

NORTH STRATEGIC NEIGHBOURHOOD FORUM

Day: Tuesday
Date: 17 October 2023
Time: 6.30 pm
Place: Zoom

Item No.	AGENDA	Page No
1.	APOLOGIES FOR ABSENCE To receive any apologies for absence from Members of the Forum.	
2.	MINUTES To receive the Minutes of the meeting of the North Strategic Neighbourhood Forum held on 27 June 2023.	1 - 4
3.	VACCINATIONS To receive a presentation from the Consultant in Population Health.	5 - 10
4.	JOINT HEALTH & WELLBEING STRATEGY AND LOCALITY PLAN To receive a presentation from the Consultant in Population Health.	11 - 18
5.	ENFORCEMENT PANEL ACTIVITY To receive a presentation from the Assistant Director of Operations and Neighbourhoods.	19 - 28
6.	HIGHWAYS MAINTENANCE To receive a presentation from the Assistant Director of Operations and Neighbourhoods.	29 - 48
7.	ROCHDALE OLDHAM ASHTON BUS CORRIDOR To receive a presentation from the Director of Place.	49 - 60
8.	DATE OF NEXT MEETING To note that the next meeting of the North Strategic Neighbourhood Forum is scheduled to take place on 30 January 2024.	

From: Democratic Services Unit – any further information may be obtained from the reporting officer or from Charlotte Forrest, Senior Democratic Services Officer, charlotte.forrest@tameside.gov.uk or 0161 342 2346, to whom any apologies for absence should be notified.

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NORTH STRATEGIC NEIGHBOURHOOD FORUM

27 June 2023

Commenced: 6.30 pm

Terminated: 7.20 pm

Present: Councillors Bowerman (Chair), Glover (Deputy Chair), Bray, Choksi, Costello, Drennan, Fairfoull, Karim, McLaren, McNally and Patel

In Attendance:

Emma Varnam	Assistant Director of Operations and Neighbourhoods
Paula Sumner	Assistant Director of Early Help and Partnerships
Matthew Morris-Jones	SHiFT Lead Guide
Lynda Clifford	Fostering Service Manager

Apologies for Absence: None

1. MINUTES

RESOLVED

That the Minutes of the meeting of the North Strategic Neighbourhood Forum held on 28 March 2023 were approved as a correct record.

2. SHIFT

The Chair welcomed Matthew Morris-Jones, SHiFT Lead Guide, who attended the Forum to deliver a presentation on SHiFT where every Practice was focused on enabling creative and impactful change with children and young people to break destructive cycles of harmful behaviour.

An introduction to the Adolescent Safeguarding Framework was provided, which had been developed as part of the Greater Manchester Children and Young Peoples Plan. The Framework had been created and adopted by the 10 Greater Manchester authorities and set out principles and guidance for working with young people. The Framework was not prescriptive and was designed to provide a shared foundation for the development of local systems and practice. The Framework provided some detail and examples around six practice principles and three strategic enablers that underpinned good practice with young people at risk of extra-familial harm.

The strategic ambitions were outlined and two projects that had taken place nationally were highlighted. In terms of Tameside, Members were told that the Practice commenced in February 2023 and was based in Youth Justice Services. An extensive scoping exercise took place with 116 considerations that went through a triage process and Tameside SHiFT was currently working with 27 children and young people who were supported by four Guides. There was emerging evidence of relationships being built and trust established. It was emphasised that establishing relationships was the cornerstone of SHiFT work and would develop as one of the key foundations of the SHiFT programme in order for young people to be able to move to a place of safety and strength.

A progress update was provided of the cohort as follows:

- 14 children were currently engaged and enjoying regular face-to-face interaction with regular communication via text message. All the professional networks had been contacted and the Guides were beginning to become embedded within this network.
- 6 children were tentatively engaging at present. These children required a more measured and staggered approach, whereby the initial steps were communicating through text message, visiting the home and ensuring the Guides were conducting themselves in a different manner befitting of the SHiFT model.

- 2 children had recently swapped Guides for two children as one Guide was working with cousins who were experiencing family issues and had become estranged, which would have caused issues when working with both.
- 5 were currently not wishing to engage, but steps of engagement were underway. For example, Guides remained in contact with the professional network, were sending letters and offering support through messaging. Due to the co-location with Youth Justice Services, Guides were able to ensure they were up to date with any pending matters for some of the cohort and therefore could bide time in offering the support.

Members were provided with the contact details of the Tameside SHiFT team.

A discussion ensued and the importance of partnership work and sharing knowledge was highlighted. In response to questions, it was confirmed that the age range of the five young people who were the hardest to engage with was 13-16 and they were currently out of education; the service would be tailored to their needs.

The Chair thanked Mr Morris-Jones for an enlightening presentation

RESOLVED

That the content of the presentation be noted.

3. CADDY LINERS IMPLEMENTATION

The Chair welcomed Emma Varnam, Assistant Director of Operations and Neighbourhoods, who attended the Forum to deliver a presentation in respect of Caddy Liners.

Ms Varnam stated that the Council currently supplied, on request, free compostable caddy liners to encourage residents to compost their food waste and add it to their brown bin for food and garden waste. She highlighted that the practice of recycling food waste was now established across households in Tameside.

The Forum were notified that caddy liners were not required for the process of recycling and it was not a statutory requirement for waste disposal. The preferred approach was to recycle food waste directly into the caddy and then into the brown bin, which would reduce unnecessary resources in the waste stream as well as the detrimental carbon footprint of producing liners.

It was outlined that the provision of caddy liners was not necessary to enable residents to recycle their food waste and did not align with the Council's environmental aspirations of achieving net zero services; reducing consumption and procuring sustainably. In order to help reduce unnecessary waste, caddy liners would no longer be provided free of charge from 1 July 2023.

Ms Varnam was pleased to announce that Tameside was the highest improved recycling borough in Greater Manchester, in order to maintain and improve on this status a reminder was given to not use newspaper or recyclable carrier bags to wrap food waste in as they were classed as contamination, which would lead to full wagon loads being rejected for recycling.

The Chair thanked Ms Varnam for the presentation.

RESOVLED

That the content of the presentation be noted.

4. HOUSEHOLD SUPPORT FUND

Emma Varnam, Assistant Director of Operations and Neighbourhoods delivered a presentation on the Household Support Fund.

Ms Varnam explained that in Rounds 1 to 3, funding had primarily been used to support families with children eligible for free school meals during the holiday periods. Vouchers were provided, via the schools, to all eligible families ahead of each holiday period in the form of supermarket vouchers. Following the guidance set by the Department for Work & Pensions (DWP), it was reported that an application based scheme had also been available for low income households to support with basic costs such as food, energy, utilities and related essentials.

Members were advised that the Household Support Fund had been distributed by Tameside Council since October 2021, with funding provided in 4 'Rounds' to all Local Authorities. With regards to Round 4, funding for a 12 month period commencing in July 2023, had been confirmed, which allowed for longer term planning and support. The funding would be used to support the most vulnerable families in Tameside, as follows:

- 70% would be provided via schools to families eligible for free school meals.
- 27% allocated to an application based scheme for residents not directly in receipt of Cost of Living Payments, accessed via Navigators which ensured that residents were supported to access the funding most relevant to them and wider support to build longer term financial resilience.
- 3% would be used for staffing required to administer the fund.

Mr Varnam advised that families with school age children would receive their voucher via schools directly. Older Families (aged 65+) who were in receipt of Council Tax Support would be contacted directly and organisations such as Age UK, the Action Together community network and the Carers team would further help to raise awareness of the support available. Outreach drop in sessions would also be planned in community venues and information would be provided via existing channels such as social media, Welfare Rights, Citizens Advice Bureau, Customer Services, Libraries and Helping Hands events. It was explained that funding would be rolled out in four tranches throughout the year to spread out the support, especially during the winter periods.

Members were provided with contact details for the Household Support Fund team and were advised that residents would be able to book appointments by phone, online or in person with Customer Service Navigators to discuss the support they would need and to help them access funding relevant to their situation.

The Chair thanked Ms Varnam for a very informative presentation.

RESOLVED

That the presentation be noted.

5. FOSTERING

The Chair welcomed Lynda Clifford, Fostering Service Manager, who attended the Forum to provide an update on Tameside Council's Fostering Service.

Members were informed that Fostering was the support and care for a child when they could not live at home that provided a stable and caring environment. It assisted with contact with birth parents and other connected persons; getting a child to school; attendance at meetings – reviews and education; and to undertake training to develop fostering skills. Anyone could foster and all ethnic and religious backgrounds were welcome. The only requirement was a spare bedroom in the home, that did not have to be owned, and people ideally lived locally in order to transport children to school.

The type of carers required for the different cohorts was outlined alongside how people could assist. Ongoing fostering support was provided via social workers and support workers with social workers assigned to the children; support was also available through the Foster Care Association

and there was a foster carer support group, a Buddy scheme, a training programme, therapeutic services and allowances and fees.

Members were told that a fostering campaign, Fostering Unfiltered, had been created in conjunction with Greater Manchester Combined Authority to help the conurbation recruit more foster carers, which also included a website [Fostering Unfiltered-Home\(fostering-unfiltered.org\)](https://fostering-unfiltered.org). Fostering Fortnight 2023 had taken place with a variety of events including an Advan campaign, Park Run events and a new team of foster care ambassadors, who represented the team at local events to help recruit more foster carers in Tameside.

The Staying Put initiative and supported lodgings were explained and contact details provided. Members were asked to share marketing materials and social media posts to assist with the much needed recruitment of foster carers in the Borough.

A discussion ensued with information provided on the work carried out to engage with hard to reach communities and what initiatives were currently undertaken to help increase the number of foster carers in Tameside.

The Chair thanked Ms Clifford for returning to the Forum to provide an update on the Fostering Service.

RESOLVED

That the update presentation be noted.

6. DATE OF NEXT MEETING

RESOLVED

That the date of the next meeting of the North Strategic Neighbourhood Forum, scheduled for 17 October 2023, be noted.

CHAIR

Flu & COVID Vaccination Update Autumn-Winter 2023/24

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October Neighbourhood Forum
Population Health

Agenda Item 3.

