

Date: 14 February 2020

Subject: GMCA Capital Programme 2019/20 – 2022/23 (Budget Paper F)

Report of: Cllr David Molyneux, Portfolio Lead for Investment & Resources and
Steve Wilson, GMCA Treasurer

PURPOSE OF REPORT

To present an update in relation to the Greater Manchester Combined Authority capital expenditure programme for Transport and Economic Development and Regeneration functions.

RECOMMENDATIONS:

The GMCA is requested to:

1. Approve the revisions to the 2019/20 capital forecast as set out in Appendix A and detailed within the report;
2. Approve the capital programme budget for 2020/21 and the forward commitments as detailed in the report and in Appendix A;
3. Note that the capital programme is financed from a mixture of grants, external contributions and long term borrowings;
4. Note that provision has been made in the revenue budget for the associated financing costs of borrowing;
5. Approve expenditure of £0.80 million for the Albert Street, Hollinwood (Oldham) Growth Deal 2 Minor Works scheme, as set out in section 7 and Appendix B; and
6. Note that the capital programme will continue to be reviewed, with any new schemes which have not yet received specific approval but are included within the programme to be the subject of future reports;

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Equalities Implications: N/A

Climate Change Impact Assessment and Mitigation Measures: N/A

Risk Management – An assessment of major budget risks faced by the authority are carried out quarterly as part of the reporting process – at the present time a significant proportion of the capital budget is funded through grant. In order to mitigate the risk of monetary claw back the full programme is carefully monitored against the grant conditions and further action would be taken as necessary.

Legal Considerations – There are no specific legal implications contained within the report.

Financial Consequences – Revenue – There are no specific revenue considerations contained within the report, however, the revenue budget contains resources to meet the capital costs of the authority. Changes in the capital programme can affect the budget to meet these costs.

Financial Consequences – Capital – The report sets out the forecast expenditure for 2019/20 and future years.

Number of attachments to the report: 0

Comments/recommendations from Overview & Scrutiny Committee

BACKGROUND PAPERS:

Report to Greater Manchester Combined Authority: 'Capital Update 2019/20' 25 October 2019.

Report to Greater Manchester Combined Authority: 'Capital Update 2019/20' 26 July 2019.

Report to Greater Manchester Combined Authority: 'Capital Programme 2018/19 – 2021/22' 15 February 2019.

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?		
GM Transport Committee	Overview & Scrutiny Committee	
	11 February 2020	

1. INTRODUCTION/BACKGROUND

1.1 The Greater Manchester Combined Authority (GMCA) approved the 2019/20 Capital Programme at its meeting on 15 February 2019. The latest 2019/20 Capital reforecast was reported to and noted by the GMCA at its meeting on 25 October 2019.

1.2 GMCA's capital programme includes Economic Development and Regeneration programmes, Waste and the continuation of the programme of activity currently being delivered by Transport for Greater Manchester ("TfGM") and Local Authorities including the following elements:

- The Greater Manchester Transport Fund ('GMTF');
- Metrolink Phase 3 extensions;
- Metrolink Trafford Park Line Extension;
- Other Metrolink Schemes;
- Transport Interchanges;
- Bus Priority;
- Other capital projects and programmes including Transforming Cities, Early Measures, Cycle Safety, Smart Ticketing and Cycle City Ambition Grant (CCAG 2);
- Growth Deal Major Schemes;
- Minor Works (including schemes funded by Integrated Transport Capital Block and Growth Deal);
- Capital Highways Maintenance, Traffic Signals and Full Fibre;
- Investments including Growing Places, Regional Growth Fund and Housing Investment Fund;
- Economic Development and Regeneration Growth Deal Schemes;

1.3 The 2019/20 Capital Programme is summarised in Appendix A and the major variances are described in this report.

1.4 The capital programme over the three year period (2020-2023) as presented will require a long term borrowing requirement of £307.7 million. Provision has been made in the revenue budgets for the associated financing costs. The expenditure profiles in 2020/21 and future years will remain subject to scrutiny and possible change as part of the continuous review of the capital programme.

