

<b>Report To:</b>	<b>STRATEGIC PLANNING &amp; CAPITAL MONITORING PANEL</b>
<b>Date:</b>	9 July 2018
<b>Reporting Officer:</b>	Ian Saxon - Director – Operations & Neighbourhoods
<b>Subject:</b>	<b>ENGINEERING CAPITAL PROGRAMME 2018/19 UPDATE</b>
<b>Report Summary:</b>	<p>The report sets out details of the 2018/19 Engineering Capital Programme for Engineering Services and sources of funding with specific reference to the Highways Structural Maintenance Programme and capital funding made available by the Council for both the Tameside Asset Management Plan (TAMP) for highways and flood prevention and repair of consequential flooding damage and additional parking facilities.</p> <p>The report also provide details of the GM Mayors Challenge Fund for Walking and Cycling and an update on the Council's Bid to the Department for Transport's Safer Roads Fund.</p>
<b>Recommendations:</b>	To note the report.
<b>Links to Community Strategy:</b>	<p>The schemes within the 2017/18 Engineering Capital Programme seek to provide an improved and more sustainable highway related asset for the residents and businesses of Tameside, thereby contributing to a safe environment, continuing economic regeneration and contributing to a low carbon economy; key priorities within the 2012-22 Tameside Sustainable Community Strategy.</p> <p>Development of work on improving the walking and cycling infrastructure supports a healthier borough and a move away from the reliance on cars as the first choice of transport.</p>
<b>Policy Implications:</b>	<p>The proposed funding allocation supports the Council's Corporate Plan priorities around the Sustainable Community Strategy.</p> <p>It also supports the objectives of the Greater Manchester 3<sup>rd</sup> Local Transport Plan and associated strategies thereby underpinning its aims and objectives at a regional and local level, including walking and cycling strategies, reducing congestion and improving air quality.</p>
<b>Financial Implications: (Authorised by the Section 151 Officer)</b>	<p>The Engineering Maintenance Block Allocation for 2018/19 totals £2.257m (£1.868m plus Incentive Fund £0.389m). The Incentive Fund element is greater than originally forecast, although the total allocation is unchanged. The Incentive Fund element is based on a self-assessment against criteria as set out in section 2 of this report. This allocation from the Department of Transport is in addition to the £5m TAMP funding from Council resources as referenced in section 3 of this report.</p> <p>Section 5 gives an update on the Street lighting LED replacement Programme with the final works being carried</p>

out in 2018/19. This will create annual savings of £0.426m and will be monitored as part of the quarterly revenue process.

Section 6 details other current programmes including bridges which requires approval to spend £0.02m of this year's Highways and Bridges capital programme to finalise work carried out under the Department for Transport's Challenge Fund. This will be funded from the maintenance allocation.

It is to be noted that the Council has been successful in a bid for the Department for Transport Safer Roads Fund and has been allocated £0.2m which will not be available until the financial year 2019-20. A further report will detail the works to be carried out and seek approval later in this financial year.

Section 7 details the Car Parking schemes at Darnton Road. The programme costs have risen by £0.122m over the original budgeted allocation. The additional cost will be financed from the revenue budget.

Expenditure on capital schemes must comply with guidance from the Code of Practice on Local Authority Accounting. Any non-capital related expenditure will be transferred to revenue and funded from existing revenue budgets.

**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. The Cabinet approve the programme within the budget set by Council and the Panel are required to monitor to ensure it is being delivered efficiently, effectively, on time and within budget. This report is intended to assist with that and members should ask for such information they require to assure themselves of delivery.

**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 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 the Council's Operational Services 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 Council's own *Operational Services* or external contractor to implement the scheme in the current financial year.

*This risk will be managed by ensuring that should Operational Services 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.*

- Mayor's Challenge Fund Bids.

*Failure to deliver the programme after securing funding will impact on the future success of bids from this source.*

#### **Access to Information:**

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



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## 1. BACKGROUND INFORMATION

- 1.1 In the six Metropolitan Counties outside Greater London, the duty to formulate Local Transport Plans (LTP) is the responsibility of the Integrated Transport Authority (ITA). In the case of Greater Manchester this is Transport for Greater Manchester (TfGM) reporting to the Greater Manchester Combined Authority (GMCA).

## 2. HIGHWAYS TAMESIDE ASSET MANAGEMENT PLAN (TAMP)

- 2.1 Department for Transport (DfT) funding allocations for highway related schemes addresses a range of issues based on achieving agreed targets at a Greater Manchester and national level.
- 2.2 The Incentive Fund Element of the Highways Maintenance Block Allocation has been an increasing percentage of the total and in order to receive this element of the allocation, the Council must show it meets specific criteria around (amongst others) its highway asset management planning, consultation and stakeholder involvement, value for money and allocation of resources.
- 2.3 Councils are rated in three bands and only those Council's that achieve the top band, Band3, receive this allocation. Tameside's Engineers, together with colleagues in Finance have worked together not only to deliver the expected outcomes, but also to provide the evidence to support the Council's submission and achieve a Band 3 status to secure this funding.
- 2.4 Table 1 below shows how the allocation is divided to for the Incentive Fund Element, which currently contributes over 17% of the overall allocation and this percentage has increased year on year and it is expected to increase in future years.

**Table 1**

<b>Maintenance Block Allocation 2018/19</b>	
Highways Maintenance Block	£1.868m
Incentive Fund Element	£0.389m
<b>Total</b>	<b>£2.257m</b>

- 2.5 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. This was confirmed by the Panel in October 2017 and subsequently approval was given for 17-18 £3.0m and a further £5.0m in 18-19 by the Executive Cabinet. 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 such improvements to the network.
- 2.6 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, and provides opportunities to incorporate improvements to the network e.g. parking bays, crossing points, cycling facilities etc.
- 2.7 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 such improvements to the network.