Winter Vaccinations

- Vaccination is a safe and effective way to help protect people from getting seriously ill with a disease.
- Flu vaccination is offered every autumn/winter – it is slightly different each year to protect against the different types of flu virus that are likely to be circulating.
- COVID-19 vaccination is being offered as boosters for those who are at high risk of getting more unwell from COVID-19 and the 2023 autumn/winter booster coincides with the flu vaccination programme.
- Vaccination provides individual protection but also makes it harder for viruses to spread between people, including those who are more vulnerable and/or unable to get vaccinated.
- NHS England sets out the criteria for who gets vaccinated and how the programmes work, as a local system we then work together to deliver the vaccines according to this.
- As Population Health we chair the Health Protection Board and COVID and Flu Vaccination Sub-Group of this Board, which brings together partners from across the locality, provides assurance and responds to local data.

Seasonal Flu Vaccination Uptake 2022/23

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PCN	Over 65s	Under 65 (at risk)	Pregnant	Carers	All aged 2yrs	All aged 3yrs	All aged 50- 64
Ashton	72.6%	42.2%	20.5%	40.3%	25.2%	34.5%	38.1%
Denton	79.4%	47.9%	24.1%	44.6%	31.3%	46.8%	46.6%
Hyde	73.1%	40.9%	25.7%	36.0%	35.3%	39.2%	44.3%
Stalybridge	81.4%	52.4%	33.4%	44.1%	38.4%	45.9%	52.0%
TOTAL	76.1%	44.9%	25.3%	39.9%	32.1%	40.8%	44.8%
GM	77.6%	46.0%	33.3%	-	35.9%	40.1%	-

COVID-19 AW Booster Vaccination Uptake 2022/23

	Cohorts – Priority Number and Group									
	1	2.1	2.2	3	4	5	6	7	8	9
	Care Homes*	H&SC Workers	80+	75-79	70-74 & CEV†	65-69	16-64 at risk	60-64	55-59	50-54
Tameside	61.6%				55.2%			49.2%		
GM	60.8%				53.5%			48.9%		

Cohort 1: Care Homes*	
Tameside	87.6%
GM	86.2%

*Residents and carers
 †Clinically Extremely Vulnerable



Plans for Autumn-Winter 2023/24

- The vaccines are available in all 4 neighbourhoods. PCNs are leading on COVID-19 vaccine delivery, flu can be obtained from practices and community pharmacies. Co-delivery of both vaccines is available for eligible groups.
- Invite text messages sent from GP surgery sent to all eligible individuals.
- Special sessions for 2-3 year olds including free soft play vouchers in some areas.
- Maternity offering flu in antenatal clinic and providing flyer on COVID-19 vaccine availability.
- Schools programme underway and TMBC staff programme also available.
- Winter illnesses leaflet sent to parents via schools and early years, with translated versions available in Urdu and Polish.
- Communication campaigns on social media and local publications, posters and banners up in key locations.

Get vaccinated!

Protect your little ones and the wider family: vaccinate your 2 or 3-year-olds against flu !

Contact your GP and arrange their **FREE** flu nasal spray vaccine appointment.

Available **from September** to children aged either **2 or 3** on **31st August** this year.

Tameside
Metropolitan Borough

www.nhs.uk/flu vaccine



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- If you're eligible for flu and/or COVID-19 vaccination please take up the offer to get vaccinated ASAP.
- Details on who is eligible and how to book here: [Winter Vaccinations in Tameside](#)
- Promote the benefits of vaccination to others – vaccination is the best protection against COVID-19 and flu this winter.

Building Back Fairer, Stronger, Together.

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**Tameside Joint Health & Wellbeing
Strategy and Locality Plan
2023-2028**



Agenda Item 4

TAMESIDE SHARED VISION

Give Tameside children the best start in life

Help people stay well across the life course and detect illness earlier

Enable all Tameside residents to grow old with dignity and independence

All age mental health and wellbeing

The people in Tameside all have the opportunity to have a healthier and happier life, no matter where they live or who they are. This should include people being able to get the help and support they need without facing barriers, to make Tameside a great place for everyone.

Tackling inequalities in all our work

Help people get into, and stay in good work

Strengthen our communities

Deliver healthy places with accessible and inclusive services

To do this we will

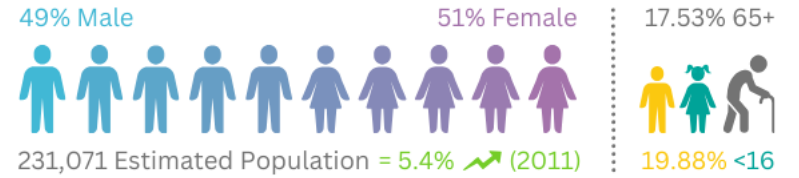
Building back Fairer

Building back Stronger

Building back Together



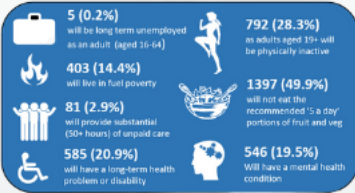
Tameside in Context 2023



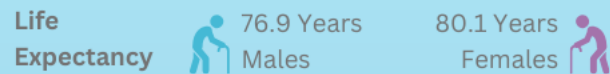
Help people stay well across the life course and detect illness earlier



Third highest rate of alcohol related cancers in country
Early preventable deaths are almost 50% higher in Tameside compared to the national average.



Enable all Tameside residents to grow old with dignity and independence



13.1% aged 66 yrs or older lives alone
1,989 per 100,000 aged 66 yrs or over have been injured in a fall
83.3% of care homes in Tameside are rated as good or outstanding by CQC
Tameside population aged 65 yrs. plus has seen a 18.4% increase since 2011

Give Tameside Children the best start in life

- 39.2% of children in year 6 classified as overweight / obese
- 8.4% of children aged 5-17 in Tameside have a diagnosed mental health disorder
- Highest admission rate for under 19s for asthma in the country

Deliver Healthier places with accessible and inclusive services

43% of people live in areas in 20% most deprived nationally



Take-away Density - 143 take-aways per 100,000 population - highest in GM, 17th Nationally

Air Pollution - Tameside has the 2nd highest level of fine particulate matter in GM (indicator of poorer air quality)

Help people get into, and stay in good work



28.5% of jobs in Tameside paying below the living wage (2021) the highest rate in GM, equating to approx. 13,000 jobs

9% of the working population working in health and social care
2% had sickness absence from work in last week

Strengthen our Communities



In every 1000 people in TAMESIDE:

- 20 have been supported by social prescribing in the last 12 months
- 180 people are living in poverty
- 140 are experiencing fuel poverty
- 90 people have been a victim of crime
- 19 are living in temporary accommodation
- 37 have been a victim of domestic abuse
- 49 have been a victim of violent crime



The Voice of Tameside Residents

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...residents are
concerned about
poverty and climate
change

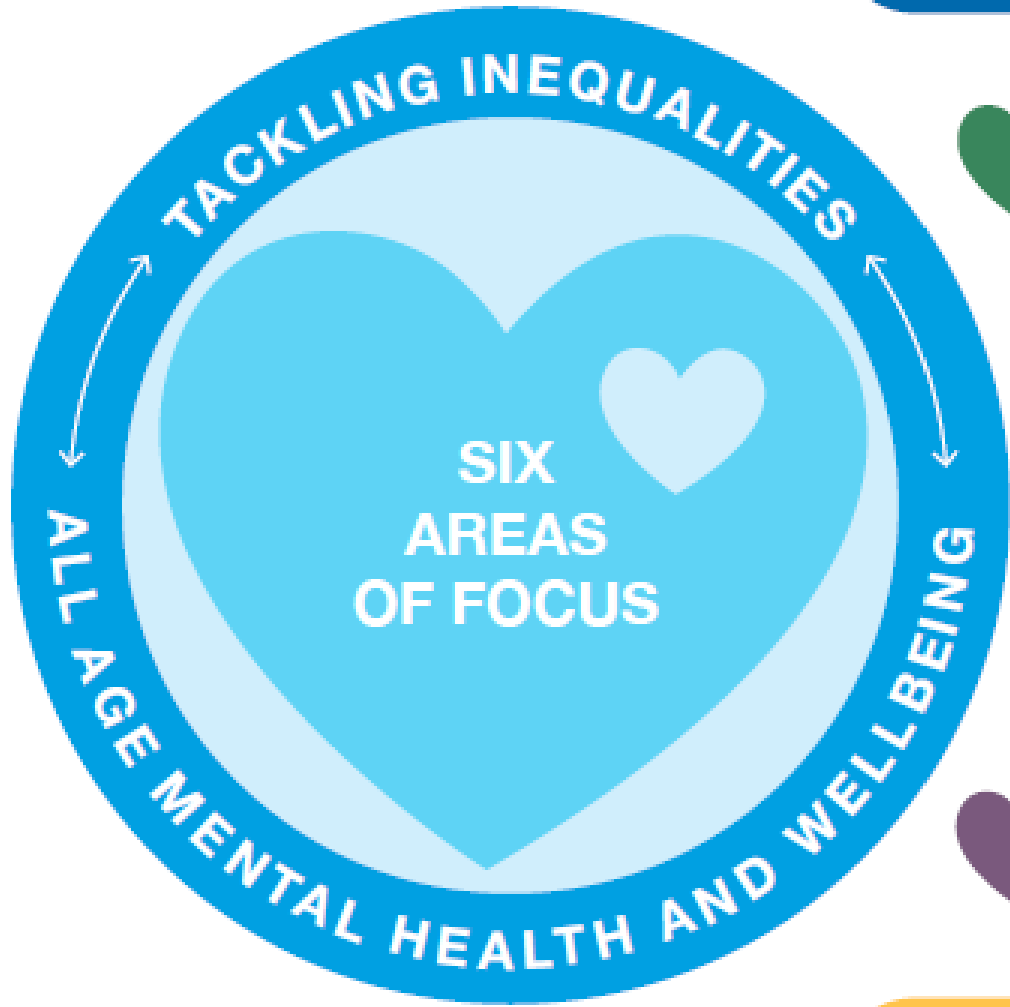
...more job
opportunities that
match skills



...satisfied with
Tameside as a place to
live



...charities
should be
supported



...recognise that local
and national funding is
a challenge



...want to see
improved access
to mental health
support




 Give Tameside children the best start in life | 

 Help people stay well across the life course and detect illness earlier | 

 Enable all Tameside residents to grow old with dignity and independence | 

 Help people get into, and stay in good work | 

 Strengthen our communities | 

 Deliver healthy places with accessible and inclusive services | 

Building
back
Fairer

Building
back
Stronger

Building
back
Together

Health Inequalities...

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“avoidable,
unfair and
systematic
differences in
health between
different groups
of people”



- **FAIRER** - Tackling Inequalities (Inequalities Reference Group; *GM Fairer Health for All* framework; systematic approaches)
- **STRONGER** – Covid-19 recovery; prioritising prevention; enablers; needs assessments
- **TOGETHER** – Working with the whole system (inc. VCFSE); working with communities; links to Greater Manchester ICP



ANY QUESTIONS?

