

Delegated Officer Report

Decision Maker: Helen Lockwood, Deputy Chief Executive – People and Place

Date of Decision: 19th October 2020

Subject: Grant Acceptance: Growth Deal 3 - Bus Accessibility Project (Complementary Measures)

Report Author: Eleanor Sykes, x 1668

Ward (s): Chadderton North, Chadderton Central, Saddleworth South

Reason for the decision:

Oldham Council has secured additional funding as below:

- Growth Deal 3 – Bus Accessibility Project (Complementary Measures) £43,692

The purpose of this report is to confirm the value of the grant available to Oldham, subject to complying with the grant terms and conditions, and to notify the Officer of the intention to bring this additional resource into the transport capital programme to deliver the schemes by the end of the 2020/21 financial year.

Summary:

Growth Deal 3 – Bus Accessibility Project
Transport for Greater Manchester (TfGM) secured funding through Growth Deal 3 for a ‘Bus Passenger Access Enhancements Project’ which will upgrade 505 existing bus stops across Greater Manchester with the aim of improving the passenger experience and delivering improved journey times for buses, whilst ensuring facilities are compliant with accessibility standards. The chosen delivery method for this work in Oldham is for our own Highways Operations service to deliver these works on behalf of TfGM. This funding has already been brought into the transport capital programme.

In addition, as part of each local authority's overall funding allocation there is an amount for 'complementary measures' to support the Bus Accessibility programme. These need to be delivered this financial year. For Oldham the value of the works is up to £43,692. The works to be delivered in Oldham are as follows:

- New Pedestrian Refuge - Middleton Road, immediately to the west of Burnley Street;
- New Pedestrian Refuge - Middleton Road immediately to the east of Melbourne Street;
- Providing full Street Lighting upgrade for an existing non-illuminated pedestrian refuge on Oldham Road, Grasscroft.

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

There are two options:

Option 1: accept the grant offer, amend the existing delivery agreement with TfGM/GMCA for the proposed Oldham schemes and progress the delivery of all schemes in the appropriate timescales.

Option 2: do not accept the grant offer and do not amend the existing delivery agreement with TfGM/GMCA to deliver the schemes.

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

Council and Unity officers have discussed the proposed measures with TfGM and agreed they meet the criteria of the funding. The Portfolio Holder and Ward Members will be informed of the measures.

Recommendation(s):

- Accept the grant offer from the Growth Deal 3 - Bus Accessibility Project (Complementary Measures);
- Amend the existing delivery agreement with TfGM/GMCA to include the proposed schemes;
- Note the intention to bring the additional resource into the transport capital programme in 2020/21 and complete delivery of the schemes in the appropriate timescales.

Implications:

What are the **financial** implications?

The cost of the complementary measures to support the Bus Accessibility Programme will be circa £43k and will be funded from the £43.7k grant allocation for this scheme, which will be added to the Transport Capital Programme.

It should be noted that none of the grant allocation has currently been committed, leaving a full balance to accommodate the cost of this scheme.

The financing of this scheme is Growth Deal 3 Grant. (John Edisbury)

What are the **legal** implications?

If required Legal Services will provide legal support to amend the grant funding agreement with TfGM/GMCA.

The Council must ensure that it complies with all grant funding conditions to avoid claw back of the funding. (Elizabeth Cunningham Doyle)

What are the **procurement** implications?

The works to be delivered in Oldham will in the first instance be offered to Highways Operations.

If they have no availability the works will be carried out by Direct Award under the Council's Construction and Highways Works & Services Framework Agreement (CHWSF) via an accredited contractor. (M Hayes)

What are the **Human Resources** implications?

None

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

N/A

What are the **property** implications

None

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 Neighbourhood 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. Wherever possible additional relevant funding is bid for in order to extend the amount of work that can be carried out in Oldham. 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

There are no background papers for this report

Report Author Sign-off:	
Eleanor Sykes	
Date: 19 th October 2020	

Please list and attach any appendices:-

Appendix number or letter	Description

In consultation with Director/Executive Director

Signed: 

Date: 22 October 2020