### **3. MAINTENANCE PROGRAMME 2018/19**

- 3.1 Highway Structural Maintenance is fundamental to extending the life of existing highways and making the best use of our assets. **Appendix 1** sets out the programme of works for 2018/19.
- 3.2 Current progress on the 213 named schemes in **Appendix 1** is; 107 schemes either completed or in progress, with the remainder programmed to be completed as per the programme schedule, with those schemes completed to date highlighted in the table.
- 3.3 Current spend is £1.33m with the outturn expected to be as per budget profile at £6.695m (TAMP - £5m plus Maintenance Block funding of £1.695m)

### **4. FLOODING – FLOOD PREVENTION AND CONSEQUENTIAL REPAIRS**

- 4.1 The Strategic Planning & Capital Monitoring Panel on 9 October 2017, identified a £0.775m allocation for Flood Prevention and Repairs, with an original profiled spend of 2017/18 - £0.075m, 2018/19 - £0.300m and 2019/20 - £0.400m, subject to approved projects. Details of these proposals are highlighted below. This has already been approved at Cabinet in June 2018 and has been funded from reserves.

#### **Flood Prevention**

- 4.2 The aim is to increase resilience against flooding from watercourses by a series of improvements to 10 of the priority Council maintained culverts and to improve Health and Safety requirements at these locations. Reducing the risk of flooding at these locations will protect both the Council's infrastructure and provide resilience for the community against flooding.
- 4.3 Detailed survey works and scheme designs for the identified culverts have been commissioned and a scheme programme is being prioritised, together with a profiled spend of the £0.500m. A business case will be presented once this work has been completed.

#### **Repair of Consequential Damage Repairs**

- 4.4 In addition, £0.275m was allocated to repair extensive damage that has occurred to a number of routes (roads, footpaths and bridleways) in the east of the borough as a result of the extensive flooding due to unprecedented rainfall associated with storms in November 2016 caused by Storm Angus. This was in June cabinet report
- 4.5 A number of routes were affected and these remained unusable having been closed off to users in the interest of public safety. In addition to a number of carriageways have been damaged and there is scour damage to bridges along the River Tame. In June report can we add anything to this?
- 4.6 During 2017/18 works were completed at 8 locations at a cost of £0.088m as below in **Table 2**.
- 4.7 The remaining works to be completed during 2018/19 are included in **Table 2**.

**Table 2**

<b>Flooding - Consequential Damage</b>		<b>2017/18 (£'000s)</b>		<b>2018/19 (£'000s)</b>	
<b>Route</b>	<b>Work</b>				
Pennine B/Way	Brushes Cottages to Besom Lane	1.6	Done		
Pennine B/Way	Castle Lane - clear drain & repair bridleway	0.4	Done		
Pennine B/Way	Winterhill Farm - Flexipave 1	5.0	Done		
Pennine B/Way	Winterhill Farm - Flexipave 2	10.0	Done		
Wheatfield repair	Storm damage	15.0	Done		
Flaxfield Farm repair	Storm damage	35.0	Done		
Grafton Street	Re-surface pathway after flood damage	4.0	Done		
Dewsnap Lane	Re-surface bridleway after flood damage	17.0	Done		
LON/4	Replace bridge and support embankment			18.0	Est
Stoney Road	Re-surface bridleway after flood damage			16.0	Est
Edge Lane	Re-surface bridleway after flood damage			25.0	Est
DUK/3	Re-surface bridleway after flood damage			20.0	Est
LON/109	Re-surface bridleway after flood damage			18.0	Est
STA/121	Re-surface bridleway after flood damage			20.0	Est
		88.00		117.00	
		<b>Total</b>	<b>205.00</b>		

4.8 The revised spend profile for the £275k allocated to Flood Repairs is as a result; 2017/18; £130k, 2018/19; £75k and 2019/20; £70k.

## **5. STREET LIGHTING - LED (LIGHT EMITTING DIODE) REPLACEMENT PROGRAMME**

### **Minor Roads**

- 5.1 In 2015, the Council approved capital funding for a LED Programme, to replace 17,000 street lamps on the Borough's minor roads in a 3 year investment programme of £5.00m.
- 5.2 Table 3 below shows the progress of the scheme, with 500 columns carried over for replacement into 2018/19.

**Table 3**

Year 1 (2015/16)	2,000 LED replacements	£0.40m
Year 2 (2016/17)	7,295 LED replacements	£2.30m
Year 3 (2017/18) Planned 7,705	7,205 LED replacements Actual	£1.66m
<b>Sub Total</b>	<b>16,500</b>	<b>£4.36m</b>
<b>Year 4 (2018/19) carried forward</b>	500 LED replacements	£0.64m
<b>Total</b>	<b>17,000</b>	<b>£5.00m</b>

- 5.3 Final progress on the scheme will be available at year end outturn.
- 5.4 Once completed, the scheme will achieve the estimated annual savings of £0.426m, made up of a reduction in both energy and maintenance costs.

## **Major Roads**

- 5.5 A business case for an investment by the Council to continue this programme to cover the major strategic and classified roads in the Borough for replacing street lights with LED lamps is being prepared for presentation to the Panel in a separate report.
- 5.6 Should the Panel approve this capital investment, progress on programme will be reported via the regular Engineering Capital Programme Update.

## **6. OTHER CAPITAL WORKS**

### **Bridges & Structures - Department for Transport Challenge Fund**

- 6.1 Following a successful bid to the above fund, the Council was allocated £3.00m for a programme of retaining wall schemes.
- 6.2 Work has now been completed on these schemes, with a minor overspend of £20,000 (less than 1%) to be funded from this year's Highway Structures and Bridges capital programme.
- Bid to DfT Safer Roads Fund; A670 Mossley Road, Mossley**
- 6.3 Panel was advised in October 2017 of a joint bid along with Oldham for road safety improvements along the A670 corridor, including section of A670 Mossley Road, Mossley.
- 6.4 Although the allocation of funding from this bidding process was expected in January, the Council received notification of the outcome on 14 June 2018.
- 6.5 The Council was successful in its bid and has been allocated the full amount of £200,000 included in the bid.
- 6.6 This funding will be available in 2019-2020 not 2018-19 as set out in June 2018 report.
- 6.7 The works will see the introduction of a puffin crossing at St Georges school on A670 Stamford Road / Mossley Road Mossley and several VMS boards along the corridor as well as renewed road markings and some footway widening works.
- 6.8 However, this original plan may be developed in light of the developments of the GM Mayor's initiatives on Made to Move, Streets for All and strategic improvements of the Local Cycling, Walking, Infrastructure Plan, detailed below in Section 7.