Please read the strategy

[Building-Back-Fairer-Stronger-Together-Tameside-Joint-Health-and-Wellbeing-Strategy-and-Locality-Plan-23-28.pdf](#)

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NEIGHBOURHOOD FORUM

Enforcement Activity Update

Sharon Smith, Head of Public Protection



Public Protection

Functions undertaken by the Public Protection team include:

- Food Safety and Food Standards
- Trading Standards
- Animal Health and Welfare
- Housing Enforcement
- Environmental/Waste Enforcement
- Health and Safety
- Public Health
- Environmental Protection
- Licensing
- Parking Services



Corporate Enforcement Policy

- The Council has a requirement to have a Corporate Enforcement Policy.
- A draft of the Policy is currently being updated.
- The Policy outlines how TMBC enforces a range of legislation in a fair, equitable, and consistent manner.
- The policy is intended to protect the public, the environment, consumers, and workers within the borough to meet their legal obligations, and taking firm action against those who flout the law or act irresponsibly.
- The policy applies to all services with enforcement duties, although some services have specific legislative guidance and regulations that set out the enforcement requirements in these services and therefore will have specific service area policies in addition to the corporate one.

Enforcement Panel

- The Panel meets quarterly
- The purpose of the Panel is to:
 - Provide overview, assurance and scrutiny of the wide range of enforcement activity undertaken across the Council by receiving reports from service areas in scope.
 - Promote the enforcement activities of the Council enforcement services throughout the Borough.
 - Provide cohesion of the Council's enforcement bodies.
 - Promote integrated provision and joined up planning across a range of enforcement activities with wider service providers, such as Greater Manchester Police.
 - Deliver on the strategic priorities, including increasing enforcement across the Borough.



Enforcement Activity March – Sept 2023

Food Safety / Standards

- Inspections 528
- Hygiene Improvement Notices 5
- Voluntary Closures 3

Trading Standards

- Prosecutions 7 ongoing
- Seizures 9,820 illicit cigarettes
1.15kg of hand rolling tobacco
487 non-compliant vapes

Waste Enforcement

- Fly Tipping Prosecutions 2
- Fixed Penalty Notices 79
- Service Requests 1,747

Parking

- On Street & Off Street PCN's 9,376
- Bus Lane PCN's 1,371

Environmental Protection

- Air/Dust/Smoke/Noise/Odour Service Requests 722
- Abatement Notices Served for Statutory Nuisance 18

Housing Standards

- Housing Standards Service Requests 152
- Homes for Ukraine Inspections 11
- HMO Inspections 67

Licensing – Taxi

- Driver, Vehicle, Operator Licences 906

Licensing – Licensing Act 2003

- Premises, Club, Personal Licences 394

Licensing – Gambling Act 2005

- Betting Shops, Gaming and Lottery Permits 31



Enforcement Highlights

Environmental Health Prosecution – Bake n Butty Café

- Business owner illegally installed a petrol generator in the basement
- Sentence: 18 weeks custodial sentence, 100 hours of unpaid work, 20 rehabilitation days, £130 victim surcharge and £5,000 costs

Trading Standards Operation Wagtail, 26 April 2023

- Seized: 472 packs of cigarettes, 19 packets of Hand Rolling Tobacco and 64 Vapes



Underage Sales Test Purchase Operation

- Targeting sales of e-cigarettes to minors
 - 25 businesses visited, 3 business sold to underage test purchasers
 - 157 e-cigarettes seized
 - Enforcement action against these businesses is underway

Enforcement Highlights

Waste Enforcement Days of Action

- Hyde Werneth, 15 March – 7 FPN's
- St Peter's, 28 June – 11 FPN's
- St Michael's, 12 July – 7 FPN's,
- Waterloo 27 Sept – 7 FPN's



Waste Prosecutions

- Mr Davenport dumped waste outside Ash Road Household Waste Recycling Centre Magistrates imposed: fine of £500, victim surcharge of £50 and costs of £1,269.
- Ms Chadwick dumped household waste on Bentinck Street, Ashton-under-Lyne Magistrates imposed: fine of £112 and costs of £200.

Licensing Panel Hearings

- 2 applications were refused by Speaker's Panel (Licensing) as drivers did not meet the standards of our fit and proper test

Anti-Social Behaviour Team: Jan – Aug 23

Reports

- Total number of reports 178

Enforcement

- Public Space Protection Order tickets issued 21
- Community Protection Warnings 4
- Community Protection Notices 3

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Contact Details

Environmental Health and Trading Standards

publicprotection-es@tameside.gov.uk

Anti-Social Behaviour

asb@tameside.gov.uk

Licensing

licensing@tameside.gov.uk



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Neighbourhood Forums

Highways Maintenance

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Lee Holland

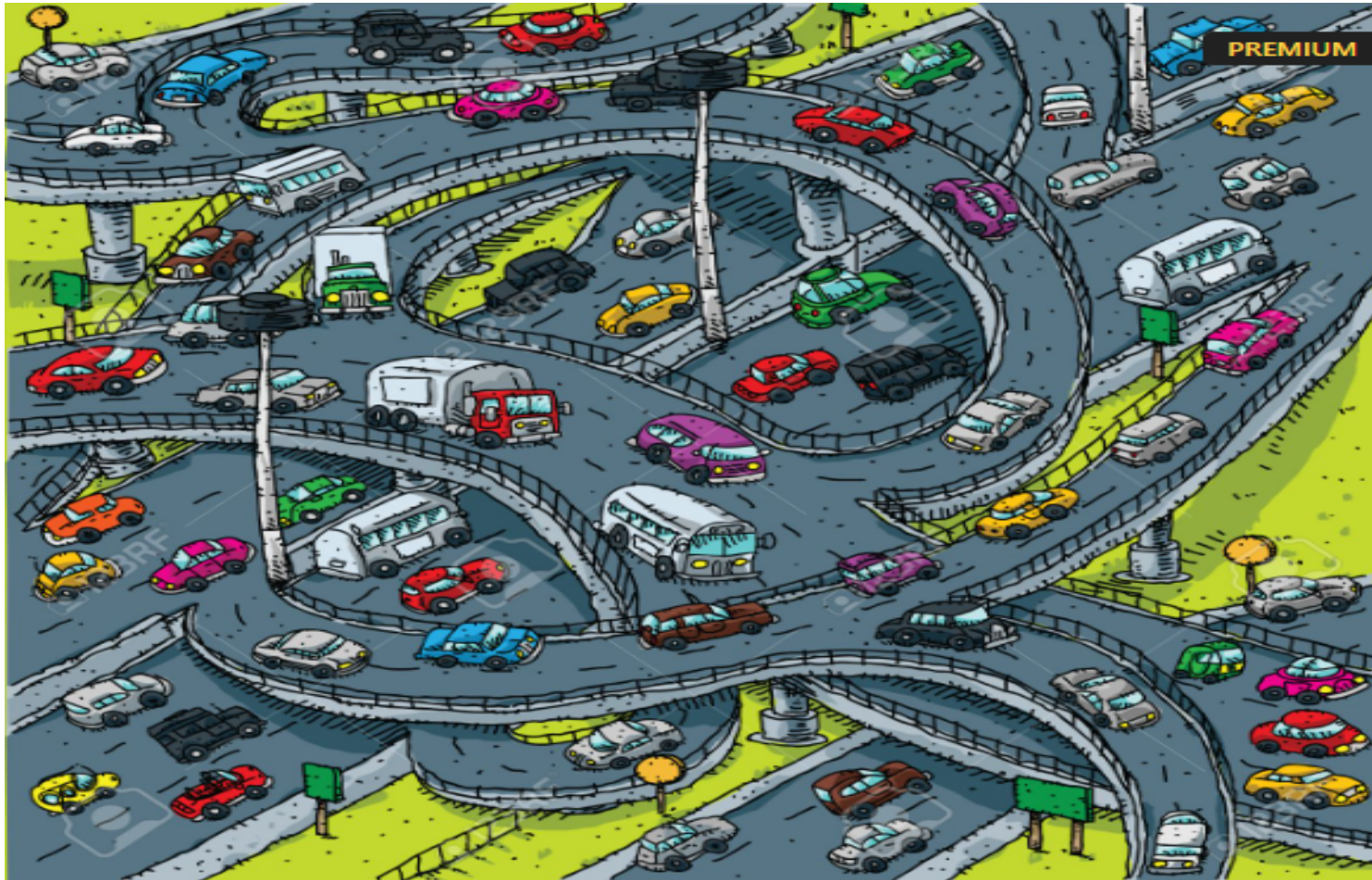
Head of Engineering Services

October 2023

Agenda Item 6.

What do we mean by “Highways”

