

STRATEGIC PLANNING AND CAPITAL MONITORING PANEL

Day: Monday
Date: 9 October 2017
Time: 1.00 pm
Place: Conference Room - Guardsman Tony Downes House,
 Manchester Road, Droylsden, M43 6SF

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 10 July 2017 to be signed by the Chair as a correct record (Minutes attached).	1 - 12
4.	OBJECTIONS TO PROPOSED PAID PARKING TRAFFIC REGULATION ORDERS, ASHTON TOWN CENTRE To consider the attached report of the Assistant Director (Environmental Services).	13 - 52
5.	CAPITAL PROGRAMME To consider the attached report of the Assistant Director (Finance).	53 - 70
6.	VISION TAMESIDE To consider the attached report of the Director (Place).	71 - 82
7.	CORPORATE ASSET MANAGEMENT PLAN UPDATE To consider the attached report of the Director (Place).	83 - 90
8.	EDUCATION CAPITAL PROGRAMME UPDATE To consider the attached report of the Director (Place).	91 - 102
9.	DEVELOPER CONTRIBUTIONS To consider the attached report of the Director (Place).	103 - 108
10.	ENGINEERING CAPITAL PROGRAMME 2017/18 To consider the report of the Assistant Director (Environmental Services) attached.	109 - 120
11.	LEISURE ASSETS CAPITAL INVESTMENT PROGRAMME UPDATE	121 - 124

From: Democratic Services Unit – any further information may be obtained from the reporting officer or from Carolyn Eaton, Senior Democratic Services Officer, to whom any apologies for absence should be notified.

Item No.	AGENDA	Page No
	To consider the attached report of the Director (Place).	
12.	FINANCING ARRANGEMENTS FOR GUARDSMAN TONY DOWNES HOUSE	125 - 136
	To consider the attached report of the Assistant Director (Finance).	
13.	URGENT ITEMS	
	To consider any additional items the Chair is of the opinion shall be dealt with as a matter of urgency.	

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.

Agenda Item 3

STRATEGIC PLANNING AND CAPITAL MONITORING PANEL

10 July 2017

Commenced: 2.00pm

Terminated: 3.30pm

Present:

Councillor K Quinn (Chair)

Councillors Cooney, Dickinson, Fairfoull, J Fitzpatrick, B Holland, McNally and Taylor

Chief Executive/Accountable Officer: Steven Pleasant

Section 151/Chief Finance Officer: Kathy Roe

Also in attendance: Aileen Johnson, Robin Monk, Damien Bourke, Ian Saxon and Tom Wilkinson

1. DECLARATIONS OF INTEREST

Members	Subject Matter	Type of Interest	Nature of Interest
Councillor Taylor	Agenda Item 11 - Active Tameside Capital Programme Update	Prejudicial	Chair of Active Tameside
Councillor Cooney	Agenda Item 7 – Education Capital Programme Update	Personal	Member of extended family involved in building work on Cromwell School.

2. MINUTES

The Minutes of the meeting of the Strategic Planning and Capital Monitoring Panel held on 13 March 2017 were signed by the Chair as a correct record.

3. CAPITAL MONITORING REPORT – OUTTURN 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 31 March 2017. The report showed projected capital investment of £35.288 million in 2016/17. This was £15.870 million less than the total programmed spend for the year (£51.158 million). Re-profiling of £12.929 million into the next financial year was therefore proposed.

Details of the projected outturn capital investment were shown by service area and Section 3 of the report referred to the most significant scheme variations.

Particular reference was also made to the changes to the approved 3 year capital programme, capital receipts and prudential indicators.

RESOLVED

- (i) That the re-profiling to reflect up to date investment profiles is approved;
- (ii) That the revised capital programme (including changes) is approved;

- (iii) That the capital financing statement for 2016/17 is approved
- (iv) That the 2016/17 capital outturn position be noted;
- (v) That the current position in regards to Compulsory Purchase Orders (CPO's) and indemnities is noted; and
- (vi) That the capital receipts position is noted.

4. VISION TAMESIDE PHASE 2 PROGRESS UPDATE

The Assistant Executive Director, Development Growth and Investment, submitted a report providing a progress update on project delivery, costs and funding, delivery timescales and risks associated with the Vision Tameside Phase 2 Programme, which included the new Shared Service Centre and the Streetscape Improvement Project.

It was reported that, since the last report to the Strategic Planning and Capital Monitoring Panel on 13 March 2017, substantial progress had been made with key elements of the Programme as follows:

- Demolition contract completed on 12 September 2016;
- Enabling works for construction commenced on 13 September 2016;
- Piling works commenced on 19 September 2016;
- Construction contract awarded on 22 November 2016;
- Steel beam signing ceremony had been held on 6 December 2016;
- Construction of foundations complete;
- Steel frame erection complete;
- Metal decking complete; and
- Topping out ceremony on 21 June 2017.

Members were informed that, overall, the project was making good progress with the position against projected programme currently being maintained. Current works on site included; upper floor slabs, windows, drainage installation; curtain walling, brickwork, roofing, and repairs to the rear of the Town Hall. It was noted that negotiations were on-going with related parties, to agree an appropriate insurance settlement for the damage to the rear of the Town Hall, which was caused during the demolition of the former Council Offices.

Following the recent tragedy at Grenfell Tower, assurance had been sought from the LEP and Carillion that the specifications and method of installation of the proposed cladding material for the building did not pose unacceptable levels of fire risk. A technical review was currently underway including the overall fire risk strategy for the building.

Pro-active communication continued to take place with local stakeholders to keep them up to date on progress and mitigate against any town centre disruption created by the construction works. The demolition phase of the project was recently nominated for a National Site Award 2017 under the Considerate Constructors scheme.

Health and Safety performance had been good and several site visits and quality audits undertaken to date had not identified any significant issues. The latest independent external monitoring of the project for the Skills Funding Agency in March 2017 reported general satisfaction with the overall progress and financial status of the project.

Details were given of programme management, including:

- Vision Tameside Working Group;
- Building Design and Scope;
- Reviewable Design Data process; and
- Lease negotiations.

It was explained that, following previous Council approvals a Streetscape Improvement (previously described as public realm) project had been included within the scope and funding for the Vision Tameside Phase 2 programme. Concept designs were approved in October 2016 subject to detailed proposals and funding. Progress with the development of the Streetscape Improvement project to date was detailed.

It was further explained that, the funding package for the project relied on financial contributions from external sources including the GM Growth Fund Deals. In the Autumn Statement 2016, the Government announced £490 million for the local roads element of the National Productivity Investment Fund (NPIF) for 2018/19 and 2019/2020, to be allocated via a competitive bidding process. Based on the size of the national funding pot (£490 million), and the fact that Greater Manchester might expect at least a 7% allocation (£34 million) based on population, it was proposed to develop a bid around a central planning figure of £50 million. The existing GM priority was for a series of major schemes leaving scope, however, to include a package of minor schemes. As part of the Greater Manchester minor scheme considerations, Tameside would be submitted a bid for the 'Streetscape' works along Wellington Road and Albion Way. Bids had to be submitted by the end of June and bid funding was expected to be announced in Autumn 2017.

Previous reports had highlighted the fact that not all the public realm would be completed when the new Shared Service Centre opened in 2018. However, the Public Realm Task Group was currently developing a clear plan to ensure that the public realm interface provided suitable access to the new building.

If the Council was unable to secure an appropriate funding package then options would need to be considered to ensure that this critical element of the Vision Tameside programme could be delivered. A further report would be provided with recommendations once the final funding position for the project was established in the Autumn.

In respect of the recant plan, a detailed Vision Tameside Recant Plan was currently being developed to form part of a wider Council Office Accommodation Strategy, which would be implemented when the new Shared Service Centre was completed in Summer 2018.

The new Shared Service Centre had been designed to operate as a corporate 'Head Office' hub for the Council accommodating the Leadership team, Directorates, front of house services, dispersed administration and professional staff.

With regard to Fixtures, Fittings and Equipment (FF&E), it was reported that an analysis of furniture, fittings and equipment, for all elements of the scheme, was completed as part of the Stage 2 submission. The original £1.5 million budget for the Council and partners had been confirmed to be sufficient at Stage 2. A detailed report on the Recant Plan would be provided for consideration in early September.

It was reported that partnership work continued between Carillion and the Council's Employment and Skills team to maximise opportunities for local employment, apprenticeships, work placements and local supply chains. A summary of the outputs achieved to date was provided in the report.

An analysis of furniture, fittings and equipment for all elements of the scheme, was completed as part of the Stage 2 submission. The original £1.5 million budget for the Council and partners had been confirmed to be sufficient at Stage 2. The last report to the Strategic Planning and Capital Monitoring Panel on 13 March 2017, highlighted that the projected FF&E contribution from the DWP and CCG, was anticipated to be £432,000. However due to negotiations still underway with NHS Property Services, acting on behalf of the CCG, and recent design changes requested by the DWP, this contribution was under review.

In respect of Variation Notices and impact on Contingency Budget, it was explained that the programme currently had a contingency allowance of £824,048. In addition to administering all Variations in line with Clause 15 of the Design and Build contract a robust internal process, agreed

with Legal Service and Finance, had been implemented to ensure all costs were carefully monitored and there was transparency in the decision-making process thereby reducing the Council's financial risk.

Details were given of the Council's variation notices approved since the last meeting of the Panel on 13 March 2017, with a total value of £119,765. A summary of 'other' costs, which exceeded the previously approved budget allowance, was also provided. Additional virements were therefore requested from the contingency budget for those identified overspends to a value of £127,368. It was summarised that the proposed variations reduced the Vision Tameside Programme contingency budget from £824,048 to £696,680.

In terms of risk management, it was explained that the Vision Tameside Phase 2 programme had a comprehensive risk register and issues log which was pro-actively managed by the Project team.

In conclusion it was reported that, delivery of the Vision Tameside Phase 2 programme was key to the achievement of the Council's overall strategic priorities and a new exciting future for Tameside attracting new businesses, creating new jobs and future opportunities for Tameside residents.

It was important that the outstanding lease negotiations were progressed urgently to provide certainty around projected income and FF&E contributions.

Careful monitoring of the construction programme was required to ensure no further slippage thereby ensuring that the building could be open for business in September 2018.

Budget monitoring was critical to the successful delivery of this project to ensure costs were contained within the budget envelope. It was essential that the Reviewable Design Data process previously approved, continued to be reviewed, as a matter of urgency, following the instruction to change floor plan layouts.

Improvement to the public realm was critical to the success of the Vision Tameside programme and although good progress continued to be made with the design of the scheme, the delay in securing an appropriate funding package from external partners was putting the streetscape project at risk.

Following completion of the floor plan review the work to develop a detailed Recant Pan could be progress. Proposals would be the subject of a future report.

Continuing to maximise opportunities for local employment, apprenticeships and work placements was contributing to economic prosperity in the Borough.

The Head of Legal Services made an amendment to the legal implications as follows:
Paragraph 3 of the legal implications, last line second word should read 'was' instead of 'is' and, para 4 of the legal implications final sentence, third word should read 'was' and not 'is'

Discussion ensued with regard to the progress of Vision Tameside Phase 2. Members raised fire safety concerns in respect of cladding materials to be used on the building, in light of the recent Grenfell Tower tragedy. It was agreed that an independent technical assessment be sought on fire strategy/risks on overall construction of the building, and that progress on this would be reported to the next meeting of the Panel.

Concerns were also expressed in respect of the delay in securing an appropriate funding package for the streetscape improvement project and the risks associated with this going forward.

RESOLVED

That the following RECOMMENDATIONS be made to Executive Cabinet:

- (i) That the progress with the delivery of the overall Vision Tameside Phase 2 programme, be noted;**
- (ii) That the emerging risk associated with the delay in securing an appropriate funding package for the Streetscape Improvement project, be noted;**
- (iii) That the budget variations and virements identified in Section 7 of the report, be approved;**
- (iv) That the excellent progress being made to drawdown the £4 million Skills Funding Agency Capital Funding, be noted; and**
- (v) That an independent technical assessment be sought on fire strategy/risks on the overall construction of the building and progress be reported to the next meeting of the Panel.**

5. CORPORATE ASSET MANGEMENT PLAN UPDATE

The Assistant Executive Director, Sustainable Growth and Assets, submitted a report updating Members of the Panel with progress on the disposal of the council's surplus assets, anticipated capital receipts that would be released and investment that was required to maintain those buildings being occupied and retained or dilapidations arising from the termination of leases.

With regard to the disposal of assets, it was reported that asset disposal process continued with a figure of £431,000 achieved since 1 April 2017.

A public consultation exercise for the disposal of the five larger school sites had been completed and terms were agreed subject to contract for the sale of the former Samuel Laycock site. An outline planning application had been submitted for the former Mossley Hollins school site and Section 77 consultations were nearing an end in respect of the former Two Trees School. The master planning for the Windsor Road site in Denton was now almost complete and discussions regarding a disposal were at an advanced stage.

Continued focus was being placed on future Auctions with six sites being submitted in July 2017 and work ongoing for a number of sites to be potentially sold at future Auctions.

Properties being actively marketed for sale or lease would be advertised on the council's website, in addition to the marketing agents websites. 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 costs of operating and occupying buildings.

In respect of Investment in Civic and Corporate Buildings, it was explained that the Multi Use Games Area (MUGA) site at Burlington Street, Ashton, was a small pocket of greenspace in an otherwise relatively built up area, which was well used by the local community. The site was developed as part of the Millennium Green project and a Trust was responsible for the management of the site. The Trust, however, was no longer in existence and had not been maintaining the site. The site was now in poor condition and work was required to bring it up to standard and reduce the risk of any injury to any person using the site, and in turn reduce the risk of claims against the Council for slips, trips and falls. The proposed works including; repairs to fencing and entrance way to the MUGA, removal of the carpet within the MUGA, new paving slabs on pathway through the site and removal of redundant timber posts, were estimated to cost £40,000 and would be financed from the revenue repair and maintenance budget within the

corporate landlord service. It was noted that the Council was now responsible for the ongoing management of the facility.

It was further reported that, to date, there had been revenue building repair and maintenance expenditure of £120,000 on corporate buildings. There were further revenue funded works required to buildings (as detailed in the report), estimated to cost £72,000. It was noted that by the end of the first quarter of the 2017/18 financial year a sum of £232,000 would have been expended/committed (including the sum of £40,000, as detailed above for the Burlington Street, Ashton, MUGA) from the £600,000 budget available. It was therefore essential that this budget was stringently monitored for the remainder of the current financial year.

In addition to the revenue funded works detailed in the report, there were capital related schemes required on corporate buildings which were also detailed in the report. A sum of £2,000,000 was proposed within the Council's capital investment programme to finance such expenditure. A report on the Council's overall capital investment programme would be presented in September 2017 and the recommendation to approve the estimated £25,493 for the schemes listed would be an initial call on the available resources.

Members were informed that a proposal to refurbish Concord Suite, Droylsden, would be considered along with the wider capital programme at the September 2017 meeting of the Strategic Planning and Capital Monitoring Panel. An estimate of £1,500,000 had been included in the programme. In order to ensure a timely reoccupation of the Concord Suite it would be necessary to spend in the region of £500,000 in the current financial year (2017/18). Approval was therefore sought to support the initial £500,000 in advance of the overall request being considered in September 2017.

Detailed discussion ensued with regard to the sites recommended for disposal as attached to the report at **Appendix 1** and Members sought clarification with regard to exact locations of the sites before giving their approval to the disposals.

Concerns were also raised in respect of the cost of repairs to the Burlington Street MUGA and the issue of ongoing maintenance and repairs. Further discussion ensued with regard to MUGA's in general across the Borough and it was agreed that the £40,000 costs of repairs to the Burlington Street, Ashton MUGA not be approved and that a review be carried out on MUGA's in Tameside and a report be submitted to the next meeting of the Panel.

RESOLVED

That the following RECOMMENDATIONS be made to Executive Cabinet:

- (i) That the list of disposals identified in Appendix 1 to the report be noted, further to clarification of precise locations on all sites being provided to Panel Members, before approval is given for disposal;**
- (ii) That the following schemes are financed via the Council's earmarked reserve for capital investment, which was due to be considered in September 2017:**
 - (a) Capital schemes on corporate buildings detailed in the report, (excluding the £40,000 identified for the Burlington Street, Ashton MUGA);**
 - (b) Initial refurbishment works at the Concord Suite, Droylsden, as detailed in the report, of £500,000.**

6. EDUCATION CAPITAL PROGRAMME 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 2017/18 and sought approval for various recommendations as set out in the report.

The report gave details of:

- Funding allocation;
- Basic Need Schemes progress update, including requests for additional funding allocations;
- School Condition Funding Scheme Proposals, including request for additional funding allocations/amendments;
- 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.

Members sought clarification in respect of funding for project development work at Astley Community High School. The Assistant Executive Director (Development Growth and Investment) agreed to obtain further details on this matter and report back to Members.

RESOLVED

That the following RECOMMENDATIONS be made to Executive Cabinet:

- (i) **That the following Education Capital Funding allocations be noted:**
 - **Basic Need funding - £4,883,289**
 - **School Condition funding - £1,678,277**
 - **Devolved Formula Capital - £432,045**
- (ii) **That approval be given to the scheme proposal for Aldwyn Primary School Mobile Classroom (£80,000), as detailed in the report, to be financed from the Council's reserves.**
- (iii) **In respect of School Condition Grant 2017/18:**
 - (a) **That the previously approved schemes totalling £386,275 as set out in and appended to the report, be noted;**
 - (b) **Scheme proposals amounting to £1,142,520, as set out in and appended to the report, be approved.**
 - (c) **It be noted that £149,482 of School Condition grant for 2017/18 remains to be allocated.**

7. SECTION 106 AGREEMENTS AND DEVELOPER CONTRIBUTIONS

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. New Agreements made and requests to draw down funding were also detailed.

It was reported that the summary position as at 31 March 2017 for Section 106 Agreements totalled £483,000, with Developer Contributions totalling £294,000, less approved allocation of £148,000 leaving a balance of £178,000. The balance of unallocated section 106 funds and developer contributions were as follows:-

- Services for Children and Young People - £241,000 (s106) and £81,000 developer contributions;
- Community Services (Operations and Greenspace) - £210,000 (s106) and £74,000 developer contributions; and
- Engineering Services - £31,000 (s106) and £23,000 developer contributions.

It was reported that no new Section 106 Legal Agreements had been entered into since 20 February 2017, although there were a number of resolutions to grant planning permission subject to agreements being entered into and more schemes due at Speakers' Panel (Planning) which would also involve the signing of new Section 106 Legal Agreements. These would be reported to

a future meeting of the Strategic Planning and Capital Monitoring Panel once they had been entered into and becoming active.

In respect of requests to draw down funding, it was reported that there were no outstanding requests to draw down funding but it was anticipated that those would develop significantly over the remainder of the year and a full report of requests and proposed expenditure would be provided.

Members were informed that, in 2016, a review was undertaken of Planning Obligations within the Development Management Service. The final report was published in April 2017 and key issues were outlined.

In overall terms, the audit focused on both S106 Legal Agreements and the historic Developer Contributions which were collected up until 2015 when the community Infrastructure Levy Regulations 2010 changed the rules regarding financial contributions through the planning system.

The report examined 6 key risks and identified 42 expected internal controls. 33 were found to be operating effectively but an overall low level of assurance was identified due to concerns principally related to the lack of monitoring agreements. The report recognised that management had responded positively to strengthen controls but that shortage of resources within the team had meant that effective monitoring had not been possible. It therefore recommended that urgent monitoring of these historic agreements was undertaken.

A recruitment exercise was currently underway for a Graduate Trainee (Planning) on a 12 month fixed term contract to assist the Council with undertaking a review of historic legal agreements and further updates would be provided to the Panel over the course of the next 12 months. Steps had also been taken to address a number of other recommendations within the audit report. This included adjusting the financial contributions calculator for inflation and changes to the way finance records and account for payments.

RESOLVED

That the content of the report be noted.

8. ENGINEERING CAPITAL PROGRAMME 2017/18

The Assistant Executive Director – Environmental Services, submitted a report setting out initial details of the 2017/18 Engineering Capital Programme for Environmental Services and sources of funding with specific reference to the Highways Structural Maintenance Programme and capital funding made available by the Council for the Tameside Asset Management Plan (TAMP) for highways.

It was reported that the duty to formulate Local Transport Plans was the responsibility of Transport for Greater Manchester (TfGM) who reported to the Greater Manchester Combined Authority (GMCA). Department for Transport (DfT) funding allocations for highway related schemes addressed a range of issues based on achieving agreed targets at a Greater Manchester and national level. Funding was split between: Structural Maintenance Works Principal and Non-Principal Roads, Highway Structures and Bridges and Street Lighting. The allocation for Tameside in 2017/18 was detailed in the report.

The historical proportion of each of the above funding streams was changed from 2015/16 with a greater proportion allocated to roads maintenance. National formulae with local weighting were then used to agree the proportion to each element. Details of the Highways Structural maintenance Works programme delivered in 2016/17 were appended to the report.

In respect of Tameside Capital Funding, details were given of:

- the 2017/18 schedule for LED (Light Emitting Diode) Street Lighting Replacement Programme; and
- Highways Tameside Asset Management Plan (TAMP) – This major investment in the highway network (£20 million over 4 years) would increase the highway maintenance capital programme from around £1.6 million per annum to £6.6 million per annum. Estimates for spend profile for the £20 million over four years was provided in the report.

In terms of the Maintenance programme, approval was sought for the proposed allocation of the 2017/18 DfT allocation and specifically for the allocation amongst Tameside's principal and non-principal roads (£1.695 million), together with the profiled TAMP programme (£2.750 million) as follows:

- Structural Maintenance Works & Highways TAMP – Principal/Non Principal Roads – (£1.695 million + £2.750)
- Highways Structures and Bridges (£0.410 million)
- Street Lighting (£0.152 million)

In addition, the full Engineering Capital Programme also included other schemes, which were funded from a variety of sources. Full details of all capital schemes were appended to the report.

It was explained that it was essential that these major works were communicated effectively with both Members of the Council and the citizens of the Borough in addition to the statutory co-ordination of works on the highway. This this end, work would be carried out with the Council's Communications Team to ensure that Town Councils were made aware of any planned works and also making use of social media for the latest information.

RESOLVED

That the following RECOMMENDATIONS be made to Executive Cabinet:

That the Engineering Maintenance Block Allocation with specific reference to the Highways Structural Maintenance Programme and the additional investment of £2,750 million required in 2017/18 via the TAMP (as detailed in the report), be approved.

9. REVISED PROTOCOL RE: SALE OF LAND

Consideration was given to a report of the Assistant Executive Director, Development, Growth and Investment, seeking approval for the revised protocol for the sale of council land. An Equality Impact Assessment was appended to the report for consideration in conjunction with the report.

Members were informed that, until now the process had been managed on an informal basis employing a number of different techniques, relying upon the skill and expertise of the officers and advisers engaged in the process and reporting planned disposals to the Strategic Planning and Capital Monitoring Panel. In addition, not all applications to acquire land were made to the Corporate Landlord, with other services being approached initially, which meant a consistent policy was not being implemented.

The disposal of council land was closely regulated by law and it was this, together with a desire to ensure consistency and therefore fairness, that had highlighted the need for the Council to adopt a formal policy setting out how it would make decision on disposals of land in the future.

The proposed Corporate Policy – Disposal of Council Owned Land was appended to the report. The policy set out a formal application procedure for parties who were interested in purchasing land from the Council and then, depending upon category of property, prescribed, the process for considering the application and ultimately disposing of the land. The policy, if adopted, would lead to a clear and consistent approach to the disposal of Surplus Land and also best value being achieved, however, the policy also took account of:

- Special Purchasers;
- Disposal for Community Ownership;

- State Aid;
- Disposal at Undervalue; and
- Well Being Powers.

Financial implications and the risk to the Council of not adopting a formal policy for the disposal of land, were also detailed.

Discussion ensued with regard to the proposed policy and in particular the definition of 'Surplus Land'. The Chair and Members agreed that the proposed policy required amendment to ensure the Council's rationale for deciding which land was surplus to the Council's requirements and how it would be processed in accordance with the law was appropriately reflected in the policy, and they expressed a desire to approve the same.

RESOLVED

That the following RECOMMENDATION be made to Executive Cabinet:

That the revised protocol for the Sale of Land be approved, subject to ensuring that the Council's rationale for deciding which land was surplus to the Council's requirements and how it would be processed in accordance with the law was appropriately reflected in the policy, such amendment to be agreed by the Strategic Planning and Capital Monitoring Panel.

Having declared a prejudicial interest, Councillor Taylor left the meeting during consideration of the following item and paid no part in the voting or decision thereon.

10. ACTIVE TAMESIDE – CAPITAL INVESTMENT PROGRAMME UPDATE

A report was submitted by the Assistant Executive Director, Development Growth and Investment providing a summary of progress to date with the delivery of the Council's capital investment programme into improving sports and leisure facilities in Tameside. Further support was sought for the approval for a revised budget of £3.096 million for the extension of Active Hyde and the award of a contract as outlined in the report.

Individual elements of the programme were highlighted in the report as follows:

- Active Copley Heating Replacement (£0.369m)
- Active Copley Pitch Replacement (£0.177m)
- Active Medlock Roof Replacement (£0.120m)
- Active Hyde Wave Machine Replacement (£0.060m)
- Active Hyde Pool Extension (£2m)
- New Denton Wellness Centre (£14.7m)
- Active Dukinfield (ITRAIN) (£2.3m)
- Active Longdendale (Total Adrenaline) (£0.600m)

In respect of the Active Hyde scheme, members were informed that in March 2016, Executive Cabinet approved a recommendation to add a conventional swimming pool facility as an extension to existing facilities at the current Active Hyde site. At the time the projected cost to progress the scheme was £2.0 million and approval formed part of the £20 million investment programme.

The proposed facility comprised:

- 25 m x 6 lane swimming pool designed to Sport England specifications;
- Cubicle changing accommodation, group changing rooms for schools and a 'changing places' room for individuals with special needs; and
- Spectator seating.

The pool extension, which had full planning permission, would be serviced by the existing Active Hyde car park, entrance and reception desk along with catering and other ancillary facilities.

It was reported that the cost of scheme had increased significantly from that estimated in the March 2016 Executive Cabinet report. The original budget estimate for the scheme was based on limited building survey information which made a number of assumptions about the feasibility of extending the existing mechanical, electrical and pool filtration systems at the existing facility. When establishing the likely cost of the scheme it was envisaged that much of the existing mechanical, electrical and pool filtration infrastructure could be adapted to support the new conventional pool installation keeping costs to a minimum. Extensive surveys of the existing systems, commissioned since the Executive Cabinet report, had confirmed that services could not be integrated as planned due to positioning, capacity and condition issues. This had directly resulted in a cost increase of £1,096,000. There were no opportunities to reduce spend in other areas to account for the additional cost of the Hyde Scheme. In addition, Sport England had confirmed that the Active Hyde scheme was not eligible for Strategic Facilities funding and, as such, they would not be soliciting a funding bid from the Council for this element of the investment programme.

RESOLVED

That the following RECOMMENDATIONS be made to Executive Cabinet:

- (i) That the content of the report be noted;**
- (ii) An additional £1,096 million to the previously approved budget of £2.0 million for the Active Hyde scheme, be supported and approved;**
- (iii) A permanent financing arrangement for this additional cost be explored and reported back as part of the capital investment programme review which is due in September 2017.**

CHAIR

This page is intentionally left blank

Report To:	STRATEGIC PLANNING AND CAPITAL MONITORING PANEL
Date:	9 October 2017
Reporting Officer:	Ian Saxon – Assistant Director, Environmental Services
Subject:	OBJECTIONS TO PROPOSED PAID PARKING TRAFFIC REGULATION ORDERS, ASHTON TOWN CENTRE
Report Summary:	<p>This report outlines objections from local businesses, residents and community leaders to a proposed paid parking scheme which supports the changes and improvements in the public realm as a result of investments in the redevelopment of Ashton Market, the re-location of the college into the Town Centre, the planned Transport Interchange and other developments to support economic growth.</p> <p>These proposals also provide for a total town centre parking offer, using the latest technology to identify available spaces and new payment options covering both on and off - street parking in Ashton Town Centre.</p>
Recommendations:	<p>That authority is given for the necessary action to be taken in accordance with the Road Traffic Regulation Act 1984 to make the following order, as amended; the TAMESIDE METROPOLITAN BOROUGH (ON STREET PARKING) (PAID PARKING) (ASHTON TOWN CENTRE, ASHTON-UNDER-LYNE) ORDER 2017 and TAMESIDE METROPOLITAN BOROUGH (ASHTON TOWN CENTRE, ASHTON-UNDER-LYNE) (PROHIBITION OF WAITING, LIMITED WAITING, LOADING AND LOADING ONLY) ORDER 2017 as detailed in Appendix D and illustrated in Appendix E, Drawing No. 001, 002, and 003.</p>
Links to Community Strategy:	<p>Transport Infrastructure Schemes are linked to promoting</p> <ul style="list-style-type: none">A safe environmentAn attractive Borough andA prosperous society
Policy Implications:	<p>This proposal supports the Council's policies to develop economic growth and deliver a thriving retail offer in town centres by providing the necessary transport infrastructure, including the availability of affordable and accessible car parking arrangements.</p>
Financial Implications: (Authorised by the Section 151 Officer)	<p>The report proposes the introduction of paid-for, on street parking, having considered the numerous options and objections received. This will still ensure that Tameside will remain amongst the best value boroughs in Greater Manchester for town centre parking.</p> <p>There are no changes to the off-street parking charges.</p> <p>Any costs associated with the introduction of the new</p>

proposals will be met from within the current service budget.

