agreements and developer contributions and makes comments for each service area. This is followed by a section on new agreements concluded and pending.
- 1.2 Additionally the report provides an update following the implementation of section 106 (s106) Smart Pooling following the April 2015 deadline which brought to a close the requesting of developer contributions via the Councils now revoked Developer Contributions Supplementary Planning Document (SPD). Furthermore an update is provided in relation to the internal audit of the processes of collection, management and monitoring of the developer obligations system.

2. S106 UPDATE

- 2.1 The summary position statement at 31 October 2016 for s106 agreements and developer contributions is as follows:

Smart Pooling Section 106 agreements:

Section 106		Community Services	Engineering Services	Services for Children & Young People	Other	Total
		£000	£000	£000	£000	£000
S106 - Applied - Budget Transferred to Service Area	Balance Transferred Previous Years (2006/07 - 2015/16)	795	1,632	1,250	16	3,693
	Total	795	1,632	1,250	16	3,693
S106 - Schemes devised not yet signed off	Brought Forward from 2015/16	0	0	0	0	0
	Received Periods 1 - 3					0
	Received Periods 4 - 7					0
	Received Periods 8 - 10					0
	Received Periods 10 - Outturn					0
	Transferred to Service Area					0
Total	0	0	0	0	0	
S106 - Not yet earmarked	Brought Forward from 2015/16	(43)	(23)	(123)	0	(189)
	Received Periods 1 - 3	(14)	(8)	(17)		(39)
	Received Periods 4 - 7	(79)		(44)		(124)
	Received Periods 8 - 10					0
	Received Periods 10 - Outturn					0
	Transferred to Service Area					0
Total	(136)	(31)	(184)	0	(352)	
S106 - Not yet reached trigger point		(500)	(362)	(660)	(24)	(1,546)

Developer Contributions (based on SPD prior to CIL changes):

Developer Contributions	Green Space Contribution	Community Education Contribution	Integrated Transport Contribution	4% Administration Charge	Totals
	£000	£000	£000	£000	£000
Brought Forward from 2015/16	(201)	(61)	(14)	0	(276)
Received Periods 1 - 3	0	0	0	0	0
Received Periods 4 - 7	0	0	0	0	0
Received Periods 8 - 10	0	0	0	0	0
Received Periods 10 - Outturn	0	0	0	0	0
Transferred to Service Area	0	0	0	0	0
Approved at previous SCP for release at year end	0	0	0	0	0
Total	(201)	(61)	(14)	0	(276)

Overall position

2.2 The current position for s106 agreements is £352,000 as at 31 October 2016 with developer contributions standing at £276,000.

2.3 Services for Children and Young People

- The balance of unallocated s106 funds stands at £184,000 on 31 October 2016
- Developer contributions stands at £61,000 on 31 October 2016

2.4 Community Services (Operations and greenspace)

- The balance of unallocated s106 funds stands at £136,000 on 31 October 2016
- Developer contributions stands at £201,000 on 31 October 2016

2.5 Engineering Services

- The balance of unallocated s106 funds stands at £31,000 on 31 October 2016
- Developer contributions stands at £14,000 on 31 October 2016

New Section 106 Agreements

2.6 A section 106 agreement has been signed for an application at Charlotte House, Albert Road, Hyde. The planning application comprises the demolition of Charlotte house and the construction of a new apartment block containing 16 two bed apartments. The development provides commuted sums to mitigate against the impact the proposal may have on off-site open space provision. The sum of £6,400 will go towards an enhanced play area surface at the park on Croft Street, Hyde.

2.7 A section 106 agreement has been drafted for an application at St Stephens Church, Bennett Street, Hyde. The planning application comprises the conversion of existing church into 16 no. apartments and erection of 14 houses on land adjacent to church. The development provides commuted sums to mitigate against the impact the proposal may have on education. The sum of £25,000 will go towards the development of the new Discovery Academy in Porlock Street in Hyde.

2.8 A section 106 agreement has been proposed for an application at the former Conservative Club on Vernon Street, Ashton. The planning application comprises the construction of a new apartment block containing 24 two bed apartments. The development provides commuted sums to mitigate against the impact the proposal may have on off-site open space provision and highways.

- 2.9 The sum of £20,632.37 will go towards infrastructure improvements to King George's Park, Cedar Park and Smallshaw Fields to include new bins and benches, new play equipment and more sustainable planting. The sum of £16,482.24 will fund new and improved cycle and pedestrian links between Ashton and Queens Road/Palace Road as part of the Ashton/Stalybridge circular route identified in Tameside Cycling Strategy Options Report.
- 2.10 A section 106 agreement has been proposed for an application at 32 Denton Road, Audenshaw. The planning application comprises the demolition of existing gym and the construction of a new apartment block containing 13 two bed apartments. The development provides commuted sums to mitigate against the impact the proposal may have on off-site open space provision and highways.
- 2.11 The sum of £7,944.59 will assist the Council in providing footpath links to Shepley Wood to the east of the site.
- 2.12 The sum of £7,018.36 will fund highway safety improvements at the junction of Guide Lane, Shepley Lane & Denton Road, Audenshaw.

Requests to draw down funding

- 2.13 Operations and Greenspace would like to request a drawdown of £8,500; this is the remaining balance from the Morris Homes Development in Audenshaw S106 Agreement no. 05/00840/OUT. This funding will be used for Environmental Improvements in Audenshaw.

3. POLICY UPDATE

- 3.1 As previously reported to Strategic Capital Panel, the Council continues to collect developer obligations for site specific mitigation via S106 agreements, smartly pooling tariff style contributions to avoid limits introduced by the Community Infrastructure Levy (CIL) Regulations. The online calculator assists in generating a contribution tariff figure that this is fair, reasonable and proportionate in its scale to a proposed development.
- 3.2 In November 2014 the government introduced a lower development threshold limit from which tariff style contributions should not be sought via a Written Ministerial Statement. The Government's decision to introduce such a threshold was challenged by a number of authorities, with the High Court ruling in their favour in July 2015. The Court of Appeal however has recently overturned this, with the effect of re-introducing the initial Government policy announcement.
- 3.3 The Panel should therefore be aware that current national policy directs that tariff style contributions should not be sought from developments of 10-units or less, and which have a maximum combined gross floorspace of no more than 1,000sqm.
- 3.4 Obligations requested by the Council are supported by the policy framework set out within the adopted Unitary Development Plan (specifically policies: H5-Greenspace, H6-Education and T13-Highways). In the case of policy H6, a minimum development limit of 25 or more dwellings already applies and therefore the above changes to national policy do not affect the Councils ability to request contributions toward this type infrastructure.
- 3.5 It should also be noted that national policy advises there may still be instances, even where the development threshold limits apply, that obligations may be required to make a site acceptable in planning terms.

