

Report to:	STRATEGIC PLANNING AND CAPITAL MONITORING PANEL
Date:	15 March 2021
Executive Member	Councillor Allison Gwynne – Executive Member (Neighbourhoods, Community Safety and Environment)
Reporting Officer:	Emma Varnam – Assistant Director (Operations and Neighbourhoods)
Subject:	CAPITAL PROGRAMME – OPERATIONS AND NEIGHBOURHOODS (FEBRUARY 2021)
Report Summary:	This report provides information with regards to the 2020/2021 Operations and Neighbourhoods Capital Programme.
Recommendations:	<p>That the Strategic Planning and Capital Monitoring Panel be recommended to NOTE the following:</p> <ul style="list-style-type: none"> (i) Rescheduling to the Tameside Asset Management Plan (TAMP) and the Highways Maintenance Programme. The commencement of the works programme was revised due to Covid 19. (ii) The progress with regards to Flooding: Flood Prevention and Consequential Repairs. (iii) The progress with regard to the Slope Stability Programme and potential additional works required. (iv) The progress with regards to the Cemetery Boundary Walls Programme. (v) The rescheduling to Replacement of Cremators and Mercury Abatement, Filtration Plant and Heat Recovery Facilities Programme by the significant impact Covid 19 has had on the operation of the Crematorium and the suppliers of cremator equipment (vi) The progress of capital schemes in section 2.12-2.24, and external grant schemes in section 3 and 4. <p>And RECOMMEND TO EXECUTIVE CABINET</p> <ul style="list-style-type: none"> (vii) The addition of £0.985m to the Council's 2021/22 Capital programme for the Active Travel Fund Tranche 2 as stated in sections 3.18 to 3.22 (viii) The re-phasing of the Operations and Neighbourhoods directorate 2020/21 capital budgets as set out in Appendix 4.
Corporate Plan:	The schemes set out in this report support the objectives of the Corporate Plan, in particular the 'Infrastructure and Environment' strand of the Corporate Plan.
Policy Implications:	In line with Policy.
Financial Implications: (Authorised by the statutory Section 151 Officer & Chief Finance Officer)	Emergency Active Travel Funding, Tranche 1 – sections 3.12 - 3.17 of this report sets out details of the progress of a ring- fenced scheme to originally be funded by a £0.400m grant allocation. In line with grant conditions, TfGM have stated that they now need to withdraw the Tranche 1 funding for any uncommitted spend. The

scheme spend to date and commitments is estimated to be £0.100m. A final grant claim will be made when values are finalised.

Active Travel Fund, Tranche 2 – sections 3.18 - 3.22 of this report confirms a £0.985m grant allocation and sets out details of the progress of the required Department of Transport Funding (DfT) delivery plan. Approval is sought to add £0.985m to the Council's 2021/22 Capital programme.

Mayor's Challenge Fund – COVID - a number of initiatives have been funded by the Greater Manchester Mayor's Office initial commitment of £0.500m and are set out in section 3.24 of this report. It is estimated that £0.250m will be spent by 31 March 2021. Funding will be claimed in line with grant conditions

Growth Deal 3 Funding – Bus Stop Passenger Access Enhancement - sections 4.11- 4.16 of this report sets out the detail of a £0.300m funding agreement between TfGM and the Council which is currently awaiting signing and sealing.

The grant agreement states the works should be completed by 31 March 2021. TfGM have said that they will issue an update/further guidance. They have requested that the council continues with the implementation of the bus stop enhancements until instructed otherwise. Funding will be claimed in line with grant conditions

Flood Prevention – the Council received a DfT grant of £0.350m that, together with Tameside match funding of £0.050m, is to be spent on a £0.400m programme of highway drainage improvements. Details are set out in section 4.1 of this report. The scheme is currently projected to spend £0.275m by 31 March 2021. The DfT require the grant to be spent in the 2020/21 financial year, therefore there is a potential risk of grant clawback of £0.075m

Slope Stability Works Greenside Lane, Droylsden – There are potential additional works required at this site. Details are set out in section 2.7 of this report. Elected members will be updated when various options have been explored.

