

## Greater Manchester Combined Authority

Date: Friday 24<sup>th</sup> June 2022

Subject: Local Growth Deal Programme Update

Report of: Andy Burnham, Mayor of Greater Manchester, Portfolio Lead for Transport and Eamonn Boylan, Chief Executive Officer, GMCA and TfGM

---

### Purpose of Report

The purpose of this report is to provide the Combined Authority with an update in relation to the progress made on the Local Growth Deal (LGF) Programme (tranches 1, 2 and 3).

### Recommendations:





The GMCA is requested to:










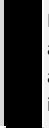
1. Note the progress made in relation to the Growth Deal Transport schemes as set out in Sections 3, 4 and 5 of this report; and
2. Note the progress made in relation to the Non-Transport Skills Capital and Economic Development and Regeneration (ED &R) programmes as set out in Section 6 of this report.

### Contact Officers

Steve Warrener	07711819301	<a href="mailto:Steve.Warrener@tfgm.com">Steve.Warrener@tfgm.com</a>
Simon Nokes	07810528485	<a href="mailto:Simon.Nokes@greatermanchester-ca.gov.uk">Simon.Nokes@greatermanchester-ca.gov.uk</a>
Chris Barnes	07867 521688	<a href="mailto:Chris.barnes@tfgm.com">Chris.barnes@tfgm.com</a>
Ross Beard	07825 896310	<a href="mailto:Ross.beard@tfgm.com">Ross.beard@tfgm.com</a>

# Equalities Impact, Carbon and Sustainability Assessment:

Impacts Questionnaire		
Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion		
Health	G	The Growth Deal Programme provides improved public transport links and active travel opportunities
Resilience and Adaptation	G	The Growth Deal programme as a whole includes a series of measures designed to encourage economic growth through transport improvements to encourage modal shift to public transport and active travel and enhanced access to employment.
Housing		
Economy	G	The purpose of the Growth Deal programme is to support further economic growth in GM.
Mobility and Connectivity	G	The Growth Deal programme as a whole includes a series of measures designed to encourage modal shift to public transport and active travel.
Carbon, Nature and Environment	G	The Growth Deal programme as a whole includes a series of measures designed to encourage modal shift to public transport and active travel.
Consumption and Production		
Contribution to achieving the GM Carbon Neutral 2038 target		The Growth Deal programme as a whole includes a series of measures designed to encourage modal shift to public transport and active travel.
<b>Further Assessment(s):</b>	Carbon Assessment	
	<b>Positive impacts overall, whether long or short term.</b>	 <b>Mix of positive and negative impacts. Trade-offs to consider.</b>
	<b>Mostly negative, with at least one positive aspect. Trade-offs to consider.</b>	 <b>Negative impacts overall.</b>

Carbon Assessment		
Overall Score		
Buildings	Result	Justification/Mitigation
New Build residential	N/A	
Residential building(s) renovation/maintenance	N/A	
New Build Commercial/Industrial	#DIV/0!	
<b>Transport</b>		
Active travel and public transport		The Growth Deal programme as a whole includes a series of measures designed to encourage modal shift to public transport and active travel.
Roads, Parking and Vehicle Access		The Growth Deal programme as a whole includes a series of measures designed to encourage modal shift to public transport and active travel.
Access to amenities		The Growth Deal programme as a whole includes new transport links and a series of measures designed to encourage modal shift to public transport and active travel.
Vehicle procurement		The Growth Deal Programme includes the purchase of new trams which will provide sustainable public transport within GM
<b>Land Use</b>		
Land use	N/A	
	No associated carbon impacts expected.	 High standard in terms of practice and awareness on carbon.
	Mostly best practice with a good level of awareness on carbon.	 Partially meets best practice/ awareness, significant room to improve.
	Not best practice and/ or insufficient awareness of carbon impacts.	

## Risk Management

Risk management considerations are referred in paragraphs 4.24 of the report.

## Legal Considerations

There are no legal considerations.

## **Financial Consequences – Revenue**

There are no revenue considerations.

## **Financial Consequences – Capital**

Financial Consequences – Capital, are referenced in paragraphs 2.1, 2.2, 2.3, 4.23, 4.24, and, 5.6 of the report.

**Number of attachments to the report: ?** None

## **Comments/recommendations from Overview & Scrutiny Committee**

N/A

## **Background Papers**

None

## **Tracking/ Process**

Does this report relate to a major strategic decision, as set out in the GMCA Constitution?

Yes

# **1 Executive Summary**

- 1.1 This report provides an update in relation to the progress made on the Local Growth Deal programme since the last update provided to the GMCA in December 2022. The report sets out progress on the Transport Majors, Minors and Additional Priorities and the Skills Capital and Economic Development & Regeneration (ED &R) Programmes (Growth Deal 1, 2 and 3).

