

Report to:	STRATEGIC PLANNING AND CAPITAL MONITORING PANEL
Date:	21 September 2020
Executive Member	Councillor Allison Gwynne – Executive Member (Neighbourhoods, Community Safety and Environment)
Reporting Officer:	Emma Varnam – Assistant Director (Operations and Neighbourhoods)
Subject:	CAPITAL PROGRAMME – OPERATIONS AND NEIGHBOURHOODS (SEPTEMBER 2020)
Report Summary:	This report provides information with regards to the 2020/2021 Operations and Neighbourhoods Capital Programme.
Recommendations:	<p>That the Strategic Planning and Capital Monitoring Panel NOTE:</p> <ol style="list-style-type: none"> a) The rescheduling to the Tameside Asset Management Plan (TAMP) and the Highways Maintenance Programme. The commencement of the works programme was revised due to Covid 19. b) that Tameside MBC bid for and has been successful in securing £350,000 from the Department for Transport (DfT) for improving highway drainage infrastructure. The total project costs are £400,000 with a Tameside MBC allocation £50,000 from existing drainage budgets – see recommendation (o) below. This DfT allocation has to be used in financial year 2020/21. Accordingly, a site prioritisation exercise has been undertaken with regards to the inlet structures programme and re-phased a number of locations to commence in spring / summer 2021 to ensure the full use of the additional external funding. c) the progress with regard to the Slope Stability Programme. d) the progress with regards to the Cemetery Boundary Walls Programme. e) the rescheduling to Replacement of Cremators and Mercury Abatement, Filtration Plant and Heat Recovery Facilities Programme by the significant impact Covid 19 has had on the operation of the Crematorium and the suppliers of cremator equipment. f) the revised timetable for the Children’s Playground Programme. g) the progress with regards to the Ashton Town Centre Public Realm Project. h) the impact of Covid 19 on the LED Street Lighting Lanterns Project. i) the progress with regards to the Mayor’s Cycling and Walking Challenge Fund Programme (MCF). j) the Council has received confirmation that an allocation of £400,000 has been awarded following the submission of an Emergency Active Travel Fund (Tranche 1). If progressed, approval will be sought from Executive Cabinet for £400,000 to be added to the Council’s Capital programme for this project. k) the progress with regards to the Highways England – Designated Funds Scheme.

- l) the progress with regards to Department for Transport – Safer Roads Fund project in conjunction with Oldham MBC.
- m) the need to replace an existing tipper with a larger vehicle as set out in section 2.24-2.25 in this report. If progressed, approval will be sought from Executive Cabinet to add £40,000 to the Council's Capital Programme to fund the net cost of the replacement vehicle.
- n) the replacement of a dumper belonging to Bereavement Services as set out in section 2.26 of this report. Approval will be sought from Executive Cabinet to add a budget of £15,500 for the replacement dumper to the Council's Capital Programme for the new vehicle which will be funded by insurance monies.

That the Strategic Planning and Capital Monitoring Panel RECOMMEND to CABINET that APPROVAL given:

- o) for £50,000 of existing drainage / flood risk management operational budget to be used as the Tameside MBC contribution to the overall £400,000 Transport Infrastructure Investment Fund – Highway Maintenance Challenge Fund 2020/21 with the remaining £350,000 coming from the Department for Transport.

Corporate Plan:

The schemes set out in this report support the objectives of the Corporate Plan, in particular the 'Infrastructure and Environment' strand of the Corporate Plan.

Policy Implications:

In line with Policy.

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

Section 2 of this report sets out the funding sources for the Highways Capital investment. Of the total DfT allocation for 2020/21, funding in respect of pothole repair and prevention works of £1,500,000 is to be allocated to support the revenue budget.

The Highway Maintenance Grant in the Capital Programme has been allocated to the 2020/21 capital programme for highways resurfacing, bridges & structures.

Street Lighting

An investment of £3,600,000 was approved over a 2 year period with annual energy savings of £274,000 forecast from 1 April 2019, based on the then current prices. The assumed level of energy savings have been built into revenue budgets in 2019/20 and 2020/21 and future years. The installation works are now expected to start in September 2020, and are expected to be completed by the end of March 2022. Current estimates are that this scheme will be delivered in line with the available funding.