4. MONITORING AND AUDIT

- 4.1 As previously reported to the Panel, to effectively manage the post April 2015 s106 smart pooling system, the Council has implemented a number of technical and policy changes. However alongside this a robust monitoring system is required as previously identified and brought to the attention of SCP.
- 4.2 The above processes and procedures are currently the subject of an internal audit. Although it was envisaged the outcome findings of the audit and appropriate responses would be in a shareable position the audit remains ongoing, albeit in its latter stages.
- 4.3 Draft outcomes of the internal audit are expected shortly which will assist in identifying an appropriate set of further actions requiring attention and the resources required to deliver on these. Ultimately officers will welcome the outcome findings of the audit and share them with SCP in due course in helping to further deliver a robust and effective process.

5. RECOMMENDATION

- 5.1 As stated at the front of this report.

APPENDIX A – PROJECTS REGISTER

Community Services (Operations and greenspace)

Site	Town	Easting	Northing	Works	Approximate Costs
Park Bridge	Ashton	393699	402697	Increase accessibility to the site by improving footpath network, signage, interpretation and enhancements to key entrance points.	£40,000
Park Bridge Rocher Vale	Ashton	393699	402697	Improved signage and links to cycle route 626	£5,000
Park Bridge Fennyfield Path	Ashton	393699	402697	Improvements to the path	£7,500
Pond at Park Bridge	Ashton	393699	402697	Improvements to the pond for use by local schools and families.	£20,000
Daisy Nook	Ashton	392523	400896	Upgrade surface of the bridle path to make it more user friendly for families with pushchairs, new cyclists and those with limited mobility.	£25,000
King George's Park	Ashton	394172	399724	Upgrade existing play area including new play equipment.	£40,000
Scout Green	Mossley	397537	401269	Improvements to bridleway	£10,000
Scout Green	Mossley	397537	401269	Level off land adjacent to toilet block	£10,000
Mossley Park	Mossley			Improvements to play kit and surfacing	£20,000
Werneth Low Road	Hyde	396041	393595	Enhance footpaths and riding tracks in the area to improve accessibility.	£60,000
Hurst Clough	Longdendale	398743	394829	Improvements to bridge and footpath works	£40,000

Site	Town	Easting	Northing	Works	Approximate Costs
Lymefield, Broad Mills	Longdendale	399624	393554	Improve accessibility and use of the site through interpretation, improvements to the footpath network to make them more usable and additional signage.	£20,000
Tower Street	Dukinfield	394905	398188	New benches, enhanced entrance signage and street planters	£8,000
Tower Street	Dukinfield	394905	398188	Enhancements to play area	£20,000
Lees Park	Droylsden	390844	398588	Improvements including additional footpath network to provide a link through to the Metrolink Station, additional signage and removing physical barriers to access.	£20,000
Hollinwood Branch Canal	Droylsden	392011	400450	Enhancements to pathways and signage	£10,000
Medlock	Droylsden	390622	398795	Upgrade paths, more whip planting, drainage gullies, replace some play kit, zip wire safety surfacing.	£10,000
Sunnybank Vale	Droylsden	389241	399111	Improvements to Greenside Lane entrance	£6,000
Floral Gardens	Droylsden	389856	398300	Improvements to kid's kick-a-bout area, retaining wall around it, refurb play kit.	£15,000
Silver Springs	Stalybridge	395536	400001	Access improvements	£50,000
Egmont Street	Stalybridge	397529	401638	Improve railings and frontage; improve play area; remove balsam	£30,000
Cheetham Park	Stalybridge	396568	398271	Remove old shrub beds, replace with birch copse	£10,000

Site	Town	Easting	Northing	Works	Approximate Costs
Cheetham Park	Stalybridge	396568	398271	Improve access to the woodland through footpath improvements, interpretation and signage.	£15,000
Cheetham Park	Stalybridge	396568	398271	Drying shed – improve, open up, create shelter.	£40,000
Stamford Park	Stalybridge	395466	399046	New piece of play kit in toddler play area. Timber seating within toddler play area	£25,000
Brushes	Stalybridge	398009	399470	New boardwalks	£7,000
Shepley Wood	Audenshaw	392765	396650	Create footpath around edge of field.	£20,000
Haughton Dale	Denton	393555	393281	Tree planting, stiles, fencing.	£8,000

Services for Children and Young People

Site	Town	Easting	Northing	Works	Approximate Costs
Livingstone primary and nursery school	Mossley	397126	401956	Extension works to create two classrooms	£350,000
Aldwyn Primary and Hawthorns Special Schools	Audenshaw	391264	398133	Five new classrooms and associated works	£2,000,000
St John's CE Primary School	Dukinfield	395399	397647	Additional two classrooms	£450,000
Milton St John's CE Primary School	Mossley	397409	402652	Additional classroom and associated remodelling works	£40,000
St James' RC Primary School	Hattersley	397916	394915	Additional classroom	£175,000

Engineering Services

Site	Town	Easting	Northing	Works	Approximate Costs
Clarke Way	Hyde	394828	395264	Cycle and Pedestrian crossing improvements to improve accessibility to town centre	£40,000
Laburnum Rd	Denton	389800	395496	Traffic calming through the introduction of one-way operation system	£15,000
Manor Rd	Droylsden	389373	398287	Central separation	£15,000
Stamford St	Mossley	396844	402290	Pedestrian crossing facilities	£30,000
High St and Quarry St	Stalybridge	395826	398201	Provide pedestrian crossing facilities at signals	£12,000
Oxford Rd and Foundry St	Dukinfield	394767	397717	Contribution to provision of pedestrian crossing facilities at signals to improve accessibility for pedestrians	£12,000
Demesne Drive	Stalybridge	397299	398402	Carriageway widening to improve public transport links	£15,000
Borough wide	NA			Variable Message Signage for traffic calming	£20,000
Willshaw Lane	Ashton	393400	400269	Pedestrian Crossing	£30,000
Manchester Road	Denton	391434	395673	Rail station cycle link	£35,000
Fern Lodge Drive- Palace Road	Ashton	394966	400123	Cycle link	£10,000
Stamford Park	Stalybridge and Ashton	395403	398972	Core cycle route through the park	£8,000
Peak Forest Canal	Hyde	394323	394310	Improved direction and destination signage and enhance pedestrian and cycle routes	£1,200