2 GREATER MANCHESTER TRANSPORT FUND (GMTF)

2.1 At its meeting on 12 May 2009, the AGMA Executive agreed to establish a Greater Manchester Transport Fund (GMTF), incorporating prioritised schemes based on delivering the maximum economic benefit (GVA) to Greater Manchester, consistent with positive package level social and environmental outcomes.

- 2.2 The GMTF programme is funded from a combination of grants from the Department for Transport; a 'top slice' from the Greater Manchester Integrated Transport Block (ITB) LTP funding over a period of nine years from the 2010/11; and from a combination of borrowings, to be undertaken by GMCA, and partly from local/third party contributions and local resources (including LTP and prudential borrowings).
- 2.3 The GMCA will repay the borrowings in full by 2045, in part through the application of Metrolink net revenues (being Metrolink revenues, net of operating, maintenance and other related costs); and in part by the application of the annual ring-fenced levy contributions, which will be raised by GMCA, under its levying powers; and in part from local, third party, revenue contributions.
- 2.4 The GMCA and TfGM hold certain reserves which are ring-fenced to pay for and manage the risks of delivering their ongoing capital programme. This includes the capital programme reserve which will be utilised as the financing costs (which include both the interest costs and minimum revenue provision with respect to the borrowings, which have been or will be taken out to fund the delivery of the schemes in the GMTF) increase in future years.

Metrolink Expansion Programme

- 2.5 The Metrolink Expansion Programme included:
- The Phase 3 programme;
 - The Metrolink Second City Crossing ('2CC'); and
 - SEMMMs Interface Works.
- 2.6 The current forecast expenditure for 2019/20 is £5.0 million, compared to the previous forecast of £7.7 million. The variance is due primarily to savings associated with agreeing final accounts in relation to utilities, land and property transactions.
- 2.7 The 2020/21 budgeted expenditure is £7.0 million.
- 2.8 The total forecast outturn cost is within the total approved budget.

Metrolink Renewal and Enhancement Capital Programme

- 2.9 The current forecast expenditure for 2019/20 is £2.3 million, compared to the previous forecast of £2.8 million. The variance is due to certain works being rephased into 2020/21 in order to minimise disruption to the customer.
- 2.10 The 2020/21 budgeted expenditure is £8.0 million.
- 2.11 The total forecast outturn cost is within the total approved budget

Bus Priority Programme

- 2.12 The current forecast for 2019/20 is £0.7 million, compared to the previous forecast of £0.8 million. The variance is primarily due to revised phasing.
- 2.13 The 2020/21 budgeted expenditure is £0.3 million.
- 2.14 The total forecast outturn cost is within the total approved budget.

Park and Ride

- 2.15 The current forecast expenditure for 2019/20 is £0.1 million, which is in line with the previous forecast.
- 2.16 Additional expenditure on Park and Ride is included in both the Trafford Line and the Transforming Cities Fund budgets referred to in sections 3 and 4 of this report. Overall the current 2020/21 budgeted expenditure for Park and Ride is £5.9 million.
- 2.17 The total forecast outturn cost is within the total approved budget.

Bolton Town Centre Transport Strategy (BTCTS)

- 2.18 The current forecast expenditure for 2019/20 is £0.6 million, compared to the previous forecast of nil. The variance is due to the revised phasing of risk allowances.
- 2.19 The 2020/21 budgeted expenditure is nil.
- 2.20 The total forecast outturn cost is within the total approved budget.

A6 to Manchester Airport Relief Road

- 2.21 The SEMMMS A6 to Manchester Airport Relief Road (A6MARR) is part of a package of measures, originally proposed as part of the South East Manchester Multi-model Strategy, which offers significant congestion relief benefits to the south of the conurbation and around the Airport and the Airport City Local Enterprise Zone (LEZ).
- 2.22 Stockport MBC is responsible for the delivery of the A6MARR, which will result in the expenditure largely comprising grant payments to Stockport MBC.
- 2.23 The current forecast expenditure for 2019/20 is £5.8 million compared to the previous forecast of £8.7 million. The variance is due to savings associated with agreeing final accounts in relation to utilities and phasing of land acquisition costs from 2019/20 to future years.
- 2.24 The 2020/21 budgeted expenditure is £3.9 million.