Legal Implications:

(Authorised by the Borough Solicitor)

This matter is being considered by this Panel as it has delegated authority under terms of reference to deal with *'the determination of Highway orders relating to strategic matters, which are the subject of objections received during the public consultation process'*. Before making a decision, Members should ensure that they have read and understood the Equality Impact Assessment (EIA) attached as Appendix H, in order to make sure that they comply with the Council's duties under equalities legislation.

Members should have regard to the Council's statutory duty under S122 of the Road Traffic Regulation Act 1984 which is set out in **Appendix A**.

Governance arrangements:

(if applicable, the intended governance arrangements e.g. key or executive decision)

Advertisement and implementation of Traffic Regulation Orders

Risk Management:

If these proposals aren't approved and implemented, there will be no enforcement of the pedestrianised area of Ashton town centre by manually operated bollards. The Council will have an on-going maintenance liability on its revenue budget, with no identified funding available.

Objectors have a limited right to challenge the Orders in the High Court.

Access to Information:

Appendix A – S.122 of Road Traffic Regulation Act 1984

Appendix B – Schedules: advertised proposals

Appendix C –Objections received

Appendix D – Schedule : recommended proposals

Appendix E – Drawing No. 001 - 3 recommended proposals

Appendix F – Greater Manchester on street pay and display parking charges

Appendix G – Ashton car parks: locations, capacity and tariff

Appendix H – Equality Impact Assessment (Ashton Town Centre – Traffic, Parking and Pedestrians (On Street Parking Proposals))

All documentation can be viewed by contacting Alan Jackson Head of Environmental Services (Highways and Transport) by:



Telephone: 0161 342 2818



e-mail: alan.jackson@tameside.gov.uk

1. INTRODUCTION

- 1.1 Recently there have been significant changes and improvements in the public realm in Ashton town centre as a result of investments in the redevelopment of Ashton Market, the re-location of Tameside College into the Town Centre, the planned Transport Interchange and other developments which support economic growth to the area. These positive changes to the public realm have had the effect of substantially increasing and changing vehicular and pedestrian movements in the town centre. In order to protect the town centre from detrimental changes to parking behaviour there is a need to control on street parking. This is the driving force behind the proposals and the reason why the potential scheme is being revisited.
- 1.2 In order to achieve the Council's ambitious plans to deliver a high quality, well-connected setting for new developments, the following primary design objectives have been agreed by the Public Realm Task Group:

Objective 1	Improve pedestrian accessibility and environment of Wellington Road between the new developments
Objective 2	Improve pedestrian crossing safety and experience between the Transport Interchange and new developments
Objective 3	Improve the quality of the urban environment
Objective 4	Lower traffic speeds on Wellington Road and Albion Way

- 1.3 Previous reports have provided support for the changes and improvements that were needed, to be supported by a strategy that includes a balanced provision for motorists (both for the free movement of traffic and the provision of suitable parking) and for pedestrians and shoppers to move in a safe environment.
- 1.4 Consequently an area bounded by Park Parade to the south, Boodle Street to the north, Cavendish Street to the west and St Michael's Square to the east was identified as 'town centre' for the purposes of the review of traffic, parking and pedestrians. Within the identified area, there is a wide variety of different facilities on offer, including retail, educational, recreational, health facilities, light industry and businesses together with residential areas, Council pay and display car parks and private car parks.
- 1.5 The Council has a legal duty to secure the provision of suitable and adequate parking facilities on and off the highway. In order to achieve this duty it is important to ensure that parking facilities are well managed and sustainable so that they are available for the people intended.
- 1.6 In November 2014, the Council reduced its charges on its town centre car parks to encourage greater patronage and promote economic growth. This, along with the introduction of more car parks in the town has seen an increase in patronage of the car parks and increased footfall in the town centre. In total there are spaces for around 1,085 cars on Council owned Pay and Display car parks and with an additional 1,261 spaces available on private car parks to the west of Cavendish St, making a total of over 2,300 available spaces. There are an additional 5 car parks to the east of Cavendish Street that are pay and display, which total 549 spaces.

- 1.7 Should the decision be made by the Strategic Planning and Capital Monitoring Panel to agree and implement the proposals as outlined in this report a communications campaign will be undertaken to explain the decision and its implications to relevant stakeholders including business owners in Ashton town centre, community groups based in, or using venues in, Ashton town centre and the wider general public who visit Ashton town centre for work, leisure, business and retail purposes. The aim of the communications plan will be provide clear and consistent answers and key messages to the questions likely to be raised by the stakeholders referenced above. Communications would be across a number of channels including website, social media (Twitter, Facebook, Instagram), Tameside Citizen (free newspaper to all households and businesses in Tameside) and local press and radio.

These key messages include:

- The introduction of on street parking and the pedestrianisation of the town centre form part of the investment into the redevelopment of Ashton town centre to support economic growth;
- Even with the introduction of paid for on-street parking - Tameside will remain amongst the best value boroughs in Greater Manchester for town centre parking;
- We have a varied and flexible parking offer in Ashton across Council owned and on-street parking suiting both short and long stays in the town centre – prices range from free 30 minutes on-street and no more than £2 per day in our Council owned off-street car parks; and
- There are no changes to the off-street parking charges.

2 BACKGROUND TO PROPOSALS

- 2.1 The Council has previously supported proposals for the introduction of a more innovative approach to parking within Ashton, allow the potential for Controlled Parking Zones where applicable, and the use of technological solutions for the payment of charges in the form of a cashless system.
- 2.2 A business case was developed and following a Key Decision, Traffic Regulation Orders advertised to implement the scheme.
- 2.3 Objections were received to the proposed traffic orders and an objection report written in line with legal requirements. Whilst these objections were mitigated against in the Objection Report, the objections were upheld by the Council's Speakers Panel on 26 May 2016 and the scheme did not progress.
- 2.4 Plans were drafted to improve further pedestrian safety by exploring the re-commissioning of rise and fall bollards on Old Street and re-visited the business case for the Town Centre pedestrian and traffic offer.
- 2.5 The Council recognised that this incompatible mixture of pedestrians, cyclists and motorised traffic, also encompasses the redeveloped Market Ground and surrounding areas as shown in Figure 1 below.



Figure 1

- 2.6 In order to provide a safer environment for all users of the highway in the area, it was proposed to reinstate rise and fall traffic bollards within the town centre and to introduce additional rise and fall bollards to support the Ashton Town Centre Public Realm initiative. These bollards would reinforce the Traffic Regulation Orders that are currently in position but that are regularly abused by drivers.
- 2.7 Figure 2 below, identifies the proposed location of new bollards and identifies the location of existing bollards.

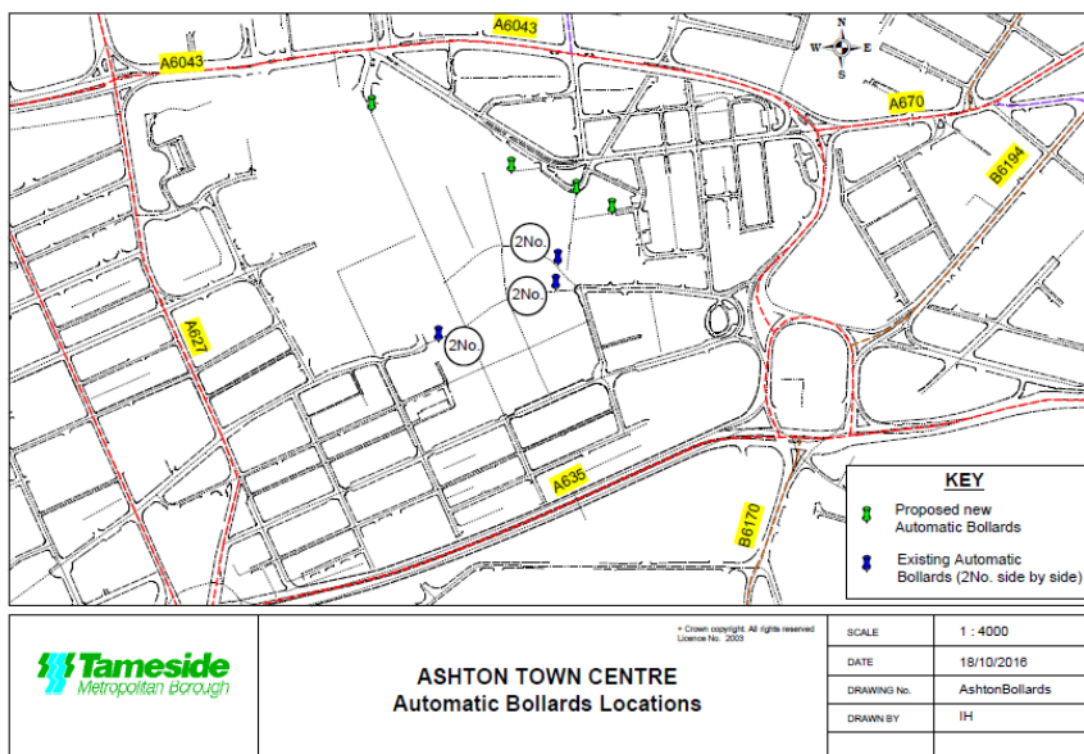


Figure 2

PROPOSED SCHEME

3 ON-STREET PAID PARKING

- 3.1 In order to resource the introduction of the bollards and thereby restore the safe environment for shoppers visiting the town centre, the opportunity was taken to revisit the Paid Parking scheme that had previously been discussed.
- 3.2 To make any new proposals for paid parking that withstand the demands of the modern customer, it was proposed to advertise for public comments a 'smart' and cashless system for on-street parking.
- 3.3 The extent of the proposals advertised can be seen in Appendix B to this report.
- 3.4 Details of the objections to the advertised proposals can be seen in Appendix C to this report.

Off – street car parks

- 3.5 The reduction in the charges on town centre car parks has encouraged greater patronage of the car parks and increased footfall in the town centre.
- 3.6 Under the proposals, there would be no changes to the off - street parking machines, i.e. cash would still be able to be used.
- 3.7 It is recognised that there is an opportunity to enhance the existing car parks within the town centre to make users more aware of their parking options.
- 3.8 Intelligent signage can be installed to inform drivers of alternative car parks if the one they are approaching is full either by smart app or by text and signage at the car park entrance.
- 3.9 Car park usage information can be available for drivers to be guided to an alternative location.

Controlled parking zones (cpz)

- 3.10 In identifying which streets (and sections of streets) to introduce on-street paid parking, care was taken to ensure that areas with residential properties were not adversely affected and in order to mitigate any displaced parking to residential areas surrounding the town centre several residential areas have been questioned as to their support for the implementation of Controlled Parking Schemes. This would secure parking for residents, businesses and their visitors to the exclusion of others. The streets / areas identified are as follows:
- Union Street area
 - Adam Street area
 - Crown Street
 - Newton Street
 - Enville Street
 - Wellington Street
- 3.11 Whilst historically, the Council has received many calls for the introduction of parking for residents and businesses within the town centre, the areas have been surveyed for residents' comments and 'buy in' to any scheme. None of the areas surveyed met the level of support required to introduce a CPZ and it is not proposed to introduce a zone in any of the areas even if this wider scheme were to be supported by this Panel.

Traffic regulation orders

- 3.12 To support and meet the needs of both motorists (for the free movement of traffic and the provision of suitable parking), and for pedestrians or shoppers to move in a safe environment, the Council utilises a whole range of Traffic Regulation Orders (TROs); including waiting restrictions, reduced speed limits, permit parking, loading only areas, taxi ranks, bus lanes and pedestrian only areas.
- 3.13 To allow the introduction of a safer town centre environment it was proposed to introduce waiting restrictions throughout the town centre.
- 3.14 Full details of the advertised TROs are included in Appendix D.

4. POTENTIAL CHANGES TO THE PROPOSALS

- 4.1 In view of the objections received it is recognised that some changes to the proposals may help overcome potential difficulties that may be experienced by users of the highway or adjacent properties.
- 4.2 Having read and understood the objections put forward there were a number of potential changes to the proposals. The options below outline the impact that those changes may have:
- 4.3 **Option 1a - Provide free parking for up to 30 minutes:-**
This will allow drivers to access shops etc for short durations and keep the turnover of parking spaces available. It will still mean that the driver will have to register the vehicle on the app as always. The objections from the sorting office and Grafton House would be appeased but the duration is not really sufficient to satisfy the Church of the Nazarene.
- 4.4 **Option 1b - Provide free parking for up to one hour:-**
This will help all the objectors but will mean that the rate of revenue raised will be reduced thereby increasing the time taken to repay the cost of installing the bollards.
- 4.5 **Option 2 - Exclude the west end of Stamford Street Central (near the Church of the Nazarene) from the proposals.**
This would help maintain the church's help in the community by providing the services they currently do.
- 4.6 **Option 3 - Graduated payment for parking:-**
Make each whole hour equate to £1, i.e. up to one hour - £1, up to two hours - £2, up to three hours £3 etc. This will allow parking but not a blanket £5 for more than one hour's parking. If the maximum allowable parking was 7 hours that would generate more than the £5 previously proposed but allow others to pay less. This may not reduce on street parking as it may be seen as competitive pricing and preferable to parking at an off street car park. A hybrid combination of free parking up to 30 minutes / 1 hour and graduated parking charges could be a further flexible option to be considered.
- 4.7 **Option 4 – Introduce a maximum parking period of two hours**
As Option 3 above, but limit maximum stay to two for a £2 fee A hybrid combination of free parking up to 30 minutes or 1 hour and graduated parking charges could be a further flexible option to be considered.
- 4.8 **Option 5 - Reduced tariff on some town centre car parks:-**
The tariff on the Church Street Council owned car parks could be altered so as to include parking for up to half an hour at a reduced rate of 20p. This would allow cheap short stay access to the post office sorting office, Grafton House Preparatory School and other local

amenities such as the Council customer services and Citizen's Advice. Capacity on those car parks would be an issue.

4.9 **Option 6 - Small number of on street pay and display machines :-**

In order to mitigate the criticism of the proposed cashless payment method, the provision of a small number of pay and display machines would provide an alternative and additional way to pay.

4.10 Summary table of the impact of any potential change to the proposals

Option Number	Option	Notes	Objection Resolved					
			Paid Parking	Neg Effect on Businesses	Tariff	Cashless System	Repeat Exercise	Neg Effect on Residents and Amenities
1a	Free half hour parking	Still a need to use phone to log in	N/A	✓	✓		N/A	✓
1b	Free one hour parking	Still a need to use phone to log in	N/A	✓	✓		N/A	✓
2	Exclude part of Stamford St	Helps Church and nearby shops	N/A	✓	✓	✓	N/A	✓
3	Graduated payment system	£1 per hour increase	N/A		✓		N/A	
4	Introduce maximum stay of £2 for 2 hours	£1 per hour charge	N/A		✓		N/A	
5	Reduce tariff car parks to 20p	Reduced income on car park? Helps school and church etc.	N/A	✓	✓		N/A	✓
6	Small number of machines on street	Additional cost to install scheme	N/A			✓	N/A	
1a + 3			N/A	✓	✓		N/A	✓
1a + 2			N/A	✓	✓	✓	N/A	✓

4.11 In the 2016 scheme, several objections were received surrounding the Albion Street waiting restriction proposals. These objections were recognised and the required changes were added to the 2017 scheme consultation documents (Appendix B). There have been no further objections to the revised proposals and it is accepted that those objections have now been overcome.

4.12 The purpose of the Paid Parking scheme is to protect the town centre from detrimental changes to parking behaviour in general but particularly on street parking. However, it is recognised that this is highly controversial and forward thinking. The potential impact on businesses has to be taken into account as well as the impact on road safety. It is with this in mind that **Option 1a. free parking for half hour parking on street** together with Option 4 (Maximum stay of 2 hours) Charges £1 for 1 hour and £2 for two hours, is recommended.

5. EQUALITY IMPACT ASSESSMENT (EIA)

- 5.1 An Equality Impact Assessment (EIA) has been completed regarding these proposals and is attached as Appendix H to this report. The EIA identifies a number of impacted groups and provide various mitigations in order to address the identified groups' needs. These are detailed in the objection responses and included in the options in Appendix H.

6. RECOMMENDATION

That authority is given for the necessary action to be taken in accordance with the Road Traffic Regulation Act 1984 to make the following order, as amended; the TAMESIDE METROPOLITAN BOROUGH (ON STREET PARKING) (PAID PARKING) (ASHTON TOWN CENTRE, ASHTON-UNDER-LYNE) ORDER 2017 and TAMESIDE METROPOLITAN BOROUGH (ASHTON TOWN CENTRE, ASHTON-UNDER-LYNE) (PROHIBITION OF WAITING, LIMITED WAITING, LOADING AND LOADING ONLY) ORDER 2017 as detailed in Appendix D and illustrated in Appendix E, Drawing No. 001, 002, and 003, as set out at the front of the report.

APPENDIX 'A'

Section 122 Road Traffic Regulation Act 1984

- (50) It shall be the duty of every local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in sub-section (2) below) to secure the expeditious convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.
- (2) The matters referred to in sub-section (1) above, as being specified in this sub-section are:
 - (50) The desirability of securing and maintaining reasonable access to premises;
 - (b) The effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
 - (50) The strategy prepared under Section 80 of the Environment Act 1995 (national air quality strategy)d) The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
 - (e) Any other matters appearing to the local authority to be relevant.

APPENDIX B

Previously advertised Schedule

Schedule 1: On Street Parking – Paid Parking

Charging hours - Monday to Saturday inclusive 8am – 6pm	
	Charge
Up to ½ hour	£1.00
1 hour	£2.00
Over 1 hour	£5.00

Turner Lane (west side)	From a point 88 metres north of its junction with Wellington Road for a distance of 48 metres in a northerly direction
Turner Lane (east side)	From a point 15 metres south of its junction with Union Street for a distance of 45 metres in a southerly direction
Alexandra Road (north west side)	From a point 15 metres south west of its junction with Union Street for a distance of 20 metres in a south westerly direction
Alexandra Road (south east side)	From a point 7 metres north east of its junction with Turner Lane to a point 15 metres south west of Union Street
Penny Meadow (north side)	From a point 8 metres west of its junction with Wimpole Street to a point 8 metres east of its junction with Glebe Street
Penny Meadow (north side)	From a point 3 metres west of its junction with Newton Street to a point 3 metres east of its junction with Enville Street
Penny Meadow (north side)	From a point 3 metres west of its junction with Enville Street to a point 9 metres east of its junction with Cowhill Lane
Newton Street (west side)	From a point 15 metres north of its junction with Penny Meadow to its junction with Wimpole Street
Enville Street (east side)	From a point 5 metres north of its junction with Penny Meadow to its junction with Wimpole Street
Cowhill Lane (east side)	From a point 5 metres south of its junction with Wimpole Street to a point 10 metres north of its junction with Penny Meadow
Parking bay within the St Michaels Square parking area (west side)	Between the easterly boundary of St Michael's Square and the eastern side of the southbound leg of the internal circulatory road, from a point approximately 5 metres south of Old Street for approximately 23 metres in a southerly direction metres
Parking bay within the St Michaels Square parking area (east side)	3 metre wide strip to the east of the northbound leg of the internal circulatory road, from a point 10 metres south of its junction with Old Street for a distance of 24 metres in a southerly direction
Parking bay within the St Michaels Square parking area (south west side)	From a point 2 metres north of the north boundary of Stamford Street Central for a distance of 5 metres in a northerly direction and from the south western side of the northbound leg of the internal circulatory road in a westerly direction to a point 11 metres from the frontage of 114 Stamford Street at the northern edge of the bay and to a point 4.6 metres from the frontage of 114 Stamford Street at the southern edge of the bay
Old Street (south side)	From a point 75 metres east of its junction with George Street for a distance of 25 metres in an easterly direction
Old Street (south side)	From a point 20 metres east of its junction with George Street for a distance of 16 metres in an easterly direction
Old Street	From a point 40 metres east of its junction with George Street for a

(south side)	distance of 10 metres in an easterly direction
Stamford Street Central (north side)	From a point 27 metres east of its junction with George Street for a distance of 51 metres in an easterly direction
Stamford Street Central (north side)	From a point 23 metres west of its junction with George Street for a distance of 73 metres in a westerly direction
Grey Street (west side)	From a point 5 metres south of its junction with Fleet Street to a point 5 metres north of its junction with Church Street
Church Street (north side)	From a point 15 metres west of its junction with Grey Street for a distance of 15 metres in a westerly direction
Church Street (north side)	From a point 65 metres west of its junction with Grey Street to a point 5 metres east of its junction with Warrington Street
Warrington Street (east side)	From a point 5 metres south of its junction with Fleet Street to a point 5 metres north of its junction with Church Street
Warrington Street (east side)	From a point 5 metres south of its junction with Stamford Street Central to a point 5 metres north of its junction with Fleet Street
Stamford Street Central (north side)	From a point 10 metres west of its junction with Warrington Street for a distance of 46 metres in a westerly direction.
Fleet Street (south side)	From a point 29 metres west of its junction with Warrington Street for a distance of 9 metres in a westerly direction
Fleet Street (south side)	From a point 10 metres west of its junction with Warrington Street for a distance of 15 metres in a westerly direction
Church Street (north side)	From a point 15 metres west of its junction with Warrington Street to a point 45 metres east of its junction with Delamere Street
Delamere Street (west side)	From a point 30 metres south of its junction with Fleet Street in a southerly direction to the cul de sac end
Delamere Street (east side)	From a point 5 metres south of its junction with Stamford Street Central to a point 5 metres north of its junction with Fleet Street
Stamford Street Central (north side)	From a point 10 metres west of its junction with Delamere Street to a point 21 metres east of its junction with Booth Street
Fleet Street (south side)	From a point 10 metres west of its junction with Delamere Street to a point 50 metres east of its junction with Booth Street
Booth Street (east side)	From a point 2 metres north of its junction with Wood Street to a point 2 metres south of its junction with Wellington Street
Booth Street (east side)	From a point 5 metres north of its junction with Stamford Street Central to a point 3 metres south of its junction with Wood Street
Booth Street (east side)	From a point 5 metres north of its junction with Fleet Street to a point 5 metres south of its junction with Stamford Street Central
Stamford Street Central (north west side)	From a point 15 metres west of its junction with Booth Street to a point 10 metres east of its junction with Mill Lane
Mill Lane (west side)	From a point 5 metres south of its junction with Stamford Street to a point 5 metres north of its junction with Fleet Street
Booth Street (east side)	From a point 2 metres north of its junction with Wellington Street to a point 2 metres south of its junction with Wych Street
Wellington Street (south side)	From a point 5 metres east of its junction with Booth Street for a distance of 15 metres in an easterly direction
Wellington Street (south side)	From a point 26 metres east of its junction with Booth Street for a distance of 26 metres in an easterly direction

Delamere Street (west side)	From a point 20 metres south of its junction with Old Street to a point 3 metres north of its junction with Wellington Street
Old Street (south side)	From a point 30 metres west of its junction with Booth Street for a distance of 24 metres in a westerly direction
Old Street (north side)	From a point 14 metres east of its junction with Oldham Road to a point 43 metres east of its junction with Oldham Road
Williamson Street (south side)	From a point 31 metres east of its junction with Oldham Road for a distance of 12 metres in an easterly direction
Cotton Street East (north side)	From a point 13 metres east of its junction with Oldham Road to a point 40 metres west of its junction with Gas Street

Schedule 2: No Waiting at Any Time

No Waiting at Any Time	
Penny Meadow (north side)	From its junction with Wimpole Street for a distance of 8 metres in a westerly direction.
Cowhill Lane (east side)	From a point 5 metres south of its junction with Wimpole Street up to and including its cul-de-sac end
Albion Street (west side)	From a point 10 metres south of its northerly cul-de-sac end for a distance of 10 metres in a southerly direction
Albion Street (east side)	From a point 15 metres north of its junction with Crickets Lane North to a point 10 metres south of its northerly cul-de-sac end, including the whole of its easterly cul-de-sac end
Wood Street (both sides)	From its junction with Oldham Road (spur) to its junction with Booth Street
Booth Street (east side)	From a point 5 metres north of its junction with Fleet Street in a southerly direction up to its cul-de-sac end
Moss Street East (both sides)	From its junction with Cavendish Street to its junction with Oldham Road
Wellington Street (north side)	From a point 15 metres west of its junction with Booth Street to its junction with Delamere Street.
Wellington Street (south side)	From its junction with Delamere Street for a distance of 34 metres in a westerly direction.
Newton Street (west side)	From its junction with Penny Meadow for a distance of 15 metres in a northerly direction.
Newton Street (east side)	From its junction with Penny Meadow for a distance of 5 metres in a northerly direction.

Schedule 3: No Waiting & No Loading at Any Time

No Waiting & No Loading at Any Time	
Albion Street (north east side)	From its junction with Crickets Lane North for a distance of 15 metres in a northerly direction
Albion Street (south west side)	From its junction with Crickets Lane North for a distance of 12 metres in a northerly direction.
Wellington Street	From its junction with Delamere Street to its junction with the Wellington Street / Wood Street link road

(both sides)	
Wellington Street / Wood Street link road (both sides)	From its junction with Wellington Street to its junction with Wood Street
Wood Street (both sides)	From its junction with Wellington Street / Wood Street link road to its junction with Delamere Street.

Schedule 4: Loading Only Monday – Friday 9am – 5pm

Loading Only Monday – Friday 9am – 5pm	
Albion Street (full width of road)	From its northerly cul-de-sac end for a distance of 10 metres in a southerly direction.

Schedule 5: Limited Waiting

Limited Waiting 1 hour, no return within 2 hours Mon-Sat 8am – 6pm	
Albion Street (west side)	From a point 12 metres north of its junction with Crockets Lane North to a point 20 metres south of its cul de sac end.

All underlying orders to be revoked that conflict with the proposal

APPENDIX C

OBJECTIONS TO THE PAID PARKING SCHEME

166 letters of objection were received from businesses and residents to the proposals, along with a petition. Many of the letters refer to several points of concern and these have been reflected below.

Reason for Objection	Number	Response
Paid Parking being introduced before 2020 and to any charge in principle.	110 letters plus 2,700 signature petition	Many towns both nationally and within Greater Manchester charge for parking on street. It is seen as an acceptable practise in other areas, so why not in Tameside? The amount of parking that takes place on Ashton's streets creates obstructions for pedestrians and loading/unloading alike. Shops struggle to access their premises with bulky and heavy objects and pedestrians step out between parked cars to cross the road. Whilst it is acknowledged that there is a desire for some on street parking to take place the vast majority may be catered for in off street parking facilities, leaving the roads clearer to help other users of the highway. The existing pay and display car parks can accommodate in excess of the potentially displaced vehicles and at a cheaper rate of payment.
The potential negative effect on businesses	50	As the second highest area of concern, many of the objections came from businesses themselves and an MP along with other representatives of the business community and members of the public. Many felt that the town centre was in decline and that this scheme would encourage people to seek alternative places to shop where parking is free. Similarly, having paid parking in place will not encourage new businesses to the town centre. Objectors felt that charging for on street parking did not offer any benefits for either businesses or customers and that they had faced challenging circumstances in recent years as a direct result of the redevelopment work that has been going on in the town centre. Some felt that the charges would impact on low paid workers or those that are required to come and go for their work. With all of the changes that are taking place in the town and the increased footfall that development brings it is right to strive for an environment where pedestrians come first over the vehicle. This is an effective way of reducing congestion caused by parking but leave the highway open to be used where suitable.
Tariff	43	The main source of concern regarding tariff was that it was set too high with no free parking time proposed. However, the charge of £5 for stays in excess of one hour was seen by some as not too high to prevent a lot of people from parking all day, therefore parking will not reduce and the safety aspect of the scheme will not be realised. Others thought the charges were purely there as an income stream. To park all day on an outer zone car park costs £2.