## **2 Introduction**

- 2.1 The Local Growth Deal (LGF) announcements made by Government in July 2014, January 2015 and November 2016 confirmed capital funding for Greater Manchester in relation to a programme of Major Schemes, Minor Works, Additional Priorities, Skills Capital and Economic Development & Regeneration (ED &R) Programmes (Growth Deal 1, 2 and 3).
- 2.2 In March 2021, in line with the prevailing grant conditions, the Growth Deal Programme reported full spend of all of the LGF grant.
- 2.3 The projects which remain to be completed beyond March 2021 are being funded through utilising non-Growth Deal funding. This will be achieved through using the local flexibility written into LGF under the 'Single Pot' principles following the GMCA approval of the introduction of additional projects into the LGF programme in July 2019 and July 2020. Recycled funding from these projects will be utilised to complete the full LGF programme.

## **3 LGF Transport Major Schemes**

### **Overview**

- 3.1 The Growth Deal Major Transport scheme programme is made up of fifteen schemes, delivered either by TfGM or Local Authority Partners.
- 3.2 Thirteen of the Growth Deal schemes have progressed through Full Approval and are now either complete or in implementation (either in their entirety or on a phased Full Approval basis); with a further two schemes having secured Conditional Approval and now working towards the achievement of Full Approval.

- 3.3 Six Major schemes, namely the Wigan Bus Station, MSIRR Regent Road/Water Street, Wigan A49 Link Road, Ashton Interchange, MSIRR Great Ancoats Street and Stockport TCAP projects are complete.
- 3.4 Work to deliver the remaining Major Schemes within the Growth Deal programme has been continuing in recent months. A brief summary of the current position in relation to each of these schemes is provided within item 4 of this paper.

## **4 Individual Transport Schemes Update**

### **South Heywood Area Wide Improvements**

- 4.1 The scheme was granted Full Approval and funding in July 2020 in line with the agreed Growth Deal governance arrangements. The main works started on site in September 2020 and are progressing well with the full scheme forecast to complete by autumn 2022.

### **Salford Central Station Additional Platforms**

- 4.2 An initial redevelopment scheme for Salford Central was granted Conditional Approval in June 2016 in line with the agreed Growth Deal governance arrangements. However, in September 2016, GMCA requested the development of a revised scheme that would safeguard future rolling stock extensions and timetabling development with an associated phased approach to delivery in order to maximise the benefits of the scheme.
- 4.3 TfGM and Salford City Council, in conjunction with Network Rail, have undertaken work to assess the potential to accommodate longer trains. The preferred infrastructure options identified were progressed to outline design, which has now been completed and progressed through the required Network Rail Governance for Railway Investment Projects.
- 4.4 During this period of design work, several operational challenges such as the positioning of track infrastructure for the Ordsall Chord, performance issues, and capacity challenges on this part of the network are placing delivery constraints on the scheme. The Manchester Recovery Taskforce (MRTF), which is focused on improving performance and reliability, does not believe that calls at the proposed new platforms at Salford Central can be accommodated in a performance neutral

way. To assess the impact and understand what additional infrastructure in the central Manchester area is needed to make the new platforms at Salford Central work, modelling work will be carried out to assess timetable impacts and infrastructure requirements. The rail industry will then evaluate the modelling output and the wider infrastructure development work being undertaken by the MRFT and consideration will be given to progressing to the next stage of development.

- 4.5 Network Rail have advised that the development of their complementary advanced renewals scheme on platforms 1 and 2, which will address the current accessibility issues on these operational platforms, is underway, with an expected start on site in autumn 2022.

### **Wigan Gateway M58 Link Road**

- 4.6 The scheme was granted Conditional Approval in February 2018, in line with the agreed Growth Deal governance arrangements. In July 2020 GMCA granted approval of £1.9 million of Growth Deal 3 funding to facilitate the delivery of an advanced works package, including utility diversions and accommodation works, and these works are progressing well. The Council has appointed technical consultants to progress the detailed design of the scheme and is currently in the process of securing the necessary planning approvals. The impacts of Covid 19 and other external global pressures on the supply chain are being considered as part of the final design and cost estimate and, subject to the satisfactory conclusion of this exercise, a Full Approval Business Case is planned to be submitted in winter 2022.

### **Stockport Mixed Use and Interchange**

- 4.7 Conditional Approval for the original Interchange scheme was granted in November 2015, in line with the agreed Growth Deal governance arrangements. A further Gateway Review to assess the subsequently developed Mixed Use scheme was concluded in late 2019 and, in turn, approved in line with the agreed Growth Deal governance arrangements in May 2020.
- 4.8 Full Approval for the scheme was granted in July 2020 to enable a staged series of contractual commitments to be entered into with the Main Contractor. Following a health check, the Stockport Interchange Mixed Use scheme was granted Final Full Approval in December 2021.