### **Car Parking at Darnton Road**

- 6.9 A report to the Panel in March 2017 identified a business case to introduce five new car parks (with one of these being in two sections denoted as 2 and 2A) in and around Tameside Hospital, identifying estimated costs and potential pay-back period, with a proposed phased introduction of the new car parks on a programmed basis.
- 6.10 An investment of £0.950m was approved and it was indicated that following the initial investment the scheme would achieve pay back within two years. Potentially generating a sum of £0.590m a year on year thereafter.
- 6.11 During initial discussions Car Park 1 and Car Park 4 were removed from the schedule, one for building works within the hospital and the other due to leasing issues.
- 6.12 Land ownership of the remaining potential car parks was mixed with Car Park 5 wholly on Tameside land and the others in shared ownership.
- 6.13 Table 4 below, details current expected completion dates, together with revised construction estimates and numbers of spaces available following detailed design.

#### **Table 4**

	<b>Parking spaces</b>	<b>Projected Annual income £'000</b>	<b>Projected Income 2018-19 £'000</b>	<b>Construction Cost Estimate (£'000)</b>	<b>Notes</b>
CP5	230	230	135	*700	Open mid-August 2018
CP3	35	47	25	192	Open Sept 2018
CP2	78	105	50	150	Open Sept 2018
CP2a	22	30	15	30	Awaiting planning approval (potential opening October 2018)
<b>TOTAL</b>	<b>365</b>	<b>412</b>	<b>225</b>	<b>1,072</b>	

#### 6.14 Budget Commentary

\*Significant increased construction costs for Car Park 5 due to:

- Additional excavation required to reduce levels to suit revised DDA compliant access, as required, to secure planning approval;
- Significant additional excavation and subsequent fill required within site due to abnormal ground conditions
- Additional cost in removal and disposal of Japanese Knotweed from site
- Additional tree clearance required because of entrance repositioning.
- Presence of invasive plant species also presents problem on Car Park 3 which has increased estimated cost due to treatment required.

6.15 Projected income based on Car Park 5 spaces generating £1,000 per space per annum and other Car Parks in closer proximity to the Hospital generating £1,350 per space per annum.

#### 6.16 Other issues –

- In order for Car Park 2 to becoming “pay and display” this requires a highway stopping up order to be made, for which objections have been lodged by utility companies; and easement/confirmation that Utility companies will retain access is required from Trust as landowner has been required.
- An objection has been received to the advertised Off Street Parking Order for Car Park 5, which requires resolution and may require an Objection Report being presented to Speaker’s Panel.

6.17 The current project is currently running at £0.122m over the initial allocation.

6.18 This additional cost will need to be recovered from future income, before any profit-share arrangements are finalised between the Council and Tameside Hospital NHS Foundation Trust.

## 7. THE GM MAYOR’S CYCLING AND WALKING CHALLENGE FUND PROGRAMME

7.1 The Mayor’s Cycling and Walking Challenge Fund (MCF), aims to kick start the delivery of the GM Cycling and Walking Commissioner’s Made to Move report, and continue Greater Manchester’s journey to becoming a city region where walking and cycling are the natural choices for shorter journeys, as set out in the Greater Manchester Transport Strategy 2040.

7.2 The MCF is split into two funding pots, namely ‘Active Centres and Corridors’ and ‘Active Neighbourhoods’.



7.3 These two themes are interlinked with the following objectives;

**Active Centres and Corridors**

- Improve efficient movement of people (not just motor traffic) between and across towns and city centres;
- Improve access to local centres by cycling and walking;
- Reduce negative impacts of traffic on local communities; and
- Ensure walking and cycling improvements on major routes between and through town and city centres are developed as part of a holistic corridor strategy, based on “Streets for All” principles.
- Primarily focused on major schemes

**Active Neighbourhoods**

- Reduce car dependency for short trips;
- Improve walking and cycling access to key local facilities (jobs, education, health and shops);
- Improve first and last mile access to public transport by walking and cycling;
- Improve walking and cycling to/from new housing developments; and/or
- Reduce severance impacts of major roads that pass through local communities.
- Primarily focused on minor schemes/packages

7.4 The Council has been working closely with the GM Mayor’s Walking & Cycling Commissioner’s team, undertaking network planning sessions in the context of wider strategic network aims and to support Tameside’s long-term strategy to shift travel away from cars and encourage walking and cycling.

7.5 The Council has taken the opportunity to review its process for identifying improvements as part of highway improvements and each scheme prior to commencement is assessed with a view to improving walking and cycling infrastructure.

7.6 The MCF provides the opportunity to take this appraisal to the next level and, rather looking at each highway scheme individually, the opportunity is available to use the work of Strategic Cycling Group as the primary focus. Membership of the group includes Sustrans, TfGM Walking & Cycling Team, Tameside Engineers, Health Service professionals and Senior Tameside Officers and meets monthly to discuss both strategic issues and practical improvements.

7.7 By drawing together all this strategic network development planning, the work on the TAMP and other highway capital schemes, the Council is preparing a list of proposals to submit to this Fund.

7.8 Proposed schemes will be submitted in blocks under both the ‘Active Centres and Corridors’ and ‘Active Neighbourhoods’ for walking and cycling infrastructure improvements.