2.25 The total forecast outturn cost is within the total approved budget.

Stockport Town Centre Access Plan

2.26 Stockport MBC is responsible for the delivery of Stockport Town Centre Access Plan, a DfT Growth Deal Major retained scheme.

2.27 The current forecast expenditure for 2019/20 is £8.3 million, which is in line with the previous forecast.

2.28 The 2020/21 budgeted expenditure is £2.3 million.

3 METROLINK TRAFFORD PARK LINE EXTENSION

3.1 The Metrolink Trafford Park Line Extension will extend Metrolink as far as the Intu Trafford Centre.

3.2 The current forecast expenditure for 2019/20 is £80.8 million, compared to the previous forecast of £63.9 million. This £16.9 million variance is primarily due to the early completion of civil engineering works associated with the scheme which will enable services to start operating in April 2020, subject to final testing and commissioning.

3.3 The 2020/21 budgeted expenditure is £6.2 million.

3.4 Total forecast outturn cost is within the total approved budget.

4 TRANSFORMING CITIES FUND (TCF)

4.1 This programme includes:

- Metrolink Additional Capacity; and
- Cycling and Walking Mayoral Challenge Fund (MCF)

4.2 The Metrolink Additional Capacity programme includes the purchase of 27 additional trams and additional supporting infrastructure. The current forecast expenditure in 2019/20 for the Metrolink Additional Capacity programme is £23.1 million compared to the previous forecast of £30.7 million. The £7.6 million variance is due primarily to a reassessment of the financial liabilities and the spend profile between now and the end of the current financial year, based on the revised delivery schedule.

4.3 The 2020/21 budgeted expenditure is £30.1 million.

4.4 Total forecast outturn cost is within the total approved budget.

- 4.5 The Cycling and Walking Challenge Fund 2019/20 current forecast spend is £5.7 million, compared to a previous forecast of £1.4 million. The £4.3 million variance is due to increased Local Authority activity within the programme which includes achievement of Programme Entry status for 82 schemes, approval of development costs, public consultation, on-site works and successful business case submissions.
- 4.6 The 2020/21 budgeted expenditure is £26.7 million.
- 4.7 Total forecast outturn cost is within the total approved budget.

5 OTHER CAPITAL SCHEMES & PROGRAMMES

- 5.1 The other capital projects include:
- Smart Ticketing;
 - Cycle City Ambition Grant 2 (CCAG2);
 - Joint Air Quality Unit (JAQU) Early Measures; and
 - Clean Bus Initiatives.
- 5.2 The current forecast expenditure on Smart Ticketing for 2019/20 is £1.2 million, which is in line with the previous forecast.
- 5.3 The 2020/21 budgeted capital expenditure is currently nil. There is however a recommendation, in the GMCA Transport Revenue Budget report, to draw down £1.5 million from the Integrated Ticketing Reserve to develop further ticketing initiatives.
- 5.4 The current forecast for CCAG 2 for 2019/20 is £2.5 million, which is in line with the previous forecast.
- 5.5 The 2020/21 budgeted CCAG2 expenditure is £2.3 million.
- 5.6 Joint Air Quality Unit (JAQU) Early Measures Investment Funding (EMIF) 2019/20 current forecast expenditure is £0.8 million compared to £1.6m forecast previously. This variance is due to the finalisation of procurement, extending the implementation phase beyond the end of the 2019/20 year. The contract has now been signed.
- 5.7 The 2020/21 budgeted expenditure for JAQU EMIF is £1.3 million.
- 5.8 The Clean Bus Technology Fund 2019/20 current forecast is £2.4 million, compared to £6.0 million forecast previously. This variance is due to the phasing of the finalisation of the funding agreements with third parties. The remaining funding is due to be spent during the 20/21 financial year.
- 5.9 The 2020/21 budgeted expenditure for Clean Bus Technology Fund is £3.6 million.
- 5.10 The total forecast outturn cost is within the total approved budget for these programmes.

