

**Delegated Officer Report**  
**(Non Key and Contracts up to a value of £100k)**

<b>Decision Maker:</b>	<b>Helen Lockwood, Executive Director – Economy, Skills &amp; Neighbourhoods</b>
<b>Date of Decision:</b>	<b>19<sup>th</sup> April 2018</b>
<b>Subject:</b>	<b>Transport Capital Programme 2018/19: Creation of a New Scheme - Oldham Way Structures</b>
<b>Report Author:</b>	<b>Eleanor Sykes</b>
<b>Ward (s):</b>	<b>Coldhurst / St Marys</b>

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**Reason for the decision:** This report details a new scheme to be included in the 2018/19 Transport Capital Programme in order to progress design works on the Oldham Way Structures scheme.

**Summary:** This report identifies the budget to enable the creation of a new scheme in the 2018/19 Transport Capital Programme and progress advanced design work on a scheme to refurbish the Oldham Way Structures (Manchester Street viaduct, Waterloo Street Bridge and Wellington Road Bridge). There is an aspiration to include this scheme in upcoming Department for Transport (DfT) Challenge Fund bid.

At CIPB in September 2017 it was resolved that a budget to carry out advanced design work (inspections, trial holes, concrete testing etc) totalling £214,000 on three Oldham Way Structures (Manchester Street viaduct, Waterloo Street Bridge and Wellington Road Bridge) be identified from within existing transport capital programme resources.

The full advanced design budget of £214,000 could not be identified. Therefore, Unity revisited the original proposal submitted and refined the options for advanced design.

The structures, constructed at the same time as Middleton Road Bridge and which are showing

signs of reinforcement corrosion, are along the A62 Oldham Way Bypass as follows:

- Br307 Wellington Road Bridge
- Br038 Waterloo Street Bridge – particularly poor condition and that will require potential extensive repairs in the near future;
- Br417 Manchester Street Viaduct.

This revised proposal suggests a desktop study to establish the scope and estimated budget repair costs for each structure. The estimated costs associated with the revised proposal are included in the table below:

<b>Activity</b>	<b>Costs (£) (Estimated)</b>
Engineering Appraisal	7,500
Traffic Management Appraisal	6,000
Budget Costings (based on full appraisal of above information)	6,500
Street Lighting Appraisal (including outline design and site inspection )	8,000
Report Preparation	4,000
<b>Total Estimated Cost</b>	<b>£32,000</b>

***What are the alternative option(s) to be considered? Please give the reason(s) for recommendation(s):***

Option 1:

- Agree to the inclusion of a new scheme budget in the transport capital programme, as highlighted above, in order that design work on this large scheme can be progressed in advance of upcoming bidding opportunities.

Option 2:

- Do not agree to the inclusion of the new budget in the transport capital programme, as highlighted above, and don't progress design work on this large scheme in advance of upcoming bidding opportunities.

***Consultation: including any conflict of interest declared by relevant Cabinet Member consulted.***

Briefing notes to develop the scheme were prepared by Unity officers and presented at CIPB in September 2017 and December 2017.

Following this we were asked to identify an appropriate budget within the Transport Capital Programme to enable this work to begin.

This report identifies an appropriate budget within the transport capital programme to enable the works to be undertaken.

**Recommendation(s):**

That £32,000 is identified within the transport capital programme to commission a desktop study to establish economical options for repairs along with associated budget repair costs for the above named structures. There is LTP underspend available on M0590 Disabled Parking Bay Applications and M0535 Transport Investment that could be utilised to create this new budget;

The budget repair costs will be used to bid for DfT Challenge Fund Tranche 2B (when the fund is launched, expected to be in Spring 2018) as a single project to carry out the repair works to the three Oldham Way structures;

This approach will offer value for money and also provide a funding stream to repair these structures which are unlikely, due to the potential cost of repairs, to be funded via our existing transport capital programme.

**Implications:**

*What are the **financial** implications?*

**Capital Implications**

This report seeks approval to include a new scheme in the 2018/19 Transport Capital programme in order to progress advanced design works on Oldham Way Structures consisting of, Manchester Street Viaduct, Waterloo Street Bridge and Wellington Road Bridge.

The estimated costs for these advanced design works is £32,000. It is proposed to fund these costs by reallocating LTP budget available on cost centres M0590 Disabled Parking Bay Applications and M0535 Transport Investment. There is sufficient LTP budget available on these cost centres to enable this reallocation.

## Revenue Implications

There are no revenue implications at this stage.

(Cath Conlon / Sadrul Alam)

What are the **legal** implications?

None (A Evans)

What are the **procurement** implications?

All sourcing activity arising from this funding allocation is required to be procured in accordance with the Council's Contract Procedure Rules. This will include satisfying value for money principles and with due regard to social, economic and environmental factors. (Darren Judge)

What are the **Human Resources** implications?

None

**Equality and Diversity Impact Assessment**

N/A

What are the **property** implications

None

**Risks:**

None (Mark Stenson)

**Co-operative agenda**

The Transport Capital Programme is determined and approved centrally (involving Council and Unity officers at a senior level and the Portfolio Holder for Environmental Services) so that schemes meet the Council's statutory duties and wider transport strategy objectives. In the light of decreasing levels of funding the development of the programme reflects a co-operative approach, ensuring that where possible schemes meet multiple objectives and complement other capital and revenue programmes such as regeneration. This approach can often result in composite schemes comprising carriageway maintenance, safety enhancements, public realm, pedestrian and cycle improvements, which achieves better value for money.

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Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution?

Yes

Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget?

Yes

Are any of the recommendations within this report contrary to the Policy Framework of the Council? No

**List of Background Papers under Section 100D of the Local Government Act 1972:**

**There are no background papers for this report**

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<b>Report Author Sign-off:</b>	
Eleanor Sykes	
<b>Date:</b> 19 <sup>th</sup> April 2018	

Please list and attach any appendices:-

<b>Appendix number or letter</b>	<b>Description</b>

In consultation with Director/Executive Director

*Hockwood.*

Signed:

Date: 4 May 2018