

Report To:	STRATEGIC PLANNING AND CAPITAL MONITORING
Date:	25 November 2019
Executive Member/Reporting Officer:	Cllr Allison Gwynne – Executive Member (Neighbourhoods, Community Safety and Environment) Emma Varnam – Assistant Director (Operations & Neighbourhoods)
Subject:	CAPITAL PROGRAMME - OPERATIONS AND NEIGHBOURHOODS
Report Summary:	This report provides an update on the 2019/2020 Operations and Neighbourhoods Capital Programme.
Recommendations:	To note the report and the status of the schemes in the programme. To recommend to Executive Cabinet that: <ul style="list-style-type: none"> i) The CCAG2 budgets are amended to reflect the revised figures in section 3 of this report. ii) Note cost of the replacement of 4 x 4 fleet vehicle which will be funded from revenue through RCCO as detailed in section 2.27 of this report.
Corporate Plan:	The schemes set out in this report; support the objectives of the Corporate Plan.
Policy Implications:	In line with policy.
Financial Implications: (Authorised by the Section 151 Officer)	<p>Highways Tameside Asset Management Plan 2019-20 Section 2 of this report includes information about Highways Tameside Asset Management Plan 2019-20. The Tameside Asset Management Plan (TAMP) for 2017-20, identified a funding requirement of £13.250m.</p> <p>Expenditure totalling £8m was approved and added to the Council's capital programme for the two year period 2017-18 and 2018-19. The remaining capital funding of £5.250m was requested and approved by Executive Cabinet in March 2019 for 2019-20. Additional funding requirements for future years will be considered as part of the 2020-21 budget and Medium Term Financial Planning process, and then presented to members for approval.</p> <p>Slope Stability Works The works at Fairlea, Denton are in progress and scheduled to be completed within the budget of £0.350m. Due to complications within the Greenside Lane works, costs are expected to exceed the allocated budget by £0.350m although this cannot be confirmed until all options have been assessed and the procurement process has been completed.</p> <p>Repair and Restoration of Cemetery Boundary Walls This scheme continues to progress with works at 3 Cemeteries now complete. All works should be complete within 2019/2020 and within the allocated budget of £0.260m.</p>

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

Following completion of the tender process, a contract was awarded to Matthews Environmental Solutions Ltd and along with additional costs for an asbestos survey, project management a clerk of works and an allowance for contingencies, the project is expected to underspend by £0.404m.

The Greater Manchester Mayor's Cycling and Walking Challenge Fund (MCF)

Details of the Council bids for MCF are set out in section 3 and **Appendix 1** of this report. Delivering Cycling and Walking Schemes such as this funding through the GM Mayor's Challenge Fund will contribute to a number of the Council's corporate priorities and objectives, in particular the Health and Wellbeing of Tameside's Residents. Delivery of cycling and walking schemes in Tameside directly relates to the delivery of the GM Cycling and Walking Commissioner "made to move" report and TfGM's 2040 Transport strategy.

The combined value of Schemes approved at Programme Entry is £12.5m (with one Scheme still awaiting approval valued at £2.2m, which if approved takes total value to £14.7m).

The combined value of the 11 schemes which are at Programme Entry level is £12.5m, which includes total estimated MCF funding of £9.257m and total estimated match funding of £3.243m.

MCF Funding is expected to cover the cost of design works and the implementation of Schemes in **Appendix 1** which have been awarded Programme Entry status. This match funding of each scheme and criteria followed for identifying and reprioritising match funding for each scheme is yet to be established and work is currently underway for this. There is an element of risk regarding design costs where schemes are not successful through bidding process.

Additional Car parks at Darnton Road Ashton

Set out in section 2 of this report is details of additional car parks at Darnton Road, Ashton. An investment of £0.950m was approved; however the total outturn of this scheme is forecasted to be £1.195m, which means this project is estimated to be overspent by £0.245m. In 2018/19 £0.046m was financed from revenue. As there is no capital budget for this scheme this year, the projected overspend of £0.199m will be reported as a revenue pressure.