Replacement of Cremators – A structural survey was carried out on the steeple of the Crematory in November 2020 which has highlighted some concerns which are now being dealt with by the Strategic Property Directorate. Elected members will be updated when investigations are complete. Details are set out in section 2.11 of this report.

Highway Maintenance Programme – There is a forecast £0.124m adverse variance on principle road highway works in 2020/21 due to increased costs. This will be resourced by the anticipated 2021/22 Highway Maintenance grant settlement.

Operations and Neighbourhoods capital programme - **Appendix 4** sets out details of the capital programme as at 31 January 2021 and scheme budgets that require approval for re-phasing.

The current approved capital programme requires a minimum of £21.544m of capital receipts or reserves. Two further earmarked schemes are also expected to be approved requiring a further £2.857m of receipts or reserves. Any additional priority earmarked schemes that are approved by Executive Cabinet will increase the amount of corporate funding needed for the capital

programme. The Council currently has £14.953m in capital reserves and the anticipated level of capital receipts is £15.3m based on the disposal of surplus assets approved by Executive Cabinet on 30 September 2020

Earmarked schemes not included on the approved capital programme exceed £40m. Assuming that the planned disposals proceed, there is a forecast balance of £5.8m of capital receipts to fund future earmarked capital schemes, meaning the broader capital ambition of the Council is currently unaffordable until such time as additional capital receipts are generated. The Growth Directorate is reviewing the estate and developing a further pipeline of surplus sites for disposal. A full refresh of the Capital Programme is to be undertaken alongside this review of the estate. A refreshed and reprioritised Capital Programme will then be proposed for Member approval in Spring or early Summer 2021

**Legal Implications:
(Authorised by the Borough
Solicitor)**

The report provides a general overview of Operations and Neighbourhood's capital programme. It is not intended as a decision making report in relation to any of the projects which will be subject to their own due diligence, governance and decision making.

Members will note the impact of the covid pandemic restrictions on a number of projects. Those projects will require particularly robust contract management if those delays may result in additional costs to the council which will be reported back to Members.

When considering this report Members will need to consider the financial implications carefully to ensure that they are content that there is sufficient budget for these projects and that the projects themselves represent good value for money.

Risk Management:

Risk management is covered in **Section 5** of the report.

Background Information:

The background papers relating to this report can be inspected by contacting Lee Holland, Head of Engineering Services



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1. INTRODUCTION

- 1.1 The purpose of this report is to provide information on the Operations and Neighbourhoods 2020/2021 Capital Programme and impacts of the Covid-19 pandemic on a number of projects.

2. APPROVED SCHEMES

Highways: Transport Asset Management Plan (TAMP) and 2020/21

Highway Maintenance Programme

- 2.1 Works programmes have been prioritised with our range of delivery contractors. The carriageway and footway resurfacing programmes commenced in August 2020 and ran to mid-December 2020. Work that could not be completed by that date will recommence in early Spring 2021.

There is a forecast £0.124m adverse variance on principle road highway works in 2020-21 due to increased costs. This will be resourced by the anticipated 2021-22 Highway Maintenance grant settlement.

- 2.2 Please see **Appendix 1** for a list of schemes to be delivered this financial year and those that will be rephased into financial year 2021/22.

Flooding: Flood Prevention and Consequential Repairs

- 2.3 Works to Demesne Drive (No1 & No2 screens) and Halton Street, Hyde are now complete. During Storm Christoph in January 2021, these newly improved inlet structures were monitored and proved to be highly efficient and resilient protecting our communities during the prolonged storm.

- 2.4 We received confirmation that TMBC has been awarded £350,000 Department of Transport Funding (DfT) (see Section 4.1) which is to be spent in conjunction with £50,000 of Tameside funding, to deliver a £400,000 programme of highway drainage improvements works. The DfT require their funding to be spent in the 2020/21 financial year. These works are specifically to replace carriageway road gullies in the Droylsden and Hattersley area where historically substandard road gullies require upgrading. Accordingly the remaining works on the inlet structures programme will be delivered in spring / summer 2021 to ensure we maximise the use of the DfT grant funding this financial year.

- 2.5 Please see **Appendix 2** for a list of inlet structure works that will be delivered this financial year and the ones which will be rephased to next financial year.

Slope Stability Works and Potential Additional Works Required.