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Tameside's Highway Network

40 sq. miles / 95,000 properties / 231,000 residents

73km Principal Roads

70km Classified Roads

615Km Unclassified Roads

1,155Km Footways

48,126 Gullies

25,341 Street Lighting columns

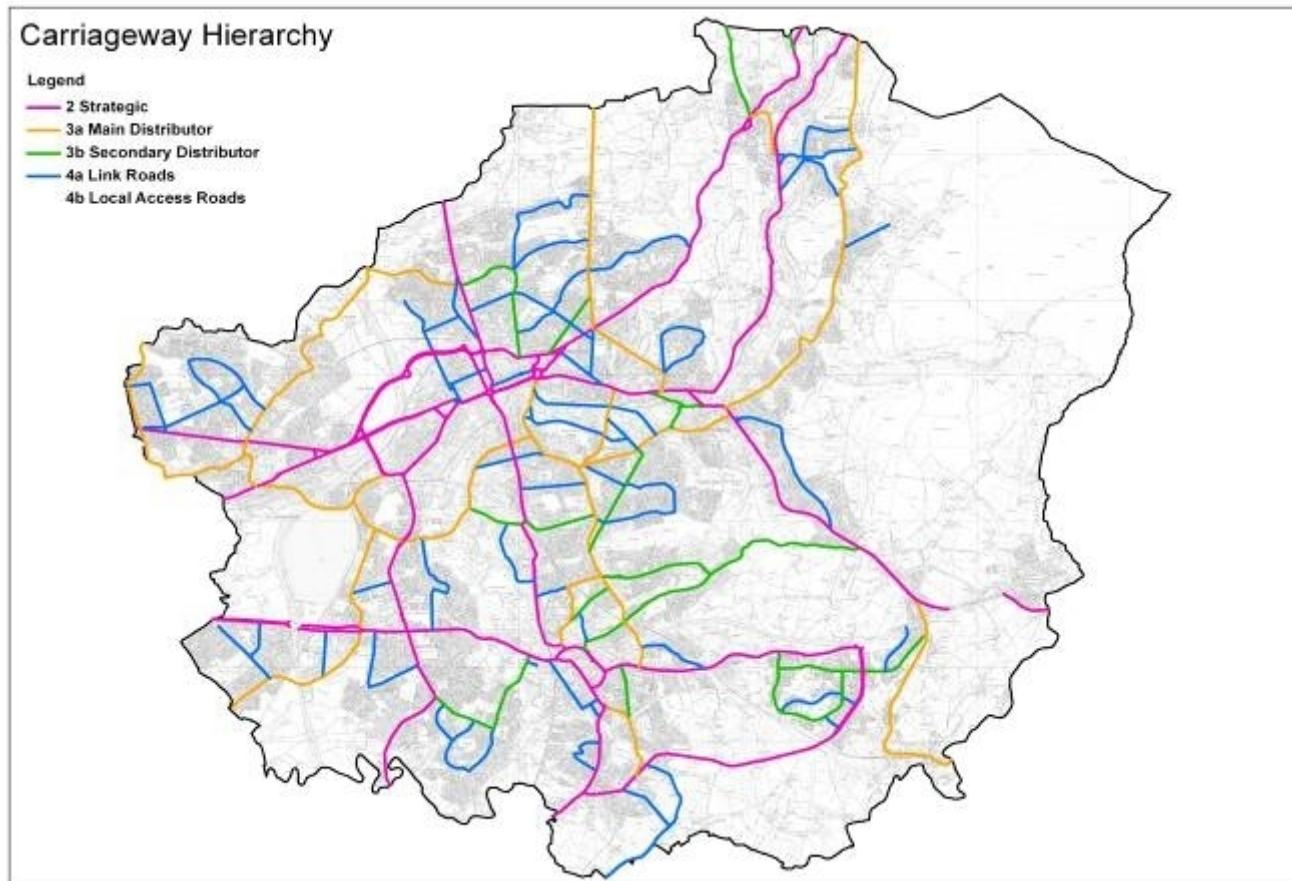
4,000 Signs (illuminated and non-illuminated)

159 Bridges

304 Retaining Walls / Structures

Tameside's Highway Hierarchy

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Establish maintenance strategies relative to demand / risk

Asset Valuation for Whole of Government Accounts (WGA)

<u>2022 Return</u>	Gross Replacement		Depreciated Replacement
Asset Type	Cost (£m)	Depreciation (£-m)	Cost (£m)
Carriageways	1,034	78.3	955.7
Footways	254.4	69.8	184.6
Bridges / Structures	363.8	109.3	254.5
Street Lighting	47.1	28.5	18.6
Street Furniture	26.9	18.3	8.6
TOTAL	1,726.2	304.2	1,422.0

Highway Asset Groups

- Highways (footways, roads and drainage)
- Structures (bridges and retaining walls)
- Street lighting (lighting columns or illuminated signs)
- Winter maintenance (gritting)

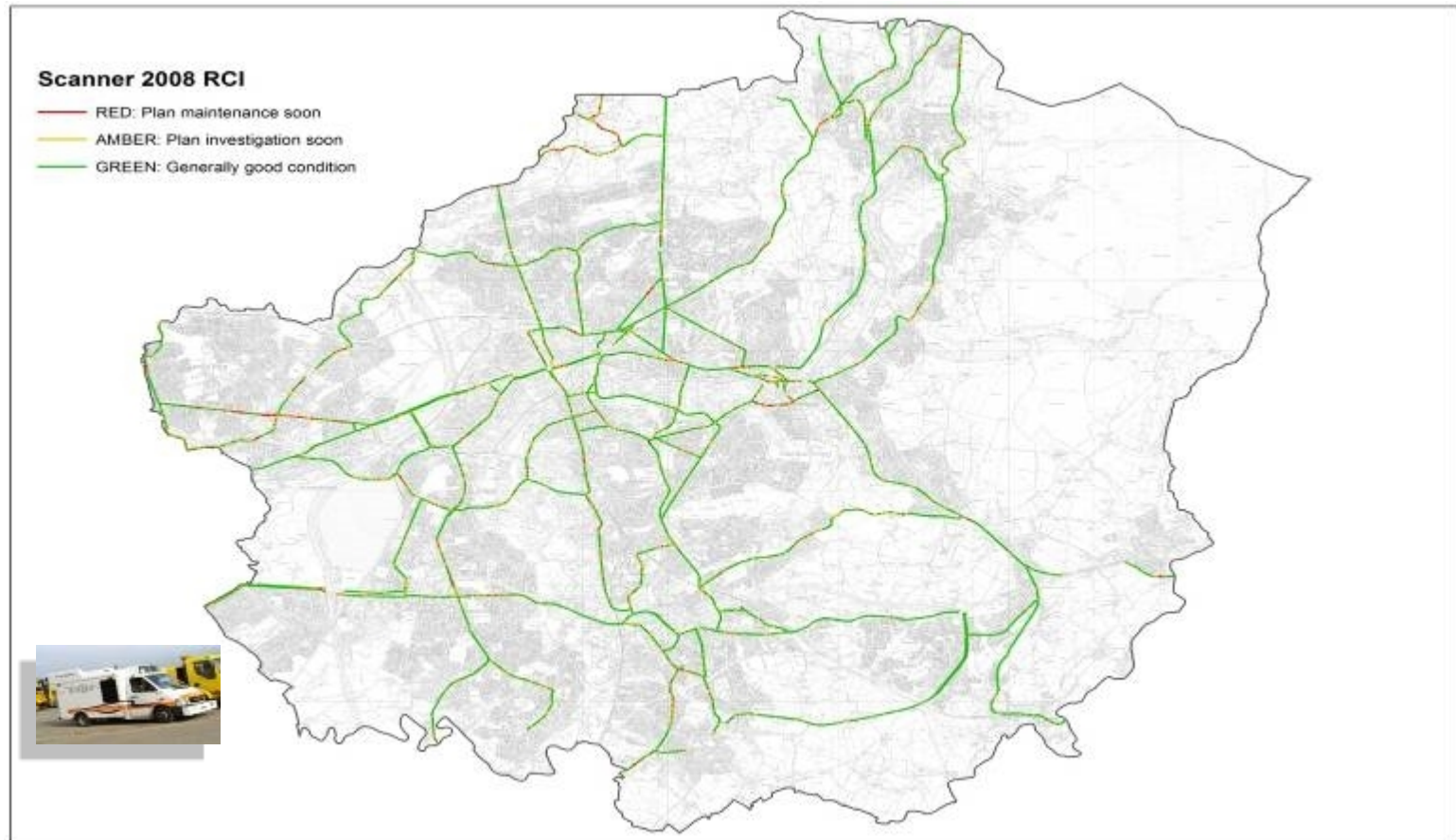
Highway Assets Annual Maintenance Investment

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Highway Annual Maintenance Investment		
	DfT Toolkit for steady state (£m)	DfT & TMBC allocations (£m)
Highways	£6.18	£3.12
Structures	£2.26	£0.58
Street Lighting	£2.00	£0.61
Total:	£10.44	£4.31

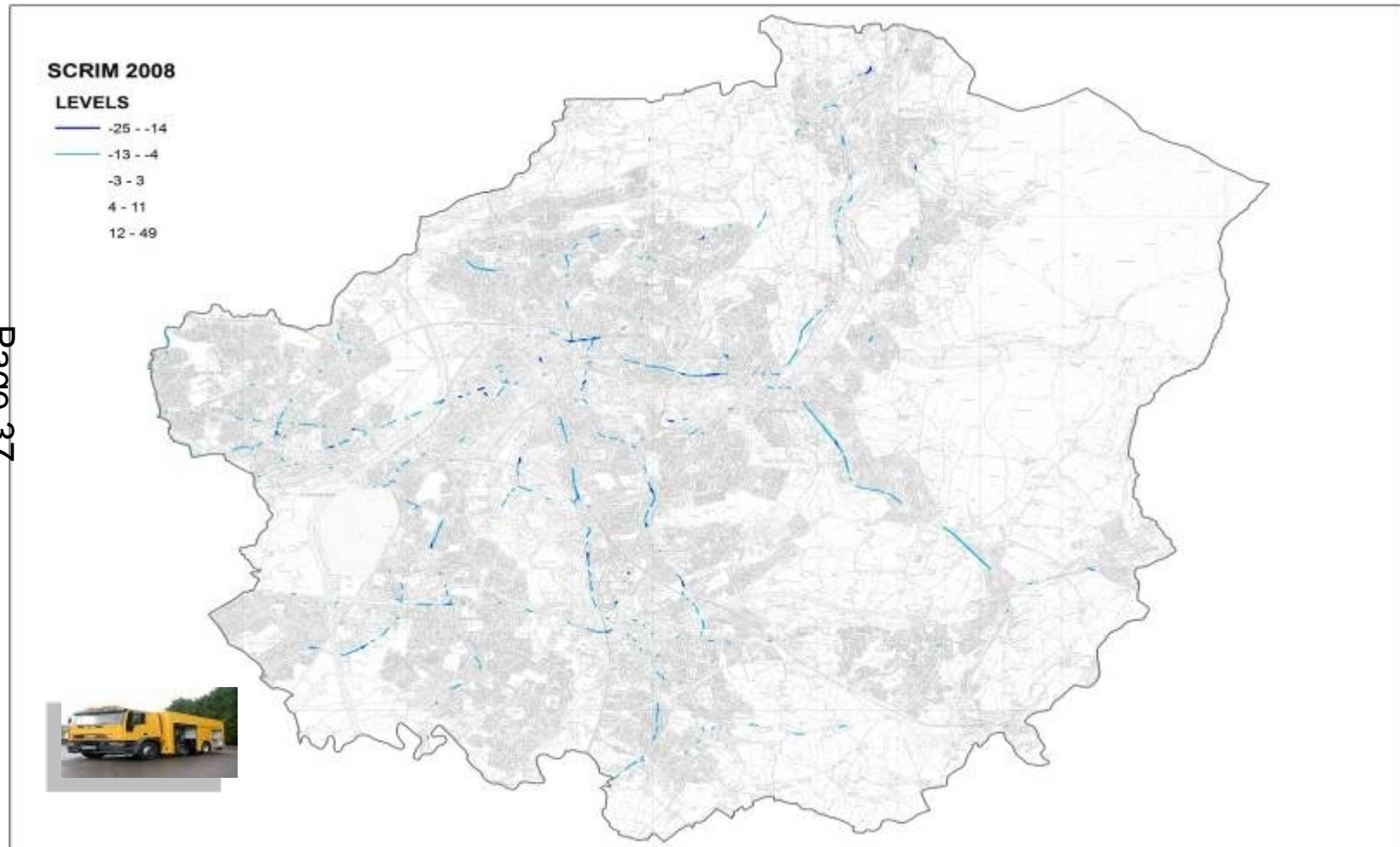
Programme Building Classified Roads – SCANNER

