

<b>Report to:</b>	<b>BOARD</b>
<b>Date:</b>	9 March 2023
<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 reprioritised resurfacing schemes for the Highway Maintenance programme as outlined in <b>Appendix 1</b>.</li> <li>(iii) Note the progress on the list of highway maintenance schemes identified in <b>Appendix 1</b> that are to be funded from the Highway Maintenance Grant Allocation</li> <li>(iv) Approve the drawdown of funds in respect of the S106 agreements detailed in Section 4 of this report and add to the Council’s Capital Programme to allow the detailed design, procurement and installation of the various works.</li> <li>(v) Reverse the previous recommendation approved in November 2022 which requested that £1,600,000 of the 2022/23 Highways Maintenance Grant be added to the Councils Revenue budget to fund the cost of reactive maintenance works. Due to a required change in accounting treatment, it is necessary to reverse this decision and transfer that grant funding back to the Council capital programme. It is important to note that this is purely an accounting adjustment and the funds will still be utilised in for the same purpose.</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> </ul>

- Supporting and facilitating sustainable travel options.

## **Financial Implications:**

**(Authorised by the statutory Section 151 Officer & Chief Finance Officer)**

## **Highway Maintenance Programme**

**Appendix 1** lists the estimated costs of proposed Highway Maintenance Schemes totalling £2,320,000. These schemes will be funded from the £2,791,660 which is available for Planned Highway Maintenance Schemes.

Any unspent Grant will be re-phased for use in 2023/24.

In the November 2022 Capital Update report recommendation (ii) requested that £1,600,000 of Highway Maintenance Grant be transferred to the Councils Revenue budget to fund the cost of reactive maintenance works. Due to a required change in accounting treatment, it is necessary to reverse this decision and transfer that grant funding back to the Council capital programme. It is important to note that this is purely an accounting adjustment and the funds will still be utilised for the same purpose.

## **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 successful funding application, to the Active Travel Fund 3 (ATF3) programme, has previously been reported for the value of £1,950,000 subject to approval of scheme designs and an ATF3 Business Case.

An options appraisal is underway to develop an affordable and deliverable scheme from the available ATF3 budget whilst at the same time future proofing designs to allow for further phases to be delivered should additional grant funding becoming available. The target date to complete the appraisal in April 2023.

## **Section 106 Agreements and Developer Contributions**

The Section 106 agreements must be spent within a specified deadline and for the purpose that the contribution was provided. An analysis of the S106 and developer contributions currently held by the Council are provided in **Appendix 3**.

Recommendation (iv) requests approval for the drawdown of funds in respect of various S106 agreements at King's Road, Audenshaw (£137,404.00), Crowhill Road, Ashton-under-Lyne (£5,633.00) and Nield Street, Mossley (£26,036.25). The funding is to be included in the Council's Capital Programme to allow the detailed design, procurement and implementation of the various works (section 4 of the report refers).

Further S106 drawdowns are requested to fund schemes in the vicinity of the development at Edge Lane in Droylsden and add to the Council's Capital Programme. This is to allow the detailed design and estimates for the delivery of improvements to greenspaces in Droylsden including: £26,000 towards recreation improvements at Sunny Bank

Park, including playground and pitch improvements; £12,985 towards improvements to Copperas Fields including improvements to footpaths, signage and new furniture; £10,824 towards improvements to playground at Floral Gardens.

£23,087 of Developers Contributions has been allocated for improvements to Greenspace but there is no specified area for spend. Officers are seeking approval to use this funding to complement the £85,000 grant from the Levelling Up for Parks Fund to deliver additional work in Cedar Park. The capital element of the Levelling Up Fund is just £46,500 and therefore the additional £23,087 will enable the Council to deliver additional work in the park including making the paths more accessible and other work to be decided following consultation with the community.

This report also requests that £11,000 of s106 funding is made available for improvements to Victoria Park, Denton. This is in line with the conditions of the original S106 agreement and will contribute towards the costs of play equipment in the park.

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

Section 6 sets out the current progress on this scheme and a milestone form is included at **Appendix 2**.

All of the cremator replacements and associated equipment has now been completed and commissioned. Final 'snagging' inspections and rectification of highlighted issues are currently taking place. Complete sign off and handover is anticipated to take place during February 2023.

At SCPMP on 22nd September 2022, approval was given to allocate £133,000 from the Dukinfield Cremator scheme existing contingency budget to undertake design work and listed building approval for essential repairs to the chapel roof and steeple at Dukinfield Crematorium. Once the surveys have been completed the information will be used to inform a package of repairs required to put the roof and spire back in to good order

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 re-phased into 2023/24 once the cost profile is known

### **Fleet Replacement Programme**

28 vehicles and items of equipment are to be purchased this year and awaiting Delegated Executive Decision approval. The reduction in the number of vehicles required has reduced the costs to £872,000.

All vehicles are expected to be delivered in 2023 with the exception of three van mount access platforms which have an 18 month build time.