- 2.6 The engineering works at Fairlea, Denton are complete with only the planting aspect of the landscaping works still outstanding. Planting of shrubs was undertaken in December 2020 with the addition of honeysuckle around the railing areas. In the coming months further planting of wild flowers will recommence when conditions are appropriate and there will be some planting of trees in the valley. The works are anticipated to be within the budget of £350,000.
- 2.7 The Greenside Lane, Droylsden retaining wall works were anticipated to be completed in December 2020. However, post-construction monitoring has highlighted an issue that requires additional works. The council, consultants and contractor are working through various options to find the optimum solution. Once this process is complete a revised completion date can be determined and elected members will be updated.

Repair and Restoration of Cemetery Boundary Walls

- 2.8 The approved scheme of £260,000 continues to progress with further works now planned for Hurst, Mossley and Hyde cemeteries. The total spend on the boundary walls by 31 March 2020 was £135,000 leaving a budget in 2020/21 of £125,000. A further £43,000 has been spent at Dukinfield Cemetery. Funding is now being channelled into the completion of the additional repairs to medium and low priority wall repairs that still remain on the sites at Mossley, Hurst Ashton, where it is expected a further £10,000 - £20,000 will be spent this year. Additional works are earmarked for Hyde cemetery, although this work is now expected to run into the following financial year due to the effects of Covid 19 virus on the contractor's site activities this year. Further repairs to fences and gates will also have to be included in the boundary wall repairs at the remaining sites in the carry over to next year.

Replacement of Cremators and Mercury Abatement, Filtration Plant and Heat Recovery Facilities

- 2.9 £2,500,000 was earmarked in the capital programme to fund this project. This scheme was marked as business critical and was approved by Executive Cabinet on the 24 October 2018.
- 2.10 Whilst works were scheduled to commence in March 2020, the Covid 19 pandemic affected Bereavement Services across Greater Manchester. The cremator contractors were inundated with requests to provide help and critical support to deal with breakdowns around the country to enable crematoria to cope with the demand of cremations. As a result, the project to start removing existing cremators as a part of this capital project was not tenable and a rephrasing of the project was progressed. An additional stand-alone cremator was sourced to deal with the effects of the pandemic.
- 2.11 Work on site commenced on 2 October 2020. Cremator No 1 has already been taken out of service and the crematory is now a construction site with work being carried out seven days a week. A structural survey was carried out on the steeple in November which has highlighted some concerns which are now being dealt with by the Strategic Property Directorate. Internal works within the crematory were also delayed for a couple of weeks when unexpected problems were encountered with voids in the floor. This has now been rectified and the new mezzanine floor has been completed. The projected completion and handover date has currently slipped by a couple of weeks due to the unforeseen circumstances but the project is still on target for completion in September 2021. £683k is forecast to be spent by 31st March 2021 with the remainder being spent during the financial year 2021/2022.

Children's' Playgrounds

- 2.12 Children's playgrounds across Tameside are to be improved to help youngsters stay active and healthy. The Capital investment of £600,000 will improve play areas across the borough and ensure they are good quality and safe facilities for children to enjoy. Council officers have audited each play area, including an assessment of equipment, safety surfacing and infrastructure, and the funding will be spent on those playgrounds which need it most. Officers have worked with colleagues in Engineering Services and the first phase of playground works commenced on 9 November 2020 with the replacement of safety surfacing at Ryecroft Hall and has continued across other sites in the Borough despite heavy rain fall and cold weather. STAR have sent out an expression of interest and the tender will go live in February which will be the start of Phase 2 of the project. Phase 3, which are the infrastructure improvements, will commence in February 2021

Ashton Town Centre Public Realm Project:

Programme Update

- 2.13 As a result of Covid 19 the Ashton Town Centre Public Realm project was temporarily paused, in line with Government guidance, resulting in a delay in the delivery of the next phase of the public realm works.

- 2.14 Work has started on the procurement of materials which will allow works to start on Wellington Road in front of Clarendon College. A confirmed date of when construction works can commence will be provided as soon as available.
- 2.15 A high level updated public realm programme was presented at the last meeting. Due to the impact of COVID on staff resources and the availability and material delivery timescales this programme is delayed and is under constant review. Reviewed delivery timescales will be provided as soon as there is greater clarity on the availability of materials and availability of staff resources.
- 2.16 The timing of all other outstanding public realm works (zones 1, 2 and 3) are directly related to any potential redevelopment plans for Ashton Town Hall.