4.9 As previously reported, a temporary Travelshop was constructed and subsequently opened in January 2021 and an early works package to construct a temporary bus station on the site of nearby Heaton Lane car park was completed and brought into operational use in August 2021, to enable bus operations to continue throughout the main construction works. A subsequent works package was then progressed to clear the main site in preparation for the main construction works, which commenced in January 2022 and are now progressing well on both the residential and transport elements of the scheme. The Interchange is currently forecast to open by spring 2024, with the residential element forecast to complete in autumn 2024.

### **Salford Bolton Network Improvement Programme**

4.10 The Salford Bolton Network Improvements (SBNI) scheme is being delivered via a number of Delivery Packages (DP). Each package comprises a series of interventions which focus on improvements to junction layouts, pedestrian access provisions, bus priority measures and cycle infrastructure, all of which have been developed in collaboration with Salford City Council and Bolton Council.

4.11 The Conditional Approval business case for the Salford Bolton Network Improvement programme was approved, in line with the agreed Growth Deal governance arrangements, in February 2016. The SBNI delivery packages are being delivered through a phased approval and delivery approach under the Growth Deal Minor Scheme Governance arrangements, as previously agreed.

4.12 Significant progress has been made in Bolton where the majority of schemes are now complete. Works are ongoing on the final scheme, Delivery Package 5D (Bradshawgate) which is currently on site and anticipated to be complete in autumn 2022.

4.13 Works on the Salford Delivery Package 3 (A666) are ongoing and anticipated to be completed later this year. Works on Salford Delivery Package 8 (Walkden Park & Ride) are forecast to start in summer 2022. Works are ongoing to finalise the development of the remaining reserve schemes within the programme with an overall programme completion currently forecast for spring 2023.

## **Metrolink Service Improvement Package**

- 4.14 Following the granting of Full Approval for this package of works in summer 2014, all of the 16 trams funded from the Growth Deal programme came into operational use in October 2016. With regards to the supporting infrastructure works associated with this package of improvements, the new wheel lathe has been installed in the Trafford depot and the new substations are operational. Work to install a new turn back at Sale is complete and awaiting an update to the relevant tram supervisory software in order to allow it to be brought into operational use.

## **A5063 Trafford Road Improvements**

- 4.15 The scheme was granted Full Approval and funding in June 2020, in line with the agreed Growth Deal governance arrangements.
- 4.16 SCC awarded the main works contract in July 2020, with access to site granted at the start of November 2020. Significant progress has been made in the delivery of the scheme including the installation of new junction layout and traffic signals. The impacts of Covid 19 and other external global pressures on the supply chain have increased the schemes budget and additional non-Growth Deal funding has been agreed to ensure the benefits of the scheme are realised.
- 4.17 The first phase of resurfacing is now complete and works are programmed for completion in summer 2022.

## **Carrington Relief Road (Spur Extension)**

- 4.18 The scheme was granted Conditional Approval in January 2020. The new infrastructure is intended to relieve congestion on the A6144, the principal road serving the communities of Carrington and Partington, to enable further development to take place and to provide significant network improvements to facilitate future active travel and public transport improvements.
- 4.19 The scheme has now identified a preferred option and is progressing the design and planning application. Additionally, enabling works packages are being developed to relocate plant and industrial infrastructure within the land required for the scheme.
- 4.20 A full review of the scheme costs is being undertaken in preparation for the Full Business Case submission which is anticipated mid-2023.



## **Oldham Town Centre Regeneration and Connectivity**

- 4.21 Oldham Council has developed the programme for this Growth Deal 3 scheme, which is made up of a series of minor highway and public realm enhancement projects, each with a value of less than £5 million. These projects are being delivered through a phased approval and delivery approach under the Growth Deal Minor Scheme Governance arrangements, as previously agreed, and in line with the approach being adopted for Salford Bolton Network Improvement programme. Full Approval has now been achieved for all three packages.
- 4.22 The first package was successfully completed in spring 2021. The remaining two sites are being delivered by Oldham Council through a Strategic Partnership Arrangement and commenced in spring 2022. All works are currently forecast to be complete by summer 2023.

### **Financial Update**

- 4.23 The full Growth Deal funding grant was confirmed as spent to 31 March 2021. The projects which remain to be completed beyond March 2021 are being funded by utilising non-Growth Deal funding as set out in Section 2.3 above.
- 4.24 Work has continued with scheme promoters to ensure schedules and financial forecasts are regularly reviewed, and that risks and issues are identified and mitigated. Claims for the reimbursement of expended costs from scheme promoters are being processed on an ongoing basis, in line with the agreed Growth Deal Major Schemes Capital Programme Guidance.

