

Report to:	STRATEGIC PLANNING AND CAPITAL MONITORING
Date:	16 March 2020
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 (MARCH 2020)
Report Summary:	This report provides an update on the 2019/2020 Operations and Neighbourhoods Capital Programme.
Recommendations:	Strategic Planning & Capital Monitoring note progress and recommend to Executive Cabinet that: <ul style="list-style-type: none"> i) An additional £0.600m to be added to the Capital Programme for the Greenside Lane scheme as set out in Sections 2.7-2.10. ii) Virements of £153,000 to be transferred from the original Northern Bypass project to the Ashton Town Centre Public Realm project, as set out in Section 2.30. iii) Approved development costs, for the Active Neighbourhoods and Crown Point schemes, as set out in Section 3.7 of this report, to be added to the Capital Programme.
Corporate Plan:	The schemes set out in this report support the objectives of the Corporate Plan.
Policy Implications:	In line with Policy.
Financial Implications:	Highways Tameside Asset Management Plan
(Authorised by the statutory Section 151 Officer & Chief Finance Officer)	The Engineers team is in the process of drafting a detailed three to five year Tameside Highways Assets Management plan. This plan will identify potential funding scenarios and their implications for future highways condition. The Highways budgets for 2020/21 reflect slippage on schemes previously approved in 2019/20.
	Denton Link Road
	This scheme was completed in April 2016. Final costs related to Denton link road will appear in 2019/20. There is a forecast overspend of £0.352m and this will be financed from revenue.
	Northern Bypass budget virement
	An approval for the budget virement of £0.153m from the Original Northern Bypass project to the Ashton Town Centre Public Realm project will be sought from Executive Cabinet.
	The Greater Manchester Mayor’s Cycling and Walking Challenge Fund (MCF)
	A report to Executive Cabinet on 27 November 2019 for The Greater Manchester Mayor’s Cycling and Walking Challenge Fund (MCF) set out details of the Council bids for this scheme.

The combined value of the 12 schemes at Programme Entry level is £14.757m, which includes total estimated MCF funding of £11.557m and total estimated match funding of £3.2m.

The assumption made is that match funding will come from existing corporate budgets and grants already on the approved capital programme. Work is being carried out to establish a clear audit trail of funding sources for each scheme with no additional corporate funding currently being requested.

A legal agreement to the total value of £ 0.673m has been signed and sealed between the Council and TFGM. Approval to add this to the capital programme will be sought from Executive Cabinet. This initial approval will cover only the development and design costs related to Active Neighbourhoods and Crown Point Denton schemes.

There is an element of risk regarding design costs being abortive where schemes are not successful through bidding process.

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 £0.600m. The impact of this will be in the 20/21 financial year and additional budget is requested in this report.

Purchase of Fleet Vehicles

A 3.5t Tipper operated by the Waste Enforcement Team is being replaced with a 7.5t Tipper. Proceeds from the sale of the original vehicle will be used to offset some of the purchase costs. Approximately £0.04m will be funded by revenue at year end.

A JCB 1T Dumper is required by Cemeteries to replace their original item that was stolen in October 2019. The replacement will be funded by the insurance settlement.

A Fleet Replacement programme budget of £2.406m is included within the 20/21 financial year, the procurement of these vehicles has begun and it has been identified that costs will exceed budget by £0.052m, the additional costs will be funded by borrowing and recharged to the services revenue budget. Services have confirmed that sufficient revenue budget exists to fund these increased costs.

Ashton Town Centre Public Realm Project

There is currently a budget of £6.202m available for this scheme and a request to vire £0.153m from Ashton Northern Bypass would increase the budget to £6.355m. As discussed above, the Council has also received Programme Entry approval from the Mayor's Challenge Fund of which £3.200m from approved Public Realm works will contribute as match funding towards MCF.

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

The above approved capital schemes represent a significant commitment on the part of the Council which together with the recommendations sought, further add to the Council's commitment. Paragraph 4 of this report identifies risk and mitigation with this needing to be factored into the final decision together with additional safeguards that will be required to

evidence the prudent management of expenditure and allocation of funds.

Risk Management:

Risk management is covered in **Section 4** of the report.