Budget

- 2.17 An update on the current estimated costs and available budget required to complete all the remaining public realm works in Ashton town centre was presented at the last meeting held on the 14 December 2020. The financial position has not changed since this time.
- 2.18 **Appendix 3** provides details of the completed and outstanding public realm zones. The projected estimated cost, to complete all remaining works in zones 1, 2, 3 and 4 is £3.20 million.
- 2.19 In addition zone 5, which is eligible for external funding from the MCF and Growth Deal programmes, has a current estimated value of £9.77 million.
- 2.20 In summary, the total estimated cost to complete all remaining public realm works in the northern core of Ashton town centre is £12.97 million.
- 2.21 The table below provides details of the available public realm budget and the estimated cost to complete the public realm works in zones 1, 2, 3 and 4. This will result in a balance of £1.073 million being available to use as match funding to support the delivery of the MCF Albion Way scheme set out in section 3.1 – 3.19 of this report.

Revised Anticipated Funding Package	Total
Vision Tameside Public Realm Budget	£2.767m
Ashton Town Centre and Civic Square Budget	£1.504m
Total Corporate Funding Available	£4.271m
Estimated cost to complete public realm works in zones 1, 2, 3 and 4	£3.198m
Balance to be used as match funding for MCF Albion Way scheme shown in section 3 of this report (zone 5)	£1.073m

- 2.22 The costs included in Table 1 above are currently high level estimates based on concept designs only. Schemes will continue to be reviewed to ensure that they can be delivered within the current budget envelope.

Main Road LED Street Lighting Lanterns

- 2.23 The Executive Cabinet report dated 22 October 2018 outlined the essential evidence and background details in the delivery of this programme. The two year programme is projected to deliver annual energy savings in the region of £274,000 at a cost of £3,600,000. The financial profiling for these works are now expected to be £1,200,000 for 2020/21 and the remaining £2,300,000 in year 2021/22
- 2.24 To assist in the delivery of these works, the Council has engaged the services of STAR Procurement and Bloom Procurement Services to provide specialist expertise and value for money on contracts for both purchase of lanterns and lighting designs. Detailed design works

and the ordering of materials (lanterns) has started. Designs for the lanterns are ongoing and due to be completed by May 2021. We have received the lanterns ordered for November and December 2020. Installation commenced in December 2020 with 500 installed to date.

- 2.25 It should be noted that although the procurement exercise for the lanterns is complete there are a total of 14 different types of lanterns which could be use dependent on site design parameters. The cost difference between the least expensive and the most expensive lantern is £138, this could have a significant bearing on the outturn costs, and this will only be known once all the lighting designs are complete. A further variable to the outturn costs is the necessity to replace any lamp columns that are defective; this can only be assessed via a visual and structural test prior to lantern installation. At this stage of the project, it is anticipated that the overall scheme will be completed within the time frame and within the available budget.

3 EXTERNAL GRANTS

Mayor's Cycling and Walking Challenge Fund Programme (MCF)

- 3.1 On the 25 November 2020 the Council's Executive Cabinet meeting approved the delivery of the Chadwick Dam, Stalybridge and Hill Street, Ashton schemes subject to receiving Full Scheme Delivery from TfGM.
- 3.2 Full Delivery approval was granted at the Greater Manchester Combined Authority meeting on the 18 December 2020. A summary of the approved costs is detailed in the table below.