		<p>To park for 5 days per week would cost £25 on street as opposed to £10 in a car park. It is accepted that some people will park and not be deterred by the cost but it is not anticipated that this will result in the same levels of parking on street that takes place at present.</p>
Cashless system	32	<p>Many objectors argued that significant numbers of people do not have smart phones which are necessary for the transaction to be completed. Some suggested that the proposal was discriminatory towards older residents/visitors who were the least likely to own mobile phones and if they did own smart phones were unlikely to be able to understand or willing to engage with this method of payment. Others were critical that there was not an alternative method of payment on offer. Some objectors felt that using their mobile phone to pay for parking would make them more likely to be victims of crime, particularly in relation to visiting banks to deposit business cash. Many people also questioned the cost of implementation of such a scheme and that the equipment for such a scheme had already been purchased.</p> <p>Whether we like it or not, the world is looking towards technology for help in everyday situations and parking is no exception. Not having the right change or any coins is, for some a real problem which can be overcome by the cashless system proposed.</p> <p>It is accepted that certain visitors to the town will not be comfortable in using a mobile telephone to pay to park as it involves having to set up an account with the service provider. However that will not have to happen each time. As with an Oyster card or by contactless payment it only needs to be triggered and the bay identified to enable the parking bay to be utilised.</p> <p>There would be a smart phone app which people will be able to download. The app will have a dual function of providing information and direction to available parking spaces in real time and also the ability to pay for parking via it when the vehicle is in situ. Users would be expected to use their phones in a responsible manner with the appropriate hands free equipment when using this app to direct them to spaces, much like the use of 'sat nav' systems. People not using the app to identify available spaces will not be prohibited from parking on street providing they have a method through which to make payment. Payment via mobile telephone. For those who do not have a smart phone or do not wish to use the app, payment for parking can also be made either via a phone call or text message. The road signs associated with the paid parking will provide full details of each method of payment.</p> <p>There has been no purchase of equipment for these proposals or any order for such like made.</p>

Repeat exercise	18	<p>Several objection letters mentioned the fact that there had been a similar scheme proposed last year which was not supported by the Panel and asked why, in view of that, are the proposals being brought back for discussion again?</p> <p>There are several issues that are being dealt with within these proposals, namely, road safety, environmental amenity and congestion. In order to address the road safety issue surrounding the pedestrianised area along Market Street, Old Street, Wellington Street and Bow Street, it is proposed to install collapsible bollards that will prevent vehicles entering the area where pedestrians have priority. The funding for these bollards to be manned each day would be raised by the introduction of paid parking. Environmental amenity and congestion are inextricably linked in that reducing parking on street will reduce congestion and improve the aesthetics of the area.</p>
The potential negative effect on residents and amenities	12	<p>Grafton House Preparatory School; they are concerned that parents will have to pay £2 per day in order to drop off and pick up their children attending the nursery. The nursery provides funded nursery places some of which are intended to provide early years care to children from low income homes. The owner cites that as part of their contract with the Council that these places must be provided without barriers of charge.</p> <p>Church of the Nazarene. Part of their objection is based on the significant number of volunteer workers that attend the church who would be made to pay for the parking outside the church. They also suggest that the congestion is caused by people parking in one space for an hour then moving to another, effectively parking for free all day on street. It is accepted that this does happen and the way in which the legal orders are currently written this is not illegal. Any charges for on street parking may deter this practice but would potentially make the volunteers leave and cause the reduction in services that the church provide.</p> <p>A solicitor submitted an objection on behalf of Royal Mail Group Ltd regarding their post office sorting office. They maintain that they need the limited waiting area to the front of their property to enable customers to pick up letters and parcels which are often heavy.</p>

APPENDIX D

Schedule : Recommended On Street Parking – Paid Parking

Charging hours - Monday to Saturday inclusive 8am – 6pm	
	Charge
Up to ½ hour	Free
Up to 1 hour,	£1.00
Up to 2 hour, no return within 3 hours	£2.00

Turner Lane (west side)	From a point 76 metres north of its junction with Turner Lane to a point 15 metres south of its junction with Turner Street
Turner Lane (east side)	From a point 15 metres south of its junction with Union Street for a distance of 45 metres in a southerly direction
Alexandra Road (north west side)	From a point 15 metres south west of its junction with Union Street for a distance of 20 metres in a south westerly direction
Alexandra Road (south west side)	From a point 7 metres north east of its junction with Turner Lane to a point 15 metres south west of Union Street
Penny Meadow (north side)	From a point 8 metres west of its junction with Wimpole Street to a point 8 metres east of its junction with Glebe Street
Penny Meadow (north side)	from a point 3 metres west of its junction with Newton Street to a point 3 metres east of its junction with Enville Street
Penny Meadow (north side)	from a point 3 metres west of its junction with Enville Street to a point 9 metres east of its junction with Cowhill Lane
Newton Street (west side)	from a point 15 metres north of its junction with Penny Meadow to its junction with Wimpole Street
Enville Street (east side)	From a point 5 metres north of its junction with Penny Meadow to its junction with Wimpole Street
Cowhill Lane (east side)	from a point 5 metres south of its junction with Wimpole Street to a point 10 metres north of its junction with Penny Meadow
Parking bay within the St Michaels Square parking area (west side)	Between the easterly boundary of St Michael's Square and the eastern side of the southbound leg of the internal circulatory road, from a point approximately 5 metres south of Old Street for approximately 23 metres in a southerly direction metres
Parking bay within the St Michaels Square parking area (east side)	3 metre wide strip to the east of the northbound leg of the internal circulatory road, from a point 10 metres south of its junction with Old Street for a distance of 24 metres in a southerly direction
Parking bay within the St Michaels Square parking area (south west side)	from a point 2 metres north of the north boundary of Stamford Street Central for a distance of 5 metres in a northerly direction and from the south western side of the northbound leg of the internal circulatory road in a westerly direction to a point approx. 2.7 metres from the frontage of 114 Stamford Street at the northern edge of the bay and to a point 4.6 metres from the frontage of 114 Stamford Street at the southern edge of the bay
Old Street (south side)	from a point 75 metres east of its junction with George Street for a distance of 25 metres in an easterly direction
Old Street (south side)	from a point 20 metres east of its junction with George Street for a distance of 16 metres in an easterly direction

Old Street (south side)	from a point 40 metres east of its junction with George Street for a distance of 10 metres in an easterly direction
Stamford Street Central (north side)	from a point 27 metres east of its junction with George Street for a distance of 51 metres in an easterly direction
Stamford Street Central (north side)	from a point 23 metres west of its junction with George Street for a distance of 73 metres in a westerly direction
Grey Street (west side)	from a point 5 metres south of its junction with Fleet Street to a point 5 metres north of its junction with Church Street
Church Street (north side)	from a point 15 metres west of its junction with Grey Street for a distance of 15 metres in a westerly direction
Church Street (north side)	from a point 65 metres west of its junction with Grey Street to a point 5 metres east of its junction with Warrington Street
Warrington Street (east side)	from a point 5 metres south of its junction with Fleet Street to a point 5 metres north of its junction with Church Street
Warrington Street (east side)	from a point 5 metres south of its junction with Stamford Street Central to a point 5 metres north of its junction with Fleet Street
Stamford Street Central (north side)	From a point 10 metres west of its junction with Warrington Street for a distance of 46 metres in a westerly direction.
Fleet Street (south side)	from a point 29 metres west of its junction with Warrington Street for a distance of 9 metres in a westerly direction
Fleet Street (south side)	from a point 10 metres west of its junction with Warrington Street for a distance of 15 metres in a westerly direction
Church Street (north side)	from a point 15 metres west of its junction with Warrington Street to a point 45 metres east of its junction with Delamere Street
Delamere Street (west side)	from a point 30 metres south of its junction with Fleet Street in a southerly direction to the cul de sac end
Delamere Street (east side)	from a point 5 metres south of its junction with Stamford Street Central to a point 5 metres north of its junction with Fleet Street
Stamford Street Central (north side)	from a point 10 metres west of its junction with Delamere Street to a point 21 metres east of its junction with Booth Street
Fleet Street (south side)	from a point 10 metres west of its junction with Delamere Street to a point 50 metres east of its junction with Booth Street
Booth Street (east side)	from a point 2 metres north of its junction with Wood Street to a point 2 metres south of its junction with Wellington Street
Booth Street (east side)	from a point 5 metres north of its junction with Stamford Street Central to a point 3 metres south of its junction with Wood Street
Booth Street (east side)	from a point 5 metres north of its junction with Fleet Street to a point 5 metres south of its junction with Stamford Street Central
Stamford Street Central (north west side)	from a point 15 metres west of its junction with Booth Street to a point 10 metres east of its junction with Mill Lane
Mill Lane	From a point 5 metres south of its junction with Stamford Street to a point 5 metres north of its junction with Fleet Street
Booth Street (east side)	from a point 2 metres north of its junction with Wellington Street to a point 2 metres south of its junction with Wych Street
Wellington Street (south side)	from a point 5 metres east of its junction with Booth Street for a distance of 15 metres in an easterly direction
Wellington Street	from a point 26 metres east of its junction with Booth Street for a distance of 26 metres in an easterly direction

(south side)	
Delamere Street (west side)	from a point 20 metres south of its junction with Old Street to a point 3 metres north of its junction with Wellington Street
Old Street (south side)	from a point 30 metres west of its junction with Booth Street for a distance of 24 metres in a westerly direction
Old Street (north side)	from a point 14 metres east of its junction with Oldham Road to a point 43 metres east of its junction with Oldham Road
Williamson Street (south side)	from a point 31 metres east of its junction with Oldham Road for a distance of 12 metres in an easterly direction
Cotton Street East (north side)	from a point 13 metres east of its junction with Oldham Road to a point 40 metres west of its junction with Gas Street

No Waiting at Any Time	
Penny Meadow (north side)	From its junction with Wimpole Street for a distance of 8 metres in a westerly direction.
Cowhill Lane (west side)	From a point 5 metres south of its junction with Wimpole Street up to and including its cul-de-sac end
Albion Street (west side)	from a point 10 metres south of its northerly cul-de-sac end for a distance of 10 metres in a southerly direction
Albion Street (east side)	from a point 15 meters north of its junction with Crickets Lane North to a point 10 metres south of its northerly cul-de-sac end, including the whole of its easterly cul-de-sac end
Wood Street (both sides)	From its junction with Oldham Road (spur) to its junction with Booth Street
Booth Street (east side)	From a point 5 metres north of its junction with Fleet Street in a southerly direction up to its cul-de-sac end
Moss Street East (both sides)	From its junction with Cavendish Street to its junction with Oldham Road
Wellington Street (north side)	From a point 15 metres west of its junction with Booth Street to its junction with Delamere Street.
Wellington Street (south side)	From its junction with Delamere Street for a distance of 34 metres in a westerly direction.
Newton Street (west side)	From its junction with Penny Meadow for a distance of 15 metres in a northerly direction.
Newton Street (east side)	From its junction with Penny Meadow for a distance of 5 metres in a northerly direction.
No Waiting & No Loading at Any Time	
Albion Street (north east side)	from its junction with Crickets Lane North for a distance of 15 metres in a northerly direction
Albion Street (south west side)	From its junction with Crickets Lane North for a distance of 12 metres in a northerly direction.
Wellington Street (both sides)	From its junction with Delamere Street to its junction with the Wellington Street / Wood Street link road
Wellington Street / Wood Street link road (both sides)	From its junction with Wellington Street to its junction with Wood Street

Wood Street (both sides)	From its junction with Wellington Street / Wood Street link road to its junction with Delamere Street.
Loading Only Monday – Friday 9am – 5pm	
Albion Street (full width of road)	From its northerly cul-de-sac end for a distance of 10 metres in a southerly direction.
Limited Waiting, 1 hour, no return within 2 hours Monday – Saturday 8am – 6pm	
Albion Street (west side)	From a point 12 metres north of its junction with Crickets Lane North to a point 20 metres south of its northerly cul-de-sac end.

APPENDIX E: DRAWING NO. 001 – PROPOSED TRAFFIC REGULATION ORDERS – ASHTON TOWN CENTRE



Engineering Service
Tameside MBC
Council Offices
Wellington Road, Ashton-Under-Lyne
Tameside, OL8 6DL

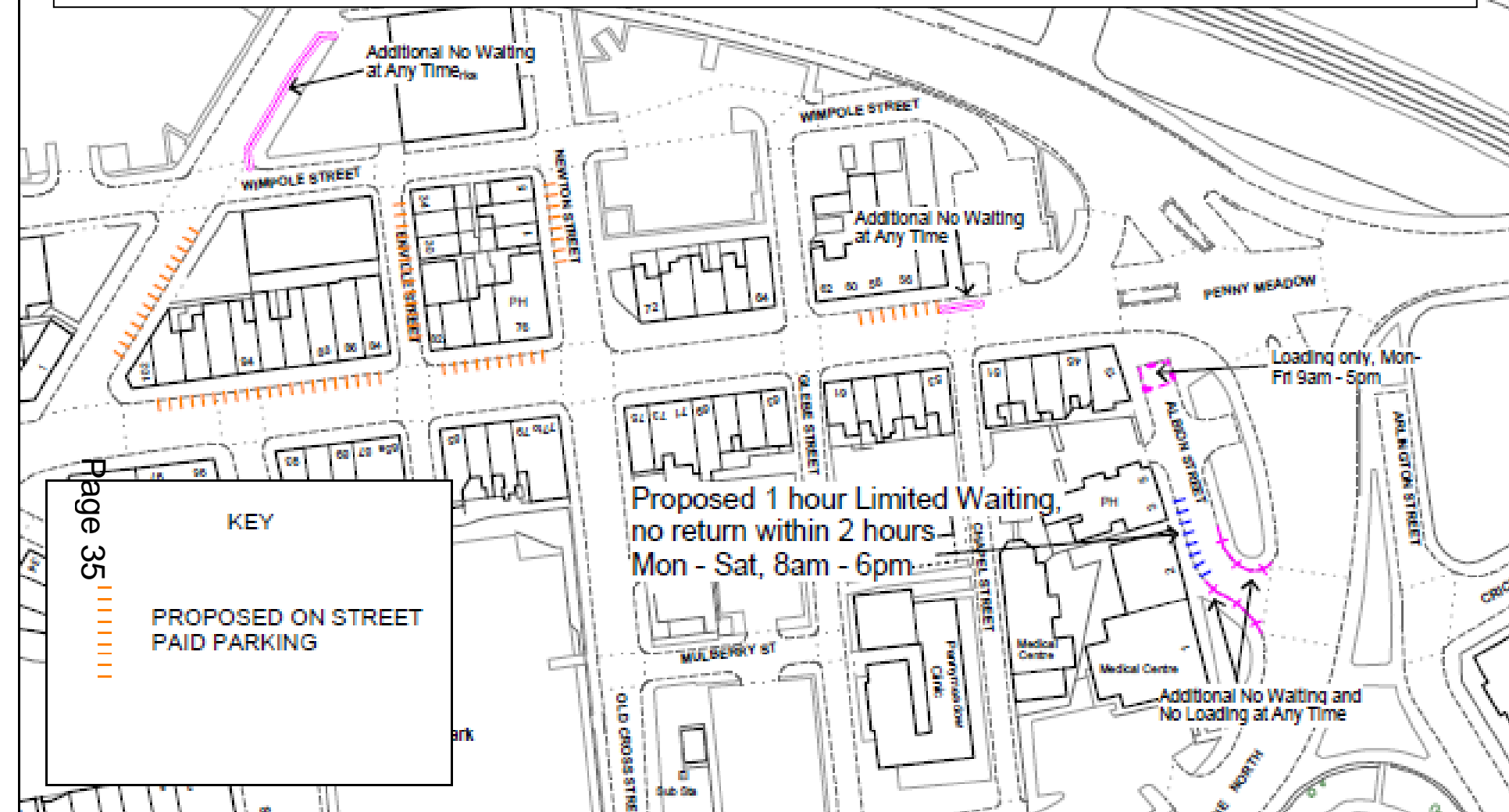
Drawn By : CK
Scale : NTS

Page 34
Date : 10/5/2016

© Crown copyright TMBC LA 076384

APPENDIX C: DRAWING NO. 001 - PROPOSED TRAFFIC REGULATION ORDERS - ASHTON TOWN CENTRE

APPENDIX E: DRAWING NO. 002 – PROPOSED TRAFFIC REGULATION ORDERS – ASHTON TOWN CENTRE



Engineering Service
Tameside MBC
Council Offices
Wellington Road, Ashton-Under-Lyne
Tameside, OL6 6DL

APPENDIX E: DRAWING NO. 004 - RECOMMENDED CHANGE TO PROPOSED TRAFFIC REGULATION ORDERS - ASHTON TOWN CENTRE

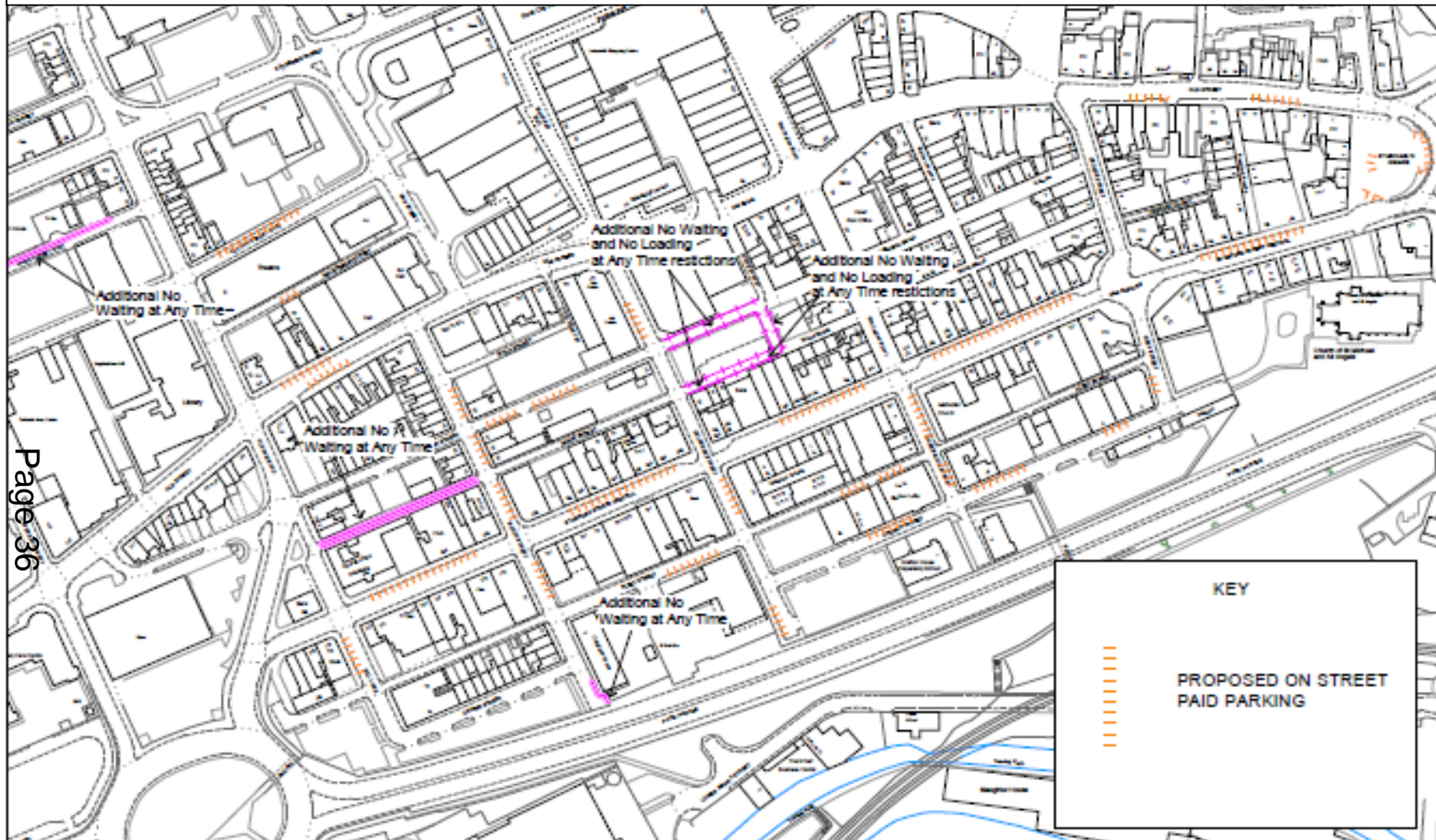
Drawn By : CK

Scale : NTS

Date: 10/5/2016

© Crown copyright TMBC LA 076384

APPENDIX E: DRAWING NO. 003 – PROPOSED TRAFFIC REGULATION ORDERS – ASHTON TOWN CENTRE



<p>Engineering Service Tameside MBC Council Offices Wellington Road, Ashton-Under-Lyne Tameside, OL8 5DL</p>	<p>APPENDIX C: DRAWING NO. 003 - PROPOSED TRAFFIC REGULATION ORDERS - ASHTON TOWN CENTRE</p>			
<p>Drawn By : CK</p>	<p>Scale : NTD</p>	<p>Date : 10/5/2016</p>		<p>© Crown copyright TMSC LA 076384</p>

APPENDIX F: GREATER MANCHESTER ON STREET PAY AND DISPLAY CHARGES

Greater Manchester Local Authorities On Street Paid Parking Information

Town	on street paid parking	hours of operation	charges*									Link to info
			Up to 30 mins	Up to 1 hour	Up to 1 hour 30 mins	Up to 2 hours	up to 3 hours	3-4 hours	4-5 hours	5-6 hours	over 6 hours	
Bolton	Yes	8.30am - 6.00pm, Monday to Saturday	£1	£1.50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	http://www.bolton.gov.uk/sites/DocumentCentre/Documents/ParkingFees-OnStreet.pdf
Bury	Yes	8am - 6pm, Monday to Saturday	£1	£1.70	n/a	£3.40	n/a	n/a	n/a	n/a	n/a	http://www.bury.gov.uk/index.aspx?articleid=11346
Manchester	Yes	Monday to Sunday, 8am till 8pm	£1.50	£3	£5	£6.00	n/a	n/a	n/a	n/a	n/a	http://www.manchester.gov.uk/info/471/parking_in_public_areas/146/on-street-parking
Oldham	Yes	no specific charging information although the website does indicate that there is on street paid parking										http://www.oldham.gov.uk/info/200527/car_parks/809/oldham_town_centre_car_parks
Rochdale	largely limited waiting, only two sites with on street paid parking	Monday to Sunday, 8am till 6pm	free	free	free	free	free	90p	£1.20	£1.50	£2.80	http://www.rochdale.gov.uk/parking-roads-and-transport/Pages/council-car-parks.aspx#RochOS
Salford	no information											
Stockport	Yes	Monday - Saturday	n/a	90p	n/a	£1.80	£2.70	£3.60	£4.50	£5.40	£6.30	http://www.stockport.gov.uk/2013/3006/traffic/35138/parkinglocationsandcharges
Trafford	Yes	Monday to Saturday 9am - 5pm	20p	n/a	n/a	50p	£1	£2	£3	n/a	n/a	http://www.trafford.gov.uk/residents/transport-and-streets/parking/parking-in-trafford.aspx
Wigan	Yes	various	80p	£1.10	n/a	£2.10	£3.20	n/a	n/a	n/a	n/a	http://www.wigan.gov.uk/Resident/Parking-Roads-Travel/Parking/Wigan-car-parks.aspx

*Inner zones used for illustrative purposes

APPENDIX G: PLAN OF CAR PARKS AND THE NUMBER OF SPACES IN ASHTON TOWN CENTRE



Car Park	Spaces	Car Park	Spaces
1 Ikea, OL6 7TE	350	11 Ladysmith Shopping Centre, OL6 7JH	186
2 Aldi, OL6 7DQ	80	12 Swan Street, OL6 6LB	32
3 Ashton Retail Park, OL6 7DQ	130	13 Old Cross Street, OL6 6HA	149
4 Ashton Rail Station, OL6 6JP	35	14 Mulberry Street, OL6 6HA	49
5 Union Street, OL6 6JA	212	15 Delamere Street, OL6 7NA	20
6 Henrietta Street, OL6 6HW	73	16 Old Street, OL6 7SF	60
7 Wimpole Street, OL6 6GB	40	17 Lidl, OL6 7NQ	91
8 The Arcades, OL6 7AE	523	18 Crown Street/Mill Lane, OL6 7PQ	71
9 Burlington Street (North), OL6 7DG	15	19 Church Street No.1, OL6 6XE	71
10 Water Street/Ashton Pool, OL6 7AH	64	20 Church Street No.2, OL6 6XE	74

Private Car Park

Council Car Park

NB – THERE ARE A NUMBER OF PRIVATE UN-MADE CAR PARKS IN THE TOWN CENTRE AREA WHICH ARE NOT INCLUDED ON THIS PLAN

COUNCIL RUN PAY AND DISPLAY CAR PARK TARIFF IN ASHTON TOWN CENTRE

Period of Waiting during Charging Hours Monday to Saturday inclusive 8am - midnight	Cost
Up to 30 minutes	50p
Up to 3 hours	£1.00
All day	£2.00
Evening Charges: 6pm to midnight	£1.00

APPENDIX H

Equality Impact Assessment: Ashton Town Centre – Traffic, Parking and Pedestrians (On Street Parking Proposals)

Subject / Title	ASHTON TOWN CENTRE – TRAFFIC, PARKING & PEDESTRIANS (ON STREET PARKING PROPOSALS)
------------------------	--

Service Unit	Service Area	Directorate
Traffic Operations	Environmental Services (Highways)	Place

Start Date	Completion Date
June 2017	

Lead Officer	Jody Hawkins
Service Unit Manager	Alan Jackson
Assistant Executive Director	Ian Saxon

EIA Group (lead contact first)	Job title	Service
Jody Hawkins	Environmental Services Manager	Environmental Services (Highways)
Andrew Marsh	Engineer	Environmental Services (Highways)
Alan Jackson	Head of Environmental Services (Highways & Transport)	Environmental Services (Highways)

PART 1 – INITIAL SCREENING

An Equality Impact Assessment (EIA) is required for all Key Decisions that involve changes to service delivery. All other changes, whether a Key Decision or not, require consideration for the necessity of an EIA.

The Initial Screening is a quick and easy process which aims to identify:

- *those projects, policies, and proposals which require a full EIA by looking at the potential impact on any of the equality groups*
- *prioritise if and when a full EIA should be completed*
- *explain and record the reasons why it is deemed a full EIA is not required*

A full EIA should always be undertaken if the project, policy or proposal is likely to have an impact upon people with a protected characteristic. This should be undertaken irrespective of whether the impact is major or minor, or on a large or small group of people. If the initial screening concludes a full EIA is not required, please fully explain the reasons for this at 1e and ensure this form is signed off by the relevant Service Unit Manager and Assistant Executive Director.

1a.	What is the project, policy or proposal?	To introduce rise and fall bollards to protect the town centre pedestrianised areas and cashless mobile telephone paid parking on street in Ashton town centre
1b	What are the main aims of the project, policy or proposal?	To review and update traffic movements and on street parking in Ashton town centre due to on-going redevelopment within the town centre and the effects this will have on vehicular and pedestrian movements. The scheme will introduce rise and fall bollards to protect pedestrians and replace existing Limited Waiting parking on street with a cashless mobile telephone parking system with the ability to identify available spaces on the highway in real time via a mobile app.

1c. Will the project, policy or proposal have either a direct or indirect impact on any groups of people with protected equality characteristics?

Where a direct or indirect impact will occur as a result of the policy, project or proposal, please explain why and how that group of people will be affected.