Site	Town	Easting	Northing	Works	Approximate Costs
Peak Forest Canal	Dukinfield	393897	396245	Improved direction and destination signage and enhance pedestrian and cycle routes	£1,200
Watson St and Manchester Road	Denton	393630	395409	Cycle link between	£5,000
Hyde Road	Denton	393555	395397	Segregated cycle lanes	£10,000
Tame Valley	Denton	393769	395536	Upgrade paths to cycling standard and upgrade footpath to bridleway	£75,000
Mellor Road and Stamford Park	Stalybridge and Ashton	395574	399756	Improve cycle route	£20,000
Victoria St to Hickenfield Road	Hyde	395766	396009	Cycle track upgrade	£12,000
Bradley Green Road to Yew Tree Lane		395768	396788	Improved cycle link	£20,000
Ashton Norther Bypass to Romney Street	Ashton	394206	399299	Cycle link	£10,000

Report To: **STRATEGIC PLANNING AND CAPITAL MONITORING PANEL**

Date: 28 November 2016

Reporting Officer: Ian Saxon - Assistant Executive Director for Environmental Services

Subject: **STRATEGIC TRANSPORT REVIEW – COUNCIL FLEET VEHICLES – FLEET REPLACEMENT PROGRAMME 2017**

Report Summary: The Council currently operates a varied fleet of 152 vehicles of varying types from vans to refuse vehicles to provide its numerous services to the residents of the Borough. It also operates a fleet of 134 items of plant equipment giving a total fleet size of 286 vehicle and plant.

A report for the essential replacement of 58 vehicle and plant was approved by the Strategic Capital Panel on 13 July 2015

This report identifies a further 129 vehicles and plant of various specifications that are now due replacement 2017/18

Following consultations with Service Unit managers it has been determined that 64 of these 129 items are capable of remaining in service for a further 12-24 months.

Subsequently the report concentrates on the replacement of the remaining 65 items as being identified as being in need of essential replacement in order to continue the effective operation and delivery of services. The average age of replacement will be 8 years at 2017

From these 65 items, 50 units will require funding via borrowing and 15 will be funded using Transport Services reserves set up for this purpose.

Of the 50 units requiring borrowing 9 are welfare buses 8 of which currently on contract hire and have already had the contract extended by a further 12 months which is due to expire in May 2017.

It is now essential to the continued operation of services that these remaining 65 vehicles and plant are replaced.

This report sets out the business case for the replacement of these vehicles and plant.

The options presented in this report represent the best value way of meeting the Council's needs and achieving a variety of options of savings available, whilst maintaining the operational efficiency of services.

Recommendations: That the Strategic Planning and Capital Monitoring Panel recommends to Cabinet to approve;

- 1 The procurement the 65 vehicles and plant identified in the report via a competitive EU tendering process or approved frameworks and the necessary recommendation to Council to amend the Capital programme accordingly. All funding to be repaid by recharging service areas an annual rental to cover purchase, borrowing and maintenance costs covering

- the borrowing period of 8 years.
2. Based upon the results of the financial appraisal it is recommended that approval is granted for the purchase of the 65 vehicles and plant detailed in the main body of the report to be pursued by prudential borrowing and internal funding.
 3. That an ongoing exercise is undertaken for the remaining fleet items in conjunction with its on-going review of services to ensure that the Council can call upon a fleet of vehicles to support the delivery of those identified services in the most effective manner.
 4. That when all capital and borrowing is repaid, rentals remain fixed to allow continued contribution to the Council's transport reserves to assist in future fleet replacement programmes.

Links to Community Strategy:

The purchase of the vehicles will enable the Council to continue to provide its services to the citizens of the Borough

Policy Implications:

The purchase of the vehicles is an essential requirement for the Council to provide services to the community in a safe manner in line with its obligations as an operator of a large fleet of goods vehicles.

**Financial Implications:
(Authorised By Section 151 Officer)**

A financial appraisal for the replacement of the 65 fleet items has been carried out. 15 of the vehicles/plant are to be financed using Transport Services reserves built up for this purpose over a period of 5 years with the remaining 50 vehicles/plant financed over 8 years via prudential borrowing.

Prudential Borrowing was considered with leasing options as a proposed funding option and following the appraisal is shown to represent the best value and is therefore the proposed funding option. The cost of this is identified in **Appendix 2**.

It should also be noted to further confirm prudential borrowing as the most appropriate method that estimated residual values for the Operating Lease option have been calculated at 18%, the Council in its figures used a value of 10%. In addition to this the return conditions placed on the Council are unrealistic for the age and use of the vehicles; previously we have incurred unbudgeted costs of £79,477.

Based in the above appraisal Prudential Borrowing has been included within the annual rental costs to service providers.

The 15 items to be funded from reserves will cost £97,352 and there is provision within the transport replacement reserve for this.

The estimated annual cost to Services for the replacement of the 65 items is £487,938; agreement has been received from service areas that this will be funded from existing revenue budgets.

Note all prices obtained are outside of any tender process and are likely to fluctuate both positively and negatively.

The estimated residual values at the end of the terms will be used to offset future replacement purchase costs.

**Legal Implications:
(Authorised By The
Borough Solicitor)**

The value of the proposed procurement exceeds the OJEU threshold. Accordingly a competitive procurement will be required involving either a tender exercise or a mini-competition under an authorised framework in accordance with the Public Contracts Regulations 2015. This report is premised upon the fact that the service have in place the most cost efficient and effective working arrangements.

