

Delegated Cabinet Member Decision Report

| | |
|---|--|
| Decision Maker and Portfolio area: | Cllr A Jabbar, Cabinet Member for Finance and Corporate Resources |
| Date of Decision: | 15th October 2018 |
| Subject: | Transport Capital Programme 2018/19: Budget Update Report 2 |
| Report Author: | Eleanor Sykes |
| Ward(s) Affected: | Boroughwide |

Reason for the decision:

This report details budget changes within the agreed 2018/19 transport capital programme that are required so the programme continues to reflect current priorities, budgets match expenditure and that take-up of available grant funding is maximised.

Summary:

This report is the second in a series of reports that will be produced in 2018/19 as part of the ongoing monitoring of the transport capital programme. The report sets out the current position in respect of the value of the 2018/19 transport capital programme and its various funding streams and proposes a number of budget changes within the programme which are detailed in Appendix A. All scheme budget increases have been managed within the transport capital programme resources. Additional funding received, as outlined in this report, totals £24,100.

For information this report also includes in Appendix B details of a small number of schemes which were identified within the transport capital programme for reprofiling of budget into next year.

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

Option 1:

- Agree the required budget changes as outlined in Appendix A to this report so that the programme continues to reflect current priorities, budgets match expenditure and that

take-up of available grant funding is maximised.

- Accept a contribution of £12k from the Saddleworth & Lees District Partnership towards a Public Rights of Way (PRoW) scheme in Uppermill.
- Accept a contribution of £6k from United Utilities towards Flood Defence scheme at Grasmere Road, Royton.
- Accept a contribution of £6.1k from the Royton District Partnership for a traffic calming scheme delivered through the transport capital programme.
- Note details of the schemes to be reprofiled as part of the Summer review.

Option 2:

- Do not agree the required budget changes as outlined in the appendix to this report.

Recommendation(s):

Option 1:

- Agree the required budget changes as outlined in Appendix A to this report so that the programme continues to reflect current priorities, budgets match expenditure and that take-up of available grant funding is maximised.
- Accept a contribution of £12k from the Saddleworth & Lees District Partnership towards a Public Rights of Way (PRoW) scheme in Uppermill.
- Accept a contribution of £6k from United Utilities towards Flood Defence scheme at Grasmere Road, Royton.
- Accept a contribution of £6.1k from the Royton District Partnership for a traffic calming scheme delivered through the transport capital programme.

Implications:

What are the financial implications?

Capital

This report is the second in a series of update reports in the 2018-19 financial year for the transport capital programme.

The capital allocation for the transport capital programme following the Budget Update Report 1 (June 2018) is detailed within Table 1 (below) and amounts to the following: -

2018-19 - £15,685,486
2019-20 - £10,973,000
2020-21 - £ 9,473,000

Total 3 years programme - £36,131,486.

The report is seeking approval (as per option 1) to reallocate a number of budgets within the transport capital programme, in order to reflect current priorities; and to include additional funding that has been secured amounting to £24,100.

The value of budgets which are being reallocated within 2018/19 is £235,597. The full breakdown of proposed changes and additions are detailed within appendix A of this report and in the additional information section below.

In addition as part of the Summer review of the capital programme a number of schemes have been identified for reprofiling into later years. The amount identified for reprofiling within transport is £2,350,447. Details of the relevant schemes are included in Appendix B of this report.

Following approval of the recommendations as per option 1, the 3 year transport capital programme will be £36,155,586.

The 3 year programme will be adjusted to reflect BUR 2 changes and the reprofiling for the Summer review: -

2018-19 - £13,359,139

2019-20 - £13,323,447

2020-21 - £ 9,473,000

Revenue

There are no revenue implications.
(Sadrul Alam/Cath Conlon)

What are the procurement implications?

Any subsequent sourcing activity arising from this funding allocation will 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.
(Jay Thind)

What are the legal implications?

There are no legal implications in this report. Legal Services will comment on the procurement activities involved in spending the budget.
(Elizabeth Cunningham Doyle)

What are the Human Resources implications? N/A

Equality and Diversity Impact Assessment attached or not required because (please give reason) N/A

What are the property implications N/A

Risks: None

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.