It was initially estimated that the scheme would generate annual income of £0.590m, but the projected income in this financial year is £0.007m. The payback period was originally estimated to be 2 years; however, this is now likely to take longer due additional construction costs and revised income projection.

Cycle City Ambition Grant-CCAG2

The CCAG2 budgets are amended to reflect the revised figures in the section 3 of this report. This report is seeking an approval to

amend budgets in our Capital Programme for 2019/20 in order to keep individual schemes budgets in line with CCAG2 agreement.

Legal Implications:

(Authorised by the Borough Solicitor)

The Council has a statutory duty to maintain adopted highways and highway structures for which it is the highway authority under section 41 of the Highways Act 1980. The Cabinet approve the programme within the budget set by Council and the Panel are required to monitor to ensure it is being delivered efficiently effective on time and within budget. This report is intended to assist with that and members should ask for such information they require to assure themselves of delivery.

The car park project is concerning as this was an invest to save project so a review needs to be undertaken to avoid such an overly optimistic situation arising again.

Risk Management:

- Failure to approve the proposed Engineering 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.

- Inclement weather preventing commencement and completion of schemes.

A comprehensive 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.

- Inability of suppliers to deliver materials within a time frame to meet completion targets.

Whilst the Council's Operational Services and external contractors have access to many material suppliers, shortages of materials may necessitate alternatives to be substituted or approval will be sought to carry over the project into the following year for completion.

- The ability of the Council's own Operational Services or external contractor to implement the scheme in the current financial year.

This risk will be managed by ensuring that should Operational Services or the external contractor be unable to complete the works during the current financial year, approval will be sought to carry over the project into the following year for completion.

- 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.

- Mayor's Challenge Fund Bids.

Failure to deliver the programme after securing funding will impact on the future success of bids from this source.

- Other Schemes.

Failure to deliver the programme after securing funding will impact on the future success of bids from this source.

Background Information:

The background papers relating to this report can be inspected by contacting: Lee Holland, Head of Design and Delivery.



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1. BACKGROUND INFORMATION

- 1.1 The purpose of this report is to provide an update on the Operations and Neighbourhoods 2019/2020 Capital Programme.

2. APPROVED SCHEMES

a. Highways: Transport Asset Management Plan (TAMP)

- 2.1 The Tameside Transport Asset Management Plan for 2017/2021 identified proposals to invest £20m in the Council's highways over a four year period; financial years 2017/2018 - 2020/2021.
- 2.2 Approval of £8.00m has previously been granted for years 2017/2018 and 2018/2019. An allocation of £5.250m capital funding in 2019/2020 for the TAMP has also been approved. The remaining £6.750m (2020/2021) will be considered as part of the prioritisation of capital resources and is included in the Operations and Neighbourhoods five year capital requirements. A further report on future financial requirements is currently being drafted.
- 2.3 Since approval of the programme, Engineers have commenced the works and the programme is progressing well. It is anticipated that the majority of works will have been completed by the end of November.
- 2.4 A programme of works for the financial period from April 2020 has been developed. However the final list of schemes is dependent on confirmation of available funding. A further update will be available for the next meeting.

b. Flooding: Flood Prevention and Consequential Repairs

- 2.5 Following flooding in late 2016 and again in 2017, statutory 'Section 19' reports were produced as required by the Flood and Water Management Act 2010. These highlighted a number of flood and drainage assets that were substandard from a maintenance, access and performance point of view and required improvement to help increase resilience across the Borough.
- 2.6 Works have been undertaken at Cartwright Street, Hyde, Ney Street and Store Street, Ashton-under-Lyne. Interim access and safety improvements have been made at a number of locations e.g. Demesne Drive, Stalybridge. Full detailed design work has been commissioned from specialist design consultants for the more complex locations.
- 2.7 We have experienced periods of intense rainfall in recent months. As a result, there have been occasions when operative resources have had to be prioritised to reactive works for short periods of time. This has resulted in minor rescheduling of the overall delivery programme.