7.9 The intention of the MCF is to invite proposals to be submitted on a 3 monthly basis and unlike many bidding funds, proposals can be re-submitted and amended to incorporate further improvements in subsequent bids.

7.10 Summary details of the initial Proposals from Tameside are included as **Appendix 2**.

7.11 In addition to these two bids, the Council will also be submitting a bid to the MCF to support developments in Stalybridge for the Town Centre Challenge and Ashton Public Realm works (Vision Tameside), both of which are complementary to and sit within the Council’s strategic framework.

## **8. COMMUNICATIONS STRATEGY**

- 8.1 It is essential that these major works are 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. To this end we will be working with the Council's Communications Team to ensure that Town Councils are made aware of any planned works and also making use of social media for the latest information.

## **9. FINANCIAL CAPITAL MONITORING**

- 9.1 The Quarter 1 Capital Monitoring will be undertaken at the end of June. A verbal update on any major exceptions to plans will be provided as required.

## **10. RECOMMENDATIONS**

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

# APPENDIX 1

## Highways Works Programme 2018/2019

(Completed schemes to date highlighted)

Ward	Road	From / To	Work
Audenshaw	<b>Ashlands Drive</b>	Full Length	Footway Micro
Audenshaw	<b>Audenshaw Road</b>	Manor Road to Manchester Road	Carriageway Resurfacing
Audenshaw	<b>Corporation Road</b>	Egerton Street to Leech Brook Avenue	Carriageway Micro
Audenshaw	<b>Enville Street</b>	Guide Lane to Eldon Close	Footway Micro
Audenshaw	<b>Enville Street</b>	Guide Lane to Redmond Close	Carriageway Micro
Audenshaw	<b>Guide Lane KRN</b>	Water Street to Rail Bridge (L/C 5) inc. Bridge	Carriageway Resurfacing
Audenshaw	<b>Hazelwood Drive</b>	Full Length	Footway Micro
Audenshaw	<b>Linden Avenue</b>	Full Length	Carriageway Micro
Audenshaw	<b>Lumb Lane</b>	Aldwyn Park Road to Manchester Road	Carriageway Resurfacing
Audenshaw	<b>Nelson Street</b>	Full Length	Footway Micro
Audenshaw	<b>Poplar Street</b>	Full Length	Footway Micro
Audenshaw	<b>Ravenwood Drive</b>	Full Length	Footway Micro
Audenshaw	<b>Redmond Close</b>	Full Length	Carriageway Micro
Audenshaw	<b>Redwood Drive</b>	Full Length	Footway Micro
Audenshaw	<b>Shepley Road</b>	Guide Lane to Cemetery Road	Carriageway Resurfacing
Ashton Waterloo	<b>Alt Hill Lane</b>	Waggon Road to Fern Lea	Carriageway Micro
Ashton Hurst	<b>Coronation Road</b>	Full Length	Carriageway Micro
Ashton St Michaels	<b>Cottingham Drive</b>	Full Length	Footway Resurfacing
Ashton St Michaels	<b>Fountain Street</b>	Mossley Rd to L/C 9 and Opp Side	Footway Resurfacing
Ashton St Michaels	<b>Garden Walk</b>	Full Length	Footway Resurfacing
Ashton Hurst	<b>Green Hurst Road</b>	Full Length	Carriageway Micro
Ashton St Peters	<b>Hill Street</b>	Portland Street South to Cavendish Street	Carriageway Resurfacing
Ashton St Michaels	<b>Hurst Brook Close</b>	Full Length	Footway Resurfacing
Ashton St Peters	<b>Katherine St</b>	L/C 11 to Bentinck Street	Footway Resurfacing
Ashton Waterloo	<b>Knowle Avenue</b>	Richmond Street to Taunton Road	Carriageway Micro
Ashton Hurst	<b>Lees Road</b>	St Albans Ave to Green Hurst Road	Carriageway Resurfacing
Ashton St Michaels	<b>Lower Green</b>	Full Length	Footway Micro
Ashton St Peters	<b>Manchester Road KRN</b>	William Street to Margaret Street	Carriageway Resurfacing
Ashton St Michaels	<b>Middle Green</b>	All except O/S 32-40 (flagged)	Footway Micro
Ashton Waterloo	<b>Mill Brow</b>	Old Mill to Dean Terrace	Carriageway Resurfacing