Protected Characteristic	Direct Impact	Indirect Impact	Little / No Impact	Explanation
Age		✓		Not all drivers, in particular those who are elderly, will have access to a mobile phone which is required in order to register

				for free parking or make a payment to park. Those who do have access to a mobile may not be confident to use it as a method of payment. No alternative method of payment is proposed as part of this scheme.
Disability			✓	Disabled badge holders are permitted to park on street within paid parking bays for an unlimited time and without charge or registering.
Ethnicity			✓	
Sex / Gender			✓	
Religion or Belief			✓	
Sexual Orientation			✓	
Gender Reassignment			✓	
Pregnancy & Maternity			✓	
Marriage & Civil Partnership			✓	
Are there any other groups who you feel may be impacted, directly or indirectly, by this project, policy or proposal? (e.g. carers, vulnerable residents, isolated residents)				
Group (please state)	Direct Impact	Indirect Impact	Little / No Impact	Explanation
Vulnerable and isolated residents of Tameside		✓		As the scheme removes the majority of free, limited waiting on the highway within the town centre, some people accessing local services, such as doctors surgeries, dentists, job centre and / or community / support groups, may be forced to register and / or pay to continue to park on street, find an alternative method of travel or park elsewhere and walk to their destination. This may

				detrimentally affect some residents more than others.
Low income residents		✓		As the scheme removes the majority of free, limited waiting on the highway within the town centre, some people accessing local amenities such as childcare, housing providers, job centre may be forced to register and / or pay to continue to park on street, find an alternative method of travel or park elsewhere and walk to their destination. This may detrimentally affect some residents more than others.

Wherever a direct or indirect impact has been identified you should consider undertaking a full EIA or be able to adequately explain your reasoning for not doing so. Where little / no impact is anticipated, this can be explored in more detail when undertaking a full EIA.

1d.	Does the project, policy or proposal require a full EIA?	Yes	No
		Yes	
1e.	What are your reasons for the decision made at 1d?	The proposed scheme could have a negative impact on the elderly, vulnerable and isolated residents and low income residents due to the proposed introduction of on street parking charges to be made via a cashless mobile telephone system. This will be explored in the full EIA.	

If a full EIA is required please progress to Part 2.

PART 2 – FULL EQUALITY IMPACT ASSESSMENT

2a. Summary

To review and update on street parking in Ashton town centre due to on-going redevelopment within the town centre and the effects this will have on vehicular and pedestrian movements. The scheme will replace existing Limited Waiting parking on street with a cashless mobile telephone parking system with the ability to identify available spaces on the highway in real time via mobile app.

The main impact of this scheme will be that vehicles are charged for parking on street within Ashton town centre and will have to make payment for that parking using a cashless mobile telephone system. This EIA identifies that the protected characteristics of Age and Disability may be indirectly affected as a result of this scheme and additionally vulnerable and / or isolated residents of Tameside and low income residents of Tameside may be adversely affected by the proposals. These groups may be affected as a result of their lack of access to or ability to use mobile phones and / or their ability to pay for the on street parking places that they may currently use for free, once charging is introduced.

In most cases there is viable alternative parking available albeit in off road car parks where the charging tariffs are significantly less than the proposals for on street parking.

Disabled people with blue badges have alternative parking facilities - utilising on street paid parking places without having to make payment and for an unlimited amount of time provided they display their blue badge in the prescribed manner.

2b. Issues to Consider

The proposed scheme is designed to improve safety and the parking offer for all residents and visitors to Ashton Town Centre following extensive and on-going town centre redevelopment. As it is proposed to introduce a cashless payment system for on street parking, and that registration is compulsory for all drivers except disabled, it was felt that a full EIA was required. Disabled people who hold a Blue Badge would continue to be able to park in the paid parking bays without registration, charge or time limit.

The concerns centre on access to mobile telephones with which registration or payment for parking can be made and the proposed charging tariff, with the exception of the half hour free parking, being a bar to certain groups of Tameside residents accessing town centre services.

Eight of the ten Greater Manchester local authorities already have on street pay and display parking in place on the streets in their town centres. The majority of authorities charge for ½ hour parking which the proposed scheme does not and the hour long parking is broadly comparable to what is being proposed in Ashton, however, many allow a longer time in

which to park than that proposed in Ashton. See Appendix F for a more detailed breakdown of the other authorities on street pay and display charges.

2c. Impact

The following groups have been identified as those which may be impacted as a result of the proposals for on street parking:

Age – there are two identified areas within the proposals that may negatively impact on elderly residents / visitors. The first being that potentially fewer elderly people have access to or regularly use a mobile phone and as such would not have the ability / desire to register and / or pay for on street parking as required by the proposed cashless parking offer. There may also be those who lack confidence in using their mobile phone to make payment; the second being that a lack of smart phone ownership within this demographic would prevent them from using the real time parking space information app that is part of this parking proposal.

Vulnerable and isolated residents – the proposed registration requirement and charging regime may bar some residents from parking on street as they may currently do for a limited time with no charge. This could impair their ability to easily access amenities and services located in Ashton town centre such as housing providers, doctors, dentists, childcare providers, support groups, council customer services, Citizens Advice Bureau, post office sorting office etc.

Low income residents – the proposed registration requirement and charging regime may impact on some residents / visitors ability to access town centre services by charging for more than a half hour parking on street where currently there is no charge. This could affect those who may have less access to a mobile phone and require very short stay parking such as to access childcare provision and the post office sorting office.

2d. Mitigations *(Where you have identified an impact, what can be done to reduce or mitigate the impact?)*

Elderly access to mobile phones to pay for on street parking

Although payment meters could be introduced as part of the scheme, this has a financial consequence to the council and it is felt that there is acceptable and accessible alternative parking available via off street car parks in Ashton Town Centre where cash payment can be made and the charging tariff is set at favourable rates. There are many car parks, council owned and private, across the town centre, all with similar tariffs, Appendix 2 illustrates the locations and capacity of those car parks. The additional distance that people may have to walk in order to get to where they are visiting compared to on street parking will be minimal.

<i>Elderly ability to use mobile phone to make payment</i>	<i>An information leaflet will also be made available for distribution with instructions of how payment for parking should be made. Information about how the cashless payment method works will also be made available via the council website.</i>
<i>Elderly access to smart phones in order to use the app which provides real time on street parking bays.</i>	<i>The council are considering the implementation of car park information boards which would provide real time information on car park space availability on council owned car parks. Ability to access the app does not prevent vehicles from parking in available spaces, it is an information tool that is likely to become increasingly common as technology and access to it improves.</i>
<i>Low income residents' ability to park affordably in the town centre in order to access services / amenities.</i>	<p><i>There is a demand for extremely short stay parking in the Church Street area - this is to access the nursery and post office sorting office. As such it is proposed to remove the ½ hour charge for on street parking. Whilst this does mean that people accessing those services will have to register for parking the financial burden has been removed.</i></p> <p><i>For all other services / amenities that low income residents may be visiting in the town centre it is felt that there is acceptable and accessible alternative parking available via off street car parks where cash payment can be made and the charging tariff is set at favourable rates. There are many car parks, both council owned and private, across the town centre, all with similar tariffs. The additional distance that people may have to walk in order to get to where they are visiting will be minimal.</i></p>

2f. Monitoring progress		
Issue / Action	Lead officer	Timescale
<i>Limited Waiting on Albion Street is monitored to ensure that it is broadly working as intended.</i>	<i>Jody Hawkins</i>	<i>Post implementation</i>
<i>Ensure that information pertaining to the use of mobile phones for payment is kept up to date on the council's website</i>	<i>Tracey Johnson</i>	<i>Annually</i>
<i>Progress update including monitoring the usage of the on street spaces and number of fines issued etc</i>	<i>Tracey Johnson</i>	<i>Annually</i>

Signature of Service Unit Manager	Date
Signature of Assistant Executive Director	Date

Guidance Notes

The purpose of an EIA is to aid the Council's compliance with the public sector equality duty (section 149 of the Equality Act 2010), which requires that public bodies, in the exercise of their functions, pay 'due regard' to the need to eliminate discrimination, victimisation, and harassment; advance equality of opportunity; and foster good relations. To this end, there are a number of corporately agreed criteria:

- An Equality Impact Assessment (EIA) is required for all Key Decisions that involve changes to service delivery. All other changes, whether a Key Decision or not, require consideration for the necessity of an EIA.
- The decision as to whether an EIA is required rests with the relevant Service Unit Manager (SUM), in consultation with the appropriate Assistant Executive Director (AED) where necessary. Where an EIA is not required, the reason(s) for this must be detailed within the appropriate report by way of a judgement statement.
- EIAs must be timely, with any findings as to the impact of a change in policy or procedure which affects residents, service users, or staff, being brought to the attention of the decision maker in the body of the main accompanying report. As such, EIAs must be conducted alongside the development of any policy change, with appropriate

mitigations integrated into its development where any potentially detrimental or inequitable inequitable impact is identified.

1c. Will the project, policy or proposal have either a direct or indirect impact on any groups of people with protected equality characteristics?

Where a direct or indirect impact will occur as a result of the policy, project or proposal, please explain why and how that group of people will be affected.

Protected Characteristic	Direct Impact	Indirect Impact	Little / No Impact	Explanation
--------------------------	---------------	-----------------	--------------------	-------------

How to complete the EIA Form

EIAs should always be carried out by at least 2 people, and as part of the overall approach to a service review or service delivery change. Guidance from case law indicates that judgements arrived at in isolation are not consistent with showing 'due regard' to the necessary equality duties.

Part 1 – Initial Screening

The Initial Screening is a quick and easy process which aims to identify:

- those projects, policies, and proposals which require a full EIA by looking at the potential impact on any of the equality groups
- prioritise if and when a full EIA should be completed
- explain and record the reasons why it is deemed a full EIA is not required

A full EIA should always be undertaken if the project, policy or proposal is likely to have an impact upon people with a protected characteristic. This should be undertaken irrespective of whether the impact is major or minor, or on a large or small group of people. If the initial screening concludes a full EIA is not required, please fully explain the reasons for this at 1e and ensure this form is signed off by the relevant Service Unit Manager and Assistant Executive Director.

Wherever a direct or indirect impact has been identified you should consider undertaking a full EIA or be able to adequately explain your reasoning for not doing so. Where little / no impact is anticipated, this can be explored in more detail when undertaking a full EIA.

The table overleaf is an example of what part 1c of the screening process may look like. In this example we have used a review of the services delivered at Children's Centres and the impact this may have.

Age	✓			Children's Centre services are targeted to the 0 to 5 age group
Disability		✓		Some Children's Centre users may be disabled
Ethnicity		✓		Children's Centre users come from a range of ethnic backgrounds
Sex / Gender		✓		Children's Centres are not gender specific
Religion or Belief			✓	
Sexual Orientation			✓	
Gender Reassignment			✓	
Pregnancy & Maternity	✓			Children's Centres provide services to pregnant women
Marriage & Civil Partnership			✓	
Are there any other groups who you feel may be impacted, directly or indirectly, by this project, policy or proposal? (e.g. carers, vulnerable residents, isolated residents)				
Group (please state)	Direct Impact	Indirect Impact	Little / No Impact	Explanation
Lone Parents		✓		Children's Centre users may include lone parents
Disadvantaged families	✓			Children's Centres support the most disadvantaged families, with an aim to reduce inequalities in child development and school readiness.

Part 2 – Full Equality Impact Assessment

If a full EIA is required then part 2 of the EIA form should be completed.

2a. Summary

In this section you should:

- Explain the reason why the EIA was undertaken i.e. the main drivers such as a change in policy or legislation etc. This can be a combination of factors.
- Outline what the proposals are
- Summarise the main findings of the EIA - what are the main impacts of the change in policy and what protected characteristic groups do they effect?
- Summarise what measures have been put in place to mitigate any negative impact and how the success of these measures will be monitored

It may be useful to complete this section towards the end of the EIA process.

2b. Issues to Consider

In this section you should give details of the issues you have taken into consideration when coming to your proposals / recommendations and outline the protected characteristic group(s) affected - Age, Ethnicity, Disability, Gender, Sexual Orientation, Religion / Belief, Gender Reassignment, Pregnancy/Maternity, Marriage/Civil Partnership, and how people associated with someone with a particular characteristic (i.e. a carer of a disabled and / or elderly person may be affected (you can refer to the information in 1c identifying those groups who may be affected)

Considerations should include (but are not limited to):-

- Legislative drivers. How have you considered the Equality Act, and the elimination of discrimination, victimisation and harassment, and the three arms of the PSED in coming to a decision / set of proposals i.e. the need to take into account the specific needs of disabled people above and beyond the general needs of other service users? You should consider similar circumstances where a similar service has been provided and changed, and whether this has been challenged. What rules / laws was it challenged under, and what lessons have you taken from this? This can include things such as Judicial Reviews or cases considered by the relevant Ombudsman.
- Comparative data and examples of learning from other areas / benchmarking (linked to legal issues as above)
- Financial considerations. How have your recommendation / proposals been shaped by finances / resources available (please note –legal rulings have indicated that the need to make savings alone is not likely to be deemed sufficient on its own to justify reduction in services)
- Service user information. What information do you hold about service users and their protected characteristics? How does this compare to comparative data i.e. national / regional picture?

- Consultation, engagement & feedback. What work has been done to ensure interested parties have been made aware of proposed changes, and that comments have been recorded and have the opportunity to influence the final decision? You should detail when consultation took place, those involved i.e. staff, service users, timescales. Any consultation should be timely in order to ensure that all participants are able to contribute fully.

2c. Impact

Use this section to outline what the impact of the changes being proposed is likely to be based on the evidence, and consultation & engagement? Will there be a disproportionate impact on a particular group/s? Does the evidence indicate that a particular group is not benefiting from the service as anticipated? What are the uptake / participation rates amongst groups? Where a greater impact on a particular group is recorded, is this consistent with the policy's aims? Does the policy include provision for addressing inequality of delivery / provision?

Try to distinguish clearly between any negative impacts that are or could be unlawful (which can never be justified) and negative impacts that may create disadvantage for some groups but can be justified overall (with explanation). Similarly, does the evidence point to areas of good practice that require safeguarding? How will this be done?

2d. Mitigations

Where any potential impacts have been identified as a result of the EIA, you should detail here what can be done to reduce or mitigate these.

2e. Evidence Sources

Use this section to list all sources of information that the EIA draws upon. Evidence can include surveys & questionnaires (either service based or Corporate wide), policy papers, minutes of meetings, specific service user consultation exercises, interviews etc

Detailed statistical data is available via the Integrated Assessment tools on the Intranet - <http://intranet2.tameside.gov.uk/integratedassessment/>

If you need help consulting customer groups, guidance is available at <http://www.tameside.gov.uk/consultation/strategy> via the Consultation Toolkit.

NB – this section is not asking you to give details of your findings from these sources, just the sources from which evidence and considerations were drawn.

2f. Monitoring Progress

Use this section to identify any ongoing issues raised by the EIA, how these will be monitored, who is the lead officer responsible and expected timescale.

Sign Off

Once the EIA is complete this should be signed off by the relevant SUM and AED.

2e. Evidence Sources

The Road Traffic Regulation Act 1984 and the Traffic Signs Regulations and General Directions 2002 / 2016 (newly updated) provide the legal framework by which Traffic Regulation Orders pertaining to parking regulation can be implemented.

Consultation responses - Statutory public consultation will be undertaken in line with changing the Traffic Regulation Orders associated with on street parking in Ashton town centre. Notices will be advertised on street furniture within the affected area and be published in The Reporter newspaper, businesses and residents within the affected area.

Surveys of the council owned car parking provision have been undertaken to ensure that there is capacity availability on those car parks for displaced vehicles affected as a consequence of this scheme.

This page is intentionally left blank

Report To:	STRATEGIC PLANNING AND CAPITAL MONITORING GROUP
Date:	9 October 2017
Reporting Officer:	Kathy Roe – Chief Finance Officer
Subject:	CAPITAL INVESTMENT PROGRAMME: 2017/18-2019/20
Report Summary:	<p>The report sets out a proposed revised Capital Investment Programme for the period 2017 -2020 of just under £170m.</p> <p>It summarises the latest capital programme based on information provided by project managers.</p> <p>The report also recommends additional projects are added to the programme together with the proposed funding for the updated three year programme.</p> <p>New prudential indicators are also required in order to align with the updated programme.</p> <p>The proposed three year Capital Programme has been produced following review and prioritisation of bids for Capital Investment during the summer of 2017. The proposed programme is based on this prioritisation exercise and a review of available resources.</p> <p>The opportunity presented in this report for a major capital investment boost is unique. Members must be certain that the proposed schemes for inclusion in the programme represent the priorities that must be addressed over the next three years. The significant resources available are non-recurrent and will not be available in future years once applied to fund capital investment.</p> <p>The ability to utilise the significant capital investment reserves is dependent on a stable revenue budget position. The proposed funding sources and affordability of the programme will need to be kept under regular review.</p>
Recommendations:	<p>That the Strategic Planning and Capital Monitoring Panel consider the proposed Capital Investment Programme and application of resources to fund this investment.</p> <p>That the Strategic Planning and Capital Monitoring Panel recommend the following to Executive Cabinet:</p> <ol style="list-style-type: none">1) That the changes to the existing programme (Table 2) and the revised Capital Investment Programme (Table 5) for 2017/18 to 2019/20 is approved;2) That the allocation of funds for additional schemes (Table 4) is agreed in principle, subject to full business cases for each scheme;3) That the Chief Finance Officer provides regular updates on the funding sources proposed for the Capital Investment Programme, and the affordability of the

programme; and

- 4) That all additional schemes (Table 4) submit a business case for consideration by Strategic Planning and Capital Monitoring Panel, prior to full approval by Executive Cabinet.

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 Implications:

(Authorised by the Section 151 Officer))

The proposed Capital Investment Programme will be funded from a combination of grants, reserves and borrowing. Much of this funding is non-recurrent and additional funding on this scale will not be available in future years for alternative schemes.

The report sets out the proposed amount of Prudential Borrowing to be utilised to fund capital investment. The interest cost and principal repayments of borrowing is funded from future revenue budgets. The Council's ability to prudentially borrow to fund future schemes is limited by the budget pressures which the Council faces over the coming three years and beyond.

Close monitoring of capital expenditure on each scheme and the resources available to fund capital expenditure is essential and is an integral part of the financial planning process. There is very limited contingency funding set aside for capital schemes, and any significant variation in capital expenditure and resources will have implications for future revenue budgets or the viability of future schemes.

Legal Implications:

(Authorised by the Borough Solicitor)

Failure to adhere to strict capital monitoring effectively rationalised in accordance with the Council's corporate responsibilities and priorities exposes the Council to potential legal and ombudsman challenge in respect of its fiduciary duty and requirement to ensure value for money for the people of the Borough and the public purse.

Risk Management:

The Capital Investment Programme proposes significant investment across the borough. Failure to properly manage and monitor the Council's Capital Investment Programme will lead to service failure, financial loss and a loss of public confidence. Funding of the Capital Programme assumes the realisation of Capital Receipts from land and property sales which if not achieved may require reassessment of the programme.

Access to Information:

The background papers relating to this report can be inspected by contacting Heather Green, Finance Business Partner by:



phone: 0161 342 2929



e-mail: heather.green@tameside.gov.uk

1. INTRODUCTION

- 1.1 The Council maintains a three year Capital Programme which sets out planned capital investment and identifies the resources that are available to finance expenditure on all projects.
- 1.2 This report includes:
- The current programme, including changes approved as part of the Council's capital monitoring process;
 - An update for known or anticipated grant allocations;
 - An updated assessment of resources available to finance the investment programme;
 - A proposed updated investment programme through to 2019/20;
 - A consequential update to the prudential indicators for 2017/18 - 2019/20.

2. CAPITAL STRATEGY

- 2.1 One of the aims of the Council's capital strategy is to link resources to priorities and this updated programme sets out how this will be achieved.
- 2.2 Another important aim is that the capital programme is affordable. In this regard the assumed level of borrowing, which places demands on the constrained revenue budget in terms of loan servicing costs, has been reduced. In its place there will be a significant planned use of earmarked reserves and a step increase in the realisation and use of capital receipts from the sale of surplus assets.
- 2.3 It is vital that expenditure of the scale recommended is effectively controlled with regular reports to the Strategic Planning and Capital Monitoring Panel from the appropriate accountable officers.
- 2.4 Given the significant scale of the Capital Programme over the next three years, it is proposed that an officer led Capital Programme working group is established to tightly manage and monitor the Council's Capital Programme going forwards.

3. REVIEW OF THE EXISTING CAPITAL PROGRAMME

- 3.1 The original capital programme for 2017/18 to 2019/20 includes forecasted expenditure of £112m. This is following the re-profiling exercise carried out and reported as part of the 2016/17 Capital Outturn Report.
- 3.2 Table 1 below provides a high level summary of capital expenditure by service area:

Table 1: Original Capital Programme 2017/18 to 2019/20 by Service Area

Original Capital Investment Programme	2017/18 £000	2018/19 £000	2019/20 £000	Total £000
PEOPLE				
Adult Services	0			0
Children's Services	125			125
PLACE				
Education	15,626			15,626
AIPM	36,964			36,964
Stronger Communities	454			454
Development & Investment	3,321			3,321
Digital Tameside	1,340	440		1,780
Engineering Services	18,248			18,248
Environmental Services	2,200			2,200
Transport	6,289			6,289
Active Tameside	10,174	6,524		16,698
EXCHEQUER	10			10
RESOURCES	4,982	5,000		9,982
Grand Total	99,733	11,964		111,697

- 3.3 It is important that projects contained in the capital investment programme are reviewed to ensure they are in alignment with current plans and priorities of the Council. This is to ensure the finite resources available for the programme are utilised for maximum effect. Such a review has been carried out and it is proposed that the schemes set out in Table 2 are removed from the programme, allowing their resources to be reallocated.

Table 2: Schemes to be removed from the Capital Programme

Schemes to be removed from the original Capital Investment Programme	2017/18 £000s	2018/19 £000s
Specific Capital Reserve	403	
The Longdendale Integrated Transport Strategy*	8,289	
Carbon Reduction - Invest To Save Schemes Approval Required	311	
Estimated Future Borrowing Approvals / Receipts	4,262	5,000
Repayment Of Prudential Borrowing	721	
Sub-total	13,986	5,000
TOTAL SCHEMES TO BE REMOVED		18,986

** This is a long standing priority of the Council. However; current understanding is that the Department of Transport is devising a scheme that does not rely on funding from the Council. Should this position change then the investment programme can be reviewed to accommodate the scheme.*

- 3.4 Since the re-profiling exercise carried out and reported as part of the 2016/17 Capital Outturn Report, a small number of additional 2017/18 schemes have been approved by the Executive. The additional schemes which have been approved are set out in Table 3 below.

Table 3: Additional Schemes approved since February 2017

Additional Schemes Approved by Executive since February 2017	2017/18 £000s
Egremont Street Playing Fields and Greenspace Infrastructure	74
Investment in Corporate and Civic Buildings	525
Transport Asset Management Plan	2,750
Active Tameside – Hyde Pool	1,096
Refurbishment of Concord Suite	550
Ashton Interchange	445
TOTAL	5,440

4. PROPOSED CAPITAL INVESTMENT PROGRAMME 2017/18 – 2019/20

- 4.1 All Directorates of the Council and members of the Single Leadership Team have been invited to submit bids for inclusion in the updated capital investment programme to 2019/20.
- 4.2 Bids have been categorised in line with the emerging Corporate priorities or as unavoidable schemes resulting from our statutory responsibilities. The Single Leadership Team have considered how the proposed schemes meet the Council's Capital Strategy, how they contribute to the Council's priorities, and how the schemes contribute to the Council's financial sustainability.
- 4.3 The additional schemes proposed for inclusion in the revised Capital Investment Programme for 2017/18 to 2019/20 are detailed in **Appendix 1**. The schemes, by priority area, are summarised in Table 4 below.

Table 4: Additional Schemes by Priority

	2017/18 £000	2018/19 £000	2019/20 £000
Digital Future			
Tameside Digital Infrastructure	1,752		
Tameside Data Centre	840		
Ashton Old Baths Annex	800	800	
Care Together Digital Funding		3,000	
	3,392	3,800	
Excellent Health & Care			
Denton Festival Hall Health Hub	1,000	2,500	
Union Street Health Hub	1,000	4,500	

A&E Streaming		700	
Oxford Park Development	455		
New Children's Home		1,000	
	2,455	8,700	
Strong Communities			
Ashton Library		200	
4C Community Centre Ashton	150		
CCTV	200		
	350	200	
Vibrant Economy			
Parking Enforcement System Upgrade		200	
Flood Prevention and Repairs	75	300	400
Pension Fund Building	8,400		
Asset Management Strategy – Plantation Industrial Estate	1,400		
LED Street Lighting Scheme for Main Roads	100	1,750	1,750
Tameside Highways Asset Management Plan	250	3,870	6,380
Refurbishment of Ashton Town Hall	2,000	4,700	
Refurbishment of Concord Suite, Droylsden	450		
Hyde Town Hall Roof	1,300		
Ashton Gateway	1,500		
Investment and Development Fund	11,500		
Godley Green Development	200		
Ashton Interchange	55		
Borough Gateways		300	
Asset Management Software	500		
	27,730	11,120	8,530
Statutory Obligations			
Replacement of Cremators		1,500	
Woodend Mill Chimney	200		
Property Assets Statutory Compliance	3,000		
Transport Services – Fleet Replacement Programme		500	
Property Assets – Refurbishment of Capital Assets		975	1,000
Hyde Indoor Market Redevelopment		2,500	
Cemetery Boundary Walls	200		
Crowded Places Pedestrian Safety		250	
	3,400	5,725	1,000
TOTAL ADDITIONAL SCHEMES PROPOSED	37,327	29,945	9,530

- 4.4 It should be noted that approval to placing schemes in the capital programme at this point is to earmark funding for the project. It is expected that each of the schemes will provide a full business case for consideration by the Strategic Planning and Capital Monitoring Group, prior to recommendation for approval by the Executive.
- 4.5 Table 5 below summarises the overall revised capital investment programme proposed for 2017-2020.

Table 5a: Overall revised Capital Investment Programme 2017-2020

	2017/18 £000	2018/19 £000	2019/20 £000
Original Capital Programme (Table 1)	99,733	11,964	
Schemes to be removed from the programme (Table 2)	(13,986)	(5,000)	
Additional Schemes approved since February 2017 (Table 3)	5,440		
Additional Schemes proposed for inclusion (Table 4)	37,327	29,945	9,530
Total revised Capital Investment Programme	128,514	36,509	9,530
Total overall revised Capital Investment Programme	174,553		

Table 5b: Overall revised Capital Investment Programme by Priority

	2017/18 £000	2018/19 £000	2019/20 £000
Digital Future	4,742	4,240	0
Excellent Health and Care	14,722	15,224	0
Strong Communities	8,014	200	0
Successful Lives*	15,690	0*	0*
Vibrant Economy	81,946	11,120	8530
Statutory Obligations	3,400	5,725	1000
Total revised Capital Investment Programme	128,514	36,509	9,530
Total overall revised Capital Investment Programme	174,553		

**Schemes relate primarily to Education and are funded from annual grant allocations. Programme for 2018/19 and 2019/20 will be revised once future years grant allocations are known.*

5. FUNDING THE CAPITAL PROGRAMME 2017 - 2020

- 5.1 Table 6 below shows the sources of funding planned to be used to support the original programme, which was summarised in Table 1 above. The original planned funding included a significant amount of prudential borrowing which results in a call on revenue budgets for debt servicing and repayment.

Table 6: Sources of Funding for the original programme in Table 1

Original proposed funding	£000
Grants & Contributions	30,137
Revenue Contributions	731
Corporate:	
- Prudential Borrowing	69,271
- Reserves / Capital Receipts	11,558
Total	111,697

- 5.2 It is proposed that the revised Capital Investment Programme is primarily funded from capital receipts, reserves and grants to minimise the level of prudential borrowing required. This proposed resourcing structure is intended to make the investment plans affordable, which is one of the key strands of the capital strategy.
- 5.3 Table 7 summarises the expected funding sources for 2017 - 2020. The resourcing structure will fluctuate during the next three years and this will be kept under review by the Chief Finance Officer and reported to Members. The overall proposed three year programme of £174,553k exceeds the available resources identified. The funding position will be kept under review as schemes progress to full business case, and prioritisation may be necessary if resources cannot be identified to fund the proposed programme in future years.

Table 7: Expected funding sources 2017 – 2020

	2017/18 £000	2018/19 £000	2019/20 £000	Total
Grants and Contributions	23,637	1,600	1,600	26,837
Revenue Contributions	731	0	0	731
Forecast Capital Receipts	46,307	4,762	2,414	53,483
Reserves	41,416	22,923	4,871	69,210
Prudential Borrowing	16,423	6,524	0	22,947
Total	128,514	36,509	8,185	173,208

Grants and Contributions

- 5.4 Resources available from external sources, such as grants and third party contributions, are limited. Table 8 summarises the assumed level of capital grants currently in the capital programme. This table refers to the grants received in year, so does not tie up to the planned funding in Table 7 above, which also includes elements of grants and contributions rolled forward from prior years.