c. Slope Stability Works – Fairlea, Denton and Greenside Lane, Droylsden

- 2.8 On 12 December 2018 Executive Cabinet approved a sum of £0.650m for the remedial slope stability works required at Fairlea and Greenside Lane. This figure is split £0.350m for Fairlea and £0.300m for Greenside Lane.
- 2.9 The construction of the retaining structure at Fairlea commenced on site on 29 April 2019. The slope drainage will be the final stage of work once weather conditions improve. Works by United Utilities (UU) to replace sections of the damaged pipework, which runs through the gardens to several of the properties, began early August 2019. On the completion of the drainage repairs UU agreed to make good all gardens affected by the work to the satisfaction of residents. The garden reinstatements are now complete. Discussions are ongoing with Greenspace staff to confirm the specification for and to make arrangements for the replanting of the embankment and former compound area.

- 2.10 The cost of the works and design/supervision is estimated at £0.350m and this project is currently on budget.
- 2.11 Options for the scheme at Greenside Lane have been re-evaluated by the Council's consultant and specialist geotechnical advisors. The scheme is complicated by the presence of the overhead power cables, the proximity of the residential properties and the effects of the erosion of the embankment at the toe by the River Medlock. A Planning application has been made and consent is still awaited for the stabilisation works. The procurement of the works is being discussed with STAR representatives. Following due process it is expected that the contract will be awarded in November 2019 and the project completed by early 2020.
- 2.12 Due to the complexity of the scheme at Greenside Lane costs are expected to exceed the approved budget. Until all options for Greenside Lane have been assessed, and the procurement process completed we do not currently know the shortfall in funding, however we envisage this to be in the region of £0.350m.

d. Repair and Restoration of Cemetery Boundary Walls

- 2.13 Following an inspection by structural engineers, £0.260m was earmarked in the Capital Programme for the repair and restoration of Cemetery Boundary Walls in the borough. This scheme was earmarked as business critical and approved by the Executive Cabinet on 24 October 2018.
- 2.14 A programme of works has been put together for the Council's cemeteries that have been identified as Medium / High risk in Ashton, Dukinfield, Hyde, Mossley and Mottram. The works will address the identified defects on alternative boundary protection such as metal railings and fencing at Audenshaw, Denton and Droylsden Cemeteries.
- 2.15 Through the procurement process, the Council's structural engineers have split the work into 5 lots and contractors were able to bid for the individual tenders. Currently, work has been carried out and completed at Ashton (Hurst) Cemetery, Mossley Cemetery and Mottram Cemetery. The tender evaluation is ongoing for the Hyde Cemetery works. The other packages for Dukinfield Cemetery, Audenshaw Cemetery, Denton Cemetery and Droylsden Cemetery are being prepared.
- 2.16 The work is programmed to be completed within this financial year and it is anticipated that the final cost of the project will be within the allocated budget of 0.260m.

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

- 2.17 £2.500m was earmarked in the capital programme to fund this project. This scheme was marked as business critical and was approved by Executive Cabinet on 24 October 2018. The estimated £2.500m cost of this scheme is based on quotations from other organisations.
- 2.18 STAR was engaged with the procurement of this project. Submissions were invited for the contract via The Chest, with the submission deadline being the 12 April 2019. Three interested companies submitted tenders by the deadline and the evaluation process took place on 29 April 2019.
- 2.19 Further financial analysis was being carried out as a result of the evaluation meeting and clarification was sought on various aspects of the submissions to ensure risk to the Council is minimised. Due to this, the original commencement date of May 2019 was revised.
- 2.20 Following the evaluation process the Award Decision Notice was issued on 11 July 2019 to Matthews Environmental Solutions Ltd of Hyde as their offer was determined to be the most economically advantageous tender to the Council. Following the mandatory Standstill

Period, which ended on 22 July 2019 with no appeals submitted, Matthews Environmental Solutions Ltd were formally awarded the contract. Contract negotiations are ongoing with Matthews Environmental Solutions Legal team and so the contract is yet to be signed.

