

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

**Date:** 28 November 2016

**Reporting Officer:** Ian Saxon - Assistant Executive Director – Environmental Services

**Subject:** **ENGINEERING CAPITAL PROGRAMME 2016/17**

**Report Summary:** The report sets out details of the total 2016/17 Engineering Capital Programme for Environmental Services and identifies the sources of funding for years 2016/17 and 2017/18. It complements earlier reports to SP&CMP in July and September 2016, which set out the details of the Highways Structural Maintenance Programme for 2016/17 from within the Engineering Maintenance Block Allocation and other capital schemes.

**Recommendations:** To note and recommend approval to Executive Cabinet of the total Engineering Capital Programme 2016/17, as set out in **Appendix 1** including any increases that are identified at paragraph 2.4.

**Links to Community Strategy:** The schemes within the 2016/17 Engineering Capital Programme seek to provide an improved and more sustainable highway related asset for the residents and businesses of Tameside, thereby contributing to a safe environment, continuing economic regeneration and contributing to a low carbon economy; key priorities within the 2012-22 Tameside Sustainable Community Strategy.

**Policy Implications:** The proposed funding allocation supports the Council's Corporate Plan priorities around the Sustainable Community Strategy.

It also supports the objectives of the Greater Manchester 3<sup>rd</sup> Local Transport Plan and associated strategies thereby underpinning its aims and objectives at a regional and local level.

**Financial Implications:** This report clarifies the approved budget and funding for all engineering capital schemes for 2016/17 and 2017/18.

**(Authorised by the Section 151 Officer)**

Approval is required to increase the programme for King Edward Road Retaining Wall by £0.400m. In addition to the existing £0.100m of DfT grant, it is proposed that £0.300m be allocated from identified revenue resource to fund repairs. There is also additional funding from a developer in 2017/18 of £0.100m this is part of a partnership agreement to enable repairs to the wall.

All schemes included within the proposed programme are detailed in **Appendix 1 and** are fully funded from a number of sources which are detailed in **Appendix 2**.

**Legal Implications:**

(Authorised by the Borough Solicitor)

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

**Risk Management:**

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

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

- Inclement weather preventing commencement and completion of schemes.

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

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

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

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

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

- Statutory procedures linked to certain schemes could delay implementation.

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

**Access to Information:**

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



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## 1. BACKGROUND INFORMATION

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

## 2. PROGRAMME APPROVAL

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

### **Capital Minor Works Budget** (Total £0.143m).

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

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

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

This is to be funded as follows;

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

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

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

2.5 As reported in July 2016.

**Street Lighting – (Total £0.149m).**

2.6 As reported in July 2016.

**Other Works - (Total £9.477m):**

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

**Vision Tameside**

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

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

### 3. RECOMMENDATION

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

# APPENDIX 1

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

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

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