

## Delegated Cabinet Member Decision Report

<b>Decision Maker and Portfolio area:</b>	<b>Cllr A Jabbar, Cabinet Member for Finance and Green</b>
<b>Date of Decision:</b>	<b>18<sup>th</sup> February 2021</b>
<b>Subject:</b>	<b>Transport Capital Programme 2020/21: Budget Update Report 3</b>
<b>Report Author:</b>	<b>Eleanor Sykes</b>
<b>Ward(s) Affected:</b>	<b>Boroughwide</b>

---

---

**Reason for the decision:** This report details budget changes within the agreed 2020/21 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 third in a series of reports that will be produced in 2020/21 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 2020/21 transport capital programme and proposes budget changes within the programme. There is additional funding being brought into the transport capital programme of £593,320 as outlined in Appendix A which will be spread across financial years 2020/21 and 2021/22.

Between Budget Update Report 2 for 2020/21 and this report, there has been several budgetary changes, including reprofiling and realignments as outlined in Appendix B.

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

**Option 1:**

- Agree the required budget adjustments as outlined in Appendix A and B 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.

### **Option 2:**

- Do not agree the required budget adjustments as outlined in this report and do not accept the additional grant monies.

### **Recommendation(s):**

### **Option 1:**

- Agree the required budget adjustments as outlined in Appendix A and B 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.

### **Implications:**

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

The currently approved Transport Capital Programme for 2020/21 is £14.801m. The report proposes changes to schemes already within the approved 2020/21 programme of £1.994m, the details of which are set out on a scheme by scheme basis in Appendix B. The full £1.994m is to be reprofiled to 2021/22, thus increasing the 2021/22 transport capital programme accordingly. Appendix B also details £0.040m of existing resource that has been reallocated between schemes in the financial year 2020/21. This small movement has no overall impact on the planned level of expenditure in year. The table below shows the impact of this movement of £1.994m by funding source.

The proposed 3 year Transport Capital Programme allocation is as follows:

	2020/21 £'000	2021/22 £'000	2022/23 £'000	Total £'000
<b>B/fwd TCP Programme (CIPB Approval - 15.10.20)</b>	<b>14,801</b>	<b>29,814</b>	<b>2,275</b>	<b>46,890</b>
<b><u>Changes to Programme:</u></b>				
<b><u>Reprofiling of funding sources between Years</u></b>				
Mayor's Challenge Fund Grant	(752)	752		-
LTP Grant	(558)	558		-
Prudential Borrowing	(291)	291		-
Safer Roads Fund Grant	(277)	277		-
DFT Challenge Fund Grant	(70)	70		-
Section 106 Resources	(30)	30		-
Capital Receipts	(16)	16		-
<b>Sub-Total Reprofiling</b>	<b>(1,994)</b>	<b>1,994</b>	<b>-</b>	<b>-</b>
<b><u>Additional Funding:</u></b>				
Already approved	132			<b>132</b>
Awaiting CIPB approval	58	535		<b>593</b>
<b>Sub-Total Additional Funding</b>	<b>190</b>	<b>535</b>	<b>-</b>	<b>725</b>
<b>Revised TCP Programme</b>	<b>12,997</b>	<b>32,343</b>	<b>2,275</b>	<b>47,615</b>

Further changes outlined in the table above show the impact of:

- Four additional schemes which have already received approval totalling £0.132m. Scheme detail is given in Appendix B;
- A further eight new schemes for which external grant has recently been notified totalling £0.593m split over 2020/21 (£0.058m) and 2021/22 (£0.593m). These schemes require the approval of CIPB.

Taking account of the information above, the proposed transport capital programme for 2020/21 is revised downwards to £12.997m with an increase to 2021/22 to a sum of £32.343m.

(John Edisbury)

*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.

(Marc Hayes)

*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 budgets. (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 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. 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

<b>Report Author Sign-off:</b>	<b>Date:</b>
Eleanor Sykes	25 <sup>th</sup> January 2021

Please list any appendices:-

Appendix number or letter	Description
Appendix A	Proposed 2020/21 transport capital programme (Additional Funding)
Appendix B	Reallocation – Reprofiting of Resources

**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 additional funding being brought into the transport capital programme of £593,320 to reflect:

- £7,320 contribution from Tameside Council to the resurfacing scheme delivered in February 2020 on the Oldham/Tameside boundary.
- £32,500 grant secured from the Pennine National Trails Partnership for a bridge replacement on the Pennine Bridleway.
- £18,500 'Quick Wins' grant funding secured from the Environment Agency for the purpose of delivering small scale flood schemes.
- £535,000 funding secured from the DfT Active Travel Fund to deliver five Tranche 2 schemes as follows:
  - Royal Oldham Hospital (£150,000);
  - Wellington Street (£35,00);
  - Coal Pit Lane (£100,000);
  - Oldham Town Centre – Lees – Grotton Linear Park (£150,000);
  - Sandy Lane, Royton – Traffic Calming (£100,000)

## **Proposals:**

### **Church Road Footbridge, Uppermill**

In May 2020 it was deemed necessary to remove Church Road Footbridge, which forms part of the Pennine Bridleway between Greenfield and Uppermill, with immediate effect to remove the risk to the public and allow us to re-open Church Road as soon as possible which was shut when the defects to the bridge were identified. A diversion route for pedestrians, cyclists and horse-riders was implemented and signed. The bridge being removed created a severance on a well-used route and has been flagged up on several occasions by Councillors and residents in the area.

After contact was made with the Pennine National Trails Partnership (PNTP) in September 2020 we submitted an 'expression of interest' requesting the scheme be considered for any underspend they have available in 2020/21. This would also require us to contribute to the cost of the replacement bridge, we are able to do this with an element of the MCF Covid19 £500,000 funding.

We have secured a total of £32,500 towards the replacement of the bridge. The grant is via Natural England and the Pennine National Trails Partnership. This will be matched with ~£37,500 from our MCF Covid-19 funds.

Preparatory work at the location has already commenced (vegetation clearance, inspection of the existing abutments and removal of the remnants of the old timber footbridge etc) so the new bridge can be installed as soon as it is manufactured (off-site). We are hoping it will be in place in Spring 2021 and the route will be re-opened to all users (walkers, runners, cyclists and horse-riders).

### **'Quick Wins' Grant (Environment Agency)**

'Quick Wins' funding secured from the Environment Agency for the purpose of delivering (no. 7) small scale flood schemes. These schemes will reduce the impact/s and flood risk from localised surface water run-off at various locations around the borough as follows:

- Stoneswood Road, Diggle

- Whitegates Lane / Shiloh Lane, Top o' th' Meadows, Strinesdale
- Station Road, Diglea
- Fernhurst Street, Chadderton
- Bleak Hey Nook, Diggle
- Ashfield Crescent, Springhead
- Manchester Road, Greenfield

### **DfT Active Travel Fund**

We've secured £535,000 through the DfT Active Travel Fund to deliver five schemes across the borough with the aim of improving the safety, attractiveness and accessibility of several existing walking and cycling routes and links around Oldham. Securing this funding frees up a further £60,000 already allocated in the capital programme for use on alternative schemes next year (2021/22).

In consultation with



(Deputy Chief Executive)

Date:24 February 2021