Risk Management:

Set out in the report - see Section 5

Access to Information:

The background papers can be obtained from the authors of the report,

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1. BACKGROUND

Council Fleet

- 1.1 The Council operates a large and varied fleet of vehicles and equipment to enable it to provide core services to the citizens of the Borough. Over the last 5 years through the works of the Strategic and Operational Transport Group via service redesigns, the Council's fleet has reduced by 41% from 486 vehicles and plant to 286 vehicles and plant. The fleet is made up of vehicles of mixed ages.
- 1.2 The Council operates a fleet of 134 items of plant equipment ranging from excavators to lawn mowers. All plant is primarily contained and operated by two service areas, those being the Engineering Delivery Team for civil engineering works and highway maintenance, and Greenspace Operations for grounds maintenance, street cleansing and the upkeep of the Tame Valley via the Countryside Unit and the Aboricultural Unit.
- 1.3 On 13 July 2015 the SCP approved the replacement of 58 items of vehicles and plant part of the approval was the recommendation that a review of the whole fleet is undertaken to determine the Council's fleet needs over the next 3 to 5 years to support service delivery. Also recommended was a cost analysis of the remaining fleet to determine the most appropriate vehicle strategy going forwards for the next 3-5 years. The initial stage of this review was the replacement of 22 refuse collection vehicles, where approval was given by the SCP on 14 March 2016 to replace the vehicles, the second part of the review is this report. Item 3.2 lays out the procurement strategy for the fleet.
- 1.4 With regards to the approval to replace 22 refuse vehicles it was decided that only 20 would be replaced under the authorisation from SCP in March 2016 due to tendered prices exceeding the approved spending envelope. The two remaining vehicles are included in the number of replacements detailed in this report.
- 1.5 Of the 286 vehicles and plant currently on fleet and taking into account the previously authorised replacement of the 58 vehicles and plant (July 2015) and the 20 refuse collection vehicles (March 2016), a further 129 of them are due replacement 2017/18. An assessment of the vehicles and plant by Service Unit Managers and the Council's Transport Manager has been carried out. This assessment resulted in the identification of 64 vehicles and plant that are of sufficient condition to enable a continuation of use for an additional 12-24 months.
- 1.6 There is an immediate need to replace 65 vehicles and plant equipment. This is broken down into 40 vehicles and 25 items of plant (see **Appendix 1**)
- 1.7 These 65 items are further broken down into externally funded (borrowing) and internally funded (use of Transport Services reserves to fund) (see **Appendix 2**).
- 1.8 The 65 items are further broken down by service area and rental costs. It is the funding of these appendices that approval is requested (see **Appendix 3**).
- 1.9 Traditionally the fleet is sourced using Prudential Borrowing to facilitate outright purchasing and ownership.
- 1.10 The period of borrowing attached to each vehicle or piece of plant is designed to terminate at the age at which the vehicle reaches its optimal operation life of between 5-8 years and will then require replacement.
- 1.11 It is not practical or advisable to extend the period of ownership of these 65 vehicles and plant further due to increased maintenance cost, reliability issues (resulting in increased operational downtime and costs) and safety issues.

2 COUNCIL SERVICE PROVISION

- 2.1 In the identification of the Council's Fleet requirements, consideration must be given to many factors. Fleet vehicles support the provision of both direct operational services to the public (for example refuse collection vehicles) and also support services (vans for IT support to out-stations).
- 2.2 There are five important questions that must then be asked to determine what the Council's Fleet requirements are:
- Is this a service that the Council wishes to see provided?
 - Is this service provided by the Council directly?
 - What are the fleet requirements for the identified level of service?
 - What are the financial implications for the Council?
 - What are the risks to the Council – if any of the above change?
- 2.3 The Council is currently reviewing its options in terms of service delivery with consideration being given to bringing together all direct operational services into a single area.
- 2.4 Examination of fleet requirements to support these operations needs to address the questions above.
- 2.5 One of the Council's key objectives is to support economic growth in the Borough. Services which support this objective include those that provide for the free flow of traffic on the Borough's highways; gully emptying to prevent flooding, winter gritting operations and street cleansing vehicles to keep roads free of litter and provide an attractive place to live, visit and do business. Also the provision of statutory transport for children (pupils) with Special Educational Needs (SEN) and vulnerable adults with learning difficulties or age related conditions. (9 of the 65 items needing replacement are welfare buses operated by the Council via its Integrated Transport Unit).
- 2.6 All of these services, regardless of who provides the service or how frequently they are provided, require vehicles and equipment to support these operations.
- 2.7 Transport Services has discussed and continually challenges operational services managers to identify fleet savings. All of the vehicles listed for the replacement in this report have been identified by the managers of the service areas as essential for the operation of these services and equally as important, within funding envelopes to pay back (any borrowing or the Council reserves).
- 2.8 In the case of the Civil Engineering Operational Services, this service area recovers the cost of its transport vehicles and plant as part of its charges for delivering works.
- 2.9 Transport Services is currently in the process of exploring partnership and looking at alternate deliver methods for other operational services in addition to Transport. However, regardless of the supplier or how services are delivered, the Council will still need the identified fleet items to continue to provide services.
- 2.10 The section below details the business case for the replacement of the 65 fleet vehicles and plant to support the delivery of these services.

3 TAMESIDE COUNCIL FLEET

- 3.1 The current fleet of 286 vehicle and plant equipment is made up of 152 vehicles and 134 items of plant equipment. 40 vehicles and 25 items of plant equipment have now exceeded their optimum life and are in need of replacement.

3.2 Fleet Position

Fleet Reductions 2012-2016

Year	Vehicles	Plant	Total	Reduction Vehicles	Reduction Plant	Total Reductions
2012	198	288	486			
2013	166	288	454	32	0	32
2014	156	186	342	10	102	112
2015	154	139	293	2	47	49
2016	152	134	286	2	5	7
Total				46	154	200

Procurement Activity 2012-2017

Replacement Action	Units replaced	Progress	Next Replacement due
Fleet reductions from 2012 to 2016 = 200 down to 286	200 items removed from fleet following service area reviews	Ongoing	Not applicable
2012 SCP report and authorisation to replace 9 x refuse vehicles	9 x 26 Ton Dennis refuse collection vehicles	Vehicles delivered December 2012	2020
2014 SCP report approved to replace 12 vehicles	8 x Road sweepers 3 x HGV Tipper/Gritters 1 x Gully Tanker	Units procured and on Fleet 2015	2020 sweepers 2023 HGV
2015 SCP report and approval for the replacement of 58 vehicle and plant	13 items of plant 22 HGV tippers/Road Sweepers/box vans/tower access vehicles/welfare bus 23 light commercial vehicles/tippers/4 x 4 vehicles	Units procured deliveries due October-December 2016	2024
2016 SCP report and approval for replacement of 22 refuse collection vehicles (actual 20)	18 x 26 Ton Dennis refuse collection vehicles for Domestic/recycling Collections 2 x 26 Ton Dennis refuse collection vehicles for trade waste 2 x 12 Ton DAF refuse collection vehicles for rural areas domestic/recycling	Numbers reduced to 20 to enable the authorised spend to be complied with the 2 outstanding added to this exercise	2025
2016/17 This report to replace 65 vehicles and plant	See Appendix 1 for details	This report to be table for next SCP meeting November 2016	2020 small plant 2022 large plant 2025 Vehicles
2017/18 report to replace essential items	This and future reports for authorisation to replace will be determined by services areas needs at the time along with an assessment of condition of units	No detail available at present	No detail at present

