

Schemes where Resources are being reprofiled from 2021/22 as pa

Scheme Name

M0978 - Wellyhole Street / Constantine Street Traffic Calming

M1247 - Elk Mill Signalisation

M0127 - Bridge Work - King Street Roundabout Footbridge

M0789 - A62 Huddersfield Road, Scouthead (Near Doctor Lane)

M0981 - BR 120 The Causeway Bridge, The Causeway off Gateway Crescent

M1011 - Thurston Clough Culvert, Delph

M1056 - Br063 Denshaw Bridge, Delph Road

M1155 - MCF T6 - Park Bridge NCN 626 to Ashton

M1196 - DFT CF Waterloo & Wellington Bridges

M1234 - Br75 Street Bridge Road Bridge

M1235 - Br131 Laurel Avenue Bridge

M1236 - Br306 Shaws Lane Footbridge

M1238 - Tame Water Culvert, Delph

M1239 - Abbey Hills Road Culvert

M0535 - Transport Investment

M1151 - MCF T6 - Oldham Town Centre Improvements

M1152 - MCF T6 - Royton Town Centre Connection

M1154 - MCF T6 - Park Road NCN 626 to Town Centre

M1215 - LTP Turf Pitt lane

M1232 - Elk Mill Roundabout

M1153 - MCF T6 - Chadderton Pedestrian & Cycle Access Improvements

M0276 - Eastern Gateway Improvements (Prince's Gate)

M0879 - Growth Deal 3 - Programme Management Support

M0965 - GD3 – Market Hall Connectivity Improvements

M1195 - Southlink Traffic Signal Junction (GD3)

M1216 - 2021/22 HIP Schemes Amber

Grand Total

Schemes where Resources are being reprofiled into/out of 2022/23

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M1216 - 2021/22 HIP Schemes Amber

Grand Total

Schemes where Resources are being reprofiled into 2023.24 as pa

Scheme Name

M1196 - DFT CF Waterloo & Wellington Bridges

Grand Total

Additional funding to be added to the 2021.22 Capital Programme:

Scheme Name

Fleet Replacement Programme

Oasis Leesbrook Signalised Junction
Flood Defence: Grasmere Road, Royton
Public Rights of Way (PRoW) Improvements
Vehicle Activated signs - Instillation and enhancement programme
Integrated Minor highways & Traffic Management Schemes

Grand Total

Existing Resources reallocated within the Transport Capital Progra

Schemes where Resources were re-allocated from:

Scheme Name

Transport Investment (Prudential Borrowing)

Rochdale Canal Access

Transport Investment (LTP Highways Maintenance Funding)
St Marys Way - Casualty Reduction measures

Grand Total

Schemes where Resources were re-allocated to:

Scheme Name

2021/22 HIP Red

2021/22 HIP Amber

Golburn Clough, Greenfield

Golburn Clough, Greenfield

Huddersfield Road / Stamford Road Junction

Grand Total

Overall Impact of reallocations

rt of the Annu

Sum of Budget £000
(39,682)
(150,000)
(105,000)
(50,000)
(100,000)
(79,000)
(20,000)
(28,000)
(51,391)
(20,000)
(20,000)
(40,000)
(70,000)
(40,000)
(1,619,606)
(2,514,000)
(187,000)
(80,000)
(50,000)
(15,000)

(244,000)
(100,000)
(80,000)
(2,052,624)
(218,000)
(400,000)
(8,373,303)

as part of the

Sum of Budget £000
39,682
150,000
105,000
50,000
100,000
79,000
20,000
28,000
(1,659,600)
20,000
20,000
40,000
70,000
40,000
1,619,606
2,514,000
187,000
80,000
50,000
15,000
244,000
100,000
80,000
2,052,624
218,000
400,000
6,662,312

Part of the Summary

Sum of Budget £000
1,710,991
1,710,991

Sum of Budget £000
15,973
355,347
60,758
7,490
3,000
7,062
449,630

Summary with no

Sum of Budget £000
(3,161,283)
(30,959)
(26,077)
(25,000)
(3,243,319)

Sum of Budget £000
1,612,186
1,549,097
30,959
26,077
25,000
3,243,319

0

Final Review of the Capital Programme:

Comments

We have now received an expected developer contribution for highway works at this location, meaning we don't need to use the LTP funding attached to this scheme to complete it. This will be reprofiled into next year and re-allocated accordingly.