Drainage / Structural Inlets

The Council has been awarded £350,000 Department of Transport Funding (to be spent in coordination with TMBC £50,000 funding) to deliver a £400,000 programme of highway drainage improvements works. The DfT funding has to be spent in the 2020/21 financial year. Accordingly, work has been appropriately prioritised to ensure grant conditions are met, with the remaining works on the inlet structures programme rephrased to spring / summer 2021.

Replacement Cremators

Due to the delay in starting the refurbishment of the cremators which has arisen as a result of COVID-19, there will be a re-phasing of a significant part of the 20-21 budget into the 2021/2022 financial year. This will be reported once exact values become clear. The costs of the temporary cremator and associated maintenance have been factored into the Directorate's revenue budget.

Emergency Active Travel Funding

The Council has received confirmation that an allocation of £400,000 has been awarded following the submission of an Emergency Active Travel Fund (Tranche 1). This funding has been ring fenced to deliver a pop up cycle lane on Lord Sheldon Way / A635 to the Manchester City Centre boundary. Works to Phase 1 of this scheme are almost complete with Phase 2 due to start shortly.

The Council's capital programme ambition is currently unsustainable. The current committed programme requires £18.8m of corporate resources, with only £14.6m available in reserves, leaving a £4.2m shortfall which needs to be met from the proceeds from the sale of surplus assets. Whilst this report is not identifying significant cost pressures at this stage, incremental cost pressures across a number of schemes will soon result in substantive additional resource requirements. Any cost pressures arising as a result of Covid-19 or other factors will increase the resources needed to deliver the approved programme, and the current shortfall of £4.2m will increase.

The broader ambition of the Council points to a further requirement of £33.2m of corporate funding to pay for schemes identified as a priority and subject to future business cases. Clearly these will be unable to progress until additional capital receipts are generated. The Growth Directorate are reviewing the estate and developing a pipeline of surplus sites for disposal.

Legal Implications: (Authorised by the Borough Solicitor)

This is a high level update report to report on the progress being made in relation to a number of capital projects. Each of the capital projects is subject to its own due diligence, governance and decision making.

When reviewing progress Members will note the delays caused by the covid pandemic and the impact on the council's capital programme which finance has indicated above is 'currently unsustainable' As a result scrutiny and management of the capital programme is more critical than ever.

Risk Management:

Risk management is covered in **Section 5** 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 information on the Operations and Neighbourhoods 2020/2021 Capital Programme and impacts of the Covid 19 pandemic on a number of projects.

2. APPROVED SCHEMES

Highways: Transport Asset Management Plan (TAMP) and 2020/21

Highway Maintenance Programme

- 2.1 Works programmes have been prioritised and are being planned in detail with our delivery contractors. The carriageway and footway resurfacing programmes will commence in August and run through until the end of November 2020. Works will recommence in late February 2021 and run until the end of March as is the usual industry pattern. As works could not take place during the traditional spring / early summer laying period, extra resources will be deployed subject to contractor availability. However it may be necessary to extend the laying programme into April and May 2021.

Flooding: Flood Prevention and Consequential Repairs

- 2.2 Works to Demesne Drive No1 & No2 screens are well advanced and will be completed in August 2020. Works will then commence at Halton Street, Hyde in August and be followed by works at Huddersfield Road / Stalybridge Country Park. This phase of works will be finished by Christmas 2020.

- 2.3 We have received confirmation that TMBC has been awarded £350,000 Department of Transport Funding (to be spent in coordination with TMBC £50,000 funding) to deliver a £400,000 programme of highway drainage improvements works. The DfT funding has to be spent in the 2020/21 financial year. Accordingly the remaining works on the inlet structures programme will be delivered in spring / summer 2021 to ensure we achieve completion of the DfT grant funding this financial year.

- 2.4 Full details regarding the DfT funding for highway drainage improvements is provided in section 4.1 of this report.

Slope Stability Works

- 2.5 The works at Fairlea, Denton are nearly complete with only the planting aspect of the landscaping works still outstanding, and these will be undertaken in October 2020. The works are anticipated to be within the budget of £350,000.

