

## **DELEGATED OFFICER EXECUTIVE DECISION NOTICE**

<b>SERVICE AREA:</b>	Development and Investment PLACE
<b>SUBJECT MATTER:</b>	<b>HERITAGE WALK UPDATE</b>
<b>DECISION:</b>	The proposed Traffic Regulation orders as set out in paragraph 3.3 be authorised to be consulted and advertised in accordance with normal procedures.
<b>DECISION TAKER(S):</b>	Ian Saxon
<b>DESIGNATION OF DECISION TAKER (S):</b>	Director of Place
<b>DATE OF DECISION:</b>	14 June 2022
<b>REASON FOR DECISION:</b>	The report provides an update on delivery of the Heritage Walk scheme in Stalybridge Town Centre and the next steps required
<b>ALTERNATIVE OPTIONS REJECTED (if any):</b>	The Heritage Walk scheme does not progress resulting in loss of funding and reputational risk for the Council.
<b>CONSULTEES:</b>	Lee Holland - Head of Engineering Services Stalybridge Advisory Group
<b>FINANCIAL IMPLICATIONS:</b>	<p>The report provides an update on the delivery of the Heritage Walk scheme in Stalybridge.</p> <p>The scheme has a total budget of £1,104,156 with £609,828 of this sum financed by Historic England grant that is specifically identified for materials within the grant funding agreement. This grant sum has been received by the Council.</p> <p>The £494,328 balance of the scheme will be financed via the £1,275,000 match funding provided by the Council towards the wider Stalybridge High Street Heritage Action Zone programme. The match funding was approved by the Executive Cabinet on 25 November 2020 (agenda item 8 refers).</p> <p>As referenced in section 2.7 of the report, the procurement of materials for the scheme will be via the LEP Additional Services Contract.</p> <p>It is essential that the scheme is robustly monitored to ensure it is delivered within the approved budget allocation and in compliance with the Historic England grant funding agreement.</p> <p>The scheme is to be reported to the Strategic Planning and Capital Monitoring Panel throughout the duration of the wider programme delivery which is due to be completed by 31 March 2024.</p>

<b>LEGAL IMPLICATIONS:</b>	<p>As external funding is being used project officers need to ensure that any spend remains within the remit of the terms of that funding.</p> <p>Officers must also ensure that compliant procurement exercises are undertaken in relation to any of the works not being directly delivered by the Council.</p> <p>As set out in the report the works will require a number of temporary road closures which will require Road Closure Orders to be sought following the Council's usual procedure and decision making which will also include consultation and advertising to minimise any disruption to the public.</p>
<b>CONFLICT OF INTEREST:</b>	n/a
<b>DISPENSATION GRANTED BY STANDARDS COMMITTEE ATTACHED:</b>	n/a
<b>ACCESS TO INFORMATION:</b>	<p>The background papers relating to this report can be inspected by contacting the Report Writer, Caroline Lindsay (High Street Heritage Action Zone project officer):</p> <p> Telephone: 0161 342 3127</p> <p> E-mail: <a href="mailto:caroline.lindsay@tameside.gov.uk">caroline.lindsay@tameside.gov.uk</a></p>