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:

| Title | Available from |
|--|---|
| 3 year Transport Capital Programme 2018/19 – 2020/21 | http://decisionrecording.oldham.gov.uk/ieDecisionDetails.aspx?ID=3294 |

| | |
|---|---|
| Report Author Sign-off: Eleanor Sykes | Date: 19 th September 2018 |
|---|---|

Please list any appendices:-

| Appendix number or letter | Description |
|---------------------------|---|
| Appendix A | Proposed 2018/19 transport capital programme budget changes |
| Appendix B | Summer Review Budget Reprofiles |

Background:

The Council's Capital Strategy and Capital Programme 2018/19 – 2021/22 was approved by full Council on the 28th February 2018. This included Oldham's settlement of Local Transport Plan (LTP) grant funding from the wider Greater Manchester allocation. Oldham's allocations for the next 3 years are set out below:

- 2018/19 £1,973,000
- 2019/20 £1,973,000 (indicative)
- 2020/21 £1,973,000 (indicative)

Following the first Budget Update Report in June 2018, the 2018/19 programme had a revised value of £15,685,486. The Transport Programme comprises a number of areas of work and is funded from a variety of different sources. It includes the 2018/19 resource of £1,973,000 from the Local Transport Plan allocation.

The value of the approved programme following BUR 1 is £36,131,486 as shown in table 1

Table 1 –Transport Capital Programme (including slippage from 2017/18):

| Sources of Funding | 2018-19 | 2019-20 | 2020-21 | TOTAL |
|---|-------------------|-------------------|------------------|-------------------|
| | £ | £ | £ | £ |
| Agreed Council Resources | 237,696 | 0 | 0 | 237,696 |
| Challenge Funding | 1,411,741 | 0 | 0 | 1,411,741 |
| Cycle City Ambition Grant | 3,412 | 0 | 0 | 3,412 |
| Flood Defence- Local Levy Fund | 125,666 | 0 | 0 | 125,666 |
| GM – Local Highways Flood Damage Fund | 207,145 | 0 | 0 | 207,145 |
| GM Casualty Reduction Fund | 42,562 | 0 | 0 | 42,562 |
| Grant in Aid | 829,257 | 0 | 0 | 829,257 |
| Greater Manchester Integrated Transport Block Grant | 23,199 | 0 | 0 | 23,199 |
| Growth & Housing Fund Grant | 69 | 0 | 0 | 69 |
| Growth Deal 3 | 1,403,755 | 3,000,000 | 1,500,000 | 5,903,755 |
| Local Growth and Reform 2 Grant | 78,144 | 0 | 0 | 78,144 |
| LTP Grant | 183,818 | 0 | 0 | 183,818 |
| Pot Hole Grant | 402,000 | 0 | 0 | 402,000 |
| LTP Highway Maintenance Grant | 4,165,162 | 1,973,000 | 1,973,000 | 8,111,162 |
| Pru - Investment Fund (2012 - £106m) | 1,052,371 | 0 | 0 | 1,052,371 |
| Prudential Borrowing | 5,468,481 | 6,000,000 | 6,000,000 | 17,468,481 |
| RCCO B/F | 1,308 | 0 | 0 | 1,308 |
| Rcco General Fund | 0 | 0 | 0 | 0 |
| S106 | 49,700 | 0 | 0 | 49,700 |
| Total | 15,685,486 | 10,973,000 | 9,473,000 | 36,131,486 |

Current Position

The transport capital programme is subject to ongoing monitoring and review to ensure it continues to reflect current priorities, that budgets match expenditure and that take-up of available grant funding is maximised. Through this ongoing monitoring the need to make changes to budgets in the approved programme has arisen. There is also an increase to the overall 2018/19 transport capital programme of £24,100 to reflect:

- Additional contribution from Saddleworth & Lees District Partnership to a Public Rights of Way scheme in Uppermill.
- Additional contribution from United Utilities towards Flood Defence scheme at Grasmere Road, Royton.
- Additional contribution from Royton District Partnership for a traffic calming scheme delivered through the transport capital programme.

Conclusions:

In consultation with

(Relevant Executive Director/Director  Date: _____