<b>Ward</b>	<b>Road</b>	<b>From / To</b>	<b>Work</b>
Ashton St Michaels	<b>Montague Road</b>	Mossley Road to Beaufort Road	Carriageway Micro
Ashton Waterloo	<b>Newmarket Road</b>	Oldham Road to Taunton Road	Carriageway Resurfacing
Ashton St Peters	<b>Park Parade</b>	L/C 37 near Scotland Street to L.C 72	Carriageway Micro
Ashton St Michaels	<b>Pot Hill</b>	To Pub (one side) / G/E 40 (other side) inc. Pot Hill Square	Footway Micro
Ashton St Peters	<b>Richmond Street</b>	Katherine Street to Kenyon Street	Carriageway Resurfacing
Ashton Hurst	<b>Rowley Street</b>	Full Length	Carriageway Micro
Ashton St Peters	<b>Stockport Road</b>	South Street to Birch Street	Carriageway Resurfacing
Ashton St Michaels	<b>Sunnyside Grove</b>	Full Length	Footway Micro
Ashton Waterloo	<b>Tiverton Place</b>	Full Length	Footway Micro
Ashton Waterloo	<b>Watermill Court</b>	Full Length	Footway Micro
Ashton Waterloo	<b>Wilshaw Grove</b>	Full Length	Footway Micro
Ashton Waterloo	<b>Wilshaw Lane</b>	Wilshaw Grove to R/O Jubilee Bridge	Carriageway Resurfacing
Denton South	<b>Arlington Avenue</b>	Full Length	Footway Micro
Denton West	<b>Ash Road</b>	Windsor Road to Thornley Lane North	Carriageway Micro
Denton South	<b>Aylesbury Avenue</b>	Full Length	Carriageway Micro
Denton South	<b>Beverley Ave</b>	Full Length	Footway Micro
Denton South	<b>Bowker Avenue</b>	Full Length	Carriageway Micro
Denton South	<b>Clarendon Road</b>	Full Length	Carriageway Micro
Denton South	<b>Dixon Road</b>	Full Length	Carriageway Micro
Denton South	<b>Exeter Avenue</b>	Full Length	Carriageway Micro
Denton South	<b>Fernley Ave</b>	Full Length	Footway Micro
Denton South	<b>Flemish Road</b>	Full Length	Carriageway Micro
Denton West	<b>Hulme Road</b>	Full Length	Carriageway Resurfacing
Denton North East	<b>King Street</b>	Full Length	Carriageway Resurfacing
Denton North East	<b>Lake Road</b>	Full Length	Carriageway Resurfacing
Denton South	<b>Lancaster Road</b>	Mancunian Road to Two Trees Lane	Carriageway Micro
Denton South	<b>Lydgate Close</b>	Full Length	Carriageway Micro
Denton North East	<b>Manchester Road North</b>	Oldham Street to Seymour Street	Carriageway Micro
Denton South	<b>Mancunian Road</b>	Edale Road to Baslow Road	Carriageway Resurfacing
Denton South	<b>Moorfield Avenue</b>	Full Length	Footway Micro
Denton South	<b>Moorfield Avenue</b>	Full Length	Carriageway Micro
Denton South	<b>Northstead Avenue</b>	Full Length	Carriageway Micro
Denton South	<b>Portal Grove</b>	Full Length	Carriageway Micro
Denton North East	<b>Queen Street</b>	Full Length	Carriageway Resurfacing
Denton South	<b>Silverdale Ave</b>	Full Length	Footway Micro

<b>Ward</b>	<b>Road</b>	<b>From / To</b>	<b>Work</b>
Denton South	<b>St Marys Avenue</b>	Full Length	Carriageway Micro
Denton South	<b>Stockport Road</b>	Cemetery Road to Scott Road	Carriageway Resurfacing
Denton South	<b>Strathmore Ave</b>	Full Length	Footway Micro
Denton South	<b>Sunningdale Road</b>	Full Length	Carriageway Micro
Denton South	<b>Trowbridge Road</b>	Full Length	Carriageway Micro
Denton South	<b>Warwick Avenue</b>	Full Length	Carriageway Micro
Denton South	<b>West Park Ave</b>	Full Length	Footway Micro
Denton South	<b>Winchester Avenue</b>	Full Length	Carriageway Micro
Denton West	<b>Windmill Lane</b>	Windermere Rd to L/C 37	Carriageway Resurfacing
Denton South	<b>Worcester Avenue</b>	Full Length	Carriageway Micro
Droylsden West	<b>Ashdale Crescent</b>	Full Length	Carriageway Micro
Droylsden West	<b>Ashley Road</b>	Lewis Road to Lynn Drive	Carriageway Micro
Droylsden East	<b>Ashton Hill Lane</b>	Gorsey Fields to Market Street	Footway Micro
Droylsden West	<b>Baslow Road</b>	Full Length	Carriageway Resurfacing
Droylsden West	<b>Cornwall Road</b>	Full Length	Carriageway Micro
Droylsden West	<b>Dovedale Avenue</b>	Full Length	Carriageway Resurfacing
Droylsden West	<b>Edge Lane</b>	Hamnett Street to Alderdale Drive	Footway Resurfacing
Droylsden East	<b>Ellen Street</b>	From No. 2 Trent Walk to No. 7 Lune Walk	Carriageway Resurfacing
Droylsden East	<b>Ellen Street</b>	Full Length	Footway Micro
Droylsden West	<b>Greenside Crescent</b>	Full Length	Footway Resurfacing
Droylsden West	<b>Greenside Lane</b>	Fiveways to Springfield Road	Carriageway Resurfacing
Droylsden West	<b>Hales Close</b>	Full Length	Footway Resurfacing
Droylsden West	<b>Hawkestone Avenue</b>	Full Length	Carriageway Resurfacing
Droylsden West	<b>Kelsall Drive</b>	Full Length	Carriageway Resurfacing
Droylsden East	<b>Kings Walk</b>	Full Length	Footway Micro
Droylsden East	<b>Lune Walk</b>	Full Length	Footway Micro
Droylsden East	<b>Mere Avenue</b>	Full Length	Carriageway Resurfacing
Droylsden West	<b>Peakdale Road</b>	No. 20 to Haven Drive	Carriageway Resurfacing
Droylsden East	<b>Ribble Walk</b>	Full Length	Footway Micro
Droylsden East	<b>St Andrews Avenue</b>	Full Length	Carriageway Resurfacing
Droylsden West	<b>Sunnyside Road</b>	Cypress Road to 31 Sunnyside Road	Carriageway Resurfacing
Droylsden West	<b>The Crescent</b>	Full Length	Carriageway Micro
Droylsden West	<b>The Quadrant</b>	Full Length	Carriageway Resurfacing
Droylsden East	<b>Trent Walk</b>	Full Length	Footway Micro
Dukinfield/Stalybridge	<b>Abbey Road</b>	Full Length	Footway Micro
Dukinfield/Stalybridge	<b>Ash Tree Drive</b>	Full Length	Carriageway Micro