Signed  . Dated: 14 June 2022  
Ian Saxon, Director of Place

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<b>SUBJECT MATTER:</b>	<b>HERITAGE WALK UPDATE</b>
<b>DATE OF DECISION:</b>	14 June 2022
<b>DECISION TAKER(S):</b>	Ian Saxon
<b>DESIGNATION OF DECISION TAKER (S):</b>	Director of Place
<b>REPORTING OFFICER:</b>	Emma Varnam - Assistant Director - Operations and Neighbourhoods Gregg Stott - Assistant Director - Investment, Development & Housing
<b>REPORT SUMMARY:</b>	The report provides an update on delivery of the Heritage Walk scheme in Stalybridge Town Centre and seeks approval for the next steps required including the relevant Traffic Regulation Orders (TRO).
<b>RECOMMENDATION:</b>	That the director agree to advertising and consulting upon the proposed traffic orders set out in paragraph 3.3.
<b>JUSTIFICATION FOR THE DECISION:</b>	The decision is required to allow the Heritage Walk scheme to progress and seek the relevant TROs within required timescales to allow delivery.
<b>ALTERNATIVE OPTIONS REJECTED (if any):</b>	The Heritage Walk scheme does not progress resulting in loss of funding and reputational risk for the authority.
<b>CONSULTEES:</b>	Lee Holland - Head of Engineering Services Stalybridge Advisory Group
<b>FINANCIAL IMPLICATIONS:</b>	<p>The report provides an update on the delivery of the Heritage Walk scheme in Stalybridge.</p> <p>The scheme has a total budget of £1,104,156 with £609,828 of this sum financed by Historic England grant that is specifically identified for materials within the grant funding agreement. This grant sum has been received by the Council.</p> <p>The £494,328 balance of the scheme will be financed via the £1,275,000 match funding provided by the Council towards the wider Stalybridge High Street Heritage Action Zone programme. The match funding was approved by the Executive Cabinet on 25 November 2020 (agenda item 8 refers).</p> <p>As referenced in section 2.7 of the report, the procurement of materials for the scheme will be via the LEP Additional Services Contract.</p>

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<b>CONFLICT OF INTEREST:</b>	n/a
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## **1. INTRODUCTION**

- 1.1 The Council has identified Stalybridge Town Centre, as one of its priority areas to deliver the objectives of the Tameside Inclusive Growth Strategy 2021-26 in making our town centres hubs for living, culture, employment and services supporting a sustainable retail sector. Stalybridge was selected as Tameside's focus for the GM Mayor's Town Centre Challenge in 2018. Initial work to plan and progress the delivery of Stalybridge's Town Centre Challenge was co-ordinated by the Stalybridge Town Centre Challenge (STCC) Board and the Stalybridge Town Centre Challenge Action Plan – Our Place Our Plan, which set out the aspirations for the town centre.
- 1.2 In September 2019 it was announced that Stalybridge would be one of 69 high streets benefiting from a share of a £95 million High Street Heritage Action Zone fund over a 4 year programme. The Stalybridge High Street Heritage Action Zone (HSHAZ), funded through a £1,275,000 grant from Historic England and £1,275,000 match funding from the Council, is helping to regenerate areas of the town centre and restore the town's local historic character.
- 1.3 The HSHAZ programme drew on the priorities expressed through the Action Plan, matched against the criteria for Historic England funding. The proposed Heritage Walk scheme, focused on Market Street, forms part of the HSHAZ and will provide improved connectivity, a safer pedestrian environment, remove clutter and better signage.
- 1.4 The whole HSHAZ programme of works and the Heritage Walk scheme are included in the Council's Approved Capital Programme.

## **2. STALYBRIDGE HERITAGE WALK PROJECT UPDATE**

- 2.1 The Heritage Walk scheme on Market Street has been designed by the Council's Engineers Service to reflect the current situation with regards to availability and cost of materials, achieve best value and secure maximum benefit for the wider HSHAZ scheme and Stalybridge Town Centre.
- 2.2 The Council has worked to engage and take on-board the advice from Historic England; including from their Landscape Architect for the North of England who has provided positive feedback on the approach the Council has taken in respect of scheme design.
- 2.3 Details of the Heritage Walk scheme have been shared with members of the Stalybridge Advisory Group, local ward members and local businesses and residents on market Street. The comments received have been used to refine the designs that provide wider pavements, safer walking routes, reduced vehicle speeds and improve accessibility whilst maintaining appropriate servicing of commercial premises.
- 2.4 The scheme will incorporate the following:
  - The narrowing of the Trinity Street junction.
  - Widening of the southern side pavement on Market Street to enhance pedestrian routes to a minimum of 3m along the whole length of the scheme.
  - Reduction in carriageway width
  - Redesign of the junction between Market Street and Melbourne Street as a shared raised surface to extend for 85m to further improve pedestrian's movements, reduce traffic speeds and encouraging social space and interaction.
  - Provision of space for benches, cycle racks and outdoor tables and chairs and planters
  - Decluttering to remove of bollards, sign posts and develop options for housing wheelie bins.
  - Reposition the location of parking bays along Market Street. 80m of parking bays to be retained