Scheme	Total Funding Approved
Chadwick Dam, Stalybridge	£360,677
Hill Street, Ashton	£326,274
Total	£686,951

- 3.3 The total funding amount being sought from Mayor's Challenge Fund is **£686,951** (including £75,010 development costs already approved). There is no funding gap identified for the schemes. If any cost increases occur following Full Approval, the Council's Mayor's Challenge Fund Project Team will manage this through the change control process working jointly with TfGM.
- 3.4 The Council's Engineering Services in-house delivery team will start works as soon as all the necessary legal arrangements are in place to ensure that the terms of the Delivery Agreement can be met.
- 3.5 It is anticipated that works, on both schemes running in parallel, will take approximately six months to complete.
- 3.6 Work on the design and development of the 10 remaining MCF schemes is ongoing with the Albion Way scheme being a key priority due to the availability of time limited external funding.
- 3.7 Since the last progress report work has continued, in partnership with TfGM, to finalise the scheme designs for the Albion Way. Traffic modelling and business case development is now underway. Once complete, which is anticipated to be by March 2021, a formal business case will be submitted to TfGM for appraisal and approval.
- 3.8 Discussions are ongoing with the funder to ensure that the availability of the MCF and Growth Deal funding is not at risk due to not being able to deliver all works in advance of the funding deadline of March 2022.

- 3.9 Due to the challenging grant funding timescales and the increased risks associated with the pandemic (delivery of materials, construction risk assessments) expert consultancy support is being commissioned to help accelerate the design development process.
- 3.10 Previous reports have summarised details of all MCF schemes which have received programme entry approval and the estimated costs of the MCF funding and match funding. As programme entry submissions were submitted some time ago, based on outline proposals only, there is an expectation that funding packages will be different by the time final business cases are submitted for formal approval.
- 3.11 The anticipated funding packages presented at the last meeting have not changed. Details of any financial changes will be presented at future meetings as schemes progress through the design development process and costs are confirmed.

Emergency Active Travel Funding (EATF) - Tranche 1

- 3.12 It has previously been reported that the Council were awarded £400,000 following the submission of an Emergency Active Travel Fund (Tranche 1). This funding was ring fenced to deliver a pop up cycle lane on Lord Sheldon Way / A635 to the Manchester City Centre boundary and two experimental Quiet Street schemes on Currier Lane in Ashton and Stamford Drive in Stalybridge.
- 3.13 The two Quiet Street schemes and Phase 1 of the pop up cycle lane were completed by October 2020 which was acceptable with the funding timescales.
- 3.14 All three schemes were subject to a borough wide consultation and changes were made to the design of one of the schemes following feedback. The effectiveness of the schemes will be subject to further evaluation in spring to help determine if the schemes should be made permanent, whether changes to the design are needed or if the measures should be removed.
- 3.15 Delivery of Phase 2 of the pop up cycle lane commenced in December 2020. The scheme received a significant number of negative comments throughout the consultation process and site issues were experienced during the delivery phase. For this reason the delivery of the scheme was paused prior to Christmas to allow for a further detailed review of the scheme to be undertaken in partnership with key stakeholders.
- 3.16 Since putting the scheme on pause TfGM have stated that they now need to withdraw any unallocated Tranche 1 funding due to the original target deliver date of end September 2020 being exceeded.
- 3.17 The EATF Tranche 1 budget is therefore now under review in order to determine how much of the original £400,000 budget has already been spent and committed. A detailed financial report will be provided to TfGM.

Active Travel Fund – Tranche 2

- 3.18 The Council received confirmation, from TfGM, on the 29 January 2021 that they had been allocated £985,000 from the Tranche 2 of the Active Travel Fund.
- 3.19 To meet DfT requirements a Delivery Plan must now be submitted to TfGM, by the 12 February, for all approved Active Travel Tranche 2 schemes.
- 3.20 A requirement of the grant funding is Council's need to demonstrate progress and commitment to delivering the Tranche 2 schemes by the end of March 2021 and that schemes must have been implemented by the end of March 2022. If delivery timescales are not achieved then funding could be clawed back by adjusting downwards a future grant payment.

- 3.21 Tameside's Active Travel Fund – Tranche 2 schemes which have been approved are:
- The upgrading of existing cycle lanes.
 - A pop-up cycle lanes along Dowson Rd and Stockport Rd, Hyde.
 - Interventions along Stamford St Central, Ashton.
 - The re-allocation of road space along strategic routes (potentially Lord Sheldon Way, Penny Meadow and Mossley Road, Ashton).
- 3.22 In order to accelerate the design development process, and ensure the required design and delivery timescales can be met, external consultancy support is being sought with support from STAR procurement.