Background Information:

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



Telephone: 0161 342 3978



e-mail: lee.holland@tameside.gov.uk

1. INTRODUCTION

- 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 (carriageway & footway surfaces) over a four year period: 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) is not yet approved and will be considered as part of the prioritisation of capital resources and is included in the Operations and Neighbourhoods five year capital requirements.
- 2.3 Overall the programme has progressed well. The majority of works have been completed; however there are a number of schemes that will have to be delivered in 2020/21. These include:
- Carriageway resurfacing works planned for Stockport Road, Ashton-under-Lyne. The scheme will now be delivered with the remaining phase of Stockport Road as a single scheme and will now include new on-carriageway cycling facilities. Victoria Street, Hyde (issues with adjoining retaining wall)
 - -A number of footway resurfacing schemes needed to be rescheduled for Spring 2020 due to weather conditions experienced in late Autumn 2019.
- 2.4 A programme of works for the financial period from April 2020 has been developed.

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 In addition to works undertaken at Cartwright Street in Hyde, Ney Street and Store Street in Ashton-under-Lyne, which were reported in the last report, further works have been carried out at Halton Street, Hyde. Access and safety improvements have been made at a number of locations e.g. Demesne Drive, Stalybridge and Micklehurst Road, Mossley. Specialist consulting engineers are progressing the detailed design work for a number of locations which require complex construction works. Works on site are scheduled to commence late summer 2020 and be completed by 31 March 2021.

c. Slope Stability Works

- 2.7 The works at Fairlea Denton are nearly complete with only landscaping works outstanding which will be carried out as soon as practical in the growing season. The works are scheduled to be completed within the budget of £0.350m.
- 2.8 Due to complications with the Greenside Lane works the costs have now been clarified following a tendering process via STAR, and are now £0.600m more than the original allocation of £0.300m. The reasons for this significant additional cost are the continued movements in the embankment which have spread over a greater area, and the high risk of contractors working in difficult conditions on an unstable slope under live High Voltage cables.

- 2.9 The initial report in December 2018 estimated the cost to the value of £0.300m to provide a new retaining structure at the Greenside Lane, Droylsden site to remove the prospect of further failure in the existing embankment. The Council appointed specialist consultants and undertaken further site investigation works. A detailed design solution has now been completed.
- 2.10 Due to the topography of the site, the difficult ground conditions and complexity of the scheme, the Council has sought advice from the specialist contractor that delivered the Fairlea scheme. Now that the scheme has been designed in detail, and the method of construction reviewed, it is envisaged that the scheme costs will be of the order of £0.900m. The shortfall in funding provided for the two original schemes, is therefore envisaged to be in the region of £0.600m.

d. Repair and Restoration of Cemetery Boundary Walls

- 2.11 This scheme continues to progress with further works completed at Hyde Cemetery, the fourth of the five earmarked for the more urgent wall repairs. The final scheme at Dukinfield Cemetery is currently at tender stage with work on site due to commence in mid-February 2020. Total spend on the boundary walls is anticipated to be around £0.200m by the end of the financial year with a potential £0.050m slippage. This funding can be used to complete additional repairs to medium and low priority wall repairs that still remain on all of the sites. Additional minor repairs to fences and gates can also be included at the boundaries at the remaining sites.

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

- 2.12 £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 the 24 October 2018.
- 2.13 Following a successful procurement exercise a Project Manager, Clerk of Works and Quantity Surveyors have now been appointed. In addition the asbestos survey has been completed and Listed Building consent is expected imminently.
- 2.14 Works are programmed to commence early March 2020 to minimise any disruption or delays in funerals being carried out. The original anticipated completion date of November 2020 remains valid and works are expected to be completed within the allocated budget.