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Programme Building Classified Roads – SCRIM

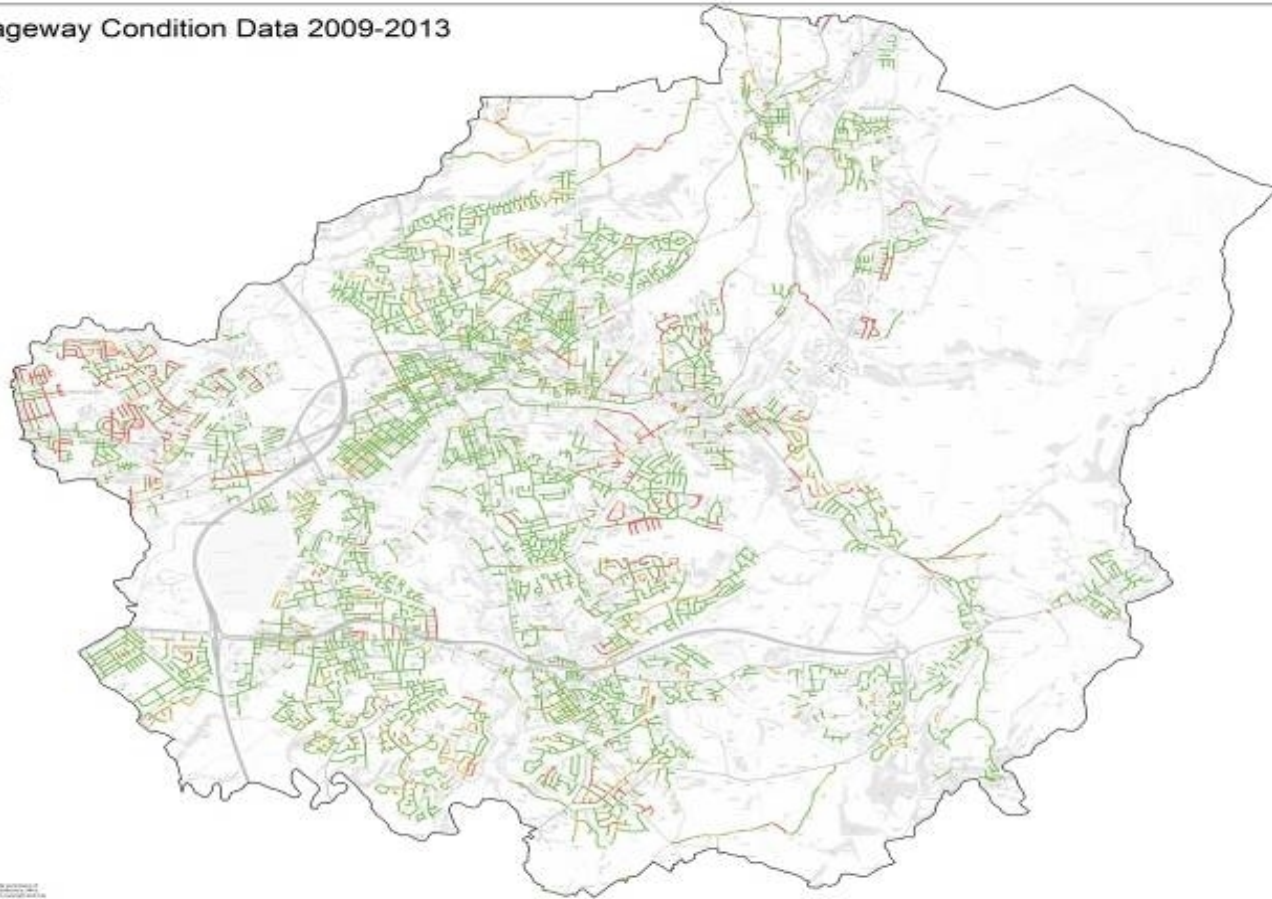
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Programme Building Unclassified Roads - CVI

CVI Carriageway Condition Data 2009-2013

- Legend
CVI_2009_2013
OVERALL_CI
- 0 - 40
 - 41 - 70
 - 71 - 102



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Condition Rating – ‘Traffic Light’

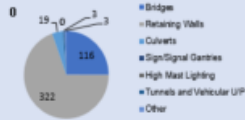
<u>Condition Rating</u>			<u>Description</u>
9	Very Poor	RED	Very poor condition, regular repairs needed, should be consider for major works as soon as possible
8	Poor	RED	Difficult to keep serviceable, major works may be the only way to achieve improvements
7	Deteriorating	RED	Repairs needing to be ordered more each inspection to maintain in reasonable condition, but not needing major works at this time
6	Below Average	AMBER	Deteriorating, numerous openings and requiring a small number repairs each inspection
5	Average	AMBER	Reasonable condition, what would be consider to be normal condition; neither good or bad
4	Fair	AMBER	Starting to exhibit a small amount of wear and tear but in reasonable condition
3	Good	GREEN	No work needed to be considered for some time, few repairs needed at each inspection
2	Very Good	GREEN	May be a few years old but no deterioration, very few repairs needed at each inspection
1	Excellent	GREEN	Looks recently renewed

Highway Structures



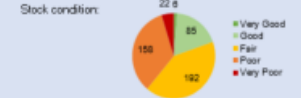
Valuation Dashboard

Organisation: **Local Authority**
 Date data input: **00/07/2000**
 No. of Structures: **463**
 No. of Elements: **2444**



Stock Gross Replacement Cost: **£ 269,253,006**
 Stock Depreciated Replacement Cost: **£ 164,002,203**

Indexation used for valuation: **2020/21**
 Valuation Date: **27/10/2021**
 Annual Depreciation: **£ 2,264,106**



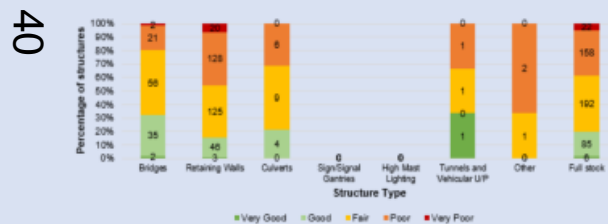
Stock Summary

Average condition across the stock



Condition Band	No. of assets
Very Good	6
Good	85
Fair	192
Poor	158
Very Poor	22
Total	463

Average condition per structure type



Structure Stock Condition Indices (SSCI)

Asset Type	SSCI Average	SSCI Critical	SSS
Bridges	76.9	72.5	93.7%
Retaining Walls	62.0	51.6	51.4%
Culverts	70.8	58.3	83.4%
Sign/Signal Gantries	0.0	0.0	0.0%
High Mast Lighting	0.0	0.0	0.0%
Tunnels and Vehicular Underpasses	56.1	40.6	2.1%
Other	53.0	56.7	23.1%
Stock	65.9	56.6	57.6%

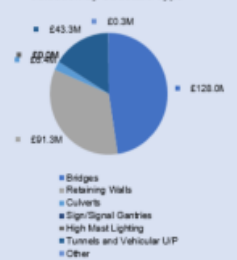
Valuation results per structure type

Structure Type	No. Structures	GRC	DFC	Depreciation	DFC as % of GRC
Bridges	116	£ 128,040,772	£ 94,981,996	£ 33,958,877	74.1%
Retaining Walls	322	£ 91,289,062	£ 30,271,917	£ 61,017,546	33.2%
Culverts	15	£ 6,363,320	£ 3,643,223	£ 2,740,096	57.1%
Sign/Signal Gantries	0	-	-	-	0.0%
High Mast Lighting	0	-	-	-	0.0%
Tunnels and Vehicular U/P	3	£ 43,269,391	£ 35,129,446	£ 8,139,945	81.2%
Other	3	£ 270,460	£ 76,121	£ 194,339	28.1%
Full stock	463	£ 269,253,006	£ 164,002,203	£ 60,932,800	60.9%

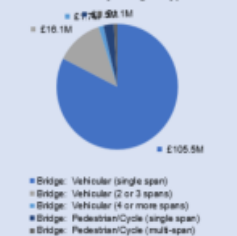
Valuation results per structure group

Asset Type	No. Structures	GRC	DFC	Depreciation	DFC as % of GRC
Bridge: Vehicular (single span)	52	£ 105,914,356	£ 82,481,129	£ 23,033,229	78.2%
Bridge: Vehicular (2 or 3 spans)	17	£ 16,146,296	£ 9,253,279	£ 6,893,016	57.3%
Bridge: Vehicular (4 or more spans)	2	£ 1,709,286	£ 1,031,633	£ 677,653	60.4%
Bridge: Pedestrian/Cycle (single span)	40	£ 3,521,179	£ 1,562,267	£ 1,958,912	44.4%
Bridge: Pedestrian/Cycle (multi-span)	5	£ 1,149,656	£ 553,588	£ 596,068	48.2%
Canilever Road Sign	0	-	-	-	-
Chamber/Cellar/Vault	0	-	-	-	-
Culvert (single cell)	16	£ 6,072,979	£ 3,425,972	£ 2,646,947	56.4%
Culvert (multi-cell)	3	£ 310,401	£ 217,252	£ 93,149	70.0%
High Mast Lighting	0	-	-	-	-
Retaining Wall (height > 3m)	42	£ 28,258,874	£ 11,091,963	£ 17,166,912	39.3%
Retaining Wall (height ≤ 3m)	280	£ 63,030,188	£ 19,179,554	£ 43,850,634	30.4%
Sign/Signal Gantry (canilever)	0	-	-	-	-
Sign/Signal Gantry (spanning)	0	-	-	-	-
Structural Earthworks (height > 3m)	0	-	-	-	-
Structural Earthworks (height ≤ 3m)	0	-	-	-	-
Underpass: Vehicular	0	-	-	-	-
Underpass (or Subway): Pedestrian	3	£ 270,460	£ 76,121	£ 194,339	28.1%
Subway: Pipe	0	-	-	-	-
Tunnel (bored)	0	-	-	-	-
Tunnel (cut and cover)	3	£ 43,269,391	£ 35,129,446	£ 8,139,945	81.2%
Total	463	£ 269,253,006	£ 164,002,203	£ 60,932,800	60.9%