MCF - COVID

- 3.23 In addition to the Active Travel Fund the Greater Manchester Mayor's Office initially committed £500,000 to each local authority from top-slicing funding from the existing MCF allocation to enable fast access to funds based on a simple Covid-19 emergency response criteria.
- 3.24 A number of initiatives have been progressed using MCF funding, such as the development and launch of the Resident Led Quiet Street scheme, school crossing improvements, social distancing town centre and high street audits.
- 3.25 The table below provides a summary of the COVID funding secured to date relating to the walking and cycling agenda. The table also provides details of the funds spent as at the end of January 2021.

Programme	Funding Awarded	Forecast Spend End March 2021
EATF Tranche 1	£400,000	£100,000
ATF Tranche 2	£985,000	Nil
MCF Covid	£500,000	£250,000

- 3.26 Monthly monitoring reports are submitted to TfGM detailing progress and projected spend against the eligibility criteria. TfGM have not yet specified the funding timescales associated with the MCF-Covid funding programme. There is therefore a risk of grant clawback for any unallocated funds at the end of the financial year.

Highways England – Designated Funds Scheme

- 3.27 Since the last report the Walking, Cycling and Horse Riding Assessment and Review (WCHAR) process has been completed and a preferred route has been identified.
- 3.28 A Value Management workshop, with Highway England, took place at the end of January 2021. The Options Report and the Outline Design is due for completion in February 2021.
- 3.29 In the last report it was highlighted that Highways England's bidding process has changed meaning that funds are only available within each financial year. This scheme has currently been allocated funds, this financial year, for feasibility and design only. Construction will be subject to Highways England's approval of the design, outcome of the Value Management workshop and a subsequent bid for construction funding.

Places to Ride – Tame Valley Loop (TVL)

- 3.30 The TVL provides a 28km looped mountain bike route (with shorter variants available for families or less confident cyclists) using existing tracks around Stalybridge and Mossley. The scheme is to formalise, promote and improve (where necessary) these tracks for the benefit of all, but with a focus on mountain bike cyclists.
- 3.31 An expression of interest was submitted on the 3 November 2020 to British Cycling for funding through the 'Places to Ride' programme. The proposed works under 'Places to Ride'

includes signage, information boards, website work, mapping and the provision of a public work station / tools. Approval for funding was granted at Stage 1 of the process on 11 December 2020 with the Stage 2 business case to be submitted by 5 February 2021. A final decision on whether the application has been successful is expected during early March.

- 3.32 The total estimated cost for the works is £31,500. However not all elements of the scheme are eligible for grant funding (such as maintenance and improvement to the surface of the existing track). The following proposed financial breakdown has been revised as part of the Stage 2 submission for 'Places to Ride'.

Total Cost of Works	£31,500
Places to Ride contribution (50% of eligible costs)	£9,750
TMBC contribution (50% of eligible costs)	£9,750
TMBC contribution of non-eligible works	£12,000
Balance	£0

- 3.33 The Council's total contribution towards this scheme is estimated as £21,750. These costs can be met from the Highways Maintenance grant currently uncommitted in the Sustainable Travel budget for 2020/2021.
- 3.34 If approved, it is anticipated that physical works on the TVL could commence in March 2021. The original intention was to formally launch the route taking place during the Easter holidays although this date may now be postponed due to the current Covid 19 restrictions.

4 UPDATE ON GRANT FUNDING SCHEMES REPORTED PREVIOUSLY

Transport Infrastructure Investment Fund - Highways Maintenance Challenge Fund 2020/21

- 4.1 Following the Government's announcement regarding infrastructure investment on 30 June 2020 we have been informed that under Tranche 2B of this fund, a joint bid by Bolton MBC and Tameside MBC has been awarded a grant of £1,110,000 (towards a total of £1,350,000). The grant was received in August 2020 through the Transport Infrastructure Investment Fund, which includes the Highways Maintenance Challenge Fund.
- 4.2 Funding will be paid as grant under Section 31 of the Local Government Act 2003.
- 4.3 Tameside MBC is the lead authority for this project. The project has two discreet elements one in the Bolton MBC area and for Tameside. The 2020/21 funding is:

Element	DfT Funding	LA Funding	Total
Bolton MBC	£760,000	£190,000	£950,000
Tameside MBC	£350,000	£50,000	£400,000
Total	£1,110,000	£240,000	£1,350,000

Tameside's contributory funding of £50,000 will be drawn from existing drainage / flood risk management operational budget.

