

Date: 29 November 2019

Subject: GM Growth Deal – Salford Bolton Network Improvement Programme:
Salford DP3 – (A666/A6) and Bolton DP 5 (Manchester Road Gateway)
Request for Full Approval and Funding Release.

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

PURPOSE OF REPORT

To seek Full Approval and the release of the necessary funding to enable the delivery of the Salford Bolton Network Improvement Salford Delivery Package 3 scheme (A666/A6) and Bolton Delivery Package 5 (Manchester Road Gateway) schemes.

RECOMMENDATIONS:

The GMCA is requested to:

Grant Full Approval for the Salford Bolton Network Improvement Salford Delivery Package 3 (A666/A6) and Bolton Delivery Package 5 (Manchester Road Gateway) and the associated release of funding of £3.984 million from the Local Growth Deal (£3.708 million) and MCF (£0.276 million) to enable the delivery of Salford DP 3 (A666/A6) and the Bolton DP 5 Bury Road/Crompton Way schemes.

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Equalities Implications:

An EQIA assessment was carried out across the SBNI programme at Conditional Approval. Both Salford DP 3 (A666/A6) and Bolton DP 5 (Manchester Road Gateway) will deliver accessibility benefits for all users through the provision of adequate footway widths, the implementation of controlled crossings, the provision of accessible boarding facilities and the delivery of segregated cycling routes at a number of junctions. They will also enhance bus priority which should improve the punctuality and reliability of bus services along routes local to the improvements, thereby supporting bus passengers, many of whom do not have access to a private car.

Climate Change Impact Assessment and Mitigation Measures –

The SBNI programme objectives aim to improve bus journey time performance and reliability whilst also promoting active sustainable travel. By targeting improvements to public transport and sustainable travel the programme aims to have a positive impact on climate change by encouraging mode shift.

Risk Management:

See paragraph 2.1, 2.3, 2.10, 3.2, 3.3 and 3.9

Legal Considerations:

See paragraph 2.3, 2.7, 2.10, 3.7 and 3.9

Financial Consequences – Revenue:

see paragraph 2.3 and 3.2

Financial Consequences – Capital:

See paragraph 2.3, 2.10, 2.11, 3.2, 3.9 and 3.10.

Number of attachments to the report:

Comments/recommendations from Overview & Scrutiny Committee

N/A

BACKGROUND PAPERS:

N/A

TRACKING/PROCESS		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		Yes
EXEMPTION FROM CALL IN		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		No
GMTC	Overview & Scrutiny Committee	
N/A	N/A	

1. INTRODUCTION

- 1.1 The Local Growth Deal 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 and Additional Priorities.
- 1.2 The Salford Bolton Network Improvements (SBNI) scheme is part of the Growth and Reform package of works and is being delivered in the form of a number of Delivery Packages. Each package comprises of a series of interventions which focus on improvements to junction layouts, pedestrian access provisions, bus priority measures and cycle infrastructure which have been developed in collaboration with Salford City Council and Bolton Council. The SBNI scheme has an overall budget from Local Growth Deal funding of £32.297 million and a local contribution of £0.8 million from Salford City Council (SCC) to fund an enhanced landscaping scheme to be delivered as part of Salford Delivery Package 4.
- 1.3 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.
- 1.4 This report advises of the outcome of the recently completed Minor Works Governance Reviews for SBNI Salford Delivery Package 3 (DP3) (A666/A6) and Bolton Delivery Package 5 (DP5) (Manchester Road Gateway). The report recommends that this scheme is granted Full Approval and requests drawdown of £3.984 million from the Local Growth Deal (£3.708 million) and MCF (£0.276 million) to enable the delivery of Salford DP 3 and the Bolton DP 5 Bury Road/Crompton Way schemes.

2. SBNI SALFORD DELIVERY PACKAGE 3 (A666/A6)

Minor Works Governance Review

- 2.1 As approved at the 29 March 2019 GMCA meeting the remaining SBNI Delivery Packages are subject to approval via the Minor Works Governance Procedures. This was agreed in recognition that the Minor Works Governance Procedures had been identified as a proportionate governance approach given the low levels of complexity and strategic profile of the remaining Delivery Packages. This recommendation was formally endorsed by the GMCA under the condition that schemes valued higher than £0.5m are still submitted to the GMCA for Full Approval. Following this decision Salford Delivery Package 3 has been progressed through the Minor Works Governance approvals process.
- 2.2 Salford DP 3 (A666/A6) consists of junction upgrades, bus priority measures and cycling and walking enhancements on the A666 and A6. Specifically, it comprises of: three sections of