The Future of the Council Fleet (Implications of Not Replacing Fleet Vehicles)

3.3 Any extensions to the fleet age profile would require additional vehicle fitters to cover additional routine and reactive maintenance. Even this would still result in increased vehicle down time.

3.4 Additional financial provision for short term replacement would be required.

Impact on Vehicle Availability

3.5 As vehicles lives are extended and worked harder, there will be an increase in breakdowns and additional off-road time for maintenance.

3.6 Vehicle down-time results in loss of productivity and efficiency of the workforce resulting to reduced service delivery.

3.7 The increased vehicle downtime would inevitably lead to an increase in the use of short term rental vehicles to supplement the increase vehicle downtime this would come at a significant financial cost.

Impact on Maintenance and Servicing

3.8 Any extensions to the fleet age profile would require additional vehicle fitters to cover additional routine and reactive maintenance.

3.9 Maintenance costs will increase due to increased wear on major components.

3.10 Even with additional fitters to cover any increased workload the use of additional hire vehicles to cover off road time will be required.

Impact on Safety and the Council's Operator's Licence

3.11 If additional resources were available to cover the increased maintenance then the impact on safety would be negated.

3.12 Although none of the vehicles due replacement are specified on the Council's Operators Licence there is an expectation by the Traffic Commissioner that all fleet vehicles and plant are operated and maintained to the same standards.

4. FINANCIAL CONSIDERATIONS

Historical Perspective

4.1 Consideration in the past for the makeup of the Council's fleet has been based on the requirements of service areas.

4.2 Increasingly over the last few years, due to uncertainty of what services will require, decisions to lease hire have been made which has often been a more expensive option.

4.3 The current rentals to services for the 65 vehicles and plant are contained in **Appendix 3**.

Current rental costs to services total £423,043

New rental costs to services total £487,938 this is an of increase of £64,895

The reasons for the increase in costs are

- 1) Current rental are low due to services taking advantage of short term savings due to the vehicles capital costs being met and all borrowing repaid.
- 2) New vehicle/plant prices include recent legislation changes requiring all engines to be Euro 6 compliant. (see also comments 4.6 to 4.8)

4.4 Consideration should be given to maintaining Council reserves for fleet funding by not reducing rentals when capital and borrowing is paid back to allow any surplus to be retained in transport Services reserves for future fleet funding. This will be a recommendation of this report.

4.5 To replace the vehicles identified in appendix 1, it is expected to cost the authority as per the breakdown below

- Purchase costs 65 vehicles and Plant = £2,256,704
- Borrowing requirement
(£2,256,704 less use of reserve £97,352) = £2,159,352
- Borrowing will incur interest based on 1.21% over 8 years = £112,718

Total Cost to Authority = £2,369,422

4.6 The purchase costs in this report are estimates based on previous purchases and published retail prices where available and are outside of a competitive tendering exercise.

4.7 It is anticipated that a reduction on these prices could be achieved through the tender process. However, the opposite must also be considered as manufacturing costs increase and the impact of decision to exit the EU on manufacturing and importing are understood. It is anticipated that article 50 will be activated March 2017.

4.8 It is anticipated based on the prices above (as best as can be determined outside of a formal tender) that the actual cost to the Council will be as per 4.5 above

Note:

All the vehicles will have an operational life of 8 years with the exception of the plant which have operation life of between 3 and 5 years, the borrowing periods are designed to match operational lives of the vehicles and equipment.

Purchase Options

4.9 An exercise has been completed with the Council's Treasury Management Team and financial advisors, Capita to identify the most advantageous financial options for the procurement of the 65 fleet items. Three different methods were explored as options available to the Council; the options were as follows:

- **Operating Lease** – Under an operating lease the Council would pay regular rental payments to the supplier, at the end of the lease agreement the Vehicles would return to the supplier. The Council would not have ownership of the vehicles at any point under an operating lease.
- **Finance Lease** – Under a Finance Lease the Council would make regular payments to the supplier, the payments would be made up of a Principal repayment element and an interest element. At the end of the lease term the ownership of the Vehicles would be with the Council.
- **Prudential Borrowing** – The Council would acquire outright ownership of the vehicles at the outset and would make a one off payment to the supplier. The Council would then be required to repay the Borrowing over the operational life of the vehicles. Estimates at the time of writing this report indicate that interest rates of 1.21% will be applicable (subject to market fluctuations) over 8 years.

4.10 The following table shows a worked example and comparison of the financial implications of the three options available to the Council on a **selection** of 50 of the 65 vehicles and plant to be replaced over the expected operational lives of the vehicles.

Year	Operating Lease	Finance Lease	Borrowing
8	£1,537,115	£1,643,535	£1,538,651

- 4.11 Although the operating lease option initially offers a saving of £1,536 a direct comparison cannot be made between the three options because with the Operating Lease option the vehicles are not owned by the Council after their 8 year term. The Council will own the vehicles with the Borrowing option and Finance Lease option; therefore the residual values need to be included in the assessment. This ensures that the true overall net capital costs are compared for all three options. It should also be noted that the Lessors will impose strict return conditions on the Council to offset their residual values. The last fleet operating lease attracted return condition costs of £79,447.
- 4.12 As a result of the above example Prudential borrowing offers the best value option for the funding of the vehicles and plant.

