

<b>Report to:</b>	<b>STRATEGIC PLANNING AND CAPITAL MONITORING PANEL</b>
<b>Date:</b>	17 November 2022
<b>Executive Member:</b>	Councillor Jacqueline North, First Deputy (Finance, Resources & Transformation)
<b>Reporting Officer:</b>	Emma Varnam – Assistant Director, Operations & Neighbourhoods
<b>Subject:</b>	<b>CAPITAL PROGRAMME – OPERATIONS AND NEIGHBOURHOODS (PLACE DIRECTORATE)</b>
<b>Report Summary:</b>	This report provides an update on the delivery of Capital Projects in Operations and Neighbourhoods.
<b>Recommendations:</b>	<p>That Strategic Planning and Capital Monitoring Panel be recommended to:</p> <ul style="list-style-type: none"> <li>(i) Note the progress with regards to the schemes within the Operations and Neighbourhoods Capital Programme as set out in the report.</li> <li>(ii) Approve the allocation of the Integrated Transport Block funding, £631,000 to road safety initiatives and £1,600,000 of the Highways Maintenance funding be added to the Highways Revenue Budget for 2022/23, as set out in section 2.2.</li> <li>(iii) Approve the list of highway maintenance schemes identified in <b>Appendix 1</b> that are to be funded from the Highway Maintenance Grant Allocation</li> </ul>
<b>Corporate Plan:</b>	A number of the schemes presented in this report continue to support the objectives of the Corporate Plan.
<b>Policy Implications:</b>	<p>The Operations and Neighbourhoods Capital Programme contributes to the 5 focus themes of the Tameside Carbon Reduction and Environment Strategy 2021/2026, specifically:</p> <ul style="list-style-type: none"> <li>• The development of low carbon solutions in a number of schemes driving down consumption across the estate including the streamlining the corporate portfolio of buildings.</li> <li>• Supporting and facilitating sustainable travel options.</li> </ul>
<b>Financial Implications:</b>	<b>Highway Maintenance Programme</b>
<b>(Authorised by the statutory Section 151 Officer)</b>	<p><b>Appendix 1</b> lists the estimated costs of proposed Highway Maintenance Schemes totalling £2,300,000. These schemes will be funded from the £2,791,660 which is available for Planned Highway Maintenance Schemes as referenced in Section 2.3.</p> <p>Once costs relating to the schemes outlined in <b>Appendix 1</b>, further schemes will be considered in order to fully utilise the funding available, although it is likely that this phase will not be completed until 2023/24 therefore any unspent Grant will be slipped into next financial year.</p> <p>The Council also has a Reactive Maintenance Revenue budget of £433,000 for the repair of Potholes and other Risk Management</p>

based activities. In previous years the £433,000 has been supplemented by an element of the Highway Maintenance Grant. As stated at recommendation (ii) on the previous page, it is recommended that £1,600,000 of the Highways Maintenance Grant be added to the Highways Revenue Budget for 2022/23 to fund the costs of Reactive Maintenance works.

### **Mayors Challenge Fund (MCF)**

As previously reported, a number of schemes have been subject to Public Consultation and are currently in the process of being costed to enable business cases to be submitted to TfGM. A more detailed report will be presented at a future meeting evidencing the outcome from the consultations, estimated scheme costs and proposed funding packages.

### **Cremator Replacement and Crematorium Steeple**

Section 6 sets out the current progress on this scheme and a milestone form is included at **Appendix 2**. The scheme is now due to complete in December 2022.

At the SCPMP Meeting of 22 September approval was given for £133,000 of the existing scheme budget to be used to undertake design work and listed building approval for essential repairs to the chapel roof and steeple at Dukinfield Crematorium. This work is currently being progressed however it is expected that costs will not be fully incurred in 2022/23 therefore sufficient budget will need to be rephased into 2023/24 once the cost profile is known.

### **Fleet Replacement**

Thirteen vehicles are to be purchased this year and awaiting Delegated Decision approval. Costs are approximately £25,000 more than initial estimates due to logistical issues, production issues and a worldwide shortage of parts.

All vehicles are expected to be delivered in late 22/23 with the exception of three van mount access platforms. The profiling of expenditure between years will be updated at the next capital monitoring period.

### **Resources available to fund the Capital Programme**

The Council has limited resources available to fund Capital Expenditure and the current capital programme, which is based upon receiving capital receipts of £15,410,000, is fully allocated to Council priorities. Careful monitoring of progress in realising these capital receipts must be undertaken throughout the year to ensure that there is timely and pro-active disposal of assets and that the actual receipts are in line with projections.