- 2.6. The Greenside Lane, Droylsden works were rescheduled due to the Covid 19 outbreak. The works have started on site now and the site clearance has exposed an extra length of slope failure which was not apparent at the time of award. The additional length of wall is approximately 3m and we are undertaking a 'value engineering' exercise with the contractor to try and mitigate any additional costs to the scheme. The works started on 29 June 2020 and are anticipated to be complete by the end of November 2020.

Repair and Restoration of Cemetery Boundary Walls

- 2.7 The approved scheme of £260,000 continues to progress with further works being completed at Dukinfield Cemetery, the fifth of the five earmarked for the more urgent wall repairs. The total spend on the boundary walls as at 31 March 2020 is £135,000 leaving a budget in 2020/21 of £125,000. This funding is now being channelled into the completion of additional repairs to medium and low priority wall repairs that still remain on all the sites. Additional minor repairs to fences and gates will also have to be included in the boundary wall repairs at the remaining sites.

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

- 2.8 £2,500,000 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.
- 2.9 Whilst works were scheduled to commence in March 2020, the Covid 19 pandemic affected Bereavement Services across Greater Manchester. The cremator contractors were inundated with providing help and critical support to deal with breakdowns (etc) across other sites around the country to enable other crematoria to cope with the demand of cremations. As a result, the project to start removing existing cremators as a part of this capital project was not tenable. An additional stand-alone cremator was sourced to deal with the effects of the pandemic and this additional cremator will now be kept on site to assist with any downtime that may occur when the project recommences.
- 2.10 The costs of the temporary cremator are not capital costs and were approved by an Executive Decision on 8 April 2020. These costs have also been reported within Revenue Monitoring and on the MHCLG Covid Returns.
- 2.11 The contractor has now submitted two revised project plans for the main cremator refurbishment to commence.
- 2.12 The original scheme was due to complete on the 5 February 2021 with the reduced number of cremators during the installation period October/November ahead of the traditionally busy Christmas period.
- 2.13 Following a period of pause due to Covid 19 the commencement of the project has now been tabled for a start date of 14 September 2020 with completion on 13 July 2021. This programme involves the removal and replacement of cremators during the generally busy Christmas period and into the New Year when historically, the number of deaths is high.
- 2.14 The risk against delaying the start as per the first option with the potential cremators failing, downtime and costs has to be balanced against the risk of reducing production capacity as in the second option during the busiest period. In order to mitigate these risks in both options, the site will still have the temporary cremator available to use during the main project works once it complies with the relevant legislation.
- 2.15 Due to the delay in starting the refurbishment of the cremators there will be a re-phasing of a significant part of the 20-21 budget into the 2021/2022 financial year.

Children's' Playgrounds

- 2.16 Children's playgrounds across Tameside are to be improved to help youngsters stay active and healthy. The Capital investment of £600,000 will improve play areas across the borough and ensure they are good quality and safe facilities for children to enjoy. Council officers have audited each play area, including an assessment of equipment, safety surfacing and infrastructure, and the funding will be spent on those playgrounds which need it most. Officers are working with colleagues in the Council and STAR with a view to commencing procurement of play equipment and safety surfacing in September 2020. This has been delayed due to the coronavirus and changes in capacity within Engineering Services. We aim to get some work started in October 2020 with the rest to follow over the next 18 months.

Ashton Town Centre Public Realm Project

- 2.17 Schemes continued to be designed to ensure they can be delivered within the current budget envelope and the table below provides a high level summary of the total funding and the remaining available 2020-21 budget envelope.

Confirmed Funding	Total
Vision Tameside Public Realm	£4,698m
Ashton Town Centre and Civic Square	£1,504m
Ashton Northern Bypass Virement (residue funding)	£0.153m
Total	£6.355m
Prior year expenditure	£0.721m
Remaining Budget	£5.634m

Approved 2020-21 Budget	Total
Vision Tameside Public Realm	£4.130m
Ashton Town Centre and Civic Square	£1.504m
Total	£5.634m

- 2.18 As a result of Covid 19, the Ashton Town Centre public realm project has been temporarily paused in line with Government guidance. The next phase of the works will begin on Wellington Road. The procurement exercise has recently started and subject to availability and delivery timescales of materials it is anticipated that works will commence on this zone in October 2020.
- 2.19 The designs for Albion Way (which is a Mayor's Challenge Fund scheme also) are largely complete following ongoing dialogue and design review with TfGM. The Road Safety Audit has been undertaken, traffic modelling is due to start imminently and the scheme is currently being costed.
- 2.20 Discussions are ongoing with TfGM to agree a design development and governance timetable which will deliver a construction programme to meet the Growth Deal funding deadlines therefore ensuring that this element of match funding is safeguarded.
- 2.21 Further focused consultation on this scheme is required once a programme and costs have been identified.