<b>Ward</b>	<b>Road</b>	<b>From / To</b>	<b>Work</b>
Dukinfield	<b>Birch Lane</b>	Birch View to No. 238 Birch Lane	Carriageway Resurfacing
Dukinfield	<b>Boyds Walk</b>	Birch Lane to King Street	Carriageway Micro
Dukinfield	<b>Cheetham Hill Road</b>	No. 212 to Yew Tree Lane	Carriageway Resurfacing
Dukinfield/Stalybridge	<b>Coronation Avenue</b>	Full Length	Footway Micro
Dukinfield	<b>Crescent Road</b>	Astley Street to Town Lane	Carriageway Resurfacing
Dukinfield	<b>Dean Court</b>	Full Length (Adopted Section)	Carriageway Micro
Dukinfield	<b>Dewsnap Lane</b>	No. 120 to Armadale Road	Carriageway Resurfacing
Dukinfield/Stalybridge	<b>Dovestone Crescent</b>	Full Length	Footway Micro
Dukinfield/Stalybridge	<b>Elm Tree Drive</b>	Full Length	Carriageway Micro
Dukinfield/Stalybridge	<b>Fir Tree Lane</b>	Gloucester Rise to Gorse Hall Road	Carriageway Micro
Dukinfield	<b>Globe Lane</b>	Globe Square to White Bridge	Carriageway Resurfacing
Dukinfield/Stalybridge	<b>Gorse Hall Road</b>	Cheetham Hill Road to Lyne Edge Crescent	Carriageway Micro
Dukinfield/Stalybridge	<b>Greenbooth Close</b>	Full Length	Footway Micro
Dukinfield/Stalybridge	<b>High Street</b>	Tame Street to Pine Road	Carriageway Resurfacing
Dukinfield	<b>Hill Street</b>	Full Length	Carriageway Micro
Dukinfield	<b>Jubilee Avenue</b>	Full Length	Carriageway Micro
Dukinfield	<b>Lodge Lane</b>	Various F/W Lengths	Footway Resurfacing
Dukinfield/Stalybridge	<b>Lyne Edge Crescent</b>	Lyne Edge Road to Yew Tree Lane	Carriageway Micro
Dukinfield/Stalybridge	<b>Lyne Edge Road</b>	Yew Tree Lane to Gloucester Rise	Carriageway Micro
Dukinfield/Stalybridge	<b>Mountbatten Avenue</b>	Full Length	Footway Micro
Dukinfield	<b>Park Road</b>	Crescent Road to Riverside	Carriageway Resurfacing
Dukinfield	<b>Parkin Close</b>	Full Length	Carriageway Micro
Dukinfield	<b>Peel Street</b>	Full Length	Carriageway Micro
Dukinfield	<b>Poplar Road</b>	Oak Tree Drive to Fir Tree Lane	Carriageway Micro
Dukinfield	<b>Queen Street</b>	Full Length	Carriageway Micro
Dukinfield/Stalybridge	<b>Queensway</b>	Full Length	Footway Micro
Dukinfield/Stalybridge	<b>Redmire Mews</b>	Full Length	Footway Micro
Dukinfield/Stalybridge	<b>Rowan Crescent</b>	Full Length	Footway Micro
Dukinfield/Stalybridge	<b>Sycamore Close</b>	Full Length	Carriageway Micro
Dukinfield/Stalybridge	<b>Water Grove Road</b>	Full Length	Footway Micro
Dukinfield/Stalybridge	<b>Yew Tree Lane</b>	From Water Grove Road to Lyne Edge Road	Carriageway Resurfacing
Hyde Newton	<b>Ashton Road</b>	No. 53 to Talbot Road	Carriageway Resurfacing
Hyde Newton	<b>Bagshaw Street</b>	Including Swindells Street (Both Full Length)	Carriageway Micro
Hyde Werneth	<b>Bankfield</b>	Full Length	Footway Micro
Hyde Werneth	<b>Brabyns Road</b>	Full Length	Carriageway Micro

<b>Ward</b>	<b>Road</b>	<b>From / To</b>	<b>Work</b>
Hyde Werneth	<b>Brabyns Road</b>	Full Length	Footway Micro
Hyde Newton	<b>Carter Street</b>	Full Length	Carriageway Micro
Hyde Werneth	<b>Carter Street</b>	Full Length	Footway Micro
Hyde Newton	<b>Commercial Street</b>	Full Length	Carriageway Micro
Hyde Werneth	<b>Dannywood Close</b>	Full Length	Footway Micro
Hyde Newton	<b>Dow Street</b>	Full Length	Carriageway Micro
Hyde Werneth	<b>Dow Street</b>	Full Length	Footway Micro
Hyde Newton	<b>Dukinfield Road KRN</b>	Hyde Newton St to Nursery Road	Carriageway Resurfacing
Hyde Werneth	<b>Foxholes Road</b>	Full Length	Footway Micro
Hyde Werneth	<b>Gee Cross Fold</b>	Full Length	Footway Micro
Hyde Werneth	<b>Great Norbury Street</b>	Railway Street to rail bridge	Carriageway Resurfacing
Hyde Werneth	<b>Hudson Road</b>	Full Length	Footway Micro
Hyde Werneth	<b>Lord Derby Road</b>	Full Length	Footway Micro
Hyde Godley	<b>Lynton Walk</b>	Hatts Rd West to G/E 14	Footway Resurfacing
Hyde Godley	<b>Mansfield Road</b>	Lumn Road to Walker Lane	Carriageway Micro
Hyde Newton	<b>Markham Street</b>	Full Length	Carriageway Micro
Hyde Godley	<b>Matley Lane</b>	L/C 4 to Victoria Street	Carriageway Micro
Hyde Godley	<b>Milverton Walk</b>	G/E 11 to Lynton Ave	Footway Resurfacing
Hyde Newton	<b>Park Road</b>	Lodge Lane to Clarendon Street	Carriageway Micro
Hyde Newton	<b>Queenhill Drive</b>	Full Length	Footway Micro
Hyde Newton	<b>Rydal Avenue</b>	Full Length	Carriageway Micro
Hyde Werneth	<b>Silver Hill Road</b>	Napier Street to G/E 24	Carriageway Resurfacing
Hyde Newton	<b>Smith Street</b>	Full Length	Carriageway Micro
Hyde Godley	<b>St Paul's Hill Road</b>	No. 12 to Crossbridge Road	Carriageway Micro
Longdendale	<b>Ashworth Lane</b>	No. 57 to Market Place	Carriageway Micro
Longdendale	<b>Back Moor KRN</b>	Stalybridge Road to Mottram Moor	Carriageway Resurfacing
Longdendale	<b>Chapman Road</b>	Hattersley Road East to Stockport Road	Carriageway Micro
Longdendale	<b>Ellison Close</b>	Full Length	Footway Micro
Longdendale	<b>Hattersley Road West</b>	No. 175 (L/C 52) to Sandy Bank Avenue	Carriageway Resurfacing
Longdendale	<b>Hawthorn Grove</b>	Full Length	Footway Micro
Longdendale	<b>Organ Way</b>	Full Length	Footway Micro
Longdendale	<b>Printers Fold</b>	Full Length	Footway Micro
Longdendale	<b>Rosebank Close</b>	Full Length	Footway Micro
Longdendale	<b>Spring Street</b>	Full Length	Footway Micro
Longdendale	<b>Spring Street</b>	Full Length (Adopted Section)	Carriageway Micro
Longdendale	<b>The Boulevard</b>	Full Length	Carriageway Micro
Hyde Godley	<b>Underwood Road</b>	Hattersley Road West to Wardlebrook Avenue	Carriageway Micro
Longdendale	<b>Woodlands Close</b>	Full Length	Carriageway Micro