f. Purchase of Fleet Vehicles

- 2.15 A 3.5t Tipper operated by the Waste Enforcement Team is being replaced with a 7.5t Tipper. Proceeds from the sale of the original vehicle will be used to offset some of the purchase costs. Approximately £0.04m will be funded by revenue at year end.
- 2.16 A JCB 1T Dumper is required by Cemeteries to replace their original item that was stolen in October 2019. The replacement will be funded by the insurance settlement.
- 2.17 £2.406m spend has been authorised for the purchase of 21 vehicles (9 RCV's, 7 Compact Sweepers, 1 x 26t Hooklift, 1 x JCB, 3 x Ride-on Mowers). All deliveries/spend for this scheme will take place in the new financial year 20/21. An additional spend of £0.0645m was identified at Tender award for essential safety features on the RCV's and the tender award costs for 7 x Compact Sweepers is £0.016m higher than expected, this is due to the pre-tender cost being estimated 18 months ago and based on the best information available at the time. Spend on lawnmowers and the hooklift is less than originally forecast, resulting in an overall forecast overspend of £0.052m. The additional costs have been agreed and will also be funded by borrowing and recharge to the services revenue budget.
- 2.18 The 8 year Fleet Replacement Strategy timeline has moved due to staff changes. The new Head of Transport Services is working closely with Finance on the development of the

8 year Fleet Replacement Strategy. It is anticipated that this report will be completed early May 2020. The Strategy will outline the current fleet position and its optimum replacement periods taking into account emerging technology and the technology and the proposed Greater Manchester Clean Air Zone.

g. Ashton Town Centre Public Realm Project

- 2.19 In February 2015, the Council’s Executive Cabinet gave approval for the Ashton Town Centre public realm improvements to be included within the scope and funding presented as part of the strategic business case for the Vision Tameside Phase 2 programme. A further report to the Council’s Strategic Planning and Capital Monitoring Panel in July 2015 identified the estimated costs relating to the different elements of the public realm project.
- 2.20 As the Vision Tameside Phase 2 programme is now complete, with the successful delivery of the Tameside One development, the public realm project will now be developed, delivered, monitored and reported as a separate project.
- 2.21 The development of the Ashton Town Centre public realm is based upon a substantial existing evidence and policy framework for Ashton Town centre.
- 2.22 The original objectives for this project, which are listed below, remain valid as the public realm works continue to underpin current and future investment opportunities by:
 - i) Create a distinct and high quality public realm for the town centre that provides a gateway into the town and a well-connected setting for new developments.
 - ii) Improve pedestrian connectivity and safety between destinations and transport nodes.
 - iii) Raise the quality of the town centre urban environment and experience to reinforce its character as a connected and accessible area.
 - iv) Manage vehicular volumes and speeds to enhance the environment and safety for both pedestrian and cyclists.
 - v) Create a network of attractive existing and new public spaces.
- 2.23 The project area was originally split into 10 zones to effectively manage and co-ordinate project development, delivery and phasing. Significant progress has been made with the completion of works to 5 of the zones. The phasing of works to date has been driven by constraints and opportunities presented by the construction of Tameside One.
- 2.24 A comprehensive review of the remaining zones is currently underway in order to finalise the programme, designs and estimated costs. Schemes will be designed to ensure they can be delivered within the current budget envelope.
- 2.25 The table below provides a high level summary of the current available budget:

Confirmed Budgets	Total Budget
Vision Tameside Public Realm	£4,698,000
Ashton Town Centre and Civic Square	£1,504,000
Ashton Northern Bypass Virement (residue funding following the completion of the Northern Bypass project)	£ 153,000
Total	£6,355,000

- 2.26 In addition the Council has also received Programme Entry approval, from the Mayor’s Challenge Fund, for the Streetscape Project which is integral to the Ashton Town Centre Public Realm project. The overall aim of this project is to reduce severance impacts associated with through traffic movements on the A6043 Wellington Road / Albion Way corridor whilst also improving the environment for walkers and cyclists.

- 2.27 The value of the Programme Entry approval is estimated at £3.5m. There may be scope to request additional MCF grant funding once designs are complete and tendered costs are known.
- 2.28 In partnership with TfGM we will shortly be starting works on the Transport Interchange junction on Wellington Road in order to accommodate egress from the Interchange. These works need to be completed by March 2020 in order to facilitate the opening of the Interchange at the end of the financial year. Work, however, is currently underway to coordinate the design of this junction so that it fits in with the wider aspiration of the MCF Streetscape project which could cause a slight delay.

h. Denton Link Road, Denton

- 2.29 Lance Corporal Andrew Breeze Way, formerly reported as Denton Link Road, was completed in April 2016 at a cost of £2.64m.
- 2.30 Final costs for service diversions, undertaken as part of the scheme have recently been submitted by Electricity North West (ENW) totalling £47.8k. Credits have also been received from ENW and British Telecom totalling £12.6k.
- 2.31 All other costs for the scheme have been finalised resulting in a scheme overspend of £35.2k, which will be funded from RCCO.