- 2.21 Contractor meetings, to discuss preliminaries, have taken place and the process of appointing a Project Manager and Clerk of Works is being progressed. A review of the estimate final costs has been carried out and it is anticipated an amount of £0.404m will be underspent.
- 2.22 Due to the complexity of the equipment installation, listed building consent is required. An application for this has been submitted and a decision is expected in December 2019. Should the application be approved the works are programmed to start on site in March 2020. This delay of three months is due to the Council not wanting to commence works during the Christmas period or indeed during the busy period of January and February for funerals.

f. Additional car parks at Darnton Road, Ashton

- 2.23 A report to the Panel in March 2017 identified a business case with a project value of £0.950m to introduce five new car parks (with one of these being in two sections denoted as 2 and 2A) in and around Tameside Hospital, identifying estimated costs and potential pay-back period, with a proposed phased introduction of the new car parks on a programmed basis
- 2.24 Since the start of the project to deliver additional car park spaces around Tameside Hospital there has been a major push on improving air quality across GM. The Council has therefore decided to introduce electric vehicle charging points on Council car parks as one of the ways to support this.
- 2.25 The current proposal is to install four dual charging pillars across two of the new car parks (two on car park 5 and one each on CP2 and CP3) to give eight charging points at a cost of £0.009 each. The cost of installing dual charging pillars is included in the total forecasted spend of £1.195m mentioned below.
- 2.26 The original budget for this scheme was £0.950m and the total outturn for this scheme is forecasted to be £1.195m which means the project is estimated to be overspent by £0.245m.
- 2.27 In 2018/2019 £0.046m was financed from Revenue. As there is no budget for this scheme this year, the projected spend of £0.199m will be reported as a revenue pressure.

g. Purchase of Fleet Car

- 2.28 The Council purchased a 4 x 4 Ford Ranger, vehicle registration number MP19 EWL, during 2019 / 2020. The purchase was required to replace an existing vehicle FL57 0ZK which was subject to a Nissan warranty recall and deemed beyond economic repair. Nissan purchased the vehicle from the Council for £4k and these funds will be used to offset the cost of the replacement which was purchased for £19,729.80 net and was delivered to the Council on the 14 July 2019. The vehicle will be funded by revenue via RCCO at year end.
- 2.29 The Head of Transport Services is working closely with Finance on the development of an 8 year Fleet Replacement Strategy/Program. It is anticipated that this report will be completed early December 2019. The Strategy will outline the current fleet position and its optimum replacement periods taking into account emerging technology and the proposed Greater Manchester Clean Air Zone.

3. EXTERNAL GRANTS

a. Background to the Mayor's Cycling and Walking Challenge Fund Programme

- 3.1 The Mayor's Cycling and Walking Challenge Fund (MCF) was established in 2018 and the ten Greater Manchester local authorities were first asked to submit programme entry funding bids for the MCF in June 2018.
- 3.2 £160 million was made available over four financial years (2018 to 2022) to fund schemes.
- 3.3 The aim of the programme is to kick start the delivery of the Greater Manchester Cycling and Walking Commissioner's Made to Move strategy and to make Greater Manchester (GM) a city region where walking and cycling are the natural choices for shorter journeys.
- 3.4 The Made to Move strategy sets out a 15-step plan to transform GM and was adopted unanimously by Greater Manchester Combined Authority (GMCA) in January 2018.
- 3.5 The Bee Network is GM's proposed new cycling and walking network which aims to connect every neighbourhood across all ten local authority areas in GM. The Plan shows GM's ambition for cycling and walking and should help guide GM's delivery of related infrastructure over the coming years – some of which will be via the MCF.
- 3.6 Tameside Council has actively sought to secure funding through a number of tranches of the MCF.
- 3.7 To date Tameside Council has successfully secured Programme Entry Status from the GMCA for schemes submitted at Tranches 1, 4 and 5 of the MCF and is currently awaiting a decision on a scheme submitted for Programme Entry at Tranche 6.
- 3.8 Programme Entry status means approval in principle, with the majority of the funds still subject to the submission and approval of a successful business case.
- 3.9 Following completion of a successful Programme Entry submission a Risk Potential Assessment is carried out for each scheme, to determine an appropriate appraisal process for the business case. This ensures that full scrutiny can be given to major, high-risk schemes, whereas a simplified process can be applied to minor, low-risk schemes. Once the Risk Potential Assessment is signed off by TfGM Tameside Council can submit a schedule of Development Costs which, once approved, will release funds to develop the scheme design, complete any stakeholder engagement activities and finalise the business case.
- 3.10 Until the Development Costs have been approved there is an element of risk relating to the design and scheme development costs.
- 3.11 The Council is currently awaiting formal approval of the Development Costs for the schemes approved at Tranches 1 and 4. Once formal approval has been received then the costs, which are currently estimates only, can be formally included in the Capital Programme.