Table 8: Assumed capital grants 2017 - 2020

Assumed level of capital grants	2017/18 £000	2018/19 £000	2019/20 £000
Schools Condition Allocation	1,678		
Devolved Formula Capital	432		
Basic Need	4,883		
Highways Maintenance	2,064	1,600*	1,600*
Disabled Facilities Grant	2,152		
GM Growth Deal	746		
Challenge Fund (£0.5m reallocated into 17/18)	500		
City Cycle Ambition Grant	180		

Total	12,635	1,600	1,600
--------------	---------------	--------------	--------------

**estimate only*

- 5.5 Grant allocations in future years are expected but no assumptions have yet been made regarding the amounts available other than for Highways. Any capital grants that are new allocations will be utilised to fund additional schemes specific to the area allocated.
- 5.6 Third party contributions consist of developer contributions in the form of section 106 agreements. The current programme contains £0.5m of this type of funding.
- 5.7 Whilst all grant allocations and third party contributions are welcomed, on their own they will not match the needs and priorities of the Council. As such the Council must generate resources of its own and these come in the form of capital receipts, reserves and prudential borrowing. The Council is also able to make revenue contributions to the Capital Programme but clearly these place an additional pressure on the revenue budget.

Forecast Capital Receipts

- 5.8 The Council has an active disposal programme of its surplus land and buildings that will generate capital receipts which can then be reinvested in new projects for the long term benefit of residents and businesses in the borough.
- 5.9 The current disposal programme forecasts capital receipts totalling £49.9m over the three year period, with the bulk of this scheduled for 2017/18.
- 5.10 In addition to this a further £3.6m is available from receipts realised in 2016/17 that were not applied to fund that year's capital investment programme. This results in projected capital receipts of £53.5m over the period of the Capital Investment programme as set out in table 9.

Table 9: Forecast Capital receipts

Forecast Capital receipts	£000
Brought forward from 2016/17	3,556
2017/18	42,751
2018/19	4,762
2019/20	2,414
Total	53,483

- 5.11 Progress on disposals will be kept under regular review and reported to the Strategic Planning and Capital Monitoring Panel. Any significant variance to this programme of disposals may require a reappraisal of schemes in the capital investment programme.

Reserves

- 5.12 Another significant source of funding is from the Council's reserves. Reserves can be built up over a prolonged period of time and can be generated from a combination of:
- (i) a planned accumulation from specific budgets in the Council e.g. insurance, debt management;
 - (ii) utilisation of windfall proceeds e.g. airport dividend;
 - (iii) utilisation of year end surpluses.
- 5.13 Reserves are generally earmarked for specific purposes and fully disclosed in the Annual Statement of Accounts. The Capital Investment Reserve currently stands at £69m. Reserves can only be spent once and their use in this way, on non-recurrent commitments, is a sensible proposition. This will still leave sufficient reserves to cover specific risks and liabilities.

Prudential borrowing

- 5.14 One further source of finance is prudential borrowing. The interest cost and principal repayments of borrowing is funded from future revenue budgets. The Council's ability to prudentially borrow to fund future schemes is limited by the budget pressures which the Council faces over the coming three years and beyond.
- 5.15 Borrowing will only be used to a limited extent due to associated impact on the revenue budget in having to repay this debt. It is therefore proposed that the use of further borrowing will be restricted to initiatives that produce savings or a new revenue stream to the Council.

6. PRUDENTIAL INDICATORS

- 6.1 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 demonstrate that the objectives of the Code are being fulfilled. The initial Prudential Indicators for 2017/18 and the following two years were approved by the Council in February 2017. These have now been updated in line with the changes proposed in this report and are included in **Appendix 2**.

APPENDIX 1

Proposed Additional Capital Investment Schemes by Priority

		2017/18 £000	2018/19 £000	2019/20 £000
Digital Future				
Tameside Digital Infrastructure	To refresh the networking equipment for newer faster models and increase the capacity of the core network from 1GB per link to 10GB. This will then provide the speed and bandwidth we will need for the next 5 years. Continuing to develop and expand the Tameside Digital Infrastructure into, and around the main Town Centres across the borough - linking not only key Council buildings but also key industrial development sites, CCTV cameras and Health and other Public Sector partners.	1,752		
Tameside Data Centre	A new Data Centre constructed in Ashton Old Baths which will provide hosting for Council, Health and Commercial computer systems. (Council systems currently hosted by Rochdale MBC) A new purpose built Data Centre within the Ashton Old Baths Development will provide hosting facilities for the Council and partners for the foreseeable future. It also has the potential to stimulate and grow the digital and technical economy in Tameside helping to create and sustain high value jobs.	840		
Ashton Old Baths Annex	The Council owns the Ashton Old Baths annexe which is currently lying vacant. Investment will create modern office accommodation which will be let on commercial basis similar to the adjacent Friendship Inn generating rental and business rate income	800	800	
Care Together Digital Funding	To ensure the interoperability of all IM&T systems across Social Care, Primary Care and Secondary Care, supported through the Integrated Neighbourhood models. The access to and sharing of all patient / client records will be a key component of this project and will support the creation of the 'one patient record'.		3,000	
	Digital Future Total	3,392	3,800	
Excellent Health & Care				
Denton Festival Hall Health Hub	To progress the Integrated Neighbourhood model for Denton and bring together services across the Council, CCG and Foundation Trust. This will release efficiencies from other parts of the estate and organisations revenue budgets.	1,000	2,500	
Union Street Health Hub	To progress the Integrated Neighbourhood model for Hyde and bring together services across the Council, CCG and Foundation Trust. This will release efficiencies from other parts of the estate and organisations revenue budgets.	1,000	4,500	
A&E Streaming	To enable a significant element of our Local transformation plan to be progressed with regard to urgent care and to ensure we adhere to the nationally mandated requirement for every hospital to implement this in 2017.		700	

		2017/18 £000	2018/19 £000	2019/20 £000
Oxford Park Development	To build an extension to the existing sports facility at Oxford Park A-U-L that will provide a base for a range of services	455		
New Children's Home	Purchase of an additional Children's Home within the borough, creating additional capacity within Tameside and reducing expenditure on out of borough placements.		1,000	
		2,455	8,700	
Strong Communities				
Ashton Library	Following the relocation of the library to the new Service Centre the existing listed building will be redeveloped for office and shared space whilst retaining the upstairs gallery.		200	
4C Community Centre Ashton	To work in partnership with the 4C charity to enable them to enhance the 4C Community Centre (4C) to create an inspiring, highly sustainable community-led facility catering for the need of the community. It will bring all members of the community together, irrespective of their makeup, to foster better links; participation and self-help. 4C are contributing an addition £50,000 to the works.	150		
CCTV	To ensure that the CCTV system is fit for purpose to assist in the detection, prevention and deterrence of crime and disorder in the area. To ensure that the CCTV system is fit for purpose in order to generate income through the monitoring of CCTV cameras for other internal and external agencies.	200		
	Stronger Communities Total	350	200	
Vibrant Economy				
Parking Enforcement System Upgrade	To replace current operating system for parking enforcement and other associated enforcement activities including the issue of penalty charge notices and debt collection. In order to comply with the Traffic Management Act we need to ensure that enforcement is carried out to assist and improve the transport infrastructure and a system used to record, respond and progress penalty charge notices issued. The supplier of the current system has now issued a notification that they have begun an end of life support for the system.		200	
Flood Prevention and Repairs	Routes will be reinforced and resurfaced both to enable them to be reopened and add resilience with regards to any future events of this severity.	75	300	400
Pension Fund Building	Proposal is to acquire the new Pension Fund building and immediately enter in to a Lease back arrangement with the Pension Fund to secure initial rental income for the Council over the next 25 years. The Lease back arrangement would exclude that part of the ground floor which is ear-marked for the new Droylsden Library. The anticipated rental income would be in the order of £538,000 p.a. The Council will retain control of the Library which will be fitted-out by the Pension Fund but paid for by the Council via the Sale and Leaseback deal. £7m will be to fund the building & £1.4m is the approximate cost of fitting out the library.	8,400		

		2017/18 £000	2018/19 £000	2019/20 £000
Asset Management Strategy – Plantation Industrial Estate	On completion of the purchase of Plantation Industrial Estate the Council will refurbish and remodel the estate to create modern units in the size and format demanded by the market and that comply with legislation (particularly energy). This will be to increase rental revenues from under £50k currently to c£200k.	1,400		
LED Street Lighting Scheme for Main Roads	To reduce the energy and maintenance costs associated with the main road street lighting columns across the highway network. Once installed the total energy saving has been calculated at circa £300K (20/21), however this figure will continue to be refined as lanterns become more efficient and until a lantern type is known. Revenue savings estimated at £100k 17/18, £200k 18/19 and £300k from 20/21.	100	1,750	1,750
Tameside Highways Asset Management Plan	Maintenance of the Council's Highway Network to a sustainable standard. The Council's Highway assets are managed in accordance with the Codes of Practice for Well-Maintained Highways.	250	3,870	6,380
Refurbishment of Ashton Town Hall	Ashton Town Hall is a Grade 2-listed major civic and heritage asset in Tameside and is currently vacant having been decanted as part of the VTP2 project. The Council has the objective of securing the long term future of the building and has recently commissioned detailed surveys and a headline business case to determine a strategy for securing a modern and viable function for the building. This will develop a modern future use based on The principles of Inform (museum and cultural hub), Debate (Council Chamber and meeting facilities) and Celebrate (ball room and function rooms), there will also be opportunities for retail and income generating uses.	2,000	4,700	
Refurbishment of Concord Suite, Droylsden	The Council will need to lease alternative staff accommodation from summer 2018 which will cost far in excess of the annual revenue cost of the capital investment required to refurbish the building	450		
Hyde Indoor Market Redevelopment	The redevelopment of Hyde Indoor Market to provide a modern and accessible Market Hall .Creation of new external entrance increase footfall and to enable to Market Hall to be used for activities outside of 'normal ' business hours . The project will reduce maintenance and running costs of the site by modernising facilities and replacing ageing, high maintenance and costly equipment		2,500	
Ashton Gateway	Public Realm Development of Wellington Road/Albion Way (Oldham Road – Henrietta Street) The Vision Tameside redevelopment strategy will bring an important step change in the prosperity and vitality of Ashton-under-Lyne. A vital component of this strategy involves redesign and modification of the streetscape and public realm to the north of the Advanced Learning Centre.	1,500		
Investment and Development Fund	To establish an investment and development fund which will invest in capital projects in Tameside. Initially the fund will be focused on development of existing Council assets as well as considering new acquisitions.	11,500		
Godley Green Development	To provide initial capital capacity to support the development of a new Garden Village with the potential	200		

		2017/18 £000	2018/19 £000	2019/20 £000
	for 2,000 new homes and facilities.			
Ashton Interchange	Completion of land assembly to facilitate the new Tameside Interchange development.	55		
Borough Gateways	A programme to refresh the Boroughs strategic gateways/entrances and provide low maintenance infrastructure at these sites.		300	
Asset Management Software	Purchase of an integrated land and property system for Asset Management purposes. One integrated system would allow the Council to maximise the use of its assets through better understanding of our asset base. System would also enable more efficient accounts closedown.	500		
	Vibrant Economy Total	26,430	13,620	8,130
Statutory Obligations				
Replacement of Cremators	To replace 3 Cremators and auxiliary equipment which have come to the end of their working life. Dukinfield Crematorium carries out approximately 2000 cremations per annum. To deal with this number of cremations, 3 cremators are required. The current cremators were installed in 1998 and the life expectancy of cremators, based on the capacity they are being used at Dukinfield, is between 15 and 20 years. Due to advances in technology the existing carbon bed system, which was installed in 2009, is no longer fit for purpose and in order to comply with its Environmental permit, we need to convert to an injection system to retrieve the mercury and other pollutants. The Environmental Protection Act and DEFRA.		1,500	
Woodend Mill Chimney	Make safe of existing mill chimney by reducing it's height to a level where members of the public are not put at risk. The existing mill chimney is in a dangerous condition structurally. Under the Building Acts the Council has a responsibility to ensure the safety of members of the public from buildings/structures	200		
Property Assets Statutory Compliance	To fund a work plan of remedial work emanating from statutory compliance checks e.g. Fire Risk Assessments, Legionella, Asbestos Surveys. The Council has a duty to ensure that all it's building provide a safe environment for staff and services operating in them. The Council has to undertake a raft of statutory compliance checks. Emanating from these checks will be remedial work that needs to be undertaken to ensure that we comply. These works have a cost. We intend to create a work plan for operational buildings that list and prioritise the work that needs to be undertaken. An example of this would be the need for us to reassess our Fire Risk Assessments for all our operational buildings – all of the completed assessments will have remedial work that needs to be completed.	3,000		
Transport Services – Fleet Replacement Programme	On-going Fleet Replacement Programme to ensure that the Council has fit for purpose fleet and can continue to deliver quality services		500	
Property Asset –	The Councils property portfolio requires ongoing and		975	1,000

		2017/18 £000	2018/19 £000	2019/20 £000
Refurbishment of Capital Assets	constant refurbishment . Currently this is funded by request to Strategic Panel . The creation of a separate capital budget would allow for improved prioritisation and planning of required capital works . This would also link in with the 5 yearly surveys they are undertaken across the whole of the portfolio . These surveys identify a program of capital works that require undertaking to keep buildings operational and fit for purpose			
Hyde Town Hall Roof	To redesign and replace the roof of Hyde Town Hall and annexe . To prevent ongoing water damage caused by poor design and deterioration of existing roof	1,300		
Cemetery Boundary Walls	To ensure the cemetery boundary walls are repaired and made safe. We have 8 Cemeteries, many of the boundary walls are becoming dangerous with some already falling down and they require significant work to ensure they are brought back to a safe and aesthetic appearance. Under The Local Government Cemeteries Order 1977, Article 4 (1) Local Authorities have a duty to “keep the cemetery in good order and repair, together with all buildings, walls and fences thereon and other buildings provided for use therewith”.	200		
Crowded Places Pedestrian Safety	A programme of works to provide additional separation between traffic and pedestrians at sensitive locations including places of education and worship.		250	
		4,700	3,225	1,000
TOTAL ADDITIONAL SCHEMES PROPOSED		37,327	29,295	9,130
		75,702		

APPENDIX 2

Prudential Indicators

1.

Limit/indicator	2017/18 %	2018/19 %	2019/20 %
Ratio of financing costs to net revenue stream	5.2	5.5	5.7

2.

Limit/indicator	2017/18 £000	2018/19 £000	2019/20 £000
Core Capital Financing Requirement	185,355	197,880	199,471
Other long term liabilities (e.g. PFI and finance leases)	107,797	104,919	102,170
Total Capital Financing Requirement	293,152	302,799	301,640

3.

Limit/indicator	2017/18 £000	2018/19 £000	2019/20 £000
Capital expenditure	128,514	36,509	9,530

4.

Limit/indicator	2017/18 £	2018/19 £	2019/20 £
For the Band D Council Tax	3	13	13

5.

Limit/indicator	2017/18 £000	2018/19 £000	2019/20 £000
Operational Boundary for external debt	212,528	211,449	216,365
Authorised Limit for external debt	232,528	231,449	236,365

Limit/indicator	2017/18 £000	2018/19 £000	2019/20 £000
Estimated 31 March 2017	118,477		
Previous year Operational Boundary		212,528	211,449
Add debt maturing in year	6,466	320	333
Add borrowing for 2017/18 and previous years requirement not taken up	84,959		

Add borrowing in advance for 2018/19 and future years	6,524	10,000	10,000
Less already borrowed in advance for future years			
Less previous year maturing fall out		(6,466)	(320)
Less MRP	(3,898)	(4,933)	(5,096)
Operational Boundary - borrowing	212,528	211,449	216,365
Add allowances for cash flow etc.	20,000	20,000	20,000
Authorised Limit - borrowing	232,528	231,449	236,365

Limit/indicator	2017/18 £000	2018/19 £000	2019/20 £000
Operational Boundary for other long term liabilities	107,797	104,919	102,170
Add allowance for new agreements	1,000	1,000	1,000
Authorised Limit for other long term liabilities	108,797	105,919	103,170

6.

Limit/indicator	2017/18 £000	2018/19 £000	2019/20 £000
Core capital financing requirement	185,355	197,880	199,471
Gross borrowing	185,355	197,880	199,471

7.

Limit/indicator	2017/18 £000	2018/19 £000	2019/20 £000
Upper limit for fixed interest rate exposure	185,355	197,880	199,471
Upper limit for variable interest rate exposure	61,785	65,960	66,490

8.

		Upper %	Lower %
Upper/lower limit for maturity structure	Under 12 months	15	0
	12 months and within 24 months	15	0
	24 months and within 5 years	30	0
	5 years and within 10 years	40	0
	10 years and above	100	50

This page is intentionally left blank

Report To:	STRATEGIC PLANNING AND CAPITAL MONITORING PANEL
Date :	9 October 2017
Reporting Officer:	Robin Monk - Director, Place
Subject:	VISION TAMESIDE PHASE 2 PROGRESS UPDATE
Report Summary:	<p>This report provides a progress update on project delivery, costs & funding, delivery timescales and risks associated with the Vision Tameside Phase 2 Programme this includes the new Shared Service Centre and the Streetscape Improvement Project.</p>
Recommendations:	<p>That the Panel consider the contents of the report and:</p> <ol style="list-style-type: none">1. Notes the progress with the delivery of the overall Vision Tameside Phase 2.2. Notes the emerging risk associated with the delay in securing an appropriate funding package for the Streetscape Improvement project.3. Recommend approval of the budget, variations and virements detailed in section 7 of this report.4. Notes the excellent progress being made to drawdown the £4 million Skills Funding Agency Capital Funding.
Links To Community Strategy:	Prosperous Tameside
Policy Implications	In line with approved policy
Financial Implications: (Authorised By The Section 151 Officer)	<p>The proposed budget variations and virements are all funded from within the existing approved budget for the Vision Tameside programme.</p> <p>The Streetscape improvement project current has a projected shortfall in the funding package. A further report will be provided with full recommendations to address this position, once the final funding position for the project is established in the Autumn.</p>
Legal Implications: (Authorised by the Borough Solicitor)	<p>There needs to be some strong project management and the continued operation of a Project Board is key to assisting in the management of deadlines and future milestones going forward.</p> <p>Whilst running in conjunction with the Vision Tameside Phase 2 project, the Project Board must be mindful that the Streetscape Improvement Project (formerly referred to as the Public Realm Project) sits outside of the Vision Tameside Phase 2 funding envelope.</p> <p>The Strategic Planning and Capital Monitoring Panel report of 10 July 2017 reported a current funding deficit of £5,468,286. Section 4.8 of this report confirms that there remains a £4,943,707 deficit.</p> <p>The darkground issue is a misnomer and now the building is out the ground should no longer be a required contingency.</p>

A fully costed and understood and agree recant plan is an absolute priority to ensure that the Council deliver vfm and a balanced budget.

Risk Management:

The key risks, impact and mitigation proposed are included in the report at Section 8.

Access To Information:

The background papers relating to this report can be inspected by contacting the report writer Ade Alao, Head of Investment and Development by:



Telephone: 0161 342 2795



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

1. INTRODUCTION

- 1.1 The purpose of this report is to provide a progress update on project delivery, costs & funding, delivery timescales and risks associated with the Vision Tameside Phase 2 Programme.
- 1.2 The second phase of the Vision Tameside programme creates a new Advanced Skills Centre for Tameside College alongside a new Shared Service Centre for the Council and its partners.
- 1.3 Since the last report to the Strategic Planning and Capital Monitoring Panel (SPCMP), on 10 July 2017, good progress has continued to be made with key elements of the Programme as set out below.

2. VISION TAMESIDE PHASE 2

- 2.1 Key progress milestones achieved to date include:
 - Demolition contract completed 12 September 2016
 - Enabling works for construction commenced 13 September 2016
 - Piling works complete commenced 19 September 2016
 - Construction contract award on 22 November 2016
 - Steel beam signing ceremony held on 6 December 2016
 - Construction of foundations complete
 - Steel frame erection complete
 - Metal decking complete
 - Topping out ceremony on 21 June 2017
 - Upper floor slabs complete
- 2.2 Current works on site include internal fit out with first fix partitions and mechanical and engineering meaning some areas of the building are now substantially watertight.
- 2.3 Internal fit out is progressing ahead of programme, however progress of the façade has experienced delays in the last reporting period however this has not had a critical effect. A mitigation strategy is in place.
- 2.4 Overall the project is making good progress with the position against projected programme currently being maintained.
- 2.5 No dark ground has been identified to date.
- 2.6 Following the tragedy at Grenfell Tower on the 14 June 2017, assurance has been sought from the LEP and Carillion that the specifications and method of installation of the proposed cladding material for the building do not pose unacceptable levels of fire risk.
- 2.7 The Council has received confirmation from the designers and constructors that no ACM cladding material will be used in the building. As a third level of assurance, the Council has commissioned an independent technical review to confirm that the specifications, method of construction and overall fire strategy proposed for the building do not pose unacceptable levels of fire risk. This report is expected to be received at the end of October 2017.
- 2.8 There have been no accidents in the period, however there has been 1 health and safety incident involving a member of staff requiring hospital treatment for a non-work related condition.
- 2.9 The latest independent external monitoring of the project for the Skills Funding Agency in June 2017 once again reported general satisfaction with the overall progress and financial

status of the project. A potential issue was raised regarding staining seen on a rain screen cladding sample panel. The contractor has been asked to provide a full response in order to assure the Council that there are no issues with this element of the building.

3. PROGRAMME MANAGEMENT

Vision Tameside Working Group

- 3.1 The Working Group, chaired by the First Deputy (Finance and Performance), continues to meet monthly to oversee the development and delivery of the project. The Working Group also provides strategic direction to a number of Task Groups responsible for delivering the different elements of the Programme such as the streetscape improvements, working differently agenda, facilities management, employment and skills and communications.

Communications

- 3.2 Pro-active communication continues to take place with local stakeholders to keep them up to date on progress and mitigate against any town centre disruption created by the construction works.
- 3.3 In addition a number of town centre retail marketing projects are being developed to help support retailers during and after work is complete.
- 3.4 A Council Members briefing was held on the 2 August 2017 in order to provide an update on the Vision Tameside project which included the emerging plans for Ashton Town Hall.
- 3.5 Council Members and the wider Leadership team attended a Vision Tameside event on the 18 September 2017. The purpose was to show case the new building, including visuals of the interior and typical office furniture, as well as provide a tour of the new building under construction.

Building Design and Scope

- 3.6 The overall scope and external fabric of the building has not changed since the last report.

Reviewable Design Data Process

- 3.7 The Design & Build contract for the project allows the Council to review some detailed design data against an agreed timetable. The review process is based on the designs and costs which were approved by the Council's Executive Cabinet on 16 December 2015.
- 3.8 Any changes requested during this process could have an impact on cost and programme and a robust management regime is therefore being implemented to minimise risks. Relevant officers and specialist advisers are engaged to ensure an intelligent client input and that future buildings facility and asset management arrangements are included in any considerations.
- 3.9 There are a total of 34 Reviewable Design Data items to be reviewed for both the Council and College – the majority of which are now complete.
- 3.10 A number of Reviewable Design Data's, previously approved, are being revisited as a result of design change to floor plans or new requirements. These include access control, lock suiting, external signage, CCTV and external lighting.

Lease Negotiations

- 3.11 The Council's Legal Services, Estates and Finance teams are coordinating negotiations on leases required with Tameside College, Wilkinsons, Department of Works & Pensions and NHS Tameside & Glossop Clinical Commissioning Group for their occupation of the new building.

3.12 The current status of the negotiations is shown in the table below:

Lease Negotiations Status – October 2017			
Organisation	Heads of Terms Agreed	Agreement for Lease completed	Lease Agreement completed
Tameside College	N/A	08/12/2016	June 2018
Wilkinson's	N/A	09/02/2015	June 2018
DWP	Agreed in principle August 2017	Legal process commenced.	
T&G CCG	Legal have advised that HoTs are not required. A financial arrangement will be put in place.	Legal have advised that an Agreement for Lease is not required. A financial arrangement will be put in place.	Legal have advised that a Lease Agreement is no longer appropriate given the organisations have a single leadership team and will not be occupying a defined space. However, it will be necessary for a financial arrangement to be put in place as we would with any other function of the Council.

Programme

3.13 The high level programme is shown in the table below:

High Level Programme – October 2017		
Phase	Milestone	Target Date
Construction Phase	Completion	15 June 2018
Recant Phase	Recant commences	June 2018
Recant Phase	Recant completes	September 2018

4. STREETSCAPE IMPROVEMENT PROJECT

- 4.1 Following previous Council approvals, a Streetscape Improvement (previously described as public realm) project has been included within the scope and funding for the Vision Tameside Phase 2 programme. Concept designs were approved in October 2016 subject to detailed proposals and funding.
- 4.2 Progress with the development of the Streetscape Improvement project to date has included:
- Project scope extended along Wellington Road up to Penny Meadow junction
 - Liaison with TfGM on proposed works around the new Interchange including street lighting and works required to the public highway under Section 278 of the Highways Act 1980
 - Liaison with Network Rail Liaison on changes to proposed works at Ashton Station and design of new station plaza and totem
 - Traffic modelling of key junctions completed
 - Topographical surveys completed
 - Ashton Ward members briefed on the emerging plans

- g) Consultation plan developed to ensure that all relevant groups and stakeholders are fully consulted at each stage of the design process
- h) Funding application submitted to the DfT for NPIF funding – June 2017
- i) Detailed design commenced - July 2017 due to completion by December 2017

- 4.3 The funding package for the project relies on financial contributions from external sources including the GM Growth Fund Deals.
- 4.4 In the Autumn Statement 2016, the Government announced £490 million for the local roads element of the National Productivity Investment Fund (NPIF) for 2018/19 and 2019/20, to be allocated via a competitive bidding process.
- 4.5 The local roads element of NPIF is for schemes that will increase & rebalance productivity by relieving congestion & delivering upgrades to local roads and public transport networks.
- 4.6 Based on the size of the national funding pot (£490 million), and the fact that Greater Manchester might expect at least a 7% allocation (£34 million) based on population, it is proposed to develop a bid around a central planning figure of £50 million. The existing GM priority is for a series of major schemes leaving scope, however, to include a package of minor schemes.
- 4.7 As part of the overall Greater Manchester minor scheme considerations, Tameside has bid for “Streetscape” type works along Wellington Road and Albion Way. Successful bids are expected to be announced in autumn 2017.
- 4.8 The current status of the funding package is as follows:

Estimated Costs	£
Proposed works Wellington Road (based on extended scope)	8,099,286
TMBC Confirmed Budget held within Vision Tameside	2,631,000
Shortfall	5,468,286
TfGM funding (subject to further business case submission to TfGM) and potential DfT NPIF funding.	4,943,707
Current GAP in Funding	524,579

- 4.9 Previous reports have highlighted the fact that almost of the new public realm will not be completed when the new Shared Service Centre opens in 2018. However, the Public Realm Task Group is currently developing a clear plan to ensure that the public realm interface provides suitable access to the new building.
- 4.10 The Task Group is also developing a phasing plan, in advance of the Greater Manchester minor scheme announcement in autumn, to ensure that we have a fully developed project ready for delivery.
- 4.11 If the Council is unable to secure an appropriate funding package then the following options will need to be considered to ensure that this critical element of the Vision Tameside programme can be delivered:
- a) Reduce project scope
 - b) Further value engineering
 - c) Re-phasing and re-programming of works
- 4.12 A further report will be provided with recommendations once the final funding position for the project is established in the autumn.

5. RECAANT PLAN

- 5.1 A detailed Vision Tameside Recant Plan is currently being developed to form part of a wider Council Office Accommodation Strategy which will be implemented when the new Shared Service Centre is completed in summer 2018.
- 5.2 The following work has been completed to date to help develop an appropriate plan:
- a) Detailed review of the new building's design
 - b) Reconciliation of staffing numbers
 - c) Development of a set of principles to help inform the Council Office Accommodation Strategy and Vision Tameside Recant Plan
 - d) Development of an initial high-level Recant Plan and consequential requirements for staff accommodation in retained buildings
- 5.3 An emerging Recant Plan was presented to the Single Commissioning Management team on the 24 January 2017 and 11 July 2017. The purpose of this presentation was to prompt discussion and obtain agreement to the principles and potential service exclusions to be applied to the development of a detailed Recant Plan.
- 5.4 Single Commissioning Management team have now identified staff to be accommodated in the new building and individual meetings with Executive Directors are being planned to help better understand the needs of individual services to help refine the plan.
- 5.5 The aim is to have a final fully costed Recant Plan available by the end of October 2017.
- 5.6 A comprehensive communication plan for staff will be implemented from January 2017.