bus lane on the Manchester-bound side of Bolton Road (A666) between the M60 off-slip (Junction 16 M60) and the Irlam o'th Height roundabout; the reconfiguration of on-highway parking arrangements on Bolton Road; a junction improvement scheme at Broad Street/Frederick Road with the inclusion of a 'bus only' link between Broad Street and Belvedere Road and segregated, separately signalled crossings for cyclists; and the provision of a controlled crossing for pedestrians and cyclists on the A6 adjacent to Salford Crescent railway station. Salford City Council will be responsible for managing these works with project management support and oversight provided by TfGM.

- 2.3 The Minor Works Business Case for Salford DP 3 was submitted in September 2019 and in line with the Minor Works Governance Procedure outlined above, approval was received from TSG on 22nd October 2019. The Business Case review included consideration of legal, risk, financial (both capital and revenue) and strategic fit consequences. Overall the required criteria for the project to proceed were considered to have been met and Full Approval for this element of the scheme was recommended. An economic appraisal was also undertaken, resulting in a Benefit Cost Ratio (BCR) of 5.06 resulting from significant improvements to bus passenger journey times, dedicated crossing facilities for pedestrians, and the implementation of segregated cycle crossing provision at the Broad Street/Frederick Road junction. The Salford DP 3 Minor Works Business Case approval was endorsed at the TfGM Investment Board 7th November 2019 and TfGM Executive Board 28th November 2019.
- 2.4 The Broad Street/Frederick Road element of Salford DP 3 is subject to a contribution from the GM Mayor's Cycling and Walking Challenge Fund (MCF). The design for this element of the scheme has been developed in consultation with the TfGM Cycling & Walking Team and has been subject to a Streets for All check in order to ensure that the final scheme layout meets relevant safety criteria in respect of footway and carriageway lane widths.
- 2.5 The Broad Street/Frederick Road scheme secured Programme Entry in Tranche 1 of MCF. Due to this contribution the Broad Street/Frederick Road scheme has been subject to an additional governance check in line with the established MCF governance approval process, including a further review of the Business Case by the TfGM Cycling & Walking team following which approval was granted to proceed with the Broad Street/Frederick Road scheme.
- 2.6 Following the conclusion of the Business Case Review, the proposals have progressed through the necessary endorsement / approval process, as provided for by the agreed GM Local Growth Deal governance arrangements.
- 2.7 Salford DP 3 will be delivered by Salford City Council using the Manchester City Council Highways Framework. As with previous Delivery Packages, a Delivery Agreement between Salford City Council, GMCA and TfGM will be entered into, to facilitate delivery of the works.
- 2.8 In light of the above, the Combined Authority is now requested to grant Full Approval for Salford DP 3.

- 2.9 Following the conclusion of the approvals process it is intended that a contractor is appointed by Salford City Council in winter 2019. The works are expected to start on site spring 2020 and be completed in winter 2020.

Scheme Financial Position

- 2.10 A thorough review of the cost plan for the scheme was undertaken as part of the Minor Works Governance review process. It was concluded that the cost plan is robust and that the project, including an appropriate allowance for risk and contingency, is affordable within the overall scheme budget.
- 2.11 The funding request illustrated in the table below for the Salford DP 3 is the specific budget and funding allocated to this element of the overall Growth Deal and MCF programmes.

	Scheme Budget (£000)	Funding Released to Conditional Approval (£000)	MCF Local Contribution (£000)	Funding requested for delivery (£000)
SBNI – Salford Delivery Package 3 (A666/A6)	3,997	651	276	3,346

3. SBNI BOLTON DELIVERY PACKAGE 5 (Manchester Road Gateway)

Minor Works Governance Review

- 3.1 Bolton DP 5 (Manchester Road Gateway) represents a collection of junction upgrades in close proximity to Bolton town centre. The scheme involves the implementation of two Cycle Optimised Protected Signals (CYCLOPS) junctions at the Manchester Road/Bradshawgate/Trinity Street and Newport Street/Trinity Street junction with full segregation for cyclists and pedestrians. The scheme also includes capacity improvements at the adjacent A666/St Peters Way and Bury Road/Crompton Way junctions.
- 3.2 The Minor Works Business Case for Bolton DP 5 was submitted in October 2019 and approval was received from TSG on 18th October 2019. Overall the required criteria for the project to proceed were considered to have been met and Full Approval for this element of the scheme was recommended. The Benefit Cost Ratio (BCR) was calculated at 2.29 resulting from significant improvements to journey times for bus passengers and general road users, dedicated crossing facilities for pedestrians, and the extensive implementation of segregated cycle lane and crossing provision as part of the scheme. The Bolton DP 5 Minor Works

Business Case approval was endorsed at the TfGM Investment Board 7th November 2019 and TfGM Executive Board 28th November 2019.