6 GROWTH DEAL MAJORS SCHEMES

- 6.1 Detailed recommendations appear at the front of this report. The Growth Deal 1 (GD1) Majors programme consists of 11 devolved major schemes that are being delivered by TfGM and the Local Authorities. The current forecast expenditure for 2019/20 is £36.5 million, compared to the previous forecast of £37.8 million. The variance is primarily due to a rephasing of expenditure within the Metrolink Improvement Package and Wigan A49 and 58 schemes expenditure, into 2020/21.
- 6.2 The Growth Deal 3 (GD3) transport programme includes a combination of both major and minor schemes. The current forecast expenditure for 2019/20 is £9.1 million, compared to the previous forecast of £10.6 million. The variance is due to expenditure being re-phased as scheme promoters review deliverables, interfaces and milestones as part of scheme business case submissions.
- 6.3 The 2020/21 budgeted expenditure for GD1 is £31.8 million and for GD3 is £19.4 million.
- 6.4 Total forecast outturn cost is within the total approved budget.

7 MINOR WORKS

- 7.1 The Minor Works Programme is a combination of schemes being delivered by the Local Authorities and TfGM. The forecast for the Local Authority Schemes has been provided by each Authority.
- 7.2 The programme consists of schemes funded from a combination of Integrated Transport Block (ITB), Growth and Reform 1 (GD1) and Growth and Reform 2 (GD2).
- 7.3 The current forecast expenditure for 2019/20 is £11.0 million, compared to the previous forecast of £9.1 million. The majority of the variance relates to re-phasing of construction works into the current year.
- 7.4 The 2020/21 budgeted expenditure is £7.8 million.
- 7.5 Total forecast outturn cost is within the total approved budget.
- 7.6 Expenditure approval is requested for the GD2 Albert Street, Hollinwood Junction (Oldham) scheme (£0.8 million), following approval of the Mini-Business case by the GM Transport Strategy Group. Further detail is set out in Appendix B.

8 GMCA CONTROLLED TRANSPORT SCHEMES

Traffic Signals

- 8.1 The current forecast is in line with the budget of £2.5 million. All traffic signals are externally funded and the annual amount will fluctuate year on year dependant on the level of new

installations and developments. Future year's forecasts are expected to stay within the £2.5 million range.

Full Fibre

- 8.2 Following the award of £21.3 million from Department of Digital, Culture, Media and Sport (DDCMS) funding to undertake installation of a full fibre network within Greater Manchester. The full cost is anticipated to be £24.684 million, with £3.5 million anticipated spend within 2019/20 and the remaining £21.184 million expected to be spent in 2020/21.
- 8.3 In addition to the grant it is proposed that £3.384 million will be funded from long term borrowings in 2020/21 for the Urban Traffic Management Control element of the programme.

Capital Highways Maintenance

- 8.4 The current forecast is in line with the budget of £36.2 million (including pot-hole funding and National productivity fund allocations).
- 8.5 Included within the Single Pot is the Highways Maintenance allocations previously paid as a ring-fenced Department of Transport grant. The 2020/21 forecast is estimated to be £27.9 million. It is proposed that the allocation be split across each district as detailed below:

	Highways Maintenance	Incentive Element	Total
	£	£	£
Bolton	2,535,124	512,000	3,047,124
Bury	1,690,990	342,000	2,032,990
Manchester	3,155,290	637,000	3,792,290
Oldham	2,034,818	411,000	2,445,818
Rochdale	2,028,688	410,000	2,438,688
Salford	2,084,750	421,000	2,505,750
Stockport	2,637,452	533,000	3,170,452
Tameside	1,926,724	389,000	2,315,724
Trafford	1,930,886	390,000	2,320,886
Wigan	3,188,280	644,000	3,832,280
Total	23,213,000	4,689,000	27,902,000

- 8.6 The allocations above are in line with the previously advised allocations provided by DfT. It should be noted that, as this funding is now fully devolved to GMCA, a review of the Highways Capital allocations is planned for 2020/21, which may impact on allocations from 2021/22 onwards.