6. EMPLOYMENT AND SKILLS

- 6.1 Partnership work continues between Carillion and the Council's Employment and Skills team to maximise opportunities for local employment, apprenticeships, work placements and local supply chains.
- 6.2 One of the successful outcomes of the contract negotiations was the inclusion of specific Employment and Skills targets in the Design and Build contract.
- 6.3 A summary of the outputs achieved to date is show in the table below:

Employment and Skills Outputs – October 2017			
Activity	Target	Total Achieved	TMBC residents
Apprenticeships - existing	30	16	10
Ready for work placements	50	15	12
New entrants	25	25 / 18 sustained	18
Schools / young people engagement sessions	12	9	9
Site tours / stakeholders	0	92	91

7. FINANCIAL IMPLICATIONS

Fixture, Fittings and Equipment (FF&E)

- 7.1 An analysis of furniture, fittings and equipment, for all elements of the scheme, was completed as part of the Stage 2 submission. The original £1.5 million budget for the Council and partners had been confirmed to be sufficient at Stage 2.

- 7.2 The last report to the Strategic Planning and Capital Monitoring Panel, on the 10 July 2017, highlighted that the projected FF&E contribution, from the DWP and CCG, was anticipated to be £432,000. However due to negotiations still underway following design changes requested by the DWP this contribution is under review.
- 7.3 An FF&E warehouse visit, involving representatives from the various Vision Tameside Task Groups, took place on the 23 February 2017. The main aim of this informative visit was to review product selection contained within the Stage 2 submission and value engineer costs, where appropriate, whilst still ensuring Grade A office accommodation is delivered.
- 7.4 Work is ongoing to conclude this process and the revised FF&E costs for the Council and partners will be available in October. An update will be provided at a future meeting.

Variation Notices and Impact on Contingency Budget

- 7.5 The programme currently has a contingency allowance of £696,680. In addition to administering all Variations in line with Clause 15 of the Design and Build contract a robust internal process, agreed with Legal Services and Finance, has been implemented to ensure all costs are carefully monitored and there is transparency in the decision-making process thereby reducing the Council's financial risks.
- 7.6 The last SPCMP report provided details of all variation notices approved, since the previous meeting on the 10 July 2017, with a total value of £119,765.
- 7.7 There have been further variation notices approved since the last report these are highlighted below.
- 7.8 In addition the table also provides a summary of "other" costs which exceed the previously approved budget allowance. Additional virements are therefore requested from the contingency budget for these identified overspends to a value of £56,969.
- 7.9 In summary, the proposed variations, reduce the Vision Tameside Programme contingency budget from £696,680 to £639,711.

Variation Notices and Proposed Virements June 2017 to September 2017		
Reference	Amount (£)	Details
COR 038A	28,062	Library feature lighting
COR 042	41	Library workroom
COR 043	1,811	Changes to first floor layout
Total required	29,914	
Current Contingency	696,680	
Less Additional Virement Requests		
Variations as above		-29,914
Legal costs		-4,467
Other costs including recant		-22,588
Total variations		-56,969
Remaining Contingency		639,711

Financial Position

- 7.10 The current financial position for the Vision Tameside Phase 2 project is shown in the table below subject to a recommendation for approval of the virements proposed in Section 7.9.

Budget Heading	Approved Budget June 2017 (£)	Projected Budget September 2017 (£)	Requested Virements at September 2017 (£)
Total Demolition / Construction costs (including revised commercial offer and inflation contingency)	38,693,279	38,693,279	0
TMBC Furniture Budget	1,500,000	1,500,000	0
Approved Change Orders To Date	159,813	189,727	29,914
Additional Asbestos Costs (now included in total demolition / construction cost)	680,000	680,000	0
Total Demolition / Construction Costs	41,033,092	41,063,006	29,914
Less SFA grant	-4,000,000	-4,000,000	0
Cost paid by partners for furniture	-432,000	-432,000	0
2014/2015 Ryder Invoices	23,895	23,895	0
TMBC Construction Contingency (for dark ground)	50,000	50,000	0
Net Construction Costs	36,674,987	36,704,901	29,914
Decant / condition works	2,797,320	2,797,320	0
Co-op bank termination of lease	95,408	95,408	0
Programme Management	118,689	118,689	0
Fit out costs of temporary store re Early Lease termination – Wilkos	832,978	832,978	0
College Fixed Furniture and Equipment	850,000	850,000	0
Fit Out Costs - Early Wilko's Lease Termination	859,900	859,900	0
Public Realm Works	2,631,000	2,631,000	0
Document Scanning	250,000	250,000	0
Potential Loss of profits Wilko's	550,000	550,000	0
Other costs including recant	0	22,588	22,588
Legal Costs	122,832	127,299	4,467
IT Enablement	2,194,000	2,194,000	0
Programme Contingency	696,680	639,711	-56,969
Total	48,673,794	48,673,794	0

Funding

- 7.11 A Council Key Decision in October 2014 authorised the submission of a funding bid to the Local Growth Fund for a capital contribution towards the costs of the College's demise in the new building.
- 7.12 The Council received a formal funding agreement from the Greater Manchester Combined Authority, dated 13 September 2016, for £4,060,000.

7.13 Details of the grant claims submitted to date are shown in the table below.

Skill Funding Agency - Claims as at August 2017		
Claim Number	Amount of Claim	Status of Claim
1 (September 2016)	£850,565	Paid to the Council
2 (December 2016)	£1,060,661	Paid to the Council
3 (March 2017)	£221,976	Paid to the Council
4 (June 2017)	£1,011,451	Paid to the Council
Total claim to date	£3,144,653	

7.14 A condition of the funding agreement is that an independent Project Monitor is appointed to verify that all financial claims are accurate and that appropriate project management arrangements are in place to effectively manage a project of this scale. In addition, a quarterly quality check is carried out to validate progress on site. The feedback from the independent Project Monitor to date has been extremely positive with no issues to report.

8. RISK MANAGEMENT

8.1 The Vision Tameside Phase 2 programme has a comprehensive risk register and issues log which is pro-actively managed by the Project team. The primary risks associated with the proposals outlined in this report are shown in the table below.

Risk	Mitigation	Status
Financial	<ul style="list-style-type: none"> Affordability confirmed against the Council's financial position Costs within affordable financial envelope Value for Money assurance from Stage 2 review Rigorous change control procedure implemented Income from subletting space Regular review of contractor's financial health Adequate provisions in legal contract for the event of contractor's financial distress 	Red
Stakeholder	<ul style="list-style-type: none"> Comprehensive communication strategy consistently delivers key messages regarding benefits 	Green
Economic	<ul style="list-style-type: none"> Economic benefits confirmed in stage 2 business case 	Green
Service Delivery	<ul style="list-style-type: none"> Flexible, fit for purpose accommodation for Council and partners Working Better Together to ensure office systems, technologies and recant strategy delivers exceptional service delivery 	Green

9. CONCLUSION

9.1 Delivery of the Vision Tameside Phase 2 programme is key to the achievement of the Council's overall strategic priorities and a new exciting future for Tameside attracting new businesses, creating new jobs and future opportunities for Tameside Residents.

9.2 It is important that the one outstanding lease is completed urgently to provide certainty around projected income and FF&E contributions.

9.3 Careful monitoring of the construction programme is required to ensure no further slippage thereby ensuring that the building can be open for business in September 2018.

- 9.4 Budget monitoring is critical to the successful delivery of this project to ensure costs are contained within the budget envelope.
- 9.5 It is essential that the Reviewable Design Data's previously approved continue to be reviewed, as a matter of urgency, following the instruction to change floor plan layouts.
- 9.6 Improvement to the public realm is critical to the success of the Vision Tameside programme and although good progress continues to be made with the design of the scheme the delay in securing an appropriate funding package from external partners is putting the streetscape project at risk.
- 9.7 Following completion of the floor plan review the work to develop a detailed Recant Plan can now be progressed. Proposals will be the subject of a future report.
- 9.8 Continuing to maximise opportunities for local employment, apprenticeships and work placements is contributing to economic prosperity in the Borough.

10. RECOMMENDATIONS

- 10.1 As stated on the report cover.

This page is intentionally left blank

Agenda Item 7

Report To:	STRATEGIC PLANNING AND CAPITAL MONITORING PANEL
Date:	9 October 2017
Reporting Officer:	Robin Monk - Director (Place)
Subject:	CORPORATE ASSET MANAGEMENT PLAN UPDATE
Report Summary:	<p>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.</p>
Recommendations:	<p>That Strategic Capital Panel Members review the contents of the report and recommend to Executive Cabinet the:</p> <ol style="list-style-type: none">1. Approval of the list of disposals identified in Appendix 1;2. Approve capital Scheme on Heginbottom Mill detailed in section 3.1 of the report £125,0003. Approve capital schemes on corporate buildings detailed in section 3.2 of the report £13,873.69
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:	There is currently no budget provision for emergency repairs.
(As authorised by the Section 151 Officer)	Budget provision is currently being reviewed for any future requirements of this nature.
Legal Implications:	Previous reports have included the following legal comments and Members should be satisfied that there is now compliance with the same to ensure the service is improving on its efficiency and effectiveness.
(As authorised by the Borough Solicitor)	<p>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 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 time scale for doing so.</p> <p>We need to ensure that any repairs undertaken to properties fall within benchmarking to ensure achieving value for money. Land advertised as public open space should not be sold until any objections have been addressed. The process needs to be kept</p>

under review.

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 Alison Llyod Walsh, Head of Environmental Development, who can be contacted on:



Telephone: 0161 342 3332



e-mail: alison.lloyd-walsh@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 In the financial year 2016/17 the total sales achieved amounted to £3,929,550. The Asset disposal process continues at pace with a sum of £872,467 achieved since 1 April 2017.
- 2.2 A public consultation exercise for the disposal of the five larger school sites has been completed and terms are agreed subject to contract for the sale of the former Samuel Laycock site. An outline planning application has been submitted for the former Mossley Hollins school site and Section 77 consultations are nearing an end in respect of the former Two Trees School. Planning applications for Two Trees and Hartshead schools have been submitted and are awaiting validation. The master planning for the Windsor Road site in Denton is now almost complete and discussions regarding a disposal are at an advanced stage.
- 2.3 Continued focus is being placed on future Auctions with 1 site being submitted in September 2017 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 and the tenant will be given the opportunity to purchase.
- 2.5 In accordance with section 123 of the Local Government Act 1972, land which is to be offered for sale at Auction, where appropriate, will be advertised for two consecutive weeks in the Tameside Reporter. The advert will provide an opportunity for the public to make representations to the Council in writing. Any representations will be considered and responded to by the Assistant Executive Director, Asset & Investment Partnership management in accordance with the key decision: 'Disposal of Council Owned Land', dated 25 March 2015 and updated in September 2017.
- 2.6 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 14 September 2017.

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

Heginbottom Mill – Ashton

- 3.1 In July 2017 Heginbottom Mill in Ashton was targeted by thieves who caused extensive damage to the original lead and slate tile roof. The theft coincided with a period of extensive and heavy rainfall, subsequent water ingress into the building caused major damage to the interior of the building. The building is home to a collection of services and also holds the museum and library store. The interior damage resulted in teams being relocated to other buildings and an emergency exercise to ensure that valuable collections were safe from potential water damage.
- 3.2 A full inspection and survey of the remaining roof indicated that the criminal damage by the thieves and subsequent rain damage had taken the roof beyond the state of being able to economically repaired and the expert opinion recommended the reinstatement of a new roof. Work needed to be undertaken immediately and has now completed the cost of the new roof is £50,000.
- 3.3 In addition to the capital cost of the new roof the internal damage to the building is extensive and involves repairs to internal structural features, ceilings, flooring, electrics and soft furnishings. Teams are still working from alternative locations pending repairs being complete. It is estimated that the final capital cost for the internal works will be approx. £75,000.
- 3.4 Additional Capital Spend required to meet Health and safety obligations

Building	Works Undertaken	Cost
Hyde Depot	Installation of new heating control electrical system	£1,367.46
Loxley House	Replacement of water heating system	£3,803.29
Tame Street Depot	Installation of new garage lighting scheme	£2,118.60
Dukinfield Town Hall	Installation of new H&S requirements to lift	£1,525.29
Denton Town Hall	Installation of new H&S requirements to lift	£ 690.15
Stalybridge Civic Hall	Installation of new H&S requirements to lift	£1,769.25
Park Bridge Visitors Centre	Installation of new heating control electrical system	£1,682.04
Loxley House	Installation of new fire safety systems	£917.61
		£3873.69

4 RECOMMENDATIONS

- 4.1 As stated on the report cover.

APPENDIX 1

List of Property Identified for Disposal but not yet completed at 14 September 2017.

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

Asset ref	Property Address	Town
3590 & 3591	Former Hartshead High School site, Lees Road	Ashton
1137 & 1138	Land off Crowthorn Road (access off Birch Street)	Ashton
4619	Land at Queens Road / Fern Lodge Drive	Ashton
1175, 1176 & 4557	Land at Newmarket Grove	Ashton
3169	Old Street / Dale Street East, AUL	Ashton
1154	Land at Marlborough Street	Ashton
3303	Land on Holden Street	Ashton
3512	Land between 21-23 Hutton Avenue	Ashton
3511	Land at junction of Douglas Street and Montague Road	Ashton
2005	Land adj. Audenshaw Cemetery (former depot)	Audenshaw
492	Groby Road playing fields (off Redmond Close)	Audenshaw
2202	Two Trees School Site	Denton
1469	Land at Windsor Road	Denton
132	Land corner of Thornley Lane South and Hillview Road	Denton
1618	Land at Windmill Lane	Denton
188 & 3789	Land at Morningside / Fairfield Avenue	Droylsden
208	Land At Mellor Street	Droylsden
779	Land at Greenside Lane	Droylsden
984	Land at Ashton Hill Lane (adj Lazy Toad Pub)	Droylsden
90	Land at Peel Street	Droylsden
203	Land at Kershaw Street / Clegg Street	Droylsden
940	Land part of Droylsden Cemetery (former depot)	Droylsden
743	Land on Bailey Street	Droylsden
	Land on Suffolk Avenue	Droylsden
2153	Land rear 159/161 King Street	Dukinfield
718	Former Dukinfield Youth Centre, Vicarage Drive	Dukinfield
2680	Land rear of 55-113 Bennett Street	Hyde
2547	Land at Leigh Street	Hyde
3070	Land at Leigh Fold	Hyde
2253	Land adjacent to 222 Manchester Road	Hyde
4354	Land at Victoria Street (former parking area)	Hyde
3090	Land adj. 83 Danby Road	Hyde
4629	Land at former Flowery Fields School	Hyde

2385	Land at Arnside Drive	Hyde
	Land at Croft Street	Hyde
	Land at Old Road	Hyde
2539	Land Sth Side Hyde Rd	Longdendale
3984	Mossley Hollins, Huddersfield Road	Mossley
3998, 3999	Land at Greaves Street & Cross Street	Mossley
3993	Land at Spring Street	Mossley
2532	Land at Ambleside	Stalybridge
4412, 4413 & 4414	Land at Stalyhill Drive	Stalybridge
3666	Land at Pine Road (next to St John's)	Stalybridge
4312	Land at Wakefield Road / Pennine View	Stalybridge
3661	Land at High Street (west of Pine Road)	Stalybridge
3661	Land at High Street (east of Pine Road)	Stalybridge

APPENDIX 2

Completed Sales since 01 April 2017				
Asset ref	Property Address	Town	Completion Date	2017/2018 Completed Sales £
2763	Land adj to Lidl Supermarket	Ashton	29/06/2017	£21,600
1163	Land on John Street East, (rear of 25-27 Trafalgar Square)	Ashton	30/06/2017	£25,000
2355	Land at Oaken Clough / Oldham Road	Ashton	25/05/2017	£86,000
2457	Land on Vine Street	Ashton	16/06/2017	£5,000
1179	Land north of Lindisfarne Road	Ashton	23/08/2017	£160,000
1136	Land at Sunnyside, rear of 236-244 Newmarket Road	Ashton	15/08/2017	£25,000
2747	Land adj to 39 Uxbridge Street	Ashton		£29,000
190	Land at Williamson Lane / Ashton Hill Lane	Droylsden	24/05/2017	£40,000
3472	5 Dain Close	Dukinfield	21/06/2017	£3,000
3497	64 Jeffreys Drive	Dukinfield	05/05/2017	£3,990
3386	4 Hall Green Close	Dukinfield	15/08/2017	£3,950
3472	20 Belvedere Drive	Dukinfield	14/07/2017	£3,615
3472	4 St John Street	Dukinfield	14/07/2017	£4,025
3472	8 Belvedere Drive	Dukinfield	25/08/2017	£3,890
3393	5 Moravian Close	Dukinfield	28/07/2017	£3,570
3491	24 Harold Avenue	Dukinfield	14/07/2017	£4,140
3451	10 Concord Way	Dukinfield	17/08/2017	£3,155
3472	28 James Close	Dukinfield	18/05/2017	£3,960
3514	Land rear of 51 Wedneshough Green	Hollingworth	09/06/2017	£1,000
2438	Land at Pitt Street (2)	Hyde	08/05/2017	£55,000
2671	Land corner of Markham Street / Dow Street	Hyde	09/06/2017	£80,000
4114	Land at Nield Street	Mossley	24/05/2017	£191,000
4126	Land at Stamford Road (opposite 80 to 94)	Mossley	15/08/2017	£40,000
	19 Brooklands Close	Mossley	26/05/2017	£26,500
4058	Land at Acres Lane / Cecil Street	Stalybridge	07/08/2017	£10,000
4057	Land at Cecil Street / Acres Lane	Stalybridge	07/08/2017	£5,000
4314	Land at Wakefield Road (next to 387)	Stalybridge	24/05/2017	£22,000
4232	Land at junction of Spring Street / Stamford Street	Stalybridge	24/05/2017	£11,000
	Residential ground rents under £1K value	Various	01/09/2017	£2,072
	Total			£872,467

APPENDIX 3

Leases Completed since 01 April 2017:

Council land/property	Location	Rental income per annum (£)
New Leases to Tenants		
Unit 1 Plantation Industrial Estate	Ashton	£21,312 pa
Unit 8a Plantation Industrial Estate	Ashton	£13,000 pa
Unit 8b Plantation Industrial Estate	Ashton	£12,350 pa
Unit 5 Plantation Industrial Estate	Ashton	£25,360 pa
Mast on land at Stockport Road	Hyde	£3,750 pa
Waterloo Childrens Centre	Ashton	£15,000 pa
Tenant Lease renewals		

Other Transactions /works of note completed by the Estates Team since 01 April 2017:

- Terminal Dilapidations claim against the Council at Greencroft house, Hyde of £86,647 - Lease expired 20 April 2017. Dilapidations claim in negotiation.
- Aeroworks 5 Adair Street, Manchester – Break date of 03 June 2016 exercised on behalf of Greater Manchester Public Health Network (GMPHN). Awaiting claim from the Landlord

Rent Reviews: (increases above £1,000 p.a.)_since 01 April 2017

Hyde Physiotherapy Centre, Parsonage Street, Hyde	Rent Review 22.05.17	£3,250 pa increase
Land at Northend Road, Stalybridge	Rent Review 17.05.17	£2,200 pa increase
Kids Club at Corrie Primary School, Denton	Rent Review 21.04.17	£1,311 pa increase

Report To:	STRATEGIC PLANNING AND CAPITAL MONITORING PANEL
Date:	9 October 2017
Reporting Officer:	Robin Monk – Executive Director (Place)
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 2017/18 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 for 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 1.2. The allocation of School Condition grant funding schemes as outlined in Section 4 and Appendix 2 and 3.
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:	Basic Need Grant
(Authorised by the section 151 Officer)	<p>The Council has £4,896,873 unallocated Basic Need grant. This report proposes an allocation of £98,259 of Basic Need grant which is detailed in Appendix 1. This is the first proposed allocation in 2017-18 and will leave an unallocated balance of £4,798,614.</p> <p>The Council's priority is a programme of works to increase secondary school places. Projects are being developed for completion in September 2018. For this reason most of the unallocated Basic Need grant will be spent in 2018-19</p> <p>School Condition Grant</p> <p>The Council had £1,678,342 unallocated School Condition Grant at the beginning of 2017-18. Schemes with a value of £1,528,795 have previously been approved in 2017-18 leaving an unallocated grant balance of £149,547.</p> <p>This report proposes a further allocation of £20,609 which will leave a residual sum of £128,938 remaining unallocated to support any further expenditure arising during the remainder of the current financial year.</p> <p>The allocation of 2017-18 School Condition funding must be spent within the financial year to which it relates otherwise there is a risk that the amount will need to be returned to central government.</p>
Legal Implications:	(Authorised by the Borough Solicitor)
	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.

The Council has clear duties under the education legislation to ensure its schools are properly maintained and fit for purpose to ensure the best possible environment within which to study and develop. This includes ensuring allocated monies are spent appropriately where and when required to avoid a possible challenge to these duties.

There needs to be some greater oversight of the monitoring of the contracts in order to remove unnecessary delay.

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. Details of the risk management strategy can be found in Section 7 of this 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 seeks recommendation for approval of proposals for the Council's Education Capital Programme 2017/18 in line with Council priorities.
- 1.2 The Council's powers to provide and maintain educational facilities are set out in the Education Act 1996. The Council also has a statutory duty under Section 14 of the Education Act 1996, to secure sufficient and suitable places for pupils in its area in primary and secondary schools across the borough.
- 1.3 On 3 April 2017 the Government made its funding allocation announcement for 2017/18. The Council was allocated £1,678,277 of School Condition funding to improve and maintain the school estate, to be spent during the 2017/18 financial year.
- 1.4 The Council received an allocation of Basic Need funding for 2017/18 of £4,883,289.
- 1.5 The current financial position for both the School Condition and Basic Need funding is set out in Section 2 of this report.
- 1.6 The Strategic Planning and Capital Monitoring Panel (SPCMP) is requested to note the contents of the report and recommend approval for the following amendments to the Education Capital Programme to Executive Cabinet:
 - a) The allocation of Basic Need grant funding schemes as outlined in Section 3 and **Appendix 1** of the report.
 - b) The allocation of School Condition grant funding schemes as outlined in Section 4 and **Appendix 2 and 3** of the report.
 - c) Establishment of an Education Capital Programme Working Group to ensure the programme is delivered in line with Council priorities.

2. FUNDING

- 2.1 The government allocates grant funding for school buildings under the following specific categories:

Basic Need

- 2.2 Funding allocated to support the development of new pupil places.
- 2.3 The Council received an allocation of Basic Need funding for 2017/18 of £4,883,289. In addition to this amount £13,584 of unallocated funding was carried forward from 2016-17.
- 2.4 Because of the pressures affecting secondary school places, the majority of this funding is being retained until detailed project development has been completed, in line with the Council's priorities.
- 2.5 It is proposed that £98,259 of this budget be allocated to schemes set out in section 3 below.
- 2.6 This will leave £4,798,614 unallocated of the remaining Basic Need funding which, in the main, is profiled to be spent during 2018/19 in order to deliver new school places by September 2018.

School Condition Allocation (SCA)

- 2.7 This grant is 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 and Skills Funding Agency. This grant used to be known as the capital maintenance grant.

- 2.8 A proposed allocation of the funding available, based on condition surveys, was discussed by the Asset Management Planning Advisory Group (AMPAG) at its meeting on 20 April 2017. AMPAG broadly supported the proposed allocation.
- 2.9 An Executive Decision was taken on 23 May 2017 in respect of some urgent mechanical and electrical schemes totalling £386,275. All these schemes started on site at the start of the summer holidays and are now complete.
- 2.10 The SP&CMP recommended to Executive Cabinet on the 10 July 2017, that a number of additional schemes be approved to the value of £1,142,520.
- 2.11 A balance of £65 unallocated SCA funding from previous years and £149,482 unallocated School Condition Allocation funding for 2017-18 remains available and to be spent by the end of 2017/18 – a total of £149,547.

Devolved Formula Capital (DFC)

- 2.12 Devolved formula capital grant is capital funding calculated on a formulaic basis for each educational establishment. It gives schools direct funding for the priority capital needs of its buildings and grounds and for investment in capital equipment including ICT. The funding goes directly to the school. The 2017-18 grant is £432,045.

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.
- 3.2 A summary of the position with the 2016/17 Basic Need funding, as at August 2017, is detailed in **Appendix 1** with proposed amendments.
- 3.3 The following are on-going projects which have previously been reported to SPCMP:

a) Aldwyn and Hawthorns

This scheme increases capacity at Aldwyn School from a 45-pupil intake to 60 (removing mixed age classes) and includes a two-classroom extension at Hawthorns School. The works will commence once the parties have entered into the contract. The Borough Solicitor sealed the formal documentation which is a standard contract between the Council and the LEP on 7 September 2017, which the LEP has yet to do to enable works to commence.

a) Wildbank Primary School

SPCMP approved an outline budget of £120,000 to remodel the internal layout to create stand-alone classrooms within the main school. Further design work and surveys have identified asbestos in areas to be remodelled. This has affected the programme and final costs are now £176,107.

The central two classrooms were handed over for the start of the September 2017 term and works to remodel a series of home bays to create two further separate classrooms are nearing completion with handover imminent.

b) St John's CE Dukinfield

A two-classroom extension is required urgently to increase pupil numbers from 30 to 45 in each year group. Project development is progressing well and additional funding is now required to progress the designs to RIBA Stage 7 at a cost of £29,891.

c) Alder Community High School

Works are required to expand and remodel various areas of the school to accommodate additional pupils. This will enable the published admission number to

increase from 155 to 180 from September 2018. The cost plan anticipates a start on site in spring 2018 with works complete and ready for occupation in September 2018. SPCMP has previously approved an estimate of £25,000 for initial design fees however final costs were £29,501.

d) Copley High School

Discussions have taken place with Copley Academy around the creation of additional classrooms and remodelling the science rooms to create more appropriate science accommodation for a larger number of pupils. An initial Stage 2 feasibility study has been completed at a cost of £7,760 and further discussions are now required with the school to agree the way forward.

e) Cromwell High School

Works to rebuild the school after fire damage have now been completed and pupils and staff returned to the Dukinfield premises at the start of the September 2017 term.

4. SCHOOL CONDITION AND CAPITAL MAINTENANCE - PROGRESS UPDATE

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 Since the last meeting of SPCMP 17 schemes have been completed.
- 4.3 SP&CMP, at its meeting on 10 July 2017, agreed a contingency budget of £150,000 for urgent works. To date £75,518 has been spent from this budget leaving a balance of £74,482.
- 4.4 The works which have been progressed from the contingency budget can be found in **Appendix 3**.

New Schemes Proposed 2017/18

- 4.5 A number of small schemes are proposed to be carried out during the remainder of the 2017/18 financial year and these are described in **Appendix 2**. They are
- Buckton Vale – Safeguarding – remaining school security works £10,789
 - Stalyhill Infants – Safeguarding – improvements to fencing heights and gates £4,820
 - Gee Cross Holy Trinity – urgent asbestos removal and boiler investigation £3,000
 - Micklehurst Primary School – additional works to drainage systems - £1,200
 - Oakdale Special School – floor investigations £800
- 4.6 The total cost of the proposed new schemes amounts to £20,609.
- 4.7 Funding is proposed from the unallocated £149,547 of School Condition funding available in the Education Capital Programme 2017/18 leaving £128,938 unallocated.
- 4.8 A final review of all outstanding works will take place during this school term to ensure that schemes can be programmed in before March 2018 therefore ensuring all this year's funding is spent.
- 4.9 The school condition data, previously collected, is now out of data so new surveys are being planned to take place at the end of the calendar year. The purpose of these surveys will be to assist in the development of a robust and transparent planned maintenance programme for 2018/19 and beyond.

5. PROCUREMENT AND VALUE ADDED

- 5.1 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.
- 5.2 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.
- 5.3 Some smaller schemes are procured directly through the Council's Engineering Design and Delivery Team or the Tameside Works First initiative for local businesses.
- 5.4 Work at voluntary aided schools is generally procured directly by the relevant diocese, as they own the buildings and not the Council.

6. EDUCATION CAPITAL PROGRAMME WORKING GROUP

- 6.1 To ensure the Council's Education Capital Programme is delivered to meet Council priorities an Education Capital Officer group has been established.
- 6.2 This group, will meet on a monthly basis, and will include officers from education, finance, legal and capital projects.
- 6.3 A key priority, over the next few months, will be to progress a number of high value Basic Need contracts to ensure that the works can be completed, in order to deliver additional school places, by the start of September 2018.