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

Although the majority of the Capital programme is funded from external sources, the current programme assumes

funding of up to £15m from capital receipts. The Council needs to be reassured that there is timely and pro-active disposal of assets approved for disposals, and that the actual receipts are in line with projections.

Given the ongoing pressures on the revenue budget, the Council is not considering any new capital schemes at the moment, unless they are fully grant funded or supported by a robust and affordable business case which has been 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 significant pressures on the revenue budget.

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

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 Lee Holland, Head of Engineering Services, Engineering, Operations and Neighbourhoods, Place 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 The footway refurbishment schemes are now complete except for Huddersfield Road, Stalybridge where the presence of scaffolding has prevented the works from being carried out. As soon as the scaffolding is removed the works will be undertaken.
- 2.2 The carriageway schemes (Phase 1) are all complete except for Yew Tree Lane, Dukinfield. This scheme will need a wider consultation with the estate off Tennyson Avenue, the Primary School and Golf Club, due to access issues. This work will be rescheduled into the 2023/24 programme.
- 2.3 Costs for the works undertaken in Phase 1 have yet to be finalised but they are expected to be within budget.
- 2.4 The programmed list of roads to be resurfaced in the carriageway schemes (Phase 2) schedule has been revised to reflect a reprioritisation following recent inspections of the network condition. Below is a table of schemes that have been deprioritised and those that have been added to the programme.

Deprioritised Schemes	Added Schemes
Taylor Lane, Denton	Cheetham Hill Road, Stalybridge
Joel Lane, Hyde	Wych Fold, Hyde
Greenfield Street, Audenshaw	Platting Grove, Ashton
Lewis Road, Droylsden	Victoria Street, Hyde

- 2.5 The revised list of schemes to be funded from the Highway Maintenance Grant are identified in **Appendix 1**. The revised estimate for the Phase 2 works is £915,000. It is anticipated the Phase 2 works will start to be delivered in March / April 2023.

## 3. CURRENT SCHEMES: WALKING AND CYCLING INFRASTRUCTURE

### The Bee Network

- 3.1 The consultation plans for three Tranche 1 Phase 2 Bee Network walking and cycling schemes were presented in the last report. The proposed schemes are located at Rayner Lane (Audenshaw and Droylsden), Stamford Drive to Granville Street (Stalybridge and Ashton) and Clarendon Road (Audenshaw).
- 3.2 The consultation process started on the 12 December 2022 until the 14 January 2023. All consultation feedback is currently being analysed to gauge the level of support for the schemes and determine if changes are required to the proposals.
- 3.3 This feedback will help to support the Bee Network Business Case process, which if successful, will result in the approval of construction grant funding from the Greater Manchester Combined Authority.

### Active Travel Fund 2

- 3.4 Previous reports have highlighted the design development progress made on four prioritised Active Travel Fund 2 (ATF2) schemes location at:
- Oldham Road, Ashton-under-Lyne;

- Newman Street, Ashton-under-Lyne;
- Stockport Road, Ashton-under-Lyne;
- Guide Lane, Audenshaw.

- 3.5 Since the last report, the public consultation programme has been completed, feedback has been analysed and a consultation outcome report has been produced.
- 3.6 In total, 65 responses were received with 47% of the responses expressing positive feedback, 28% indicating no preference and 25% of the responses expressing concern with the proposals.
- 3.7 The positive feedback received focused on support for segregation between cyclists and general traffic and the associated safety benefits. The negative feedback was a mix of concerns relating to the impact on pedestrian space or safety, a perceived lack of cycle demand and the potential impact on traffic, including parking and / or loading.
- 3.8 Based on the consultation feedback, no fundamental changes to the scheme designs were required, however a number of minor changes have been made to ensure that the designs reflect the requirements of all users.
- 3.9 As scheme designs have now been fixed a cost review is underway and construction programmes are currently being produced based on a potential start on site in quarter 1 of 2023 – subject to approval.

### **Active Travel Fund 3**

- 3.10 Previous reports have included details of the extensive design work and traffic modelling completed to date to develop a Bee Network walking and cycling scheme at Crown Point.
- 3.11 The proposals are currently unaffordable from the Council's Bee Network programme and so additional funding applications will be submitted when opportunities arise.
- 3.12 A successful funding application, to the Active Travel Fund 3 (ATF3) programme, has previously been reported for the value of £1,950,000 subject to approval of scheme designs and an ATF3 Business Case.
- 3.13 An options appraisal is underway to develop an affordable and deliverable scheme from the available ATF3 budget whilst at the same time future proofing designs to allow for further phases to be delivered should additional grant funding becoming available. The target date to complete the appraisal in April 2023.

## **4. SECTION 106 AGREEMENTS AND DEVELOPER CONTRIBUTIONS**

- 4.1 This section of the report summarises the financial receipts for section 106 agreements and developer contributions.
- 4.2 The current position for s106 agreements is £2,775,000 in credit. Allocations approved are £840,000 leaving a balance available of £1,935,000 as at January 2023 as detailed in **Appendix 3**.