The Council's capital programme will be reviewed and updated during 2022/23 in order to ensure that all approved schemes are still required and to include those schemes that are fully funded from external sources.

Any additional priority schemes that are put forward for consideration and that are not fully grant funded will need to be evaluated, costed and subject to separate Member approval. There will be a revenue cost for any new capital schemes that are not fully funded from alternative sources and the implications of this will need to be carefully considered, given the

on-going pressures on the revenue budget.

**Legal Implications:**  
**(Authorised by the Head of Legal)**

This report is intended to provide the Panel with an overview of the capital works to provide Members with an opportunity to review the progress being made particularly in terms of timescales, value for money and delivery of capital receipts.

**Access to Information:**

The background papers relating to this report can be inspected by contacting the Report Writers, Lee Holland by:



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## 1. INTRODUCTION

- 1.1 This report provides an update on the delivery of the Place Capital Programme managed by Operations & Neighbourhoods.

## 2. APPROVED CAPITAL PROJECTS

### *Highway Maintenance Programme*

- 2.1 As reported previously the Council has received £3,536,000 for the 2022/23 Core Highways Maintenance Grant allocation. This consists of:

- Integrated Transport Block (ITB) £ 631,000
- Highways Maintenance £2,905,000

- 2.2 It is proposed that the ITB allocation is made available for road safety initiatives. Also £1,600,000, of the Highways Maintenance funding, is allocated to the Highways revenue budget for risk management and £1,305,000 for the Highways Capital Programme.

- 2.3 It should be noted that £2,207,660 was carried forward from the 2021/22 Highways Capital Programme, therefore a total budget of £3,512,660 (£1,305,000 + £2,207,660) is available for the 2022/23 Highways Capital Programme. This will be utilised as follows:

- Highways £2,791,660
- Structures £ 526,000
- Street Lighting £ 195,000

- 2.4 The list of schemes to be funded from the Highway Maintenance Grant are identified in **Appendix 1**.

### *Bus Stop Passenger Access Enhancement, Growth Deal 3*

- 2.5 Works to upgrade bus stops identified in this funding package have now been completed.

## 3. CURRENT SCHEMES: WALKING AND CYCLING INFRASTRUCTURE

### *Mayor's Challenge Fund*

- 3.1 The previous report provided an update on the walking and cycling schemes approved, in principle, as part of the Mayor's Challenge Fund programme (MCF) – Tranche 1 (Phase 2). The schemes are located at Rayner Lane (Droylsden), Stamford Drive (Stalybridge), Clarendon Road (Audenshaw) and Ross Lave Lane (Denton).

- 3.2 The report highlighted the plans to undertake public consultation on the proposed schemes and to approve the de-prioritisation of the Ross Lave Lane, Denton scheme at this time, subject to governance approval.

- 3.3 A report will be considered at the Council's Executive Board meeting on the 9 November 2022.

- 3.4 Running in parallel to the governance programme, in order to protect the development programme, briefing sessions with the Executive Member of Transport and Connectivity and relevant ward members are currently being arranged for the end of October / early November. This will allow the public consultation programme, if approved, to be formally launched at the middle of November.

- 3.5 Completion of the public consultation programme will ultimately support the MCF business case approval process, which if successful, will result in the approval of MCF construction funding.

### ***Active Travel Fund 2***

- 3.6 Previous reports have provided updates on four Active Travel Fund 2 (ATF2) schemes at:
- Oldham Road, Ashton
  - Newman Street, Ashton
  - Stockport Road, Ashton
  - Guide Lane, Audenshaw
- 3.7 The last report set out details of the proposed public consultation which was launched, as planned, on the 5 September until the 14 October.
- 3.8 Arrangements are being made, to brief the Executive Member of Transport and Connectivity and relevant ward members, on the outcome of the public consultation programme during week commencing 7 November.
- 3.9 Subject to the feedback received, the scheme designs will be finalised and resubmitted to TfGM for design and construction funding appraisal and approval.

### ***Active Travel Fund 3***

- 3.10 On 25th March 2022, the Department of Transport (DfT) announced the regional allocations for the latest round (Tranche 3) of the Active Travel Capital grant, with £13.07M awarded for Greater Manchester. This funding was added to the 2022/23 GMCA Capital Programme at the 27 May GMCA meeting.
- 3.11 GM's ATF3 programme comprises 6 schemes spread across 4 Local Authorities. The majority of these schemes have their origin in the Mayor's Challenge Fund programme, and formed part of an unfunded pipeline of schemes, which had previously secured programme entry. Tameside Council has successfully secured in-principle approval for £1.95M of grant funding, to support the delivery of Phase 1 of the A57 Crown Point Scheme (subject to business case approval).