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 A schedule of condition surveys is being planned to ensure a robust and transparent Planned Maintenance Programme is developed thereby ensuring that urgent work is identified in a timely matter in order to address health and safety issues and prevent further deterioration.
- 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 The establishment of the Education Capital Programme Working Group will assist with progressing the Basic Need contracts required in order to increase capacity in certain schools from September 2018.

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.

BASIC NEED FUNDING

Education Capital Programme - Basic Need Funding				
Scheme	Approved as at July 2017	Proposed at October 2017	Proposed Change	Latest position
Aldwyn/Hawthorns	2,382,718	2,382,718	0	In development
Alder Community High School	25,000	29,501	+4,501	Designs to RIBA Stage 4
St John's CE two-classroom extension	100,000	129,891	+29,891	To tender RIBA stage 7
Wildbank Primary School – main scheme	120,000	176,107	+56,107	Completed September 2017
St George's CE Primary School	196,832	196,832	0	Underway by Manchester Diocese
Cromwell High School Fire Reinstatement	1,749,251	1,749,251	0	Completed September 2017
Copley High School Design costs	0	7,760	+7,760	Completed
Net Additional Scheme Allocation			98,259	
Unallocated Basic Need Funding at March 2017			13,584	
Add 2017/18 Basic Need Allocation			4,883,289	
Less Additional Scheme allocation shown above			(98,259)	
Revised unallocated Basic Need Funding at October 2017 subject to approval of the above scheme allocations			4,798,614	

APPENDIX 2

SCHOOL CONDITION AND CAPITAL MAINTENANCE FUNDING

Scheme	Approval at July 2017	Proposed September 2017	Proposed Change in Funding	Latest Position
Arlies convectors	121,036	121,036	0	Completed Whit 2017
Broadbent Fold boilers and fan convector replacement	96,731*	96,731	0	Completed summer 2017
Broadbottom CE remedial works	4,895	4,895	0	Completed summer 2017
Buckton Vale boiler replacement	61,558*	61,558	0	Completed summer 2017
Buckton Vale safeguarding and access Phase 1	37,500	37,500	0	Completed Summer 2017
Canon Burrows access	15,000	15,000	0	In development by Manchester Diocese
Corrie Primary Denton Emergency M&E work	20,000	20,000	0	Completed
Corrie Primary boiler replacement	125,941*	125,941	0	Completed summer 2017
Corrie fencing and groundworks	13,141	13,141	0	Autumn 2017
Gorse Hall drainage	10,000	10,000	0	Further investigations ongoing
Greswell Primary replacement windows Phase 1	50,000	50,000	0	21,800 expended to date rest Summer 2018
Greswell Primary replacement windows Phase 2	79,497	79,497	0	Completed summer 2017
Heys Primary floors	48,731	48,731	0	Completed Whit 2017
Heys toilet adaptations	5,000	5,000	0	Completed February half term 2017
Hollingworth Kitchen	60,900	60,900	0	In procurement by EFA
Hollingworth drainage	22,000	22,000	0	Ongoing
Hollingworth Primary flat roof replacement	200,000	200,000	0	Summer and Autumn 2017
Hurst Knoll convectors	54,076*	54,076	0	Completed summer 2017
Micklehurst drainage	10,000	10,000	0	Further investigations ongoing
Milton St John's drainage (field drains and run off)	19,600	19,600	0	In development
Milton St John's	27,237	27,237	0	Completed summer

Early Years roof repairs				2017
Oakdale boiler replacement	84,076*	84,076	0	Completed summer 2017
St Anne's Primary roof replacement	300,000	300,000	0	Spring 2018
St James' CE Ashton H&S electrical works	65,000	65,000	0	Completed summer 2017
St James' CE Ashton fire alarm	30,000	30,000	0	Completed summer 2017
St Stephen's CE Aud Changing Bed	25,000	25,000	0	September 2017
Stalyhill Infant toilet adaptation	10,000	10,000	0	Completed Easter 2017
Stalyhill safeguarding and access issues Phase 1	10,000	10,000	0	Completed summer 2017
Stalyhill Infant Toilet Block - surveys	4,313	4,313	0	Autumn 2017
Stalyhill Infant Toilet Block main scheme estimate	80,000	80,000	0	Summer 2018
Yew Tree boiler replacement	122,432	122,432	0	Completed summer 2017
Asbestos Surveys	50,000	50,000	0	
Condition Surveys	100,000	100,000	0	
Buckton Vale works to Moorgate Drive elevation – Phase 2	0	10,789	+10,789	October half term 2017
Stalyhill safeguarding Phase 2	0	4,820	+4,820	Autumn 2017
Micklehurst Drainage Phase 2	0	1,200	+1200	Autumn 2017
Gee Cross Holy Trinity – boiler survey and asbestos removal	0	3,000	+3,000	Autumn 2017
Oakdale – floor investigations	0	800	+800	October half term
TOTAL NEW SCHEMES			20,609	
Unallocated Capital Maintenance & Condition Funding as at September 2017			128,938	

*Executive Decision Notice 23 May 2017 reported to SP&CM Panel 10 July 2017

APPENDIX 3

SCHOOL CONDITION AND CAPITAL MAINTENANCE CONTINGENCY

Contingency Budget	150,000	150,000	0	
Broadbottom heating investigation	0	550	+550	
Broadbottom CE – changing bed and disabled toilet works	0	20,000	+20,000	Completion September 2017
Hollingworth – emergency kitchen transfer to C Centre	0	2,500	+2,500	Ongoing
Hyde Community College – air con units	0	£12,269	+12,269	Completed
Lyndhurst Primary – fees to investigate cladding problem	0	24,174	+ 24,174	Completed September 2017
Livingstone Primary – Retaining wall rebuild/repair and camera survey	0	11,775	+11,775	Retaining walls rebuilt summer 2017
Structural Engineers Fees	0	4,250	+4,250	Ongoing
Contingency Expended			+75,518	
Remaining Contingency			74,482	

This page is intentionally left blank

Report to:	STRATEGIC PLANNING AND CAPITAL MONITORING PANEL
Date:	9 October 2017
Reporting Officer:	Robin Monk - Director (Place)
Subject:	SECTION 106 AGREEMENTS AND DEVELOPER CONTRIBUTIONS
Report summary:	<p>The report summarises the current position with regard to receipts received from section 106 (s106) Agreements and Developer Contributions, new s106 Agreements made and any requests to draw down funding.</p> <p>The report also provides a summary of the final audit report relating to Planning Obligations which has identified a number of actions which need to be taken including provision of additional resources to assist with effective monitoring of Section 106 Agreements and Developer Contributions.</p>
Recommendations:	To note the contents of this report.
Links to community strategy:	Successfully implementing schemes funded through s106 Agreements support a number of Community Strategy priorities including supportive communities, a safe environment, a 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, namely policy H5 Open Space Provision, H6 Education and Community Facilities and T13 Transport Investment.
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)	None arising directly from the report, but Agreements must comply with the requirements of section 106 of the Town and Country Planning Act 1990 and the Community Infrastructure Levy Regulations.
Governance arrangements: (If applicable, the intended governance arrangements e.g. key decision, executive decision)	Section 106 obligations are a mechanism set out in the Town and Country Planning Act (as amended) to secure payment or the delivery of outcomes fundamental to mitigate the impact of development in an acceptable manner.
Risk Management:	<p>Developers will be entitled to claw back any contributions if they are not spent within timescales as per the agreements made.</p> <p>Contributions may not be received on time or at all without adequate monitoring. Any specific conditions included with</p>

agreements must also be considered to minimise the risk of developer challenges.

In accordance with Audit recommendations additional resources are being secured which will include specific requirements to monitor and track Section 106 payments and expenditure.

Access to information:

The background papers can be obtained from the author of the report, Paul Moore by



Telephone: 0161 342 3108



e-mail: paul.moore@tameside.gov.uk

1. INTRODUCTION

- 1.1 This report summarises the year-end financial position at 31 August 2017 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 made and requests to draw down funding. However it should be noted that although terms have been agreed no new agreements have been formally entered in to since the previous report to the Panel.
- 1.2 In addition the report clarifies specific actions to address the draft recommendations of the draft Audit report from 2016.

2. AGREEMENTS UPDATE

- 2.1 The summary position statement at 31 August 2017 for s106 Agreements and Developer Contributions is as follows:

Section 106 Agreement Funds:

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)		(123)
	Received Periods 8 - 10	(97)		(57)		(154)
	Received Periods 10 - Outturn					0
	Transferred to	22				22

	Service Area					
	Total	(210)	(31)	(241)	0	(483)
S106 - Not yet reached trigger point		(694)	(386)	(854)	(23)	(1,957)

2.2 The current position for s106 Agreements is £483,000 in credit as at 31 August 2017.

Services for Children and Young People

- The balance of unallocated s106 funds stands at £241,000.

2.3 **Community Services (Operations and greenspace)**

- The balance of unallocated s106 funds stands at £210,000.

2.4 **Engineering Services**

- The balance of unallocated s106 funds stands at £31,000.

Developer Contributions (Secured prior to Infrastructure Levy Regulations):

Developer Contributions	Green Space Contribution	Community Education Contribution	Integrated Transport Contribution	Totals (inc. Other)
	£000	£000	£000	£000
Brought Forward from 2015/16	(201)	(61)	(14)	(276)
Received Periods 1 - 3	0	0	0	0
Received Periods 4 - 7	0	0	0	0
Received Periods 8 - 10	(16)	(18)	(8)	(44)
Received Periods 10 - Outturn	(2)	(2)	(1)	(5)
Transferred to Service Area	29	0	0	31
Approved at previous SCP for release at year end	117	0	0	117
Total	(74)	(81)	(23)	(178)

2.5 The current position for Developer Contributions as at 31 August 2017 was £294,000 in credit, less approved allocations of £148,000 leaving a balance of £178,000.

2.6 **Services for Children and Young People.**

- The balance of available contributions stands at £81,000.

2.7 **Community Services (Operations and greenspace)**

- The balance of available contributions stands at £74,000.

2.8 **Integrated Transport**

- The balance of available contributions stands at £23,000.

New Section 106 Agreements

- 2.9 No new section 106 Legal Agreements have been formally entered in to since 20 February 2017 requiring monetary contributions. However, there are a number of resolutions where planning permission has been granted subject to agreements being entered in to. When formally entered into and active these agreements will be reported to a future meeting of the Strategic Planning and Capital Monitoring Panel.

Requests to draw down funding

- 2.10 A number of requests to draw down funding have been made since the previous report to the Panel.
- (i) £40,000 for Oxford Park Play Area: this play area has been in need of significant investment for some time now. This £40,000 will be used for a new multiplay unit with slide to replace the existing one and improvements to the wetpour safety surfacing. The development of the former Mono pumps site has commenced and the investment is part of a contribution secured through the Section 106 agreement associated with the site which we are confident will be triggered and paid before the end of the year.
 - (ii) £17,000 for Sam Redfern Green and Werneth Low: This £17,000 has been made as a contribution from the development at King Edward Court and Sam Redfern and Werneth Low are close to this site. New equipment will be introduced to Sam Redfern Green such as a small junior swing and the remainder will be put towards improvements to the Riding Track repairs opposite the Hare and Hounds, at Werneth Low.
 - (iii) £30,000 towards Greenspace Improvements: This request is to draw £30,000 is from Developer Contributions. Developer Contributions have been provided from sites across Tameside and are not linked to specific sites. Part of the funding will be used towards the Riding Track and Footpath repairs opposite the Hare and Hounds at Werneth Low (estimated at £24,000) and the rest will be used for other improvements required to Greenspace across the Borough.

3. AUDIT REVIEW

- 3.1 In 2016, a review was undertaken of Planning Obligations within the Development Management service. The final report was published in April 2017 and the key issues were reported to a previous meeting of the Panel.
- 3.2 In overall terms, the audit focused on both S106 legal Agreements and the historic Developer Contributions which were collected up until 2015 when the Community Infrastructure Levy Regulations 2010 changed the rules regarding financial contributions through the planning system.
- 3.3 The report recognised that management have responded positively to strengthen controls including additional temporary resource for improved monitoring and recording. Additionally the financial contributions calculator for inflation and changes to the way finance record and account for payments.

4. RECOMMENDATION

- 4.1 To note the contents of this report.

This page is intentionally left blank

Report to:	STRATEGIC PLANNING AND CAPITAL MONITORING PANEL
Date:	9 October 2017
Reporting Officer:	Ian Saxon - Assistant Director for Environmental Services
Subject:	ENGINEERING CAPITAL PROGRAMME 2017/18
Report summary:	<p>The report provides:</p> <ol style="list-style-type: none">1. An update on schemes being undertaken funded by the Highways Challenge Fund grant2. Details of the 2017/18 Engineering Capital Programme for Environmental Services and sources of funding with specific reference to the Highways Structural Maintenance Programme and capital funding made available by the Council for the Tameside Asset Management Plan (TAMP) for highways.3. An update on a proposed joint bid with Oldham MBC for safety improvements on A670 Mossley Road.
Recommendations:	<p>To support and recommend to Executive Cabinet the allocation of Highways Challenge Fund grant funding and the approval of the schemes detailed in section 1.4, Table 1 of this report.</p> <p>To support and recommend to Executive Cabinet the Engineering Maintenance Block Allocation with specific reference to the Highways Structural Maintenance Programme for 2017/18 and the increase investment of £0.250m to £3m via the TAMP, noting the planned profiled spend.</p> <p>To note and support the Department for Transport Safer Roads Fund bid.</p>
Links to Community Strategy:	The schemes identified within the report seek to provide an improved and more sustainable highway related asset for the residents and businesses of Tameside, thereby contributing to a safe environment and continuing economic; key priorities within the 2012-22 Tameside Sustainable Community Strategy.
Policy Implications:	<p>The identified schemes support 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, the GM Growth and Reform Plan and associated strategies thereby underpinning its aims and objectives at a regional and local level.</p>
Financial Implications: (Authorised By Section 151 Officer)	<ol style="list-style-type: none">1) A successful bid of £3m to the Department of Transport for Highway Challenge fund grant was reported to the Council's Capital Panel in September 2015. The bid was for a number of retaining walls supporting roads in the Mottram and Hollingworth area which form part of the main route to Manchester. <p>Executive Cabinet approved the proposed retaining wall schemes to be funded by the Department for Transport</p>

Challenge Fund grant of £3m in September 2016

Section 1.4, table 1 of this report provides an update on the approved schemes and seeks support for the approval of the proposed scheme changes.

- 2) In April 2017 the Council's Capital Panel supported funding for the Highways TAMP to a value of £20m, over a four year period, subject to Executive Cabinet approval.

In July 2017 the Council's Capital Panel recommended to Executive Cabinet that £2.75m of the £20m investment be made available in 2017/18. This sum was year one of the proposed £20m investment. A 2017/18 Highways TAMP totalling £4.426m was recommended for approval by Capital Panel (Highway Maintenance grant £1.676m and Council investment £2.75m).

This report seeks support to increase the 2017/18 Council investment in the Highway TAMP from £2.75m to £3m. This sum would be year one of the proposed £20m investment and would increase the Highways TAMP 2017/18 programme to £4.676m (Highway Maintenance grant £1.676m and Council investment £3m).

It is important to note that a report on the Council's overall capital investment programme will be presented in October 2017 and that the approval of £3m at this stage (as per the recommendation) will be an initial call on the available resources. The intention is that approved schemes be financed from the Council's earmarked reserve for capital investment.

Legal Implications:

(Authorised by the Borough Solicitor)

The Council has a statutory duty to maintain adopted highways and highway structures for which it is the highway authority under section 41 of the Highways Act 1980.

Risk Management:

- Failure to proposed schemes may prevent the appropriate allocation of resources by the Authority.

A robust programme of works will be developed to ensure that the objectives underpinning the Department for Transport and other funding allocations will be met and at the same time meet 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 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 external contractors to implement the scheme in the current financial year.

This risk will be managed by ensuring that should 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 Writer,

Alan Jackson, Head of Environmental Services (Highways & Transport)



Telephone: 0161 342 2818



e-mail: alan.jackson@tameside.gov.uk,



1. DEPARTMENT FOR TRANSPORT CHALLENGE FUND

- 1.1 On 5 September 2016 the Panel recommended to Executive Cabinet the approval of the Engineering Maintenance Block Allocation, including details of proposed retaining wall schemes to be undertaken which are funded through the Department for Transport Challenge Fund grant. This successful bid was originally reported to Panel in September 2015.
- 1.2 The allocated funding from the Department for Transport (DfT) for the programme was £3.00 million.
- 1.3 The purpose of this report is to provide an up to date report with regards the Challenge Fund retaining wall schemes and seek approval for the changes to the schemes to be implemented.
- 1.4 **Table 1** below lists the schemes to be undertaken via the Challenge Fund Grant.

Scheme	Proposed works	Projected budget at Sept 2016 £(m)	Projected budget at Sept 2017 £(m)	Variation £(m)	Reason for variation (over £0.100(m))
Mottram Cutting 1	Main wall (NE of Roe Cross Rd) - vegetation cleared, pressure grout and repoint wall. Rebuild top section of wall at southern end and raise level. Rebuild parapet	0.510	0.750	0.240	On inspection from high level access platforms, significant defects were noted requiring immediate repair. These works added to the original contract price.
Mottram Cutting 2	Wall to north of Hobson Moor Rd-rebuild length of dry stone wall. Likely requirement to divert overhead power cables to facilitate work.	0.400	0.100	-0.300	Reduction of scheme with budget reallocated to Lower Market St as this is considered a higher priority
Broadbottom School wall	Take down existing dry stone wall and rebuild in masonry clad concrete	0.180	0.220	0.040	
Woolley Lane	Repoint and pressure grout and soil nail	0.220	0.290	0.070	
Manchester Rd Hollingworth	Take down and rebuild (requires use of some 3 rd party land)	0.250	0	-0.250	Removal of scheme from programme as works would cause significant traffic disruption and there are difficulties with landowners
Mottram Rd Godley	Rebuild parapet; pressure grout; repoint	0.410	0.460	0.050	
Mottram Rd	Replace ex drystone	0.100	0.120	0.020	

Hattersley	wall with masonry clad concrete				
Manchester Rd Hyde riverside	Rebuild parapet; sol nail	0.370	0.360	0.010	
Manchester Rd M67	Rebuild; repoint; localised repairs	0.030	0.000	-0.030	Reallocate funding to higher priority scheme
Manchester Rd Mossley		0.250	0	-0.250	Removal of scheme from programme as considered a network Rail asset
Mottram Rd Godley Brook	Rebuild parapet and associated repairs	0.280	0.280	0	
Lower Market St Broadbottom	Piled retaining wall with masonry face and parapet	0	0.420	0.420	This wall is considered high priority as on major road route.
TOTAL		3.00	3.00	0.00	

- 1.5 Table 1 above lists schemes where costs have varied from the original, primarily because of onsite issues becoming apparent as detailed investigation and design has progressed. Strategic Planning and Capital Monitoring Panel (SP&CMP) is asked to support and recommend to Executive Cabinet the changes in funding allocation within the programme.
- 1.6 Lower Market St retaining wall has been identified from the original bid (and subsequent reports to SP&CMP) as requiring the most significant works. It is essentially a continuation of the completed scheme at Broadbottom C of E School and was identified as a priority when investigative works were undertaken as part of that scheme.
- 1.7 Overall expenditure will remain as the original budget

2. HIGHWAYS TAMESIDE ASSET MANAGEMENT PLAN (TAMP)

- 2.1 The Council's Strategic Planning & Capital Monitoring Panel supported funding for the Highways TAMP in April 2017 to a value of £20m, over a four year period, subject to approval by Executive Cabinet.
- 2.2 This funding was identified as being required not only to reduce the risk of (further) deterioration to the highway network but at the same time to bring about improvements to the overall condition of the highway, whilst at the same time taking the opportunity to make improvements to the network.
- 2.3 The annual Structural Maintenance Works programme has traditionally, due to the limited resources available, been predominantly concerned with resurfacing. This has given little opportunity to bring about improvements to the network.
- 2.4 An enhanced investment programme provides the opportunity to look at a variety of improvements; additional footway crossings, re-alignment of carriageway lining to provide additional on-street parking and so forth.
- 2.5 This major investment the highway network (£20m over 4 years - £3m allocated in 2017/18 and £17M in the three year capital programme proposed for 2018/21) will increase the highway maintenance capital programme from around £1.6m pa to £6.6m pa averaged over the four year period.

- 2.6 The current programme of works identified for 2017/18 is now scheduled to commence. An additional two years indicative programme based on need, with estimated costs, has now been further developed with more detailed designs and costs calculated, in order for them to be planned, added to the programme, co-ordinated and delivered during 2017/18.

Staff Resources

- 2.7 Approval has been given to recruit to a variety of Engineers posts and the costs of these posts will be recovered from the Capital Programme.

Spend Profile

- 2.8 Due to the lead in times in terms of condition surveys, inspections, estimates and detailed designs, co-ordination and delivery, together with the availability of contractors, estimates for spend profile of £3m during the current year and for the £17m over the three year capital programme from 2018/19 as follows;

		Spend (£m)
Current Year	2017/18	3.00
Capital Programme	2018/21	17.00
Total Investment		20.00

		Spend (£m)	% spend of £17m Capital Programme
Year 1	2018/19	3.87	22%
Year 2	2019/20	6.38	38%
Year 3	2020/21	6.75	40%
Total		17.00	100%

- 2.9 The detailed 2017/18 programme is shown in **Appendix 1**.

Anticipated works profile;

Borough Wide Works	£
Strategic HRA, Drainage Works, High Friction Surfacing, Road Markings etc	565,000
Town	
Ashton-under-Lyne	814,000
Audenshaw	230,000
Denton	472,000
Drolydsden	695,000
Dukinfield	400,000
Hyde	430,000
Longdendale	260,000
Mossley	338,000
Stalybridge	472,000
TOTAL	4,676,000

Since the last report further work has been undertaken to revise scheme estimates with regards to treatments, contractor rates, limits etc. This process also indicated that a number of cost estimates in the July report had been allocated to different towns. Treatments, rates and towns etc have been reconfirmed and are detailed in **Appendix 1**.

All roads previously listed for works and the final programme costs remain unchanged.

3. PROPOSED BID TO DfT SAFER ROADS FUND; A670 MOSSLEY RD, MOSSLEY.

- 3.1 Panel is asked to note the intention to bid for funding for road safety improvements to a section of A670 Mossley Road. Further updates on the outcome of the bid will be reported to panel.
- 3.2 The Department for Transport (DfT) has identified a series of routes across the country where it will accept bids for additional funding to promote safer roads.
- 3.3 The A670 which runs across the boundary with Oldham MBC has been identified as one of these routes. This includes a length of Mossley Road, Mossley, for which this Authority is responsible.
- 3.4 The Panel is advised that a joint bid is required from both Oldham and Tameside for this route. Oldham will be lead authority as the majority of the bid route lies within Oldham.
- 3.5 Any successful bid will result in 100% funding for the scheme within Tameside
- 3.6 Due to deadlines for submission of bids, it has been necessary to submit the bid in advance of reporting to the Panel
- 3.7 Usually, the DfT requires confirmation from the Council's Section 151 Officer that they have the authority to accept funding on the Council's behalf in a signed declaration.

4 RECOMMENDATIONS

- 4.1 As detailed on the front page of this report.

APPENDIX 1

Highway Works Programme 2017/18

Town	Road	From / To	Category
Ashton-under-Lyne	Beaufort Road	Mossley Rd to Stamford Sq	Carriageway Microsurfacing
	Botany Lane	Full Length	Carriageway Microsurfacing
	Broad oak Road	Alt Lane to Lees Road	Carriageway Microsurfacing
	Broad oak Road	Ladbroke Rd to Broad oak Cr	Carriageway Microsurfacing
	Egerton Street	Whiteacre Rd to Romney St	Carriageway Resurfacing
	Exeter Drive	Full Length	Carriageway Microsurfacing
	Greenhurst Road	Full Length	Carriageway Microsurfacing
	Hereford Close	Full Length	Carriageway Microsurfacing
	Langham Street	Rock St to Wks Entrance	Carriageway Resurfacing
	Lees Road	St Albans Ave to Greenhurst Road	Carriageway Resurfacing
	Mill Brow	Alt Hill Rd to Old Post Office	Carriageway Resurfacing
	Nottingham Dr inc Castle Ct	Full Length	Carriageway Microsurfacing
	Park Parade	William Street to Welbeck St South	Carriageway Resurfacing
	Queens Road	Palace Road to Hurst Garage	Carriageway Resurfacing
	Raynham Street	Whiteacre Rd to Ripon St	Carriageway Microsurfacing
	Salisbury Crescent	Full Length	Carriageway Microsurfacing
	Smallshaw Lane	Ladbroke Rd to Heginbottom Cres	Carriageway Microsurfacing
	Stanhope Street	Mossley Rd to Curzon Rd	Footway Works
	Taunton Road	Knowle Ave to Ambleside Ave	Carriageway Microsurfacing
	Truro Avenue	Full Length	Carriageway Microsurfacing
	Whitelands Road	Plantation St to Junction Whitelands	Carriageway Resurfacing
Audenshaw	Alandale Avenue	Full Length	Carriageway Microsurfacing
	Audenshaw Road	Manor Road to Rail Bridge	Carriageway Resurfacing
	Cemetery Road	Shepley Rd to Howard St	Carriageway Microsurfacing
	Eldon Close	Full Length	Carriageway Microsurfacing

	Grobby Road	Audenshaw Rd to Woodbridge Av	Carriageway Resurfacing
	Hopkinson Avenue	Corporation Rd to Egerton St (Sections)	Footway Works
	Telford Close	Full Length	Carriageway Microsurfacing
	The Hawthorns	Full Length	Carriageway Microsurfacing
Denton	Bacon Avenue	Full Length	Carriageway Microsurfacing
	Bentley Road	Hyde Rd to St Lawrence Rd (Sections)	Footway Works
	Brierley Close	Full Length	Carriageway Microsurfacing
	Burnham Road	Full Length	Footway Works
	Byron Road	Full Length	Carriageway Microsurfacing
	Chaucer Avenue	Full Length	Carriageway Microsurfacing
	Corrie Close	Full Length	Carriageway Microsurfacing
	Hewitt Ave	Full Length	Carriageway Microsurfacing
	Keats Avenue	Full Length	Carriageway Microsurfacing
	Kingsley Close	Town Ln to Ruskin Av	Carriageway Microsurfacing
	Kipling Avenue	Full Length	Carriageway Microsurfacing
	Manchester Road	Ann Street to Christ Church	Carriageway Resurfacing
	Manor Road	Haughton Green Rd to School Entrance	Carriageway Microsurfacing
	Ruskin Avenue	Town Ln to Auburn Rd	Carriageway Microsurfacing
	Shakespeare Ave	Full Length	Carriageway Microsurfacing
	St Annes Drive	Full Length	Carriageway Microsurfacing
	Stockport Road	Two Trees Lane to Tib Street	Carriageway Resurfacing
	Stockport Road	Smith Street to Cemetery Road	Carriageway Resurfacing
	Tame Street	Ashton Rd to Edward St	Carriageway Microsurfacing
	Tatton Road	Full Length	Carriageway Microsurfacing
	Tennyson Avenue	Full Length	Carriageway Microsurfacing
	Town Lane	Circular Rd to Acres St	Carriageway Microsurfacing
	Wordsworth Road	Full Length	Carriageway Microsurfacing
	Worhs Lane	Full Length	Carriageway Microsurfacing
	Wynne Grove/Close	Full Length	Carriageway Microsurfacing