This scheme requires extensive engagement with Highways England due to the proposals impacting some of their assets. This is a lengthy process and the scheme will not be delivered in-year.

This budget will not be needed to deliver works at this location, the scheme is complete. We are in discussion with TfGM regarding the level of match funding we are required to contribute to this scheme that cost less than originally anticipated but there will be an underspend and funding to reallocate.

This scheme is complete on-site. This budget is no longer required against the scheme. It is being reprofiled into next year and will be re-allocated accordingly.

This scheme will be designed this year and delivered in phases with some work going into next year.

This scheme is complete on-site. This budget is no longer required against the scheme. It is being reprofiled into next year and will be re-allocated accordingly.

Additional staff resource has been brought in to complete the investigation and design work of repairs to this structure. This will be completed over the second half of this financial year and into the new year.

This is the current forecast of the amount of budget that will not be spent until 2022/23. It may need to be accelerated back if the scheme progresses more quickly.

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Due to lead-in times for production of this new footbridge, the complete budget for this scheme will not be spent until next year.

This is the current forecast of the amount of budget that will not be spent until 2022/23. It may need to be accelerated back if the scheme progresses more quickly.

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This is unallocated LTP funding at this stage that will be added to next years programme and allocated to new schemes.

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This is the predicted underspend on this scheme which is being reprofiled and will be added into next years highways maintenance programme.

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This is the current forecast of the amount of budget that will not be spent until 2022/23. It may need to be accelerated back if the scheme progresses more quickly.

This is the predicted underspend on this scheme which is being reprofiled and will be reallocated to other schemes next year.

This is the current forecast of the amount of budget that will not be spent until 2022/23. It may need to be accelerated back if the scheme progresses more quickly.

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This is the predicted underspend on this scheme which is being reprofiled. It will be utilised on next years highways maintenance programme.

Annual Review of the Capital Programme:

Comments

To be reprofiled as part of the Annual Review of the Capital Programme

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ner Review:

Comments

This is a large-scale structural maintenance scheme with a minimum 12 month period on-site. Hence the budget being profiled across 3 financial years.

Comments

Capital receipt (Insurance monies) for use against replacement vehicle Peugeot Van MW21KZR

Signalisation of the Lees Road/Breeze Hill Road/ Wellyhole Street junction with associated improvements. Erection of new secondary school (Oasis Leesbrook Academy) DfE funded.

Additional Grant in Aid Funding

Improvement works to Higher Counthill Road - RCCO

VAS Rhodes Hill, Lees - RCCO

S106 funding for Failsworth Road, Brick Hall Farm footway (D4236)

overall impact

Comments

Realigning of prudential borrowing from holding Cost Centre to the HIP Programme codes.

Realigning of LTP funding on a scheme that cannot be delivered. A solution can't be found that meets both accessibility requirements and the standards for the Canal and Rivers Trust (CRT) whose land this would have been situated on. This scheme will be removed from the capital programme.

Realigning of unallocated LTP Highways Maintenance Funding to a scheme we are seeking financial assurance for via the Environment Agency as our 10% match-funding contribution as per previous schemes.

Realigning of LTP funding on a completed scheme with an underspend.

Comments

Realigning of prudential borrowing from holding Cost Centre to the HIP Programme codes.

Realigning of prudential borrowing from holding Cost Centre to the HIP Programme codes.

Realigning of LTP funding from a non-deliverable scheme (Rochdale Canal Access) to this scheme to meet match-funding requirements.

Realigning of unallocated LTP funding to this scheme to meet match-funding requirements.

Realigning of LTP funding from a completed scheme to this scheme to allow traffic modelling and signal design to take place this year so the scheme is ready to be delivered next year.