Valuation by Structure Type



Valuation by Bridges Type



Highway Structures

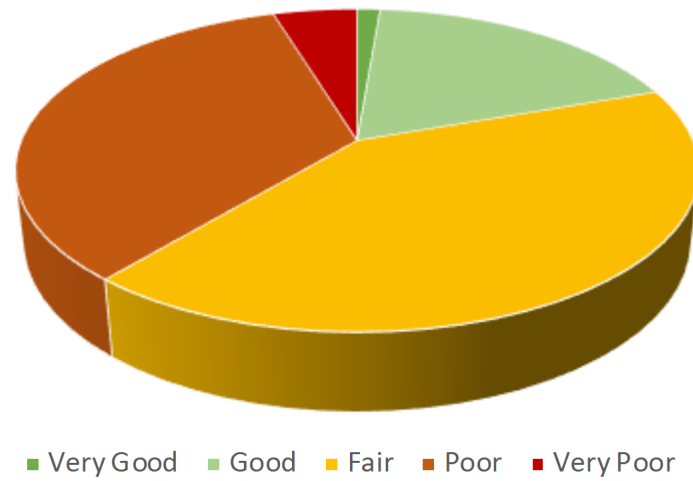
2021

Highways Structures Condition

	No.	%ge
Very Good	6	1.30
Good	85	18.36
Fair	192	41.47
Poor	158	34.13
Very Poor	22	4.75
Total	463	

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Highways Structures Condition



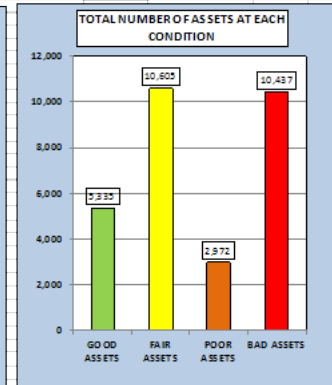
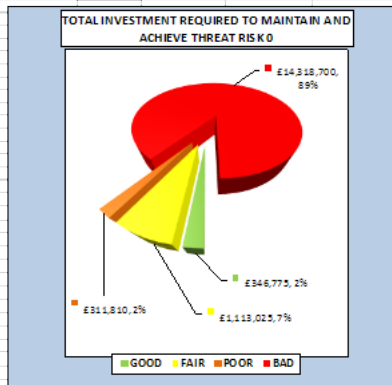
Street Lighting

TAMESIDE MBC LIFE CYCLE INVESTMENT SUMMARY				
STREET LIGHTING				
2022	ACTION			
	TARGET	TESTING	TESTING	REPLACE
	CONDITION AND AGE PROFILE			
	GOOD THREAT RISK 0 0-15 years	FAIR THREAT RISK 1 16-25 years	POOR THREAT RISK 2 26-30 years	BAD THREAT RISK 3 31+ years
ASSETS				
5M COLUMN	£248,000	£931,260	£198,266	£4,287,900
8M COLUMN	£30,810	£46,096	£26,280	£3,483,900
10M COLUMN	£62,325	£56,260	£40,100	£3,102,900
12M COLUMN	0	£10,500	£26,096	£220,000
HERITAGE COLUMN	£6,195	£27,000	£19,260	£455,000
ILLUMINATED SIGNS	£4,180	£31,500	£42,000	£2,040,000
COLUMNS & SIGNS INVESTMENT	£341,770	£1,163,616	£304,816	£14,313,700
	ACTION			
	TARGET	REPLACE	REPLACE	
	CONDITION AND AGE PROFILE			
	0-5 YEARS	6-10 YEARS	11-16 YEARS	16+ YEARS
BOLLARDS	£5,005	£10,000	15,000	£40,000
BOLLARD INVESTMENT	£5,005	£10,000	£5,000	£40,000
INVESTMENT VALUE ALL ASSETS	£346,775	£1,173,616	£311,816	£14,313,700
NOTES				
GOOD	The poles at which NOT (Kondor) include column lighting beams)			
FAIR	The poles at which the columns are expected to design the additional checks assume			
POOR	how we keep testing until they hit level risk 3. Additional funding required (looked in			
	level band 1 and 2 will also apply to signs and bollards.			
	Other lighting such as lighting on wooden poles has been included within the appropriate asset			
	site.			
	No allowance has been taken for underground assets (freezer pillars, etc) at this stage.			
	Columns height in the when have been added to the next higher column band.			
	No specific data has been gathered from site and limited age profiles exist within the			
	sympathy.			
	Information has been taken from 2007 submission without			
	site surveys being undertaken the information cannot be verified and should be treated as such.			
	The price of the luminaire can be removed once the LED trial to save programme is complete.			
	It is assumed columns replaced are one for one.			
	All columns based on typical design life of 25 years.			
	Threat Risk	All assets at Risk Level	Treatment	
GOOD	0	6,336	These supports are considered to have the least risk.	
FAIR	1	10,806	These supports have manageable risk and should be considered for structural testing.	
POOR	2	2,972	These supports have manageable risk but should be programmed for replacement; they have exceeded their design life by the manufacturer.	
BAD	3	10,437	These supports potentially provides the greatest risk to the public and an operating authority; these assets should be targeted for replacement first.	

LIGHTING COLUMNS BASED ON TECHNICAL REPORT 22 (TR22)							
GOOD	→	Acceptable	→	Continue to monitor TR22	→	Continue to monitor TR22	→
FAIR	→	Medium to low priority	→	Continue to monitor TR22 and start a structural testing	→	Continue to monitor TR22 and start a structural testing	→
POOR	→	Medium to high priority	→	Continue to monitor TR22, structural test and replace if a uplift of funds is allow	→	Continue to monitor TR22, structural test and replace if a uplift of funds is allow	→
BAD	→	High priority	→	These assets should be targeted for replacement first.	→	These assets should be targeted for replacement first.	→
Total investment per column size	Total columns and signs	THREAT RISK 0-15 years	THREAT RISK 16-25 years	THREAT RISK 26-30 years	THREAT RISK 31+ years	Columns requiring action	Average investment needed per unit
£5,196,116	18,251	3,200	8,210	1,613	4,988	18,251	£286
£3,512,296	3,174	674	436	266	2,096	3,174	£1,107
£3,481,626	3,475	805	536	354	1,764	3,475	£1,001
£286,596	436	0	100	236	100	436	£662
£500,126	616	56	260	130	130	616	£816
£2,117,690	2,454	64	300	400	1,700	2,454	£869
TOTALS	28,422	6,388	16,696	3,322	8,716	28,422	£476

BOLLARD CONDITION CATEGORY							
Total investment required on bollards	Total bollards	Good condition 0-5 YEARS	Fair condition 6-10 YEARS	Poor condition 11-16 YEARS	Bad condition 16+ YEARS	Bollards requiring action	Average investment needed per unit
£44,005	527	77	100	60	700	527	£475

GOOD	£346,775	GOOD ASSETS	6,336
FAIR	£1,173,616	FAIR ASSETS	10,806
POOR	£311,816	POOR ASSETS	2,972
BAD	£14,313,700	BAD ASSETS	10,437
£16,063,910			29,349



Street Lighting

- Age profile of our columns is dictating our strategy for maintenance
- We undertake structural testing on a percentage of our columns
- We undertake visual inspections
- We undertake electrical testing

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Winter Maintenance

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Risk Management

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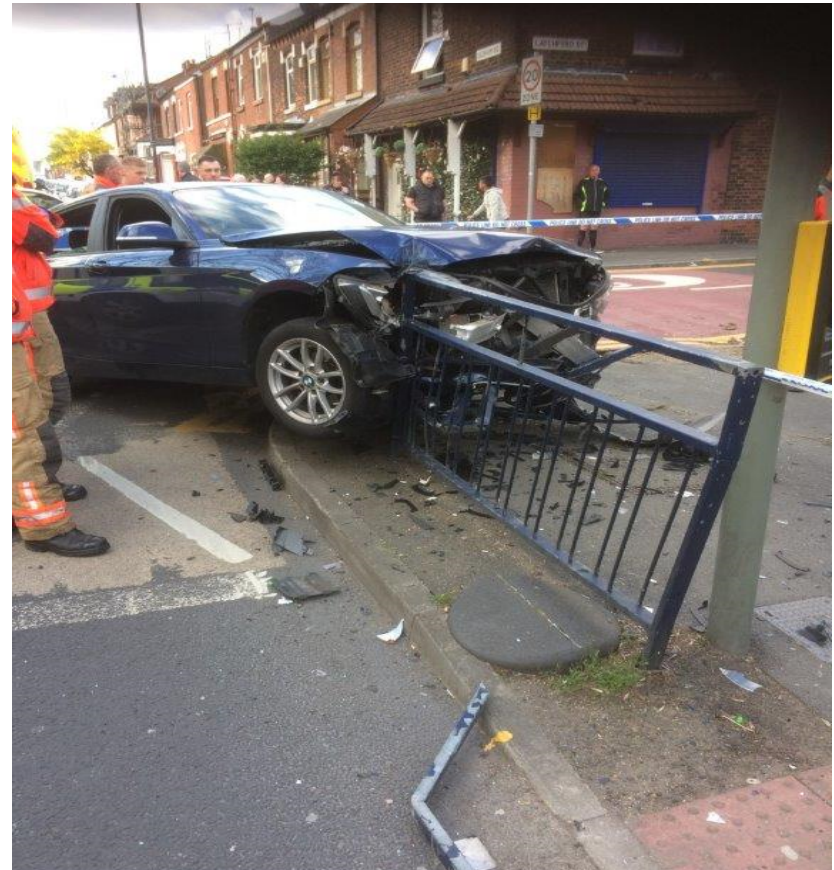
Risk Management

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- We undertake regular inspections of the network based on our policy.
- The frequency is determined on a risk based approach.
- Interventions are based on our criteria
- Inspections undertaken last year
 - 7,516 footway
 - 7,118 carriageway

On-Call Engineer

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Highways Maintenance

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023828745

Rochdale Oldham Ashton Quality Bus Transit

Update to Tameside

October 2023



BEE NETWORK

Introducing franchised bus services

The current network will transition 'as is', so there will be **no significant changes to routes or timetables on day one.**

2023

2024



24 September 2023 – phase one went live, covering Bolton, Wigan, and parts of Salford and Bury.

24 March 2024 – phase two will go live, covering Oldham, Rochdale including the 409 service, and parts of Bury, Salford and north Manchester.