LED Street Lighting Lanterns

- 2.22 The Executive Cabinet report dated 22 October 2018 outlined the essential evidence and background details in the delivery of this programme. The two year programme is projected to deliver annual energy savings in the region of £274,000 at a cost of £3,600,000. The remaining funding available is £3,500,000. The financial profiling of these works is expected to be around £1,000,000 in 2020/21 with the remaining £2,500,000 in year 2021/22.
- 2.23 To assist in the delivery of these works, the Council has engaged the services of STAR procurement and Bloom procurement services to provide specialist expertise and value for money on contracts for both design and purchase of luminaires (completed June 2020). Detailed design works has started and the ordering of materials (lanterns) will commence shortly. A delivery programme is being compiled.

Fleet

- 2.24 A new 7.5ton tipper is required to replace an existing 3.5ton tipper due to the impact of the workload, specifically for the following reasons:
- Productivity will increase
 - Larger jobs will be cleared in reduced time
 - Fewer tip runs
 - Reduced fuel usage
 - Can be used as a substitute vehicle across the operational service (bulkies, bin deliveries if needed)

- 2.25 The net cost of the vehicle is estimated to be £40,000. It will be funded by the proceeds of the sale of the 3.5 ton tipper currently in use and a revenue contribution.
- 2.26 A replacement 1 ton dumper truck will be procured for Bereavement Services to assist with vital service operations. The cost of £15,500 will be funded by a £11,239.50 insurance settlement and the shortfall funded via a contribution from the insurance fund.

3. EXTERNAL GRANTS

Mayor's Cycling and Walking Challenge Fund Programme (MCF)

- 3.1 The Council has prepared a business case for the first phase of the Tranche 1 – Active Neighbourhoods proposal, which comprises the Chadwick Dam and Hill Street schemes. This has been submitted to TfGM for a 'critical friend' review, prior to formal submission.
- 3.2 The design for these two schemes is largely complete. The proposed traffic regulation orders have been advertised, road safety audits have been completed and the design details are being finalised to feed into the final cost estimates and risk registers. An MCF consultation was completed in March 2020, and both schemes received significant support and a number of positive comments.
- 3.3 In order to achieve high quality provision for walking and cycling, as required under the MCF, the scope of both schemes has been expanded from what was envisaged at Programme Entry. This follows ongoing dialogue and design review with TfGM. For this reason, the costs associated with the Chadwick Dam scheme have increased. TfGM are aware of this and discussions are ongoing to revisit the funding package, including the match funding.
- 3.4 In addition significant progress has been made on the design of the Ashton Streetscape MCF scheme. Options have been developed for this scheme which will be delivered in line and within the budget of the Programme Entry submission. Also an aspirational scheme has been developed for further internal consideration.

Emergency Active Travel Funding

- 3.5 The Council has received confirmation that an allocation of £400,000 has been awarded following the submission of an Emergency Active Travel Fund (Tranche 1). This funding has been ring fenced to deliver a pop up cycle lane on Lord Sheldon Way / A635 to the Manchester City Centre boundary. Works to Phase 1 of this scheme are almost complete with Phase 2 due to start in the next two weeks.
- 3.6 In addition a Quiet Street scheme is due to be delivered imminently on Currier Lane, Ashton, Frederick Street, Ashton and Stamford Drive, Stalybridge with the TRO's being advertised in the next two weeks.
- 3.7 All schemes in Tranche 1 are expected to be complete by September 2020.
- 3.8 Early indications are that the Council will be allocated £985,000 from Tranche 2 if GM receives its full allocation from DfT. This comprises four schemes; upgrading of existing cycle lanes, pop-up cycle lanes along Dowson Rd and Stockport Rd, Hyde, interventions along Stamford St Central, Ashton and £300,000 for the reallocation of road space along strategic routes. A formal decision is expected at the end of August 2020. Schemes approved in Tranche 2 are expected to be complete by March 2021 at the latest.
- 3.9 In addition to the Emergency Active Travel Fund the Greater Manchester Mayor's Office initially committed £500,000 to each local authority from top-slicing funding from the existing MCF allocation to enable fast access to funds based on simple Covid-19 emergency response criteria.