Programme Update

- 3.12 **Appendix 1** sets out those schemes which currently have Programme Entry Status. The combined estimated value of these 11 schemes is:

Total estimated MCF Funding	£9,257,603
Total estimated match funding	£3,243,187
Total Estimated Scheme Cost	£12,500,790

- 3.13 Additionally the Council is awaiting a decision on the 29 November 2019, through Tranche 6, for a further scheme which has an estimated value of circa £2.2m.
- 3.14 In order to ensure the Council's bids are successful and compliant with TfGM's requirements, a strong working relationship has been established between TfGM and officers from the Council's Design and Delivery – Walking and Cycling Project team.
- 3.15 Regular formal meetings are taking place with TfGM to review bids, discuss design detail, develop an appropriate approach to stakeholder engagement and assist with the development of the business cases.
- 3.16 All schemes are being developed to ensure that they can be delivered by March 2021 which is a requirement of the MCF Programme.

b. Highways England – Designated Funds Scheme

- 3.17 The Highways England Designated Funds Scheme was established in order to reduce the severance effect of motorways and trunk roads on local communities. One of the motorways identified as having this impact is the M67.
- 3.18 Tameside has been successful in securing £1.950m to create a cycle route that runs parallel to the M67 between the centres of Hyde and Hollingworth. Route options are currently being considered. Works must be completed during the financial year 2020/2021. This scheme has already been added to the Council's Capital Programme.

c. Department for Transport – Safer Roads Fund

- 3.19 Following confirmation by the DfT that Tameside and Oldham's joint bid for the A670 corridor - Mossley Road Ashton was successful; the Council has previously approved this allocation to be added to the Council's Capital Programme.
- 3.20 The main deliverables of the scheme is the introduction of a signal controlled pedestrian crossing at St George's Primary School, Mossley.
- 3.21 Commencement of the scheme has been delayed due to the stone wall works, which are underway, in close proximity. If these two schemes had progressed simultaneously it would have made traffic movement through Mossley unnecessarily difficult and so the decision was taken to wait until the wall works were completed before commencing the pedestrian crossing works at the school.
- 3.22 Joint meetings between Tameside and Oldham Councils are continuing to ensure a seamless cross border scheme which will provide a safer user experience for all.
- 3.23 The detailed design is being progressed and the financial arrangement between Oldham and Tameside has been formally agreed.

d. Cycle City Ambition Grant (CCAG2)

- 3.24 Greater Manchester is one of eight Cycle City Ambition cities to receive funding in order to invest in high quality cycling infrastructure to make cycling a convenient, attractive and safe travel choice for everyone, regardless of age or ability.
- 3.25 Tameside Council secured circa £1m to deliver Cycle City improvements in the second phase of the project which is now coming to an end this year.
- 3.26 The CCAG2 budgets were revised through the Deed of Variation dated the 22 November 2018 between the Council, TfGM and the GMCA. The Budget for Stalybridge Station to West Hill School scheme has been increased by £0.54m and the budget for Ashton Canal Links has been reduced by the same amount. Similarly the budget for West Hill School off-site Improvements has been increased by £0.26m and the budget for Links to the

Velodrome has been reduced by this amount. This change is made in line with the CCAG2 Grant's Terms and Conditions.