5 January 2025 – phase three will go live, covering Stockport, Tameside, Trafford, and the remaining parts of Manchester and Salford.

2025



BEE NETWORK

We must get the basics right!

The Headline:

To grow passengers, we must **focus** in the right areas, **targeting specific customer needs** and delivering **credible improvements** in the 'moments that matter', as set out in the **Bus Strategy**.



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- **Reliability, frequency, safety, information and fares and ticketing** are driving customer experience
- We are delivering a **range of improvements** across these customer themes from September 23 onwards, providing opportunity to-promote improvements and **monitor their impact**
- A large segment of commuters in GM **would not recommend travelling by car**; and therefore, an attractive public transport offer focused on their needs could entice them to use bus for their journey to work.*
- As GMCA is taking the revenue risk for the bus network as part of franchising. Improving highways is critical to the punctuality and efficiency of the bus system and ensuring we deliver a better customer experience.



*Source: Network Principles Survey of approx. 6,000 GM residents

CRSTS Bus Infrastructure Programme

CRSTS Bus Infrastructure Programme Allocation

Quality Bus Transit – Orbital Town Centre Connectivity: £87.2m

7x corridors incl: Rochdale – Oldham – Ashton; Bury – Rochdale; Ashton – Stockport; Wigan-Bolton; Wigan – Leigh and Sale West to Altrincham corridors. Total 95km

Quality Bus Transit - City Centre Connectivity: £102.4m

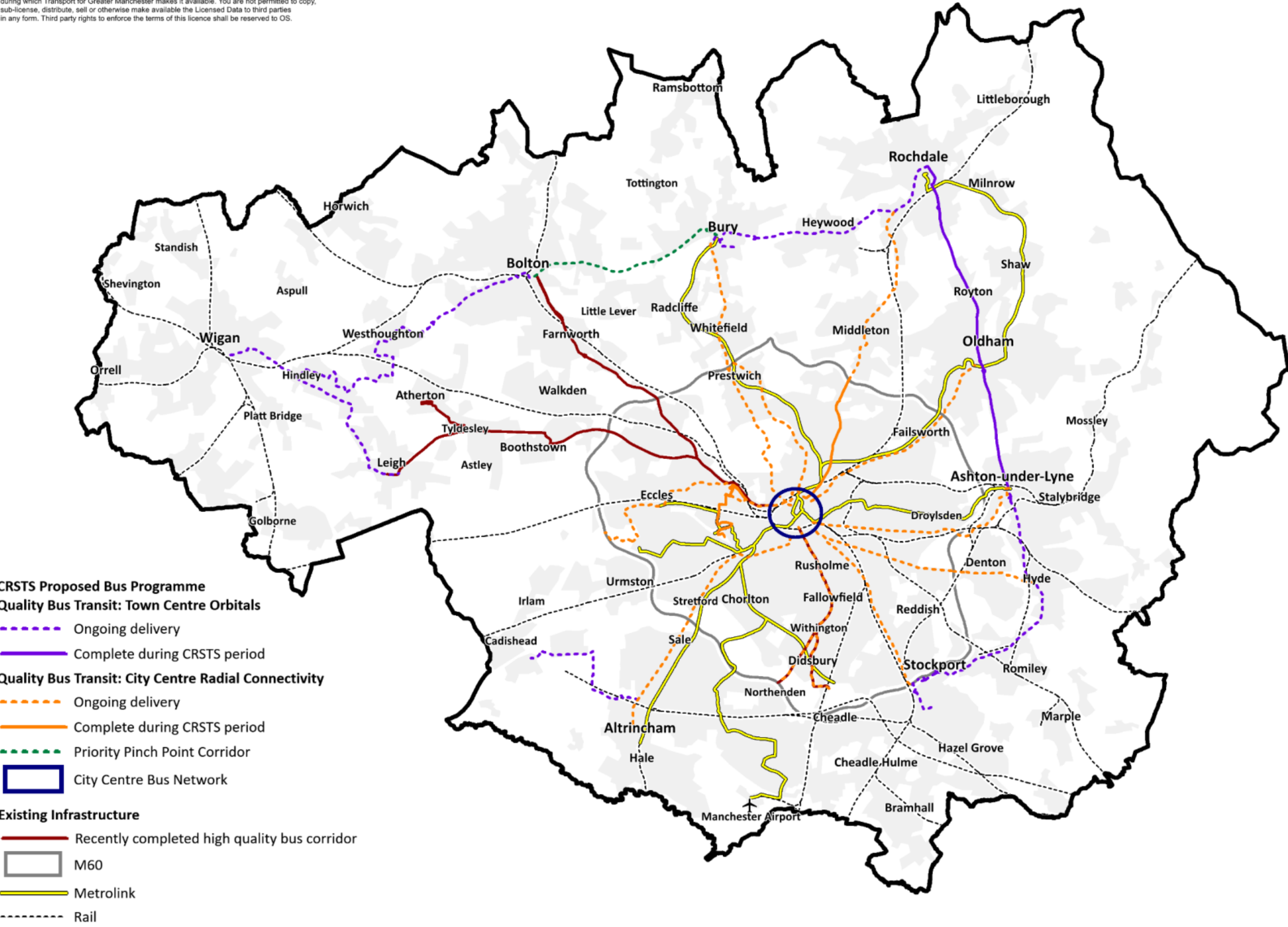
Improvements on Salford Crescent – MediaCityUK, City Centre Bus Access, Rochdale Road Corridor, 4 other key radial corridors.

Bus Pinch Points and Maintenance: £30.2m

Total: £219.8m

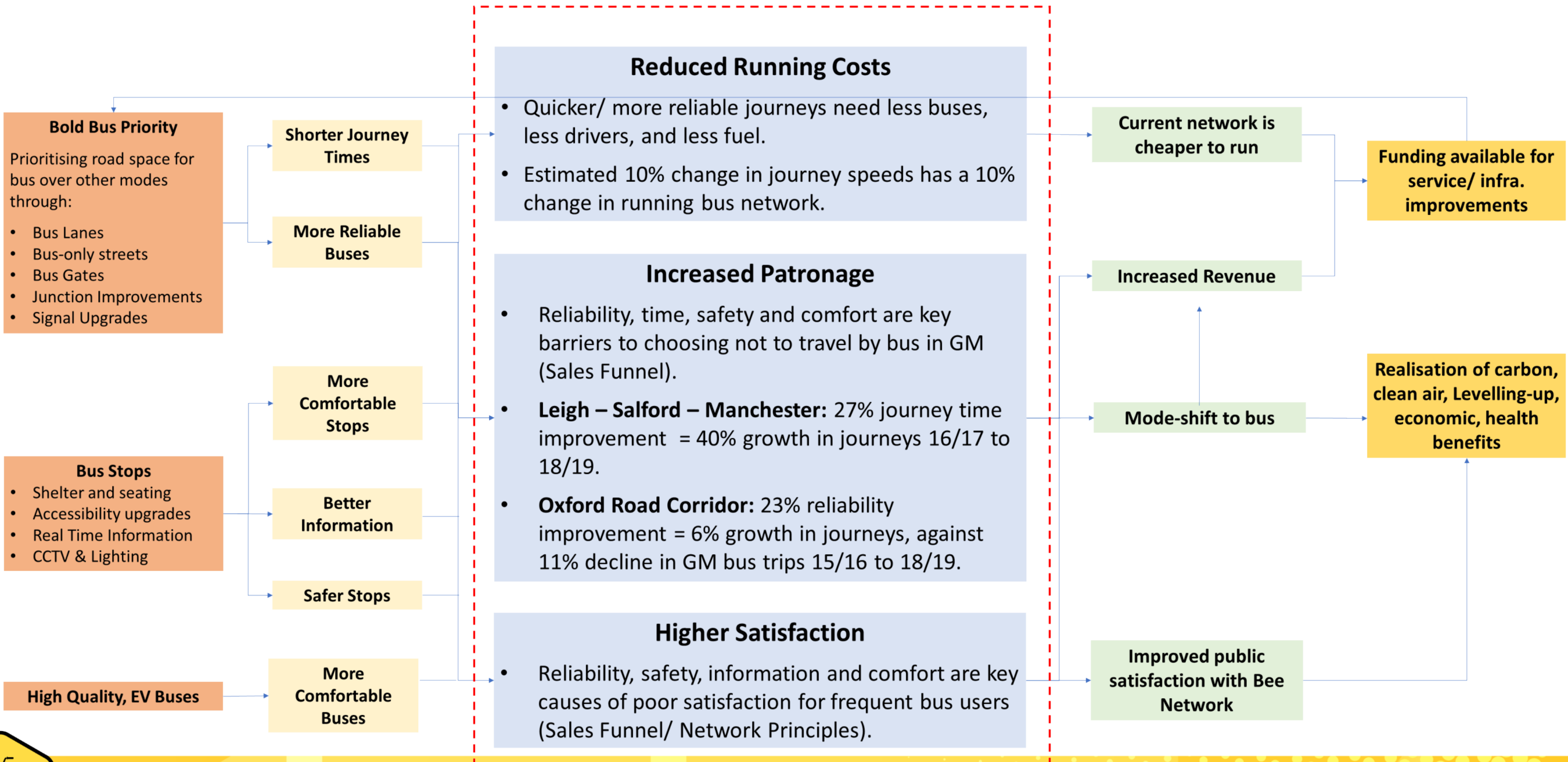
- **CRSTS 1 funding will not allow us to deliver all we want to build across a network on corridors.**
- **Focused investment/bold decision making is essential and will allow demonstration of value of bus in longer term.**
- **Investment will support the active travel programme, delivering walking and cycling infrastructure where possible, and seeking to align funding opportunities.**
- **Disruption during construction will need to be managed**

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Benefits of Bus Improvements

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Better Buses – Rochdale-Oldham-Ashton Orbital Corridor

Rochdale

- Bus lane and key junction improvements to tackle delays to buses between Oldham and Rochdale including a bus lane on the northbound approach to Kingsway/Queensway gyratory with capacity improvements for all modes.
- Dedicated cycle provision into Rochdale town centre, linking communities to the train station and town centre amenities, as well as green space.

Oldham

- Bus priority to create a quicker route into Oldham town centre to improve reliability on one of the most congested parts of the 409's route, including bus lanes between St Mary's Way and King Street Roundabout.
- Better access to bus in Royton town centre.

Tameside

- Improvements to existing bus priority.
- Improved cycling facilities into Ashton town centre.