Highways England – Designated Funds Scheme

- 3.10. Since the last reporting period good progress has been made to identify a preferred route and this is now being finalised in discussions with an external delivery partner and with Highways England. An Options Report is being finalised and data collected to enable the completion of Highways England's Scheme Assessment Report in preparation for a Value Management Workshop later this year.
- 3.11. Discussions with Highways England have been positive and they have recently confirmed that their bidding process has changed meaning that funds are only available in each financial year for schemes that can be delivered within that year. Highways England has confirmed that this scheme has been allocated funds, this financial year, for feasibility and design only. Subject to Highways England approval of the final designed scheme then a further bid will be submitted for construction.
- 3.12. We await formal confirmation of this change to the bidding process and that the scheme can be extended beyond the current funding deadline of March 2021.

4. ADDITIONAL GRANT FUNDING

Transport Infrastructure Investment Fund - Highways Maintenance Challenge Fund 2020/21

- 4.1 Following the Government's announcement regarding infrastructure investment on 30 June 2020 we have been informed that under Tranche 2B of this fund, a joint bid by Bolton MBC and Tameside MBC has been awarded a grant of £1,110,000 (towards a total of £1,135,000). The grant will be made during the summer of 2020 through the Transport Infrastructure Investment Fund, which includes the Highways Maintenance Challenge Fund. The funding is for the financial year 2020/21.
- 4.2 Funding will be paid as grant under Section 31 of the Local Government Act 2003.
- 4.3 Tameside MBC is the lead authority for this project. The project has two discreet elements one in the Bolton MBC area and for Tameside. The 2020/21 funding is:

Element	DfT Funding	LA Funding	Total
Bolton MBC	£760,000	£190,000	£950,000
Tameside MBC	£350,000	£50,000	£400,000
Total	£1,110,000	£240,000	£1,350,000

Tameside's contributory funding of £50,000 will be drawn from existing drainage / flood risk management operational budget.

Summary of works for Tameside

- 4.4. There are a number of legacy areas in the borough where gully and drainage connections were constructed in a way that restricts basic cleansing and results in delays when dealing with urgent flooding issues. This is as a result of the design of the gully pots and traps, the depth of the outlet pipes and associated connections. To ensure these gullies can be cleansed regularly and be accessed in urgent situations, we propose to replace them with new gully pots with accessible outlets. In all, we have identified c300 units that require replacing.
- 4.5. Works to digitally plot the locations of the gullies to be changed started in July 2020 as did establishing the locations of underground utility services. The physical works of excavating and replacing the obsolete gully pots has commenced and works will be ongoing during the remainder of the financial year.

Department for Transport – Safer Roads Fund

- 4.6. Tameside and Oldham councils are working closely on a joint scheme to make the A670 safer, which runs in Tameside as Mossley Road, Ashton to Stockport Road, Mossley and to the Oldham boundary and on through Greenfield.
- 4.7. The works will involve localised lining and footway improvements, which will be supported by variable message signs that will alert drivers and monitor speeds.
- 4.8. In addition to this a Puffin Crossing is proposed outside St George's School, Mossley. This was objected to following a public consultation and was subsequently submitted to Speakers Panel for a resolution. The Panel approved the introduction of the crossing.
- 4.9. The funding for the scheme lies with Oldham Council as the major partner and all funding claims are to be addressed to Oldham.
- 4.10. The work on this scheme has commenced and will be completed within this financial year as the funding was slipped to 2020/2021. This has been agreed with Oldham Council and the money will remain in their control until the scheme is progressed.

5. RISK MANAGEMENT

- 5.1 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 implement the proposed 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.
7.	Failure to successfully secure	If no action is taken and people return to their cars in

	Emergency Active Travel funding	great numbers as the lockdown eases, we will quickly face congestion and air quality issues which will exacerbate the suffering of those most susceptible to the Covid-19 virus.
--	---------------------------------	--

6 RECOMMENDATIONS

6.1 The recommendations are as set out on the front of the report.