<b>Ward</b>	<b>Road</b>	<b>From / To</b>	<b>Work</b>
Longdendale	<b>Woolley Lane KRN</b>	Mottram Moor to No. 85 (& S/O No. 9 to Bridge)	Carriageway Resurfacing
Mossley	<b>Ash Hill Drive</b>	Full Length	Footway Micro
Mossley	<b>Beechwood Drive</b>	Full Length	Footway Micro
Mossley	<b>Cote Lane</b>	Full Length	Footway Micro
Mossley	<b>Crown Hill</b>	Full Length	Footway Micro
Mossley	<b>Dale Avenue</b>	Full Length	Footway Micro
Mossley	<b>Dalesfield Crescent</b>	Full Length	Carriageway Micro
Mossley	<b>Denbigh Street</b>	Full Length	Footway Micro
Mossley	<b>Hollins Lane</b>	Full Length	Carriageway Micro
Mossley	<b>King Street</b>	Full Length	Carriageway Micro
Mossley	<b>Lees Road</b>	No. 69 to Holly Bank Farm	Carriageway Micro
Mossley	<b>Lower Hey Lane</b>	Full Length	Footway Micro
Mossley	<b>Manchester Road</b>	Near Mill Lane	Footway Resurfacing
Mossley	<b>Manchester Road KRN</b>	Tame Valley Close to No 385 Manchester Road	Carriageway Resurfacing
Mossley	<b>Meadow Close</b>	Full Length	Footway Micro
Mossley	<b>Moorlands Crescent</b>	Full Length	Carriageway Micro
Mossley	<b>Moorside Road</b>	Full Length	Carriageway Micro
Mossley	<b>Queensway</b>	Full Length	Footway Micro
Mossley	<b>Regent Drive</b>	Full Length	Footway Micro
Mossley	<b>Staley Road</b>	Derby Street to Cemetery Road	Carriageway Resurfacing
Mossley	<b>Station Road</b>	Full Length	Carriageway Micro
Mossley	<b>The Rowans</b>	Full Length	Carriageway Micro
Mossley	<b>The Sycamores</b>	Full Length	Carriageway Micro
Mossley	<b>The Uplands</b>	Full Length	Carriageway Micro
Stalybridge South	<b>Ashes Close</b>	Full Length	Footway Micro
Stalybridge South	<b>Ashes Lane</b>	Full Length	Footway Micro
Stalybridge South	<b>Blundering Lane</b>	Matley Lane to Woodend Lane	Carriageway Micro
Stalybridge South	<b>Burnside Close</b>	Full Length	Carriageway Micro
Stalybridge North	<b>Caroline Street</b>	High Street to Market Street	Carriageway Resurfacing
Stalybridge North	<b>Carrbrook Close</b>	Full Length	Footway Resurfacing
Stalybridge North	<b>Carrbrook Crescent</b>	Full Length	Footway Resurfacing
Stalybridge North	<b>Darnton Road</b>	No. 19 to Astley Road	Carriageway Resurfacing
Stalybridge South	<b>Foxhill Drive</b>	Full Length	Footway Micro
Stalybridge South	<b>Hassall Street</b>	Cecil Street to Mottram Road	Carriageway Micro
Stalybridge South	<b>Heaps Farm Court</b>	Full Length	Footway Micro
Stalybridge South	<b>Huddersfield Road</b>	No. 221 to No. 311 (Brushes Road to Parkfields)	Carriageway Resurfacing
Stalybridge South	<b>Mottram Old Road</b>	No 2 to Shutts Lane	Carriageway Micro
Stalybridge North	<b>Oakfield Avenue</b>	Full Length	Footway Resurfacing
Stalybridge South	<b>Old Rd</b>	Full Length	Footway Micro
Stalybridge/Dukinfield	<b>Park Road</b>	Tame Street to Clarence Street	Carriageway Micro



<b>Ward</b>	<b>Road</b>	<b>From / To</b>	<b>Work</b>
Stalybridge South	<b>Quarry Clough</b>	Full Length	Footway Micro
Stalybridge North	<b>Rassbottom Street</b>	Stamford Street to Market Street	Carriageway Resurfacing
Dukinfield/Stalybridge	<b>Tame Street</b>	Depot Gates to Clarence Street (both sides)	Footway Resurfacing
Dukinfield/Stalybridge	<b>Warrington Street</b>	Acres Lane to Taylor	Carriageway Micro
Stalybridge North	<b>Waterloo Road</b>	Market Street to Trinity Street	Carriageway Micro
Stalybridge South	<b>Wellbank</b>	Full Length	Footway Micro
Stalybridge South	<b>Woodend Lane</b>	Blundering Lane to Mottram Road	Carriageway Micro