Entire corridor

- Late running bus priority at junctions.
- Improved pedestrian facilities and streetscape to include planting.
- Accessibility of bus stops and improved passenger facilities.



Wood street junction with new bus stops, and improved cycle routes connecting Rochdale town centre, Rochdale Rail Station and new housing developments.

Bus Priority

Shorter journey times and more reliable journeys, less delay

Targeted Bus Priority



Bus Lanes where there are points of delay for bus caused by traffic congestion and spare road space exists



Bus, access, cycling and walking only streets at points of delay for bus caused by traffic congestion and alternative routes



Segregated Busway where opportunities exist



Bus gating and queue relocation at points of delay for bus caused by traffic congestion and limited space for continuous bus lanes.

Corridor-Wide Bus Priority



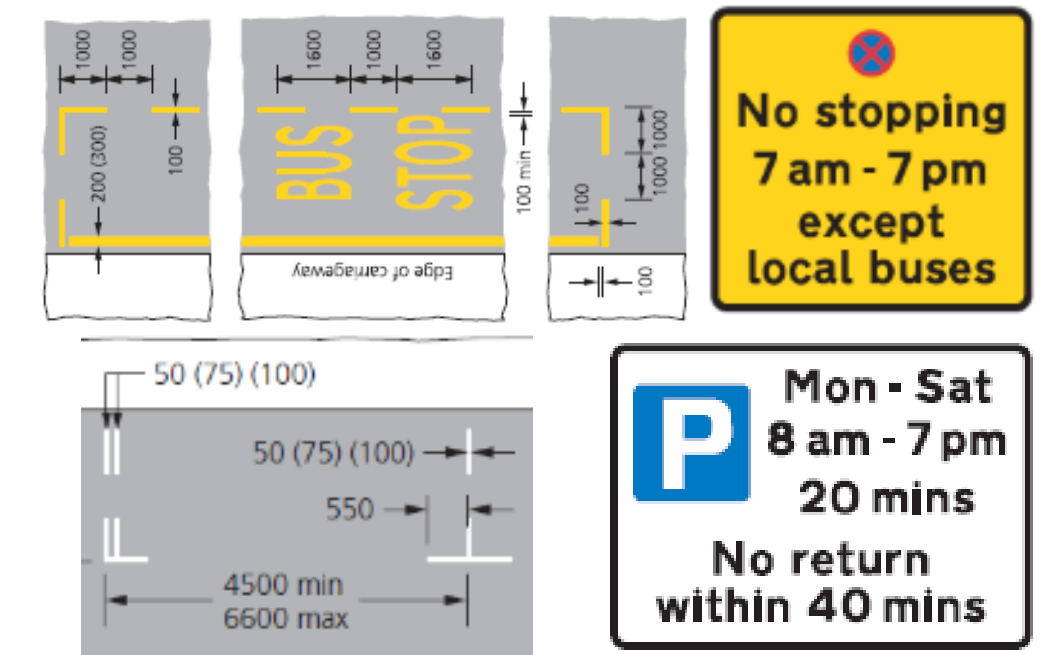
Bus priority at Junctions by moving bus priority to the front of the queue



Signal priority for late running bus giving a green wave through signals



Removing inset bus stops removing the need for buses to merge into traffic



Tackling pinch points such as problematic parking on bus routes, kerb alignments, closing sideroads where possible,



Bus Stops

Safe, accessible, comfortable, more information

Basic Stop Improvements

(Delivering a minimum customer standard)



Delivering accessible stops: Ensuring access for disabled users & those with buggies



Delivering passenger information: Ensuring stops provide information for customers



Real Time Information (RTI): Delivering a pilot of real-time information at prioritised bus stops and all remaining bus stations and interchanges



Shelters & Seating: New shelters and seating at stops with higher levels of bus use

Enhanced Stop Provision

(Delivering a step change in stop provision at prioritised stop locations in GM)



Access to the stop: Delivering crossings and improved footways to prioritised stops



Improving Personal Safety: Expanding lighting & CCTV provision at key locations



Quality waiting environment: Better public space around busy stops at town centres and high streets



Integration: Delivering better integration between bus/ rail/ Metrolink/ Active Travel



Cycling & Walking

Supporting Growth, Health and Safety

Cycling and Walking

(Delivering active travel measures alongside bus)



Delivering high quality key road infrastructure that meets local and national standards



Active neighbourhoods that support local trips by foot and by bike through side road closures



Providing better crossings that reduce severance caused by busy key roads



Improving conditions for bus users and people who cycle through better bus stop facilities

Supporting Public Spaces and Destinations

(Supporting local economic growth, town centre regeneration and access to opportunity)



Creating lower traffic town centres that attracts more people and support businesses



Introducing Sustainable Urban Drainage that mitigates the impacts of climate change and increases biodiversity



Quality town centre spaces that support regeneration measures and improvements to public spaces at town centres and high streets.



Attractive connections to opportunities including schools, employment sites, leisure centres and other public amenities



Aligning investment to deliver the Bee Network - Ashton

Proposed two phases of delivery programme.

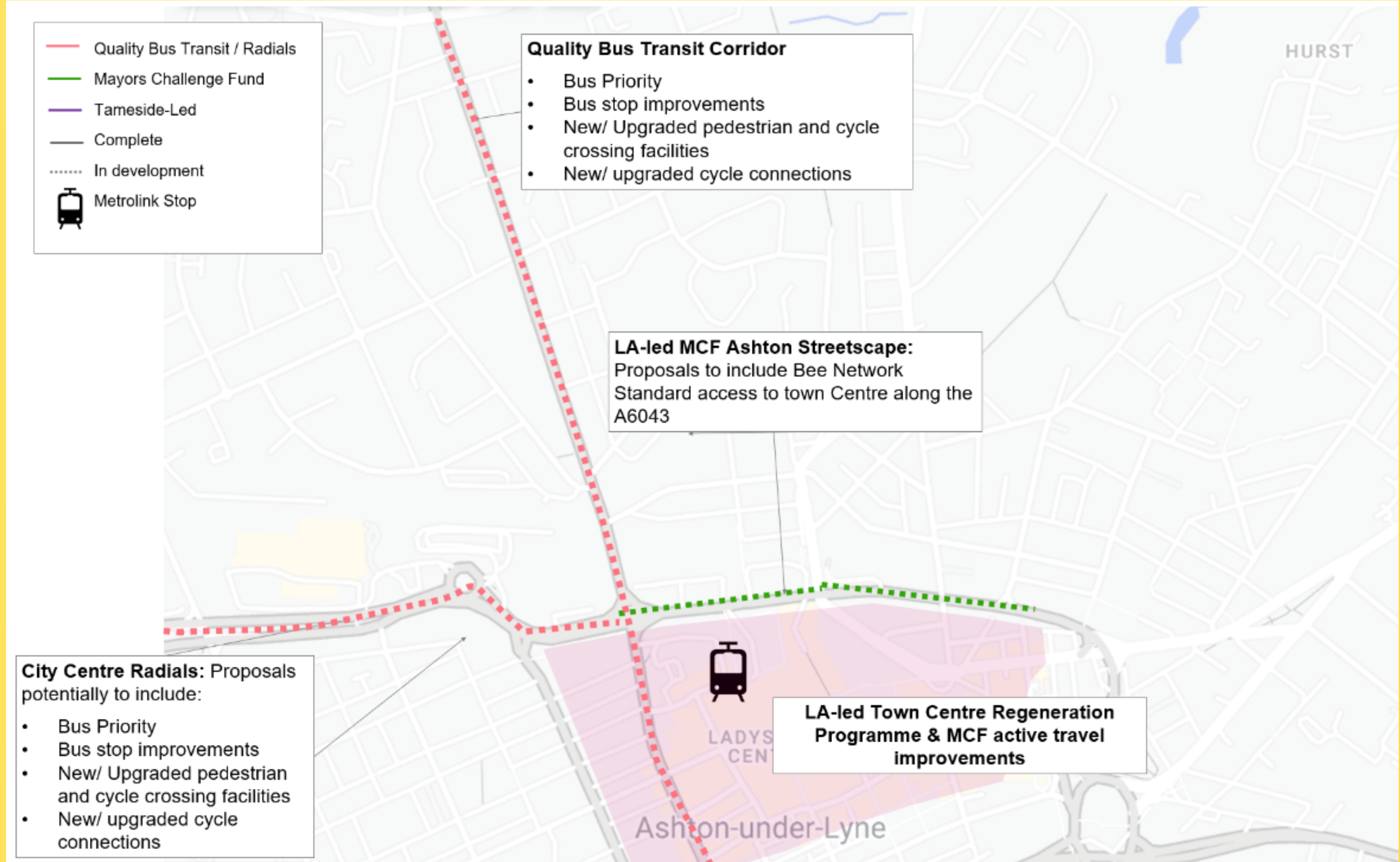
Phase 1: Quick Wins

- Low disruption, business as usual interventions, and therefore an anticipation that there will be little need to pro-actively engage with the public on these
- Minimal dependencies that will impact upon start of delivery
- E.g. Junction traffic signal upgrades; provision of real time information at key stops; pedestrian crossing improvements; improved enforcement of existing bus priority measures.

Phase 2: Key Interventions

- Delivery of street measures to tackle key barriers to bus, walking, cycling and local economic growth.

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ROA Next Steps

Complete

- Strategic Outline Business Case and QBT Programme Level Equality Impact Assessment.
- Wave 1 Engagement: Early high-level engagement with public on current experiences of local transport - focusing on general local transport experiences, issues, barriers, challenges.
- Results analysis by TfGM and input of results into design development.

Ongoing

- ROA QBT Equality Impact Assessment.

Autumn - Winter 2023

- Further design development.
- Development of Outline Business Case.
- Present findings and early designs to elected members at each Local Authority.
- Wave 2 Engagement in partnership with boroughs: Phased engagement on designs for the main ROA QBT programme options, beginning in Rochdale. Oldham and Tameside to follow aligned to timescales of design development.
- Results Analysis by TfGM.

Spring - Summer 2024

(Timescales will be informed by understanding detail of interventions being delivered and statutory requirements around individual elements, so timescales are subject to change)

- Proposed beginning of implementation of low disruption, “quick win” interventions including 409 re-route through Oldham Town Centre, priority for late running buses at junctions and crossing upgrades, subject to approval.
- Outline Business Case Submission for main ROA QBT programme to Streets for All Programme Board.
- Formal / statutory consultation on main ROA QBT programme scheme options by local authorities.

2024 – 2026

- Proposed delivery of main ROA QBT programme.



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