

## Delegated Cabinet Member Decision Report

<b>Decision Maker and Portfolio area:</b>	<b>Cllr Amanda Chadderton, Cabinet Member for Neighbourhoods</b>
<b>Date of Decision:</b>	<b>18<sup>th</sup> November 2021</b>
<b>Subject:</b>	<b>Transport Capital Programme 2021/22: Budget Update Report 2</b>
<b>Report Author:</b>	<b>Eleanor Sykes</b>
<b>Ward(s) Affected:</b>	<b>Boroughwide</b>

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**Reason for the decision:** This report details budget changes within the agreed 2021/22 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 2021/22 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 2021/22 transport capital programme and proposes budget changes within the programme as detailed below.

There is additional funding of £0.449m into 2021/22 transport capital programme as outlined in Appendix A.

***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 below and 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.

### **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 below and 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.

### **Implications:**

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

The currently approved Transport Capital Programme for 2021/22 to 2023/24 is £38.588m. Following the last quarterly report in June 2021, this report proposes a series of changes to the programme, the details of which are set out in Appendix A and summarised below. These include:

- An overall increase to the full programme (2021/22 to 2023/24) of £0.449m (taking the total from £38.588m to £39.037m).
- The rephasing of funding totalling £8.373m from 2021/22 to 2022/23 (£6.662m) and 2023/24 (£1.711m) as part of the Annual Review of the Capital Programme.
- The re-allocation of £3.243m of funding between schemes in 2021/22.
- A reduction in the 2021/22 programme of £7.924m from £22.036m to £14.112m.

Proposed changes to the three year Transport Capital Programme are summarised below:

	2021/22 £'m	2022/23 £'m	2023/24 £'m	Total £'m
<b>Transport Capital Programme (CIPB Approval – 15.07.21</b>	22.036	14.537	2.015	38.588
<b>Changes to Programme:</b>				
<b>Reprofiling of funding sources between Years</b>				
Growth Deal 3	(3.679)	3.679		0
Growth Deal 2	(0.100)	0.100		0
LTP Grant	(0.984)	(0.126)	1.110	0
Prudential Borrowing	(0.505)	0.505		0
DfT Challenge Funding	(0.051)	(0.550)	0.601	0
Mayor's Cycling and Walking Challenge Fund	(3.054)	3.054		0
<b>Sub-Total Reprofiting</b>	<b>(8.373)</b>	<b>6.662</b>	<b>1.711</b>	<b>0</b>
<b>Additional Funding:</b>				
Capital Receipts	0.016			0.016
Department for Education Funding	0.355			0.355
Grant in Aid	0.061			0.061
RCCO	0.010			0.010
Section 106 funding	0.070			0.070
<b>Sub-Total Additional Funding</b>	<b>0.449</b>	<b>0</b>	<b>0</b>	<b>0.449</b>
<b>Revised Transport Capital Programme</b>	<b>14.112</b>	<b>21.199</b>	<b>3.726</b>	<b>39.037</b>
<b>Overall Change</b>	<b>(7.924)</b>	<b>6.662</b>	<b>1.711</b>	<b>0.449</b>

(John Edisbury)

<i>What are the <b>procurement</b> implications?</i>	Subsequent sourcing activity arising from this funding allocation will be procured in compliance with the Council's Contract Procedure Rules (May 2019). Tenders shall be awarded on the basis of being the Most Economically Advantageous Tender. (Marc Hayes).
<i>What are the <b>legal</b> implications?</i>	There are no legal implications in this report. Legal Services will comment on the procurement activities involved in spending the budgets. (Sukie Kaur - Solicitor)
<i>What are the <b>Human Resources</b> implications?</i>	N/A
<i><b>Equality and Diversity Impact Assessment</b> attached or not required because (please give reason)</i>	N/A
<i>What are the <b>property</b> implications</i>	N/A
<b>Risks:</b>	None
<b>Co-operative agenda</b>	The Transport Capital Programme is determined and approved centrally (involving Council and Unity officers at a senior level and the Portfolio Holders for Neighbourhoods and Finance and Low Carbon) 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. Wherever possible additional funding is sought to complement and enhance our capital programme.

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

Report Author Sign-off:	Date:
Eleanor Sykes	4 <sup>th</sup> October 2021

Please list any appendices:-

Appendix number or letter	Description
Appendix A	Proposed 2021/22 transport capital programme budget changes

### 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 2021/22 transport capital programme of £0,449K to reflect:

- £16k Capital receipt (Insurance monies) for a replacement vehicle;
- £355k S278 agreement between Oldham Council and DfE for highway works relating to Erection of new secondary school (Oasis Leesbrook Academy). This was the subject of a delegated report in June 2021 and is for the main highway works. The budget will be further increased in due course when the S278 agreement is signed for ancillary works outside of the main contract;
- £61k Grant in Aid funding via the Environment Agency for a flood defence scheme to be delivered at Grasmere Road, Royton. This was the subject of a delegated report in July 2021;
- £10.5k Councillor contributions to small-scale schemes delivered via the capital programme;
- £7k S106 funding for footway improvements at Failsworth Road.

There is £3,243m of resources being reallocated within the transport capital programme, with no overall impact to budgets overall, to ensure budgets are against the correct schemes. Two items of note within these reallocations are as follows:

- Huddersfield Road / Stamford Road Junction – budget being increased by £25,000 (utilising underspend on a fully-delivered safety scheme on St Marys Way).

The scheme was included in this year's programme, with a £10,000 budget, following two cyclist fatalities at this location during 2020/21. The area has been surveyed in detail (including traffic counts, turning counts, street lighting design etc) with this budget but to expediate the design options for the location the budget is being increased with a view to being ready to implement a scheme the next year that will improve the safety of highway users.

- Golburn Clough, Greenfield – budget being increased by £57,036 (utilising budget on the undeliverable Rochdale Canal Access scheme and unallocated LTP resources).

This increase represents a 10% local contribution to an Environment Agency (EA) Grant in Aid / Local Levy Funded scheme that is about to go through the EA financial assurance process and a final decision made on the grant funding (full scheme cost estimated at £570,360).

This precedent of a 10% local contribution was set during the previous 6-year (2015-21) EA Flood Management Programme through which we have delivered three major flood management schemes across the borough utilising £1.46m of external funding.

We secured grant funding from the EA in 2021/22 for this scheme to carry out a study on flooding in the area and prepare a Business Case to the EA to secure capital funding to deliver an appropriate solution. The preferred option includes diverting two culverted watercourses from the existing network to discharge directly into the River Tame. In addition, the scheme will complete land drainage works to a section of the Pennine Bridleway and a detention basin. The outcomes/benefits of the scheme are reducing the flood risk to 15 residential and 9 non-residential properties and businesses in the locality.

In consultation with



25 November 2022

(Relevant Executive Director/Director \_\_\_\_\_ Date: \_\_\_\_\_)