## APPENDIX 2

### 2018/19 Mayor's Cycling and Walking Challenge Fund - Proposal 1

Category	Town	Scheme Name	From / To	Description	Total Est (£'000s)	Phase A (£'000s)	Phase B/C (£'000s)
Active Centres & Corridors	Ashton	Rayner Lane	Audenshaw Railway path to Lord Sheldon Way and Ashton Moss link	Surface existing footpaths, bridleways and low trafficked roads linking with existing facilities at either end and Metrolink stop.	275	220	55
Active Centres & Corridors	Stalybridge	Market Street / Melbourne Street	Stalybridge Town Centre Challenge	Prohibition of traffic. Reduced speed limits Pedestrianisation and cycle routes.	see separate bid		
Active Centres & Corridors	Ashton	Wellington Road/ Turner Lane	Ashton Town Centre Public Realm	Prohibition of traffic. Reduced speed limits Pedestrianisation and cycle routes.	see separate bid		
Active Centres & Corridors	Ashton	Warrington Street	Warrington Street to Ashton interchange and train station	Contraflow, punch through x 2, route through pedestrian area	14	11	3
Active Centres & Corridors	Ashton	Lees Road	Oldham boundary to Broadoak Road	Segregated cycle track linking 4 schools to residential areas and to Oldham borough.	475	11	464
Active Centres & Corridors	Denton	A57 (West)	A57 - Manchester Boundary to Crown Point North Retail Park	Segregated cycle track, shared footway, punch through and quiet street to retail park. Potential link to Russell Scott Primary	tbc		B/C
Active Centres & Corridors	Denton	Ross Lave Lane	Stockport boundary at Reddish Vale to Town Lane	Improve surface to allow use for commuters. Crosses M60 and avoids use of Windmill Lane. Part of the <b>TPT</b> and <b>NCN 62</b>	440	440	0
Active Centres & Corridors	Hattersley	Stockport Road	Hattersley Viaduct to Ashworth Lane Hattersley - extend to roindabout Phase 2	Segregated cycle lanes to protect through 40mph zone and on approach to busy roundabout	360	275	85

Active Centres & Corridors	Hyde	Green Lane	St Pauls Hill Road to Mottram Old Road	Improve surface to allow use for commuters. Avoids use of Mottram Old Road. Low traffic Part of the TPT and NCN 62	tbc		B/C
Active Centres & Corridors	Hyde	Stockport Road	Stockport boundary at Woodley, Stockport Road to Dowson Road	Segregated cycle lanes to protect through 40mph zone	110	0	110
Active Neighbourhoods	Ashton	Hill Street	Hill Street, Victoria Street to Trafalgar Square	Contraflow, junction improvements, punch-through x 2. Links with <b>CCAG</b> scheme.	220	220	0
Active Neighbourhoods	Audenshaw	Clarendon Road	Clarendon Road punch through	Improve existing punch through to meet current design standards. Improve current <b>CCAG</b> route linkages	3.3	3.3	0
Active Neighbourhoods	Audenshaw	Groby Road	Groby Road Playing fields track to Audenshaw Road	Shared footway and wide lane to link Audenshaw Road to existing <b>CCAG</b> route. Avoid busy section of road.	13.2	13.2	0
Active Neighbourhoods	Stalybridge	Stamford Park	West Hill School, Astley Street, Stamford Park to Mossley Road	Link to school x 2 and hospital, quiet streets, traffic free route through park. Extension of <b>CCAG</b> route.	150	150	0
Active Neighbourhoods	Stalybridge	Stamford Drive	Rassbottom Street, crossing Clarence Street to Frederick Street	Link Stalybridge Train Station and West Hill School ( <b>CCAG</b> scheme) to Ashton via quiet streets. Crossing of Clarence Street severance included	110	55	55
Active Neighbourhoods	Borough Wide	School cycle Education 'Bikeability'	Extension of scheme to additional schools across the borough	Double children trained this year. All children next year	110	38.5	71.5
Active Neighbourhoods	Borough Wide	School cycle parking	Various schools across the borough which lack current facilities		tbc		B

Active Neighbourhoods - Severances	Ashton	Lord Sheldon Way	Crossing of Lord Sheldon Way to Alexandria Drive	Upgrade existing Pelican crossing to link to existing routes.	66		66	
Active Neighbourhoods - Severances	Denton	St Lawrence Road	Crossing of Stockport Road from Town Lane to St Lawrence Road	Upgrade existing Pelican crossing. Share footway to get to crossing	tbc		B	
Active Neighbourhoods - Severances	Denton	Egerton Street	Crossing of Ashton Road from Egerton Street to Turner Street	Upgrade existing Pelican crossing (4 on junction) Shared footway to get to crossing	tbc		B	
Active Neighbourhoods - Severances	Borough Wide	Upgrade crossing facilities	Various Zebras upgraded to Tiger and various Pelican / Puffin upgraded to Toucan	List being assembled. Minimum of 5 delivered in year	110		110	
Active Neighbourhoods - Severances	Borough Wide	One way streets	Various locations	Review all one way streets and formalise contra flows on routes	tbc		B	
Active Neighbourhoods - Severances	Borough Wide	Signs review and route signing	Various locations	Review all signage, update and commence route signings	55		55	
Active Neighbourhoods - Severances	Borough Wide	20mph / 10mph Zones	Reduction in speed limits at key locations borough wide	To be identified	tbc		B	
					<b>Total Est Cost</b>	<b>2,511.5</b>	<b>1,437.0</b>	<b>1,074.5</b>
					<b>Phase A</b>	Design, estimate, consultation complete - works can commence when funding in place		
					<b>Phase B</b>	Design, estimate in preparation, consultation required		
					<b>Phase C</b>	Concept / Feasibility only		