- 4.4 Tameside is the lead authority for this combined submission, but the majority of the funding is in respect of a bid by Bolton – as shown above. The funding is for financial year 2020/21, the works element within Tameside will be completed by the end of March 2021. Bolton have indicated that their works are planned for completion before the end of the financial year.

Summary of Works for Tameside

- 4.5 There are a number of legacy drainage areas in the borough (Droylsden and Hattersley) where gully and drainage connections were constructed in a way that restricts basic

cleansing and results in delays when dealing with urgent flooding issues. This is as a result of the design of the gully pots and traps, the depth of the outlet pipes and associated connections. To ensure these gullies can be cleansed regularly and be accessed in urgent situations, we propose to replace them with new gully pots with accessible outlets. In all, we have identified c300 units that require replacing.

- 4.6 The physical works of excavating and replacing the obsolete gully pots commenced in autumn 2020 and works will be ongoing during the remainder of the financial year.

Department for Transport – Safer Roads Fund

- 4.7 Tameside and Oldham councils are working closely on a joint scheme to make the A670 safer, which runs in Tameside as Mossley Road, Ashton to Stockport Road, Mossley and to the Oldham boundary and on through Greenfield.

- 4.8 The works to the crossing are substantially complete leaving only the introduction of the variable messaging signs.

- 4.9 The funding for the scheme lies with Oldham Council as the major partner and all funding claims are to be addressed to Oldham.

- 4.10 The works on this scheme will be completed within this financial year. Financial submissions to Oldham MBC to release the money are imminent.

Growth Deal 3 Funding – Bus Stop Passenger Access Enhancement

- 4.11 The funding agreement between TfGM and the Council has been reviewed and is currently awaiting signing and sealing.

- 4.12 It has recently become apparent that there are difficulties, due to the current Covid/lockdown restrictions, regarding the availability of construction materials required for the project. TfGM are aware of the issues and have reported that all of the Greater Manchester authorities are experiencing similar difficulties.

- 4.13 As a result of this, the commencement date for the works has been put back until early March. Consequently, it will not be possible to complete all of the works prior to the end of the financial year.

- 4.14 Discussions have taken place with TfGM regarding the works not being completed by the end of March and the implications for funding. TfGM have advised that this is an issue for all of the authorities.

- 4.15 TfGM have said that they will issue an update/further guidance once the meeting has occurred. They have requested that the council continues with the implementation of the bus stop enhancements until instructed otherwise.

5 RISK MANAGEMENT

- 5.1 The table below provides a summary of the high risks associated with the delivery of the Operations and Neighbourhoods Capital Programme. The table also provides a summary of mitigating actions in order to minimise risk.

Risks	Mitigating Actions
1. Failure to implement the proposed 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.
2. Inclement weather preventing commencement and completion of schemes.	A comprehensive and realistic 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.
3. Due to the most recent lock down announcements, both here and abroad, there is currently no certainty on the delivery timescales and availability of materials.	Procurement processes will start earlier than normal and the situation will be kept under review and delivery programmes adjusted if necessary. Whilst the Council's Operational Services and external contractors have access to many material suppliers, shortages of materials or delays in delivery may necessitate alternatives to be sourced or approval will be sought to carry forward the project into the following year.
4. 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.
5. Failure to deliver schemes funded by external grants will impact on the future success of bids.	<p>External consultancy support being commissioned, with support from STAR, to increase design and business case capacity thereby helping to accelerate the development and delivery of the MCF schemes. Schemes which are currently projected to be completed beyond the funding timescales are being flagged with TfGM to determine opportunities to accelerate approval processes or extend the funding deadline.</p> <p>The Council has requested written confirmation, from funders, that grant can be carried forward beyond the original funding timescales.</p>
6. Failure to successfully secure Emergency Active Travel funding.	If no action is taken and people return to their cars in great numbers as the lockdown eases, we will quickly face congestion and air quality issues which will exacerbate the suffering of those most susceptible to the Covid-19 virus.

6 RECOMMENDATIONS

6.1 As set out on the front of this report.