Droylsden	Abbey Road	Coronation Rd to Springfield Rd	Carriageway Microsurfacing
	Annable Road	Full Length	Carriageway Resurfacing
	Briarwood Ave	Full Length	Carriageway Resurfacing
	Buckingham Road	Lewis Rd to Edge Ln	Carriageway Microsurfacing
	Coronation Road	Abbey Rd to St Georges Rd	Carriageway Microsurfacing
	Crossland Road	Full Length	Carriageway Resurfacing
	Dorset Road	Full Length	Carriageway Microsurfacing
	Edge Lane	North Rd to Buckingham Road	Carriageway Resurfacing
	Edge Lane	Wheeler Street to Fairfield Road	Carriageway Resurfacing
	Essex Avenue	Full Length	Carriageway Microsurfacing
	Fairfield Road	Gransmoor Road to Latrobe Street	Carriageway Resurfacing
	Godfrey Ave	Full Length	Carriageway Microsurfacing
	Haddon Hall Road	Lewis Road to Lydgate Road	Carriageway Resurfacing
	Hampshire Road	Cypress Rd to No 60 Hampshire Rd	Carriageway Microsurfacing
	Hart Street	Full Length	Carriageway Resurfacing
	Lancaster Road	Sunnyside Rd to Somerset Rd	Carriageway Microsurfacing
	Leicester Avenue	Sunnyside Rd to Lancaster Rd	Carriageway Microsurfacing
	Marina Road	Luke Rd to Market St	Carriageway Resurfacing
	Repton Avenue	Full Length	Carriageway Microsurfacing
	Rutland Road	Full Length	Carriageway Resurfacing
	Somerset Road	Lancaster Rd to Gloucester Rd	Carriageway Microsurfacing
	Springfield Rd	Full Length	Carriageway Microsurfacing
	St.Georges Road	Full Length	Carriageway Microsurfacing
	The Crescent	Full Length	Carriageway Microsurfacing
	Windsor Road	Manor Rd to Nelson Dr	Carriageway Microsurfacing
Dukinfield	Angel Close	Full Length	Carriageway Microsurfacing
	Atlas Street	Full Length	Carriageway Microsurfacing
	Bates Street	Grenville St to Russell St	Carriageway Microsurfacing
	Capesthorpe Road	Full Length	Carriageway Microsurfacing
	Chapel Street	King St to Brunswick St	Carriageway Resurfacing
	Cheetham Hill Road	Mostyn St to Gorse Hall Rd (Continuation)	Carriageway Resurfacing

Hitchen Drive/Close	Full Length	Carriageway Microsurfacing
Kenyon Avenue	Brownville Gr to No 68	Carriageway Microsurfacing
King Street	West Street to Cavendish Street	Carriageway Resurfacing
Liston Street	Lord St to Cheetham Hill Rd	Carriageway Microsurfacing
Lodge Lane	Cheetham Hill Rd to Oxford Rd (Sections)	Footway Works
Lord Street	Gorse Hall Rd to Mostyn St	Carriageway Microsurfacing
Mostyn Street	Lord St to Laburnum Av	Carriageway Microsurfacing
Oval Drive	Full Length	Carriageway Microsurfacing
Richmond/Birchall Close	Full Length	Carriageway Microsurfacing
Silver Close	Full Length	Carriageway Microsurfacing
Wharf Street	King St to Crescent Rd	Carriageway Resurfacing

Hyde

Acorn Avenue	King Edward Rd to no 27	Carriageway Microsurfacing
Albert Road	Edna St to Croft St	Carriageway Microsurfacing
Blue Bell Close	Full Length	Carriageway Microsurfacing
Commercial Brow	Commercial St to High St	Carriageway Resurfacing
Gloucester Road	Full Length	Carriageway Microsurfacing
Grange Rd North	Walker Lane to Mansfield Road	Carriageway Resurfacing
Grange Road South	Peel St to Allen Av	Carriageway Microsurfacing
Hough Lane/Lyne View	Full Length	Carriageway Microsurfacing
Mottram Old Rd	High Bank to 40m past Green Ln	Carriageway Resurfacing
Mottram Road	Ellis St to St Pauls Hill Rd	Carriageway Resurfacing
Railway Street	Croft St to Great Norbury St	Carriageway Microsurfacing
St.Mary's Road	Harbour Farm Rd to Acresfield Ave	Carriageway Microsurfacing
Talbot Road	Acresfield Rd to Bradley Green Rd (Continuation)	Carriageway Resurfacing
Thorpe Hall Grove	Full Length	Carriageway Microsurfacing
Windsor Road	Dowson Rd to Knott Ln	Carriageway Microsurfacing

Longdendale

Hillend Lane	Mottram Rd to Home Farm Ave	Carriageway Resurfacing
Lower Market Street	Bostock Road to Besthill Bridge	Carriageway Resurfacing
Market Street	Full Length	Carriageway Resurfacing
Mottram Road	Etherow Centre to St Anns	Carriageway Resurfacing

	Roe Cross Road Underwood Road	Old Road to Roe Cross Green Stockport Rd to Hattersley Rd East	Carriageway Resurfacing Carriageway Resurfacing
Mossley	Dean Street Dyson Street Earl Street Huddersfield Road Lees Road Lees Road Manchester Road Under Lane Waggon Road Waterton Lane	Arundel St to No6 Arundel St to No9 Arundel St to No26 Richmond Cres to Abney Grange Gorsey Bank to Butt Farm Number 57 to Arundel Street Adjacent to Three Counties Road Butt Lane Oldham Bndry Sections / Repairs 122-136, 154-168, 143-173	Carriageway Microsurfacing Carriageway Microsurfacing Carriageway Microsurfacing Carriageway Resurfacing Carriageway Microsurfacing Carriageway Resurfacing Footway Works Carriageway Resurfacing Carriageway Resurfacing Carriageway Microsurfacing
Stalybridge	Ashes Close Ashes Lane Besom Lane Darnton Road Fox Hill Drive French Avenue Heaps Farm Court Huddersfield Road Mottram Road Quarry Clough Ridge Hill Lane Shaw Moor Ave Springbank Stocks Gardens Valley Way	Full Length Old Rd to Quarry Clough Huddersfield Road to No 59 Jct Ash Grove to Ridge Hill Lane Full Length Full Length Full Length Copley Park Mews to Reindeer Pub Fern Bank to o/s 281 Full Length Stamford Street to Harrison Street Full Length Hough Hill Road to Oak Tree Cres Full Length Full Length	Carriageway Microsurfacing Carriageway Microsurfacing Carriageway Resurfacing Carriageway Resurfacing Carriageway Microsurfacing Carriageway Microsurfacing Carriageway Microsurfacing Carriageway Resurfacing Carriageway Resurfacing Carriageway Microsurfacing Carriageway Resurfacing Carriageway Microsurfacing Carriageway Resurfacing Carriageway Microsurfacing Carriageway Microsurfacing

Report To:	STRATEGIC PLANNING AND CAPITAL MONITORING PANEL
Date:	9 October 2017
Reporting Officer:	Robin Monk - Director (Place).
Subject:	LEISURE ASSETS CAPITAL INVESTMENT PROGRAMME UPDATE
Report Summary:	This report provides a summary of progress to date in relation to the delivery of the Council's capital investment programme to improve sports and leisure facilities approved by Executive Cabinet in March 2016.
Recommendations:	That Strategic Planning and Capital Monitoring Panel notes the content of this report.
Links to Community Strategy:	<p>The Community Strategy 2012-22 (and the Corporate Plan 2013-18) outlines the priorities for improving the Borough of Tameside.</p> <p>This proposal directly links to the Tameside Sustainable Community Strategy objective of 'Healthy Tameside'.</p>
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)	<p>The Executive Cabinet approved a £20.4m leisure facility investment budget on 24 March 2016 which included £2m for the Active Hyde pool extension scheme. The revised cost for the scheme is £3.096m, an increase of £ 1.096m. The Executive Cabinet approved the additional investment to finance this increase on 30 August 2017.</p> <p>The Quarter 1 Capital Monitoring report agenda item of this meeting is seeking approval for a budget re-phasing of £5.2m from 2017/18 to 2018/19 relating to the Tameside Wellness Centre. The supporting rationale was included within a Key Decision approved on 27 April 2017. Elected members should also note that liaison continues with Sport England to determine the nature and value of a capital funding bid relating to the Wellness Centre, the details of which will be reported to a future meeting when confirmed.</p>
Legal Implications: (Authorised by the Borough Solicitor)	There is an overly ambitious project plan to get on site in October when legal have only just been instructed in relation to the contract. In order to protect the Council's interest the works cannot commence on site until such time as the contract has been executed. Close contract monitoring in relation to all leisure related investments remains a high priority to ensure the Council's resources are effectively focused on investment returns in a competitive environment. When considering the health agenda and targeting those most in need of support in achieving a healthy lifestyle, Members should ensure they rationalise this holistic approach, whilst

appreciating the total budget of the various leisure initiatives so that they can be effectively balanced against other competing priorities when allocating the Council's resources.

Risk Management:

Risk management is considered in section 3 of this 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 in relation to the delivery of the Council's capital investment programme to improve sports and leisure facilities approved by Executive Cabinet in March 2016. The investment programme is now providing high quality sports and leisure facilities creating a platform to reduce physical inactivity and supporting the development of 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.
- 1.4 Once implemented in full, the proposals will enable revenue investment in Active Tameside to be reduced from £1.865 million in 2015/16 to £0.441 million by the end of the contract in 2023/24 (a reduction of £1.424 million or 76%).
- 1.5 The cost of the investment programme has increased by £1.096m in order to fund the resource shortfall for the swimming pool development at Active Hyde.
- 1.6 Approval for any capital re-phasing highlighted in this report will be incorporated within the associated Capital Monitoring report included on this agenda.

2. CAPITAL INVESTMENT PROGRAMME UPDATE

- 2.1 The investment programme is comprised of a number of individual projects:

Active Copley Heating System Replacement (£0.369m) - The heating system installation at Active Copley has been completed and is now fully operational.

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

Active Medlock Roof Replacement (£0.120m) - The roof replacement scheme has been completed.

Active Hyde Pool Extension (£3.096m) – A revised budget of £3,096m for the extension of Active Hyde was recommended by Strategic Planning & Capital Monitoring Panel on 10 July 2017 for approval by Cabinet. Work is due to start on site in October 2017 with completion due summer 2018 although this cannot be undertaken until a contract is in place. A communications plan is being developed in order to provide regular progress updates to elected members, facility users and the general public. The delivery plan for the scheme is set out in table 1.

Table 1

Hyde Pool Extension	Date
Cabinet approval to proceed	30/08/17
TMBC Legal instructed	29/09/17
Contracts Signed	In urgent progress
Works Commence on Site	ASAP
Estimated Completion	August 2018

Active Hyde Wave Machine Replacement (£0.060m) - The Wave Machine installation at Active Hyde will require a two-week partial facility closure due to the need to drain the pool tank to facilitate the installation. With Active Hyde also needing to close for a week to integrate the new pool extension, it is proposed to carry out the works simultaneously

thereby minimising service disruption to customers. It is anticipated that the fitness suite and spa will remain open throughout.

Tameside Wellness Centre, Denton (£13.674m Council investment & £1.050m repayable loan provided by the Council to Active Tameside: Total investment of £14.724m) – The Tameside Wellness Centre scheme is progressing following a Council Key Decision of 27 April 2017. Liaison continues with Sport England to determine the nature and value of an associated capital funding bid relating to the project. Consultation on the design of the centre will continue until a planning application is submitted.

Active Dukinfield (iTRAIN) (£1.3m Council investment & £1.0m repayable loan provided by the Council to Active Tameside : Total investment of £2.3m) - The Active Dukinfield (iTRAIN) development is now complete and the facility is fully operational.

Active Longdendale (Total Adrenaline) (£0.6m repayable loan provided by the Council to Active Tameside) - The new play centre (Total Adrenaline) opened to the public on 19 November 2016.

- 2.2 Overall, good progress is being maintained with the delivery of the Council's capital investment programme to improve sports and leisure facilities.

3. RISK MANAGEMENT

- 3.1 The major risks associated with all capital schemes include funding, increasing costs and time delays occurring during the development and delivery phases. The Council continues to manage and monitor schemes using robust project management methodology and governance to mitigate these risks.
- 3.2 Delays with the realisation of anticipated capital receipts may have a negative impact on the existing capital programme and the schemes contained within it.

4. RECOMMENDATIONS

- 4.1 As set out at the front of this report.

Report To:	STRATEGIC PLANNING AND CAPITAL MONITORING PANEL
Date:	9 October 2017
Reporting Officer:	Kathy Roe – Director of Finance
Subject:	FINANCING ARRANGEMENTS FOR GUARDSMAN TONY DOWNES HOUSE
Report Summary:	<p>The construction of Guardsman Tony Downes House was completed in 2015. The cost of construction was met by Greater Manchester Pension Fund.</p> <p>An opportunity exists for the Council to ‘purchase’ the building and for the Pension Fund to be the tenant on a long lease-type of arrangement. The report explains how this can bring financial advantages to both parties.</p> <p>In addition the Council would complete the work for the use of the ground floor of the building.</p>
Recommendations:	<p>Members are recommended to approve:</p> <ul style="list-style-type: none">a) The payment of £7.0 million to Greater Manchester Pension Fund, subject to the Fund agreeing:<ul style="list-style-type: none">i) To the payment of an annual rent with effect from the 1 January 2017 to the Council of £384,250 per annum, with upward annual reviews linked to RPI, plus service charges for the running of the building and for cyclical maintenance of plant and equipment;ii) That in the event that the Fund vacates the building before the expiry of 25 years, it will pay the Council a sum equivalent to the total annual passing rent for the period beginning on the date of vacation of the building to the 25th anniversary of the date the Council ‘purchased’ the building (currently assumed to be 1 January 2043).b) That the payment be financed from the earmarked reserve for Capital Investment.c) That the building be taken on to the Council’s balance sheet;d) That a further report be requested on the proposed use of the ground floor of Guardsman Tony Downes House and the associated financial implications.
Financial Implications: (Authorised by the Section 151 Officer)	These are contained in the body of the report.
Legal Implications: (Authorised by the Borough Solicitor)	These are contained in the body of the report.
Risk Management:	The key risk for the Council is that the proposed financing arrangement cannot be captured in a formal lease agreement. The mitigation of this risk is explained in para. 3.5 of the report.

Access to Information:

Any further information can be obtained from the report author,
Ian Duncan Assistant Executive Director, Finance who can be
contacted on :

Telephone: 0161 342 3864

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

1. INTRODUCTION

- 1.1 The construction of the Pension Fund building, *Guardsman Tony Downes House*, was approved by GMPF Urgent Matters Panel and by Economic Growth, Investment and Sustainability Service on 16 April 2014.
- 1.2 The key elements of the approvals were:
- To construct the new Pensions Building at a cost of £7.73m;
 - The necessary procurement required for the above;
 - An agreement for a transfer of land from the Council (value estimated at between £176k and £481k) and project management services estimated at £200,000 in return for free use of ground floor accommodation 7,136 square feet estimated to have an incremental cost of £145k or £1.142m based on floor area;
 - The public space will be fitted out at the Council's cost;
 - GMPF to retain ownership of the building.
- 1.3 The purpose of this report is to consider financing options for the building going forward, including the use of the ground floor accommodation. The proposal for consideration is for Tameside Council to bring the building on to its balance sheet, paying the Fund a capital sum and charging GMPF a rent as tenant.
- 1.4 This proposed option for financing the building is supported by officers of the Council and the Fund as it offers financial advantages to both organisations.

2. ALTERNATIVE FINANCING OPTION

- 2.1 The original approval was for the building to be financed from GMPF resources and retained by the Fund. Drawbacks to this approach include:

- Inefficient use of Fund capital

The Fund through its diversified portfolio has a discount rate or expected return of 5.2% per annum as assumed by Hymans the Fund's investment consultant. This return reflects the economic environment and historically has been higher.

The current rate that the Council receives on its cash deposits is 0.5% and the current borrowing rate on a 25 year basis is 2.47% Thus this provides an opportunity for the Council to finance a building for the Pension Fund that could benefit both the Council and Fund.

- Investment Risk of Owner Occupied building

An owner occupied building has to be valued at a discount to normal investment value as required by RICS standards.

- 2.2 If the Council were to take ownership of the building on its balance sheet and receive rent from the Fund for its occupation, as opposed to it being a Fund investment owned by Tameside as administering authority, there would be a financial benefit to both the Fund and Council. This is essentially due to the cost of capital for the Pension Fund (i.e. its expected rate of return being higher than the rate at which the council can borrow and much higher than the return than the council receives on its reserves).

- 2.3 There has been a negotiation between officers of the Pension Fund and the Council on the structure of the deal. The issues considered were:
- A fair rent for the building referenced to market rates and cost of capital;
 - The need to resolve use of unoccupied space at the building;
 - The capital sum to be paid to the Pension Fund;
 - A fair sharing of the risk and reward from the transaction.
- 2.4 There key terms of the transaction agreed by officers and recommended to Members are:
- Effective purchase of building by Council from Pension Fund for £7m;
 - Works to make good the public use space be procured by the Council, at an indicative cost of £1.4m to be met by the Council;
 - Pension Fund to agree to pay a rental of £384k per annum, with annual uplifts linked to RPI for a 25 year term;
 - Pension Fund to cover maintenance costs including the cyclical maintenance for plant and equipment (this is not included in analysis as would be the case if transaction did not occur).
- 2.5 The financial analysis of the negotiated transaction is shown below for the Pension Fund and the Council for reference.

Assumptions	
Term	25 years
Borrowing rate for Council	2.47% on an annuity basis
Rate of Return for Fund	5.2%
Rental Value	£384,250 per annum £14.50 per sqft. for 26,500 sqft. Upward only annual reviews in line with RPI

Benefit to Fund

Benefit to GMPF	
Nominal Cash Flows	NPV
-£776,101	£3,630,210

The Fund would receive £7m and be able to invest this at 5.2% per annum thereafter it would pay rent of £384,250. The NPV in the table provides a present value for the cashflows by discounting them using the Funds expected return of 5.2%.

Benefit to Council (if borrowing to purchase)

Benefit to Tameside	
Nominal Cash Flows	NPV (borrowing rate)
£5,091,389	£3,315,585

The Council could finance this purchase from borrowing, which this minimises any interest rate exposure. The annual illustrative PWLB loan payments for TMBC to finance the purchase of the building are £376,963. The Council would pay out an initial £7m then receive rent and pay out loan repayments. Future cash flows have been discounted by the borrowing rate of 2.47% to produce a net present value.

Benefit to the Council (use of reserves)

Annual Rent	£384,250
Current Return	£17,500
Net Benefit per annum	£366,750

This table shows the effects of the Council financing transaction from reserves. As interest rates rise the Council's net benefit reduces and at an interest rate of 5.5% it would break even on a revenue basis. Clearly if low interest rates persist there is a potential significant benefit.

3 CONSIDERATIONS FOR THE COUNCIL

- 3.1 Discussion and negotiation has been carried out between officers with a joint desire to find an arrangement that offers reasonable financial returns for each party. The Council and the Pension Fund have jointly commissioned an independent valuation of the building. The indicative value is around £14-£15psqft for the office accommodation and £7m for the capital value, formal confirmation is attached herewith at **Appendix A** from the external valuer.
- 3.2 As explained in para 2.5 above, the most advantageous option for the Council's challenging position on the revenue budget is to use reserves to finance the purchase. This is because of the low interest rates currently available on its cash balances and the fact that if borrowing was used it would require principal and interest to be charged to the revenue budget, thus diminishing the benefit to the bottom line of the budget.
- 3.3 The benefit to the revenue budget is £366k per annum as shown in para 2.5 above. If the Council was to borrow to finance the purchase then the annual repayments over a 25 year period (annuity basis) would reduce this benefit to £8k per annum. These figures exclude the exclude the annual indexation of the rent.
- 3.4 Given the financial analysis above it is recommended that the Council agrees to the purchase for the following reasons:
 - Linking the rent to upward movements in RPI preserves the real terms benefit to the Council's budget;
 - It assists with one of the biggest, and unprecedented, challenges the Council faces in having to identify sustainable measures to balance its revenue budget;
 - The use of reserves in this way offers a much greater impact than simply releasing £7m in annual instalments over 25 years as general support to the budget. The annual instalment would equate to £280k, which compares to the £366k (plus indexation) for the recommended option.
- 3.5 A major risk for the Council is that the occupation of the Guardsman Tony Downes House by GMPF will not be secured in form of a binding lease agreement, because the Council can't enter into legal agreements with itself. There is the possibility that at some point over the next 25 years the Pension Fund no longer wishes to occupy the building. In order to protect its position the Council will be seeking a commitment from the Pension Fund that if it moves out of Guardsman Tony Downes House that it will pay Tameside Council a sum equivalent to the NPV of the total annual passing rent for the period beginning on the date of vacation of the building to the 25th anniversary of the date the Council 'purchased' the building (currently assumed to be 1 January 2043 and discount rate for NPV purposes 5.2%).

- 3.6 The ground floor has not yet been developed. It was originally planned that the Pension Fund would pay to bring the ground floor into use but given that the expected occupier will be the Council, and it will be the landlord under the proposed financing arrangement, then it would be more appropriate for the Council to carry out the necessary works (the alternative would be for the Pension Fund to carry out works and for the Council to pay a higher price for the building). At this stage it is recommended that a sum of £1.4m is set aside in the capital investment programme for these works. A future report will be presented with details of the plans for the ground floor.
- 3.7 The Fund is not a separate legal entity from the administering authority / Council and does not account for assets other than investment assets of the Fund. Therefore the only way in which the Fund can own a building is as an investment asset.
- 3.8 The sale of the building to the Council will be treated as a sale of an investment asset in the Fund's accounts and in the Council's accounts it will become a fixed asset.

4 LEGAL IMPLICATIONS

- 4.1 It is essential that any transaction between the Fund and Council is undertaken on a fair and equitable basis.
- 4.2 The proposal has been tested with the external auditor for the Fund and Council and they do not object to the proposals in principle but we will confirm with them when final terms are agreed.

5 CONCLUSION

- 5.1 The construction of the Pension Fund building has been completed broadly on time and on cost and the building has been well received.
- 5.2 The environment since the original plan for the financing of the building and the use of the ground floor space has changed significantly.
- 5.3 The options of the Council taking the building onto its balance sheet and charging GMPF a rent for use whilst GMPF completes ground floor space in advance of the specific occupier fit out requirements has a number of compelling advantages
- Provides a practical solution for use of remaining space within the building
 - Provides a financial benefit to the Fund.
 - Provides a financial benefit to the Council.
- 5.4 The rationale and implications of this proposal have been discussed with the Council's and Fund's auditors. Neither auditor has objected to the proposal set out in the report in principle, subject to final confirmation of terms.

6 RECOMMENDATIONS

- 6.1 Set out at the front of the report.

04B710303/ES09

gva.co.uk

29th September 2017

Greater Manchester Pension Fund
Guardsman Tony Downes House
5 Manchester Road
Droylsden,
M43 6SF
For the attention of: Paddy Dowdall

Dear Sirs

Property: Guardsman Tony Downes House, 5 Manchester Road, Droylsden M43 6SF

Introduction and Instructions

In September 2017, you contacted us requesting that we provide you with valuation advice for internal purposes, in respect of the property which you currently occupy, Guardsman Tony Downes House in Droylsden.

We have provided you with this advice, based on our inspection of the premises on 29th of September 2017, and on the assumption that the office accommodation is occupied in full by the Greater Manchester Pension Fund on an FRI lease. Details of our lease assumptions are provided later within this letter.

We comment that our valuation advice falls outside the guidance of the RICS Valuation, Global Standards 2017; however, as it is needed for internal purposes only, it is suitable for your requirements.

The Property

Planning consent was granted for construction of this property under application 13/00590/FUL in October 2013 and construction completed in the third quarter of 2015. Consent was granted for the following:

Use	Gross Internal Area (Sq Ft)
Retail	7,373
Office	40,882

GVA is the trading name of GVA Grimley Limited registered in England and Wales number 6382509. Registered office, 3 Brindleyplace, Birmingham B1 2JB. Regulated by RICS.

Birmingham Bristol Cardiff Dublin
Edinburgh Glasgow Leeds Liverpool
London Manchester Newcastle

The property comprises a four storey building (basement with three upper floors) with retail accommodation to the ground floor fronting onto Manchester Road. The office accommodation is set across ground, first and second floors. You have advised us that the offices provide a Net Internal area of 26,500 sq ft.

The building has been constructed with a concrete frame, brick elevations with double glazed windows. The main entrance to the property which is located at the junction of Manchester Road and Craven Street has an attractive glazed entrance which is the full height of the building.

Internally the office provides Grade A accommodation that has been finished with raised carpet covered floors, painted plaster walls, suspended ceilings with inset lighting and air conditioning. The offices have been finished to suit the requirements of the occupier with wall mounted partitioning having been put in place to create meeting rooms and offices, however the majority of the space is open plan. The upper floors are accessible via two stairwells and two passenger lifts.

Externally to the rear of the property there are 6 surface car parking spaces on a tarmacadam surface with car parking (approximately 25 spaces) also provided to the basement level.



The office accommodation is owned and occupied in its entirety by the Greater Manchester Pension Fund.

The retail accommodation is currently vacant. We are not aware of a marketing campaign currently being undertaken in respect of this space. At the time of our inspection it was in a shell condition with concrete block walls and solid concrete floors. The accommodation was provided as one unit, but partitioning could easily be put in place to create multiple units.

Rating

We provide below the ratable values of the asset below.

Address	Description	Total Area	Rateable Value
Guardsman Tony Downs House, Manchester Road, Droylsden Manchester M43 6EP	Office and Premises	26,694	£282,500
Retail Units Guardsman Tony Dons House, Manchester Road, Droylsden Manchester M43 6EP	Office and Premises	6,302	£65,500

The Uniform Business Rate for the year commencing 1 April 2017 is currently 47.9p in the pound,

Floor Areas

Based on the information you have provided and in mind of the floor areas stated within the planning application and those detailed on the Valuation Office Agency's website we have prepared our valuation based on the following floor areas:

Use	Net Internal Area (Sq Ft)
Retail	6,302
Office	26,500

Tenure

We understand that the property is held on a Freehold interest and our valuation has been prepared on this basis.

Valuation Assumptions

You have asked us to provide our opinion of value of the property on the assumption that the office accommodation is occupied by Greater Manchester Pension Fund on a 25 year FRI lease with annual RPI linked reviews at an initial passing rent of £384,250 per annum. This income reflects a rental value of £14.50 per sq ft. In consideration of the specification of the accommodation, we believe a

rent at this level to be achievable but we would highlight there would be very few occupiers in the market for a suite of this size, in this location.

We have assumed that this lease commences as at the date of our valuation.

In respect of the retail accommodation at ground floor level, we have made our own assumptions. The accommodation is currently vacant. Although the accommodation could be occupied by one tenant we believe there would be more demand for smaller units and as such we have assumed that it would be sub-divided and multi-occupied.

With this in mind we have applied a 24 month void across the retail accommodation to allow for marketing. This is on the basis that part of the retail space will be let within say 6 months, whilst other parts may not let for a period in excess of 36 months. During the void period we have accounted for empty rates and re-letting costs.

Local Market Commentary

Central Manchester has a very buoyant office market and is widely regarded as the best office market in the UK outside of London. Droylsden however, situated approximately 4 miles to the east of Manchester City Centre, would be regarded by investors as very a poor secondary location.

Stock in the area is generally poor quality and this is driven by the nature of demand in the area which primarily comes from small local occupiers, who do not require high specification, purpose built, and modern accommodation. Generally, local occupiers also only require small suites of under 1,000 sq ft.

Guardsman Tony Downes House provides Grade A office space, superior to any other accommodation in the locality. In the event the property was vacant, we would anticipate limited demand from occupiers to take the whole premises. Of course, there may however be occupiers in the market interested in taking this accommodation as it provides a cheaper alternative to buildings in other areas of Manchester, however in reality if this property was vacant it is likely that the accommodation would need to be split and let on a suite by suite basis to small companies who provide poor covenant strength.

The demand for retail accommodation in Droylsden suffers due to the towns' proximity to superior retail centres such as Manchester, Oldham and Ashton, all of which would be regarded as superior. This lack of demand has a detrimental impact on rental values.

In the event that the property was brought to market for sale, with GMPF as an occupier of the office accommodation, for a 25 year period, without breaks and index linked annual reviews, we would anticipate a very high level of investor demand. Offers would reflect the long term, secure income provided by the occupier. The main concern amongst purchasers would be the poor re-letting prospects of the building, in the event that GMPF were to vacate the premises on leases expiry.

Market Value

Having regard to the above factorys, we are of the opinion that the Market Value of the Freehold interest in Guardsman Tony Downes House, 5 Manchester Road, Droylsden M43 6SF as at 29th September 2017 to be **£7,000,000. (Seven Million Pounds)**

This has been calculated based in a traditional income capitalisation basis.

We have capitalised the assumed income of £384,250 per annum in respect of the office accommodation at an initial yield of 5.5%. This low yield reflects the security of the income from a very strong covenant and also that there are fixed annual uplifts. Our yield however also reflects Droylsden as a secondary office location.

Having regard to recent lettings in the locality, we have applied a rental value of £73,730 per annum, reflecting £10.00 per sq ft, to the retail space. This has been capitalised at an All Risks Yield of 10.0% after a 24 month income void.

Please do not hesitate to call me to discuss in further detail.



Emma Smyth MRICS
RICS Registered Valuer
Associate
Valuation Consultancy
For and on behalf of GVA Grimley Limited

This page is intentionally left blank