3. EXTERNAL GRANTS

a. Mayor's Cycling and Walking Challenge Fund Programme

- 3.1 The Mayor's Cycling and Walking Challenge Fund (MCF) was established in 2018. The aim of the programme was to kick start the delivery of the Greater Manchester Cycling and Walking Commissioner's Made to Move strategy and to make Greater Manchester a city region where walking and cycling are the natural choices for shorter journeys.
- 3.2 The last progress report, on the Mayor's Challenge Fund Programme (MCF), was presented to the Council's Executive Cabinet meeting on the 27 November 2019.
- 3.3 This report highlighted that the Council had successfully secured Programme Entry Status from the GMCA for schemes submitted at Tranches 1, 4 and 5 of the MCF.
- 3.4 Since this time the Council has received confirmation that the scheme submitted for Programme Entry at Tranche 6 has also been approved at an estimated value of £2.2m.
- 3.5 **Appendix 1** provides details of the 12 schemes which have currently received Programme Entry Status. 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.
- 3.6 The table below provides a summary of the combined estimated value of all 12 schemes which have received Programme Entry status.

Total Estimated MCF Funding	£11,557,150
Total Estimated Match Funding	£3,200,734
Total Estimated Scheme Cost	£14,757,884

- 3.7 The Council has, to date, received Advanced Funding Agreements for two of the earlier MCF schemes approved. The details are:

Scheme Name	Approved Development Cost Value
Active Neighbourhoods	£264,480
Crown Point	£408,480

- 3.8 We are informed by TfGM that Advance Funding Agreements will be issued for all other MCF schemes that have received Programme Entry Status in due course.
- 3.9 Engagement with local residents and stakeholder groups is necessary to consider the potential benefits and impacts that could be associated with schemes. The engagement process is an opportunity to ensure that schemes meet the needs of existing and potential new uses to ensure a successful outcome in terms of the number of future users.
- 3.10 The stakeholder engagement programme, as set out in the last report, is now fully developed and the formal consultation programme is due to be launched at a Member's Briefing on the 6 February.
- 3.11 On completion of the extensive engagement / consultation programme a full review of programme design and delivery timescales will be undertaken to ensure that all schemes are delivered in line with the MCF Programme.

b. Highways England – Designated Funds Scheme

- 3.12 In May 2017, Highways England awarded Tameside Council £1.95m to provide an improved safe cycle route running between Hyde Town centre and Mottram / Hollingworth parallel to the M67 and A57.
- 3.13 The scheme was reported to the Strategic Capital Monitoring Panel in September 2018 and the recommendation was made to include the £1.95m in the Capital Programme at this time.
- 3.14 In line with the grant conditions the scheme was originally due to be completed by March 2020. However due to a protracted approval process the Grant Funding Agreement was not signed, by all parties, until January 2019. The outcome of this process was that Highways England agreed to extend the project by one year and therefore the scheme's amended completion date is now March 2021.
- 3.15 It is essential that the detailed feasibility study is undertaken as a matter of urgency in order to secure the £1.9m from Highways England. Due to the fact that staff in the Design and Delivery team, are currently also focused on the critical delivery of the MCF schemes (set out in section 3a of this report) it is necessary to secure immediate and suitably qualified external support. Discussions are ongoing with STAR Procurement to ensure an appropriate procurement route is taken to secure essential support meet the grant conditions.

c. Department for Transport – Safer Roads Fund

- 3.16 Tameside and Oldham councils are working closely on a joint scheme to make safer the A670, which runs in Tameside as Mossley Road, Ashton to Stockport Road, Mossley and to the Oldham boundary and on through Greenfield.
- 3.17 The works will involve localised lining and footway improvements which will be supported by variable message signs that will alert drivers and monitor speeds.
- 3.18 In addition to this a Puffin Crossing is proposed outside St George's school, Mossley. This has been objected to following a public consultation and is yet to be submitted to Speakers Panel for a resolution.
- 3.19 The funding for the scheme lies with Oldham Council as the major partner and all funding claims are to be addressed to Oldham.