## **5 Additional Priorities and Minor Works**

### **Overview**

- 5.1 The Growth Deal 1, 2 and 3 Minor Works initiatives are being delivered by the 10 GM Local Authorities and the Growth Deal “Additional Priorities” initiatives are being delivered by TfGM.
- 5.2 The Minor Works programme is a package of 61 highways, public realm, cycling, walking and associated measures; with the identified interventions being very much focused on supporting economic growth. The Additional Priorities programme of 14

initiatives focuses on rail, bus and Metrolink passenger improvements, multi-modal ticketing and highways (SCOOT / MOVA) enhancements.

- 5.3 Significant progress has been made in taking forward the Minor Works programme. 63 of the Minor Works and Additional Priority schemes are now fully complete with the remainder either in delivery or progressing towards approval.
- 5.4 72 mini-Business cases, with support from TfGM's programme management team, have now been approved by GM Transport Strategy Group (TSG). The remaining 3 schemes are either in review or require further development before they can be considered for approval.
- 5.5 It is anticipated that all of the Minor Works and Additional Priorities schemes will be completed by the end of the current financial year.

## **Financial Update**

- 5.6 The Additional Priorities and Minor Works programme was confirmed as spent to 31 March 2021. The projects which remain to be completed beyond March 2021 are being funded by utilising non-Growth Deal funding as set out in Section 2.3 above.

## **6 Non-Transport Update**

- 6.1 GMCA's Skills Capital 2017-2020 Programme has now completed its commissioning. The £79 million programme has been allocated to fourteen FE Capital projects, ten of which are now complete and four of which are in delivery. The four ongoing projects are making significant progress towards completion and we have an established programme monitoring function in place to monitor the agreed outputs of our investments for the next 3-5 years, following completion.
- 6.2 Skills Capital delivery highlights to date include:
  - Completion of an Advanced Skills Centre for Tameside College located within the Tameside one shared service centre, which was shortlisted for the GM Chamber of Commerce Building of the Year award in 2019.
  - The creation of Future Skills 3, Salford City College based at Media City.
  - Refurbishment of Wigan & Leigh College Pagefield and Leigh campus to create centres of excellence in Engineering, Construction, Digital and Creative.

- Tameside College Construction centre is now complete and operational. The college hosted an opening ceremony in April 22 which was attended by GMCA. The centre has been designed in consultation with construction employers with aims to bridge the skills gap in the construction industry.
- The Manchester College City Centre Campus Digital & Creative centre is progressing well in its delivery and building handover is expected in June 22. The College's part refurbished/ part new build Openshaw Campus is complete and hosted an official opening in December 21. The remaining elements of the College's wider estates transformation programme are making good progress towards completion in time for the new academic year.
- Construction and building handover completed on Oldham College's Construction Centre in March 21 and the facility has been in use since the start of the academic year in September 21.
- Bury College campus improvement works completed in April 21. Site works are also progressing on the new Bury College health innovation STEM centre following planning permission being granted in September 21.
- Work is progressing on the final round 3 project, Hopwood Hall Engineering Centre, with full planning permission granted in September 21. The project cost has increased post tender, however, this has been approved and will be funded from the college's own cash reserves. GMCA attended a launch event for the centre in March 22.

6.3 Economic Development & Regeneration (ED & R) Projects includes a portfolio of thirteen varied projects such as University capital projects, Life Sciences, Productivity Programme, Cyber Innovation Hub, housing and commercial business investment. Nine projects are now complete and four are in delivery. The four ongoing projects are making significant progress towards completion and we have an established programme monitoring function in place to monitor the agreed outputs of our investments over the next 3-5 years, following completion.

6.4 ED & R Delivery highlights to date include:

- Investment in equipment at the University of Manchester Graphene Engineering Innovation Centre (GEIC) to support industry led development of graphene applications in partnership with academics.

- Manchester Metropolitan University's groundbreaking School of Digital Arts (SODA) brings together art and design with technology and computing all under one roof. Works completed in November 22 and an official opening will be hosted in June 22, attended by GMCA colleagues.
- The University of Manchester's Christabel Pankhurst Centre will be investment in the development of advanced health materials, digital technology and precision medicine; the virtual Institute officially launched in January 21. The discovery of an underground oil tank on site caused the project some delays. In spite of this, the project is now making good progress in its build, the building frame is up and a forecast completion date for December 22 has been given.
- Investment into a new Cyber Innovation Centre based in Manchester City Centre which will capitalise on the city's opportunities in this sector and bring businesses together. The operator has now been appointed.
- The Life Sciences investments continue to deliver creating jobs and enabling ventures in this field.
- Growth Company's Productivity Programme completed from LGF perspective at the end of March 22. The programme aimed to create growth and jobs for GM business, and to date has supported over 2300 enterprises and created 2451 jobs.

## **7 Recommendations**

7.1 Recommendations are set out at the front of this report.

**Eamonn Boylan**

**Chief Executive Officer, GMCA & TfGM**