Financial Summary - Costs to the Authority

- 4.13 There is an expected residual value attached to the new vehicles/equipment at the end of their operational lives of 5 or 8 years this value is anticipated to be circa £286,608 at the end of the 3, 5 and 8 years operational life, receipts for the vehicles and equipment when sold will go to offset the purchase and borrowing costs of future fleet replacements.
- 4.14 The residual value of the fleet to be replaced is £114,339 these receipts will go into the transport Services reserve to offset borrowing for future replacement programs.
- 4.15 The current residual value of the 65 items being replaced is expected to be minimal due to the condition of the vehicle/plant. It therefore recommended that any residual value received for these items be added to the Transport reserves for future fleet replacement programs.

Cost to Services

- 4.16 All the 65 vehicles and equipment listed in this report support the operation of a number of services and have been identified by managers as essential for the operation of these services.
- 4.17 The estimated annual cost to the various services is as per **(Appendix 3)**

5. RISK MANAGEMENT

The main risks associated with this decision are as follows:

- 5.1 Although it is anticipated that improved prices will be achieved through the tender process it is not guaranteed and market forces may result in an increase purchase costs against the original quotes e.g. it is anticipated that the introduction the requirement for Euro 6 engines may result in increased costs across the industry although manufacturers initially feel they have forecasted their costs accurately but will not be held to quotation prices.
- 5.2 The decision to exit the EU may also have a negative effect on manufacturing and import costs although this cannot be determined at present.
- 5.3 Further service reviews may identify a need to reduce overall their vehicle demand, and return one or more of the vehicles before the end of the borrowing period. In this event, the service area may be subject to early return costs. These costs will be met by that service and will be calculated using the following process: The item returned early will be sold with the receipts of the sale going to offset the outstanding borrowing, the short fall (if any) will be recharged to the service returning the vehicle.

- 5.4 Residual values may not be realised as expected due to market conditions at the time of sale.
- 5.5 It is essential that a decision on this report is progressed quickly to allow build slots to be obtained as soon as possible as lead times for specialist vehicles and equipment is currently 26-30 weeks and if we are to continue to provide services the existing fleet cannot be relied up to support services indefinitely.
- 5.6 If authorisation to replace the 65 vehicles and equipment contained within this report is not given then:
- If the Council decides to extend vehicle usage, again this would be against the advice of its Transport Service department as resources to maintain a fleet of this age is not available and its performance in delivering services would be significantly reduced;
 - As vehicles lives are extended and worked harder, there will be a significant increase in breakdowns and additional off-road time for maintenance;
 - Vehicle down-time results in loss of productivity and efficiency of the workforce;
 - Any extensions to the fleet age profile would require additional vehicle fitters to cover additional routine and reactive maintenance; and
 - Additional financial provision for short term replacement vehicles would be required.
- 5.7 The Council needs to consider its current plans for the delivery of operational services. To protect the Council, should any services be provided by an external supplier, provision should be made with the supplier to utilise any Council owned fleet to deliver services.
- 5.8 A summary of the risks, impact and mitigating factors are included in the table below, divided into two categories, replacing or not replacing the fleet

5.9 **Risk Summary**

Risk	Impact	Mitigating Actions	Outcome
Replacing Fleet			
Price increases	Additional Costs	Procurement processes	Subject to market forces
Reduction in Services	Possible fleet surplus	New Fleet – higher residual value	Risk minimised
Stopping of Services	Possible fleet surplus	New Fleet – higher residual value	Risk minimised
Service Provided by third party	Possible fleet surplus	Include in arrangements with provider to utilise Council Fleet	Risk minimised
Residual values	Cost shortfall	Subject to market forces	Still provides Council with most cost effective method for fleet options
Delivery Times	Service delivery / safety	Early decision	Urgent action required
Not Replacing Fleet			
Impact on Service Delivery	Downtime / inefficiencies	Replace fleet	New Fleet
All vehicles require replacement next year	Cost/ safety	Replace fleet	New Fleet
Increased costs Servicing Repairs Downtime Replacement hires Staff time	Increased costs Servicing Repairs Downtime Replacement hires Staff time	Replace fleet	New Fleet

Safety / 'O' Licence	Intervention by Traffic Commissioner	Replace fleet	New Fleet
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6. ADDITIONAL CONSIDERATIONS

Environmental Issues

- 6.1 The current fleet is ageing and operates on outdated euro emissions standards of Euro 3, 4 and 5 type engines.
- 6.2 A replacement fleet would operate on Euro 6 engines. These would provide both improved fuel efficiency and a reduction in CO₂ and harmful particulate matter, thus improving air quality.

7. RECOMMENDATIONS

- 7.1 As set out at the front of the report.

APPENDIX 1

Items of Fleet Reaching End of Operational Life 2017/18

Description	Numbers	Age 2017	Operational Life	Function/Duties
Mercedes Sprinter 16 Seat Welfare Bus	9	5 to 8	8	SEN/Adult Statutory Transport
Neuson Wacker dumper	4	9	5	Cemeteries Grave Digging
Johnston VT550 Road Sweeper	1	8	8	Street Cleaning
Ford Transit 3.5T Van lwb 350L 115ps	2	8	8	Street Cleansing/Engineers Call-out
Ford Transit 280 Van swb 115ps	2	8	8	Library books delivery/collections-Tame Valley Maintenance/Cemeteries
Ford Transit 350L 115ps Tipper	8	8	8	Highway Maintenance/Street Cleansing
Ford Transit C/Cab Caged Tipper 350	7	8	8	Adult Services grounds maintenance/Street Cleansing
Peugeot Partner SL1 1.6HDI	9	7	5	Supervisor vans/messenger deliveries/community alarms/IT engineers
Toro HD21 Rotary Mower S/P	8	5	5	Grounds Maintenance Mower
John Deere X748 4WD Ride-On Mower	2	5	5	Grounds Maintenance Mower
Kubota M9540	4	6	5	Grounds Maintenance
Tacheuchi TB816 Mini Digger + Trailer	2	8	8	Cemeteries Grave Digging
Timberwolf Chipper Model TW 350DHB.	1	5	5	Aboricultural services wood disposal
Toro Rotary Mower 16HP 36" S/D	4	5	5	Grounds Maintenance Mower
Dennis 6 x 2 Elite/Phoenix 2 26 Ton Refuse Collection Vehicle	2	8	8	Waste Services

A total of 65 items to be replaced

Note

8 of the welfare buses will be 5 years old but are currently on an extended contract hire that expired in 2016 so require replacement to maintain compliance with PSO,s

APPENDIX 2

Cost Summary (internal funding and external funding/borrowing)