9 ECONOMIC DEVELOPMENT AND REGENERATION FUNCTIONS

Recycled RGF / GPF

- 9.1 Both the Regional Growth Fund and Growing Places Fund's loans are now being repaid, with the strategy being that a perpetual fund is created to support businesses and enable growth. For 2019/20 it is estimated that £8 million will be defrayed.
- 9.2 Between 2020/21 and 2022/23 it is currently forecast that £15 million will be recycled back out to businesses. It should be noted that the forecast will be subject to change once specific loans are approved and the timing of payments confirmed.

Empty Homes Programme

- 9.3 Following a bid to the Homes and Communities Agency, up to £3.5 million was available between 2015 and 2018 to deliver 232 units. Whilst the programme did complete within 2018/19, final claims are being processed with £0.6 million anticipated to be drawn down.
- 9.4 The budget will be adjusted to reflect the final grant allocations from the Homes and Community Agency.

Housing Investment Fund

- 9.5 The Greater Manchester Housing Fund has been designed to accelerate and unlock housing schemes. It will help build the new homes to support the growth ambitions across Greater Manchester.
- 9.6 To facilitate this DCLG have provided a £300 million loan to provide the up-front funding.
- 9.7 Forecasts drawdowns for 2019/20 currently stand at £113.5 million, however it should be noted that the forecast will be subject to change once specific loans are approved and the timing of payments confirmed.
- 9.8 Forecasts for 2020/21 – 2021/21 currently stand at £118.8 million.

Growth Deal – Economic Development and Regeneration Projects

Skills Capital (Round One)

- 9.9 The Skills Capital (Round One) allocation is to be used supporting colleges and adult education facilities invest in capital infrastructure. There are currently six approved schemes being delivered or have now completed. The forecast for 2019/20 is £1.5 million as per the previous forecast and will bring this element of the programme to a close.

Skills Capital (Round Two and Three)

- 9.10 £63 million has been allocated to Skills Capital under rounds 2 and 3 of the Growth Deal. It is proposed that the allocation will deliver four strands of investment as follows;
- Large Redevelopment of Further Education
 - Priority Sectors
 - Smaller Investment Projects
 - Digital Skills
- 9.11 The forecast for 2019/20 is currently £7.8 million compared to the previous forecast of £23.2 million. The variance is primarily due to drawdowns being confirmed following full approval of schemes.
- 9.12 Forecast spend for 2020/21 currently stands at £30 million.

Life Sciences

- 9.13 The GM&C Life Sciences Fund is a seed and early stage venture capital fund targeting life sciences businesses located in the Greater Manchester and Cheshire & Warrington region. The forecast for 2019/20 is £1.5 million compared to the previous forecast of £2.6 million. The variance is primarily due to drawdowns being confirmed following full approval of loans and investments.
- 9.14 Forecast spend for 2020/21 currently stands at £1.5 million.

International Screen School Manchester

- 9.15 This project by Manchester Metropolitan University provides a new £35 million facility on the Oxford Road campus and aims to be operational by mid-2021. The forecast spend for 2019/20 is £2.2 million compared with the previous forecast of £2.78 million. The variance is due primarily to rephrasing of the forecast cashflow following submission of more detailed cost plans.
- 9.16 Forecast spend for 2020/21 currently stands at £9.5 million.

Pankhurst

- 9.17 The LEP Board have approved a full business case for £5m of Local Growth Fund (LGF) investment in the University of Manchester to support the establishment of the Christabel Pankhurst Institute for Research in Health, Technology and Innovation ('the Pankhurst Institute'). This £5m of LGF investment will be matched by £7.2m of additional capital investment. £13.4m of revenue match will also be provided, resulting in a total project value of over £25m. The Pankhurst Institute will be a new Institute which will exploit the University of Manchester's strengths in advanced materials, digital technology and precision medicine

to drive health benefit, business growth, productivity-gain and employment in Greater Manchester (GM), filling a critical gap in the GM health innovation ecosystem. The Pankhurst Institute will create a complete and robust translational pathway. Research and early translation activities of the Institute will be located in a refurbished and extended building on the University campus (the NatWest building), and later-stage translational and business engagement activities will be located in the CityLabs 4.0 development.