3.20 It is expected that the delivery of this scheme will not be completed within this financial year and that part of the funding will be slipped to 2020/2021. This has been agreed with Oldham Council and the money will remain in their control until the scheme is progressed.

4. RISK MANAGEMENT

4.1 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 improve 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.
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. Inability of suppliers to deliver materials within a time frame to meet completion target dates.	Whilst the Council's Operation and 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 forward the project into the following year.
4. 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 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.
5. 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.
6. Failure to deliver schemes funded by external grants will impact on the future success of bids.	It is therefore essential that the Walking and Cycling project team is appropriately resourced to successfully deliver the infrastructure schemes whilst also focusing on maximising walking and cycling opportunities and contributing to the behavioural change agenda.

5. RECOMMENDATIONS

5.1 As set out at the front of the report.

APPENDIX 1

Tameside Council's Approved Programme Entry Schemes

Scheme Ref.	Tranche No.	Scheme Name	Town(s)	Scheme Description	MCF Funding Requested (Estimated at Programme Entry) £	Match Funding (Estimated at Programme Entry) £	Development Costs (Included in Estimated MCF Funding) £	Risk Potential Assessment
006	1	Hill Street to Trafalgar Square	Ashton-under-Lyne	Contraflow cycle lane, punch through and cycle improvements.	110,000	110,000	Advanced Funding Agreement Approved Value for all Tranche 1 schemes - £264,480	Approved by TfGM as low risk minor project
007	1	Clarendon Road	Audenshaw	Cycle connectivity and crossing improvements.	1,650	1,650	Advanced Funding Agreement Approved Value – as above	Approved by TfGM as low risk minor project
009	1	Chadwick Dam	Ashton and Stalybridge	Path widening, link to schools and hospital, traffic free route and quiet streets.	75,000	75,000	Advanced Funding Agreement Approved Value – as above	Approved by TfGM as low risk minor project
010	1	Stamford Drive	Stalybridge	Quiet street route (2km) and crossings.	55,000	55,000	Advanced Funding Agreement Approved Value – as above	Approved by TfGM as low risk minor project
020	1	Rayner Lane	Droylsden and Audenshaw	Surface existing footpaths, bridleways and low trafficked roads linking with existing facilities at ends and at Metrolink stop.	137,500	137,500	Advanced Funding Agreement Approved Value – as above	Approved by TfGM as low risk minor project
023	1 merged with T5	Warrington Street	Ashton-under-Lyne	Contraflow, punch through x 2, route through pedestrian area.	7,000	7,000	Advanced Funding Agreement Approved Value – as above	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	Advanced Funding Agreement Approved Value – as above	Approved by TfGM as low risk minor project
035	4	A57 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	0	Advanced Funding Agreement Approved Value £408,480	Approved by TfGM as medium risk minor project
001	5	Ashton Streetscape	Ashton-under-Lyne	Streetscape scheme through town (Wellington Road / Albion Way). Segregated cycle facilities and improved pedestrian access.	3,500,000	2,595,037	Awaiting Advanced Funding Agreement	Approved by TfGM as medium risk minor project
036	5	Ashton West Link Bridge	Ashton-under-Lyne	New pedestrian / cycle bridge over Manchester Road and Metrolink.	1,382,000	0	Awaiting Advanced Funding Agreement	Approved by TfGM as a medium risk minor project
048	5	Ashton Town Centre South	Ashton-under-Lyne	Pedestrian public realm improvements and east / west cycle connectivity.	1,369,000	0	Awaiting Advanced Funding Agreement	Awaiting confirmation from TfGM
040	6	A57 Denton to Hyde	Denton and Hyde	2.5km cycle connectivity scheme	2,200,000	0	Awaiting Advanced Funding Agreement	Not yet completed
				TOTAL	11,557,150	3,200,734		
				TOTAL ESTIMATED SCHEME COSTS	£14,757,884			