Items requiring replacement to be financed via Transport Services reserves

Description	Funding Method	Numbers Required	Replacement cycle/Years	Est Purchase prices for group
Toro HD21 Rotary Mower S/P 4	Reserves	8	3	£5,952
John Deere X748 4WD Ride-On Rotary Mower	Reserves	2	5	£28,400
Timberwolf Chipper Model TW 350DHB.	Reserves	1	5	£45,000
Toro Rotary Mower 16HP 36" S/D	Reserves	4	5	£18,000
			Total	£97,352

Items requiring replacement to be financed via borrowing

Description	Funding Method	Numbers Required	Replacement cycle/years	Est Purchase prices for group	Borrowing rate@ 1.21 over 8 years	Combined cost
Kubota M9540 Tractor	Borrowing	4	8	£207,000.00	£10,805.47	£217,805.47
Tacheuchi TB 816 Mini Digger + trailer	Borrowing	2	8	£48,000.00	£2,505.62	£50,505.62
Mercedes Sprinter 16 Seat Welfare Bus	Borrowing	9	8	£675,000.00	£35,235.23	£710,235.23
Neuson 1 Ton dumper	Borrowing	4	8	£64,000.00	£3,340.82	£67,340.82
Johnston VT550 Road Sweeper	Borrowing	1	8	£140,000.00	£7,308.05	£147,308.05
Ford Transit 3.5T Lwb Van	Borrowing	2	8	£65,000.00	£3,393.02	£68,393.02
Ford Transit 280 Swb Van	Borrowing	2	8	£46,150.00	£2,409.05	£48,559.05
Ford Transit C/Cab 350L 115ps Tipper	Borrowing	6	8	£180,000.00	£9,396.06	£189,396.06
Ford Transit 350L 115ps Tipper	Borrowing	2	8	£60,000.00	£3,132.02	£63,132.02
Ford Transit C/Cab Caged Tipper 350	Borrowing	7	8	£210,000.00	£10,962.07	£220,962.07
Peugeot Partner SL1 1.6HDI	Borrowing	9	8	£108,000.00	£5,637.64	£113,637.64
Dennis 6 x 2 Elite/Phoenix 2	Borrowing	2	8	£356,202.00	£18,593.87	£374,795.87
			Total	£2,159,352.00	£112,718.92	£2,272,070.92

APPENDIX 3

Cost to Services

Adult Services

REG NO.	Description	Service Area	New Annual Rental	Current Annual Rental	Variation
MV10WUR	Ford Transit C/Cab Caged Tipper 350	Adult Services	£5,843.63	£2,282.76	£3,560.87
MV10RVK	Peugeot Partner SL1 1.6HDI	Adult Services	£2,996.53	£1,271.66	£1,724.87
MV10RVL	Peugeot Partner SL1 1.6HDI	Adult Services	£2,996.53	£1,271.66	£1,724.87
Total			£11,836.68	£4,826.08	£7,010.60

Engineering Operations

REG NO.	Description	Service Area	New Annual Rental	Current Annual Rental	Variation
MK59VTN	TRANSIT LWB 350L 115PS	Engineering Operations	£6,363.40	£1,794.09	£4,569.31
MV10WKO	Ford Transit 350L 115ps Tipper	Engineering Operations	£5,843.63	£2,282.76	£3,560.87
MV10WKD	Ford Transit 350L 115ps Tipper	Engineering Operations	£5,843.63	£2,282.76	£3,560.87
MV10RUO	Peugeot Partner SL1 1.6HDI	Engineering Operations	£3,283.26	£1,558.39	£1,724.87
MV10RUR	Peugeot Partner SL1 1.6HDI	Engineering Operations	£3,283.26	£1,558.39	£1,724.87
Total			£24,617.16	£9,476.39	£15,140.77

Environmental Health (Cemeteries)

REG NO.	Description	Service Area	New Annual Rental	Current Annual Rental	Variation
MA59XST	Ford Transit 280 Swb Van	E/H Cemeteries	£4,366.40	£1,544.54	£2,821.86
TRG0241	Tachuchi TB 816 Mini Digger + trailer	E/H Cemeteries	£5,200.00	£7,209.69	-£2,009.69
TRG0242	Tachuchi TB816 Mini Digger + Trailer	E/H Cemeteries	£5,447.66	£7,557.35	-£2,109.69
SN58JXZ	Neuson Wacker dumper	E/H Cemeteries	£3,114.09	£2,740.82	£373.27
SN58JYA	Neuson Wacker dumper	E/H Cemeteries	£3,114.09	£2,740.82	£373.27
LK58MXX	Neuson Wacker dumper	E/H Cemeteries	£3,114.09	£2,740.82	£373.27
LK58MXC	Neuson Wacker dumper	E/H Cemeteries	£3,114.09	£2,740.82	£373.27
Total			£27,470.42	£27,274.86	£195.56

REG NO.	Description	Service Area	New Annual Rental	Current Annual Rental	Variation
KX15PUE	Mercedes Sprinter 16 Seat Welfare Bus	Integrated Transport Unit	£17,848.40	£23,166.32	-£5,317.92
DK12BYR	Mercedes Sprinter 16 Seat Welfare Bus	Integrated Transport Unit	£17,781.73	£22,538.41	-£4,756.68
DK12BYT	Mercedes Sprinter 16 Seat Welfare Bus	Integrated Transport Unit	£17,781.73	£22,538.41	-£4,756.68
DK12BYU	Mercedes Sprinter 16 Seat Welfare Bus	Integrated Transport Unit	£17,781.73	£22,538.41	-£4,756.68
DK12BYV	Mercedes Sprinter 16 Seat Welfare Bus	Integrated Transport Unit	£17,781.73	£22,538.41	-£4,756.68
DK12BXX	Mercedes Sprinter 16 Seat Welfare Bus	Integrated Transport Unit	£17,781.73	£22,538.41	-£4,756.68
DK12BXY	Mercedes Sprinter 16 Seat Welfare Bus	Integrated Transport Unit	£17,781.73	£22,538.41	-£4,756.68
DK12BYW	Mercedes Sprinter 16 Seat Welfare Bus	Integrated Transport Unit	£17,781.73	£22,538.41	-£4,756.68
KY09EYG	Mercedes Sprinter 16 Seat Welfare Bus	Integrated Transport Unit	£16,247.41	£11,312.23	£4,935.18
Total			£158,567.96	£192,247.42	-£33,679.46