- 3.27 This Deed of Variation revised the individual CCAG2 scheme budgets, within the overall CCAG2 programme budget of £1.005m which remained the same, to better reflect the latest scheme estimates at that time.

4. RECOMMENDATIONS

- 4.1 As set out on the front of the report.

APPENDIX 1 - The GM Mayor's Cycling and Walking Challenge Fund (MCF)

Tameside Council's Approved Programme Entry Schemes

Scheme Ref.	Tranche No.	Scheme Name	Town(s)	Scheme Description	MCF Funding (Estimated at Programme Entry) £	Match Funding (Estimated at Programme Entry) £	Development Costs (Included in Estimated MCF Funding) £	Risk Potential Assessment
006	1	Hill Street	Ashton-under-Lyne	Contraflow cycle lane, punch through and cycle improvements.	110,000	110,000	TfGM Approval Pending 264,480 for Tranche 1	Approved by TfGM as low risk minor project
007	1	Clarendon Road	Audenshaw	Cycle connectivity and crossing improvements.	1,650	1,650	TfGM Approval Pending 264,480 for Tranche 1	Approved by TfGM as low risk minor project
009	1	Chadwick Dam	Stalybridge	Path widening, link to schools and hospital, traffic free route and quiet streets.	75,000	75,000	TfGM Approval Pending 264,480 for Tranche 1	Approved by TfGM as low risk minor project
010	1	Stamford Drive	Ashton-under-Lyne / Stalybridge	Quiet street route (2km) and crossings.	55,000	55,000	TfGM Approval Pending 264,480 for Tranche 1	Approved by TfGM as low risk minor project
020	1	Rayner Lane	Ashton-under-Lyne / Droylsden	Surface existing footpaths, bridleways and low trafficked roads linking with existing facilities at ends and at Metrolink stop.	137,500	137,500	TfGM Approval Pending 264,480 for Tranche 1	Approved by TfGM as low risk minor project
023	1	Warrington Street	Ashton-under-Lyne	Contraflow, punch through x 2, route through pedestrian area.	7,000	7,000	TfGM Approval Pending 264,480 for Tranche 1	Approved by TfGM as low risk minor project
026	1	Ross Lave Lane	Denton	Improve surface to allow use for commuters. Crosses M60 and avoids use of Windmill Lane. Part of the TPT and NCN 62.	220,000	220,000	TfGM Approval Pending 264,480 for Tranche 1	Approved by TfGM as low risk minor project
035	4	Crown Point	Denton	Package of measures to improve pedestrian crossing movements. Cycle provision with protected space reduced carriageway widths with fully segregated routes on the A57. Review of vehicle movements to restrict right hand turns.	2,500,000	42,000	TfGM Approval Pending 408,480	Approved by TfGM as medium risk minor project
001	5	Ashton North (VTP 3)	Ashton-under-Lyne	Streetscape scheme through town (Wellington Road / Albion Way). Segregated cycle facilities and improved pedestrian access.	3,400,453	2,595,037	Submission Pending	Submission Pending
036	5	Ashton West Link Bridge	Ashton-under-Lyne	New pedestrian / cycle bridge over Manchester Road and Metrolink.	1,382,000	0	Submission Pending	Awaiting confirmation from TfGM

048	5	Ashton Town Centre South	Ashton-under-Lyne	Pedestrian public realm improvements and east / west cycle connectivity.	1,369,000	0	Submission Pending	Awaiting confirmation from TfGM
				TOTAL	9,257,603	3,243,187		
				TOTAL ESTIMATED SCHEME COSTS	£12,500,790			