- 3.3 In recognition of the overall value of the Bolton DP 5 scheme additional governance procedures were undertaken to ensure a proportionate level of scrutiny was applied as part of the governance review. A Risk Potential Assessment (RPA) was undertaken which determined that the scheme scored low in terms of risk for delivery complexity and so the minor works process was deemed to be an appropriate level of assurance in this case. In addition, it was agreed that a health check review would provide an extra and proportionate layer of assurance for the scheme, given its value. This approach was agreed with TfGM's Portfolio Office, Growth Deal Programme Manager and the scheme SRO.
- 3.4 The designs for the junction upgrades to be delivered through Bolton DP 5 have been developed in consultation with the TfGM Cycling & Walking Team and subject to a Streets for All check in order to ensure that the final scheme layout meets relevant safety and quality criteria in respect of footway and carriageway lane widths.
- 3.5 Following the conclusion of the Business Case Review, the proposals have progressed through the necessary endorsement / approval process, as provided for by the agreed GM Local Growth Deal governance arrangements.
- 3.6 In light of the above, the Combined Authority is now requested to grant Full Approval for Bolton DP 5.
- 3.7 Bolton DP 5 will be delivered by Bolton Council using the Bolton Council Highways Framework. As with previous Delivery Packages, a Delivery Agreement between Bolton Council, GMCA and TfGM will be entered into to facilitate delivery of the works. In order to minimise disruption to the travelling public Bolton DP 5 will be delivered utilising a phased approach. The first scheme to be delivered as part of this phased approach will be the Bury Road/Crompton Way scheme. Furthermore, as tender prices received from the Bolton Council's Highway Framework are time limited it is not possible to tender all of the works at this stage. Therefore, future DP 5 delivery phase funding approvals will be sought from the GMCA once tender prices have been secured for remaining junctions.
- 3.8 Following the conclusion of the approvals process it is intended that a contractor is appointed for the Bury Road/Crompton Way scheme by Bolton Council in winter 2019, works at this junction are expected to complete in spring 2019. The remaining works to be delivered as part of Bolton DP 5 are anticipated to be complete in summer 2021, following the completion of detailed design and procurement activities currently being progressed.

Scheme Financial Position

- 3.9 A thorough review of the cost plan for the DP5 was undertaken as part of the Minor Works Governance review process. It was concluded that the cost plan is robust and that the

project, including an appropriate allowance for risk and contingency, is affordable within the overall scheme budget.

- 3.10 The Bury Road/Crompton Way junction improvement scheme will be the first scheme to be delivered as part of Bolton DP 5 and was progressed through a competitive tender process through the Bolton Council Highways Framework in September 2019 by Bolton Council. Taking into account the tender price, the total cost of the Crompton Way scheme is £0.717 million. A summary of the overall scheme costs, funding released to date and funding required to deliver the initial DP5 scheme are summarised in table below.

	Bolton DP 5 Scheme Budget (£000)	Funding Released for Crompton Way to Conditional Approval (£000)	Funding requested for delivery of Crompton Way Scheme (£000)
SBNI – Bolton Delivery Package 5 (Manchester Road Gateway)	6,509	79	638

- 3.11 As identified above Bolton DP 5 will be delivered utilising a phased approach. Once scheme development is finalised and tender prices have been secured, delivery phase funding approvals for the remaining schemes within Bolton DP 5 will be sought from the GMCA.

4. FUNDING RELEASE APPROVAL

- 4.1 As a result of the outcome of the Gateway Reviews for Salford DP 3 and Bolton DP 5 it is recommended that the Combined Authority grant Full Approval for the scheme and the associated release of £3.984 million from the Local Growth Deal (£3.708 million) and MCF (£0.276 million) in order to deliver Salford DP 3 and the Bolton DP 5 Bury Road/Crompton Way scheme.

5. RECOMMENDATIONS

- 5.1 A full set of recommendations are set out at the front of this report.

Eamonn Boylan

Chief Executive Officer, GMCA & TfGM