Waste Services

REG NO.	Description	Service Area	New Annual Rental	Current Annual Rental	Variation
MV10PZY	Peugeot Partner SL1 1.6HDI	Waste Services	£2,996.53	£1,271.66	£1,724.87
VK09AHD	Dennis 6 x 2 Elite/Phoenix 2	Waste Services	£44,944.83	£43,131.01	£1,813.82
VK09AHF	Dennis 6 x 2 Elite/Phoenix 2	Waste Services	£44,944.83	£43,131.01	£1,813.82
Total			£92,886.18	£87,533.67	£5,352.50

Greenspace and Operations

REG NO.	Description	Service Area	New Annual Rental	Current Annual Rental	Variation
TRG0153	Toro HD21 Rotary Mower	Operations Greenspace	£516.72	£343.37	£173.35
TRG0154	Toro HD21 Rotary Mower	Operations Greenspace	£516.72	£343.37	£173.35
TRG0156	Toro HD21 Rotary Mower	Operations Greenspace	£516.72	£343.37	£173.35
TRG0158	Toro HD21 Rotary Mower	Operations Greenspace	£516.72	£343.37	£173.35

REG NO.	Description	Service Area	New Annual Rental	Current Annual Rental	Variation
TRG0160	Toro HD21 Rotary Mower	Operations Greenspace	£516.72	£343.37	£173.35
TRG0161	Toro HD21 Rotary Mower	Operations Greenspace	£516.72	£343.37	£173.35
TRG0163	Toro HD21 Rotary Mower	Operations Greenspace	£516.72	£343.37	£173.35
TRG0165	Toro HD21 Rotary Mower	Operations Greenspace	£516.72	£343.37	£173.35
DK12DUV	John Deere X748 4WD Ride-On Mower	Operations Greenspace	£4,560.15	£4,689.81	-£129.66
DK12DUY	John Deere X748 4WD Ride-On Mower	Operations Greenspace	£4,560.15	£4,689.81	-£129.66
TRG0244	Timberwolf Chipper Model TW 350DHB.	Operations Greenspace	£9,897.17	£11,776.37	-£1,879.20
TRG0246	Toro Rotary Mower 16HP 36" S/D Cutting Deck,	Operations Greenspace	£1,458.40	£1,641.37	-£182.97
TRG0250	Toro Rotary Mower 16HP 36" S/D Cutting Deck,	Operations Greenspace	£1,458.40	£1,641.37	-£182.97
TRG0252	Toro Rotary Mower 16HP 36" S/D Cutting Deck,	Operations Greenspace	£1,458.40	£1,641.37	-£182.97
TRG0253	Toro Rotary Mower 16HP 36" S/D Cutting Deck,	Operations Greenspace	£1,458.40	£1,641.37	-£182.97
PO12FVB	Kubota M9540 3 x Buckets 6 x weights	Operations Greenspace	£10,319.35	£12,551.58	-£2,232.23
PO12FVD	Kubota M9540 3 x Buckets 6 x weights	Operations Greenspace	£10,319.35	£12,551.58	-£2,232.23
PO12FVC	Kubota M9540 3 x Buckets 6 x weights	Operations Greenspace	£10,319.35	£12,551.58	-£2,232.23
PO12FVE	Kubota M9540 3 x Buckets 6 x weights	Operations Greenspace	£11,240.02	£12,551.58	-£1,311.56
MX59CXE	Johnston VT550 Road Sweeper	Operations Greenspace	£34,521.03	£14,657.13	£19,863.90
MK59VUX	Ford Transit 3.5T I-w-b 350L 115ps	Operations Greenspace	£6,319.81	£2,408.12	£3,911.69
MA59LKX	Ford Transit C/Cab 350L 115ps Tipper	Operations Greenspace	£5,773.90	£2,213.05	£3,560.85
MA59LGZ	Ford Transit C/Cab 350L 115ps Tipper	Operations Greenspace	£5,783.38	£2,222.53	£3,560.85
MJ59JHY	Ford Transit C/Cab 350L 115ps Tipper	Operations Greenspace	£5,843.63	£2,282.76	£3,560.87
MV10WJA	Ford Transit C/Cab 350L 115ps Tipper	Operations Greenspace	£5,843.63	£2,282.76	£3,560.87
MJ59JGX	Ford Transit C/Cab Caged Tipper 350	Operations Greenspace	£5,843.63	£2,282.76	£3,560.87
MJ59JNX	Ford Transit C/Cab Caged Tipper 350	Operations Greenspace	£5,888.05	£2,327.20	£3,560.85
MV10WJX	Ford Transit C/Cab 350L 115ps Tipper	Operations Greenspace	£5,883.90	£2,323.05	£3,560.85
MJ59JJO	Ford Transit C/Cab Caged Tipper 350	Operations Greenspace	£5,910.84	£2,349.99	£3,560.85
MA59XSD	Ford Transit C/Cab Caged Tipper 350	Operations Greenspace	£5,910.84	£2,349.99	£3,560.85
MJ59JFK	Ford Transit C/Cab Caged Tipper 350	Operations Greenspace	£5,883.90	£2,323.05	£3,560.85
MK59VRM	Ford Transit C/Cab Caged Tipper 350	Operations Greenspace	£5,883.90	£2,323.05	£3,560.85
MJ59JKN	Ford Transit C/Cab 350L 115ps Tipper	Operations Greenspace	£5,883.90	£2,323.05	£3,560.85
MV10RUY	Peugeot Partner SL1 1.6HDI	Operations	£3,283.26	£1,558.38	£1,724.88

REG NO.	Description	Service Area	New Annual Rental	Current Annual Rental	Variation
		Greenspace			
MV10RUH	Peugeot Partner SL1 1.6HDI	Operations Greenspace	£3,283.26	£1,558.38	£1,724.88
MV10RUW	Peugeot Partner SL1 1.6HDI	Operations Greenspace	£3,306.18	£1,589.31	£1,716.87
MV10RFF	Peugeot Partner SL1 1.6HDI	Operations Greenspace	£2,996.53	£1,271.65	£1,724.88
MA59XTD	Ford Transit 280 s-w-b 115ps	Operations Greenspace	£6,318.69	£832.73	£5,485.96
Total			£201,545.04	£132,153.69	£69,391.35

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