### **Section 106 Works to be undertaken**

- 4.3 As a condition of planning consents for three developments, financial contributions have been made available, under Section 106 Agreements of the Town and Country Planning Act 1990, for a number of highway, trip mitigation, Public Rights of Way improvements in the vicinity of the developments.
- 4.4 The developments and proposed works are:

1. Kings Road, Audenshaw – financial contribution of £137,404

The S106 Agreement refers to a 'Contribution to mitigate the trip generation of the Development calculated in accordance with Technical Appendix C of the Council's Adopted SPD on Developer Contributions'.

Proposed schemes to be developed include

- improvements to Public Rights of Way (PROW)
- new and enhanced pedestrian crossing facilities to improve access to town centre and other local amenities.
- Street lighting improvements

2. Crowhill Road, Ashton-under-Lyne – financial contribution of £5,633

The S106 Agreement does not make reference to any specific restriction other than a 'Highways contribution'.

The proposed scheme is for enhancements to street lighting in the area.

3. Nield Street, Mossley – financial contribution of £26,036

The S106 Agreement refers, 'To be utilized towards the improvement of cycling/walking facilities in the vicinity of the development and the resurfacing of Nield Street'.

The proposed schemes include:

- Resurfacing of Nield Street
- Street lighting improvements
- Access improvements to the development for pedestrians and cyclists.

4.5 All the above schemes are subject to viability and budget constraints. Some revisions of the proposals may be required if schemes are not viable or are due to be completed as part of other funding streams. Any changes to the above schemes will require the approval of the developer.

4.6 The payment of the S106 monies has been received by the Council. Approval is now sought from members to allow the drawdown of funds in order to progress the detailed designs and estimates. Members will be provided with future updates concerning progress and costs.

4.7 Approve the drawdown of funds in respect of the s106 agreement for the development at Edge Lane in Droylsden and add to the Council's Capital Programme to allow the detailed design and estimates for the delivery of improvements to greenspaces in Droylsden including:

- £26,000 towards recreation improvements at Sunny Bank Park, including playground and pitch improvements
- £12,985 towards improvements to Copperas Fields including improvements to footpaths, signage and new furniture.
- £23,087 of Developers Contributions has been allocated for improvements to Greenspace but there is no specified area for spend. Officers are seeking approval to use this funding to complement the £85,000 grant from the Levelling Up for Parks Fund to deliver additional work in Cedar Park. The capital element of the Levelling Up Fund is just £46,500 and therefore the additional £23,087 will mean that we can deliver additional work in the park including making the paths more accessible and other work to be decided following consultation with the community.
- £11,000 of s106 funding is available for improvements to Victoria Park, Denton and Officers are seeking approval to use this funding as a contribution towards the costs of play equipment in the park.
- £10,824 towards improvements to playground at Floral Gardens.

- 4.8 This work was all outlined in the s106 Agreement. The proposed work at Sunnybank Park will include some additional weed and feed to improve the quality of the football pitches; bulb planting along Lewis Road frontage area of the park to improve the appearance of the park; some improvements to paths on the site as well as new thermoplastic markings such as snakes and hopscotch on paths to enhance play provision. The proposed work at Copperas Fields will include enhancements to the entrances including the renewal of signage to improve the appearance of the site; some resurfacing of paths and some replacement furniture such as benches. The proposed work at Floral Gardens is to be confirmed but will be spent on playground equipment and will be based on the results of an independent ROSPA survey of the park.

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

- 4.9 The Section 106 agreement has been signed and the preliminary works have started on site.
- 4.10 The equipment for the crossing has been ordered and delivered.
- 4.11 The road humps and Traffic Regulation Orders are being progressed and objectors will be informed in advance of the implementation of the Orders.
- 4.12 The additional funding from the Department of Education will be added to the existing S106 contribution.

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

- 5.1 Works to repair parapets on Clarence Street and Peel Street bridges have now been completed.

### **6. CURRENT SCHEMES: CREMATORS**

- 6.1 Approval has been given to undertake detailed surveys of the chapel roof and steeple. Once the surveys have been completed the information will be used to inform a package of repairs required to put the roof and spire back in to good order. The design works will be developed to inform a schedule of repairs. The cost of the surveys and associated design work, being undertaken by the Local Education Partnership (LEP) is £135,000. This is being funded from the existing scheme contingency.

### **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:
- Principal Highways & Town Capital;
  - MCF, Walking, Cycling & Other;
  - Bridges, Structures & Inspections;
  - 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 Bee Network Business Case process.	<ul style="list-style-type: none"> <li>• Ensure all walking and cycling schemes are designed to be compliant with Bee Network design standards and in partnership with TfGM.</li> <li>• Ensure that a robust public consultation programme is in place, for all proposed schemes, to ensure that schemes are designed to meet the needs of existing and potential users and that grant funding approval processes are 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>• Market monitoring to support the development of realistic cost plans and 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 reviewed with funders on a monthly basis to ensure early warning risks, relating to funding timescales, are flagged and action taken.</li> </ul>
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 external resources (personnel) to assist with the work due to current market conditions.	<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.