- Servicing and loading for properties on Market Street maintained
- Space to work with existing businesses on Market Street to prevent waste from obstructing the footway and resolve ongoing issues with regards to bins on the highway.

2.5 Formal confirmation has now been received from Historic England that the design of the scheme and materials to be used are acceptable; this now allows the project to progress to the delivery stage.

2.6 The Heritage Walk project has a total budget of £1,104,156 with £609,828 from Historic England specifically identified for materials within the grant funding agreement. The balance of £494,328 will be financed via the match funding provided by the Council as referenced in section 1.2.

2.7 The procurement of materials for scheme delivery (carriageway tegular paving, footway paving and kerb edging and any other materials required) are being sourced via the LEP Additional Services Contract; with materials called off as required in line with the delivery programme up to an approved order value of £609,828.

### 3. DELIVERY PROGRAMME

3.1 A detailed project programme has now been prepared for the delivery of the scheme. Following a period to undertake wider design consultation work to further advise and seek responses on the detail of the scheme and the traffic regulation order process it is intended to commence work on site in September 2022.

3.2 The work is expected to take around seven months to complete by March 2023. Work to establish the existing requirements for access and servicing of premises will be carried out in advance of commencement of work. The programme of work will include provision for maintaining appropriate access and servicing of premises and consideration of working restrictions and constraints.

3.3 The proposed changes to existing TROs as part of the scheme are as follows: It should be noted that there is currently 93m of on street parking spaces within the street, this proposal results in 80m of on street bays an overall loss of up to two vehicle spaces. The Traffic Regulation Orders will be advertised and appropriately consulted and reported as required.

<b>No Waiting at Any Time</b>	
Market Street north side	from its junction with Waterloo Road to its junction with Water Street
Market Street north side	from a point 47 metres west of its junction with Waterloo Road to its junction with Water Street
Market Street south side	from its junction with Waterloo Road to its junction with Water Street
Market Street south side	from a point 25 metres west of its junction with Waterloo Road to a point 70 metres east of Water Street
Market Street south side	from its junction with Water Street for a distance of 15 metres in an easterly direction

<b>Limited Waiting, Monday – Saturday, 8-6, 1 hour, no return within 2 hours</b>	
Market Street north side	from a point 10 metres west of its junction with Waterloo Road for a distance of 15 metres in a westerly direction
Market Street south side	From a point 70 metres east of its junction with Water Street for a distance of 55 metres in an easterly direction
Market Street south side	From a point 70 metres east of its junction with Water Street for a distance of 55 metres in an easterly direction

#### 4. RISK

4.1 The main project risks associated with delivery of the project have been identified in the table below.

Risk Area	Detail	RAG Rating	Mitigation	RAG Rating
<b>Procurement/ Financial</b>	Insufficient budget to procure materials required.	Red	Early engagement with suppliers.	Yellow
<b>Financial</b>	Insufficient budget to complete the scope of works required.	Red	Project programme prepared to understand requirements.	Green
<b>Programme</b>	Delivery of scheme temporarily restricts access to Market Street during delivery	Red	Early engagement with businesses to ensure appropriate delivery arrangements	Yellow
<b>Programme</b>	Unforeseen issues cause delay in delivery.	Yellow	Include appropriate contingency in programme.	Green
<b>Programme</b>	Lack of resource capacity to undertake work in line with external funding timescales.	Yellow	Apply adequate resource to the project to ensure delivery timescales are met.	Green

#### 5. RECOMMENDATIONS

5.1 As set out at the front of the report.