### ***Pedestrian Controlled Crossing at Laurus Ryecroft School, Lumb Lane, Droylsden***

- 3.12 The Department for Education and TMBC have agreed the details of the financial uplift to the Section 106 agreement and are about to sign the agreement imminently.
- 3.13 The objection report for the Traffic Regulation element of the scheme has been approved at Speakers Panel on 19 October 2022 and the works will now be programmed for implementation to be complete before November 2023, in accordance with the Section 106 Agreement.

## **4. CURRENT SCHEMES: FLOOD PREVENTION AND CONSEQUENTIAL REPAIRS**

- 4.1 The inlet screen at Broadacre has now been installed.

## **5. CURRENT SCHEMES: HIGHWAY STRUCTURES**

- 5.1 Maintenance works have commenced to replace parapets and carry out repairs to the structural steelwork at Clarence Street river bridge in Dukinfield / Stalybridge. The works are anticipated to take 6 weeks to complete.
- 5.2 Repairs to the parapets on Peel Street canal bridge, in Stalybridge are due to commence shortly and be complete by early November 2022.
- 5.3 A list of schemes proposed to be undertaken as part of the highway structures capital programme are identified in **Appendix 2** on the milestone form.

## 6. CURRENT SCHEMES: CREMATORS

- 6.1 The cremator replacement project is now due to be completed by mid-November 2022. Pre-commissioning tests are currently being carried out on the cremators and abatement equipment. The temporary service yard that had to be created within the cemetery grounds for contractors doing the major works has been removed apart from a few essential cabins. Training for operatives on the new equipment will be commencing shortly. The steeple works and roof replacement of the chapel is also due to commence shortly under a separate contract.

## 7. CURRENT SCHEMES: PROJECT MILESTONE FORMS

- 7.1 Milestone forms for projects with a value of £500,000 or greater are in **Appendix 2** and include the following:

- MCF, Walking & Cycling
- Bridges & Structures
- Cemeteries and Crematoria
- Children's Playgrounds
- Street lighting LED
- Vehicle Replacement Programme 22/23.

## 8. RISK MANAGEMENT -

- 8.1 The table below provides a summary of the high level risks associated with the delivery of the Operation and Neighbourhoods Capital Programme.

RISKS	MITIGATING ACTIONS
1. Failure to secure construction funding through the MCF Business Case process.	<ul style="list-style-type: none"><li>• Ensure all MCF schemes are designed to be compliant with Bee Network design standards and in partnership with the grant funding body.</li><li>• Ensure that a robust public consultation programme is in place for all proposed MCF schemes thereby ensuring that schemes are designed to meet the needs of existing and potential new users and that the MCF grant funding approval process is followed.</li></ul>
2. Inclement weather delaying the delivery of schemes.	<ul style="list-style-type: none"><li>• Realistic construction programmes to be agreed with partners.</li><li>• Anticipated delays in delivery will be communicated to stakeholders.</li><li>• Approval will be sought to roll funding forward if required.</li></ul>
3. Inflation and supply chain pressures pose a potential risk to construction costs and availability / delivery timescales for materials.	<ul style="list-style-type: none"><li>• Procurement processes to commence earlier in development programmes.</li><li>• The market will be monitored to support the development of realistic delivery programmes.</li></ul>
4. Failure to deliver grant funded schemes within the required timescales.	<ul style="list-style-type: none"><li>• Regular and formal communication to continue with grant funding bodies.</li><li>• Delivery programmes will be reviewed and presented to funders on a monthly basis to ensure early warning risks,</li></ul>

	relating to funding timescales, can be obtained and action taken.
5. Significant increase in cost of vehicles and insufficient budget.	<ul style="list-style-type: none"> <li>• Early engagement with suppliers to obtain up to date costings prior to applying for capital budget and commencing the tender process.</li> <li>• Regular review of costs and budget available.</li> </ul>
6. Lack of internal resources (personnel) to undertake the work.	<ul style="list-style-type: none"> <li>• Regular review of available resources.</li> <li>• Recruitment to vacant posts.</li> <li>• Procurement of external services to support in-house resources.</li> </ul>

## 9. RECOMMENDATIONS

9.1 As set out at the front of this report