- 9.18 The forecast for 2019/20 is nil compared with the previous forecast of £0.5 million. The variance is due primarily to rephrasing of the forecast cashflow following submission of more detailed cost plans.
- 9.19 Forecast spend for 2020/21 currently stands at £3 million.

Cyber Innovation Hub

- 9.20 This project proposes to fit out and purchase IT equipment for the hub with Manchester City Council as the delivery partner. The forecast spend for 2019/20 is currently nil as per the previous forecast, with the £5 million spend anticipated over the next two years, however this could change once timescales for full approval are confirmed.

Investment Fund Loans

- 9.21 Following approval at the July GMCA, a number of Investment Fund loans totaling £18 million have now been included as part of the Local Growth Fund (LGF). The current forecast is £9.3 million compared with the previous forecast of £15.3 million due to expected drawdowns being confirmed for the year.
- 9.22 Forecast spend for 2020/21 currently stands at £7.8 million.

LGBT+ Centre

- 9.23 The Proud Trust provides services to LGBT+ young people across Greater Manchester and the North West of England from its hub at the LGBT+ Centre, located on Sidney Street in central Manchester. The Centre was established in 1988, in co-operation with Manchester City Council, and was the first fully publicly funded 'LGBT centre' in Europe. The Centre is currently in a state of disrepair and lacks the space to accommodate the numbers of young people the Proud Trust wish to work with, or act as a true community hub.
- 9.24 The current forecast is £0.1 million compared with £0.45 million. The variance is due primarily to rephrasing of the forecast cashflow following submission of more detailed cost plans.

10 WASTE

- 10.1 The capital programme for the Waste function has been separately reported within the Waste Budget & Levy Medium Term Financial Plan 2023/24.

11 GM FIRE AND RESCUE

11.1 The capital programme for the GM Fire and Rescue function has been separately reported within the Mayoral General Budget and Precept Proposals.

12. FUNDING REQUIREMENTS

12.1 The capital programme over the next three years, results in a borrowing requirement of £307.7 million. Provision has been made in the revenue budget for the associated financing costs.

12.2 The estimated funding profile for the forecast spend in financial year 2020/21 is as follows:

	£m
Borrowing	43.159
Integrated Transport Block	15.675
Cycle City Ambition Grant	2.334
Clean Bus Fund	3.590
Joint Air Quality Unit - Early Measures	1.267
Revenue Contributions	27.540
Transforming Cities Grant	56.860
Stockport Town Centre Access	2.305
Growth Deal	77.609
Earn-back Capital Grant	5.538
DCMS Full Fibre Grant	17.800
Capital Receipts (RGF / GPF)	5.000
Capital Receipts (HIF)	90.729
Other	2.500
Total	351.906

13. RECOMMENDATIONS

13.1 Approval of the recommendations contained at the front of this report will authorise the capital programme detailed in Appendix A.

	Previous Forecast 2019/20 £'000	Current Forecast 2019/20 £'000	Variance 2019/20 £'000	2020/21 Forecast £'000	2021/22 Forecast £'000	2022/23 Forecast £'000	Future years forecast £'000
Greater Manchester Transport Fund	11,413	8,546	(2,867)	15,406	79,865	35,385	353,000
Road Schemes (Stockport)							
Stockport Town Centre Access Plan (DfT retained scheme)	8,325	8,325	-	2,305	-	-	-
A6 MARR / SEMMMS	8,673	5,768	(2,905)	3,927	5,950	3,093	15,560
Stockport Council Schemes total	16,998	14,093	(2,905)	6,232	5,950	3,093	15,560
Other Metrolink Schemes							
Trafford Extension	63,935	80,776	16,841	6,180	6,830	11,507	-
Other Metrolink Schemes total	63,935	80,776	16,841	6,180	6,830	11,507	-
Other Capital Schemes							
Wythenshawe Interchange	-	-	-	-	42	-	-
Other Capital Schemes	1,248	1,222	(26)	-	17	-	-
CCAG 2	2,459	2,519	60	2,334	2,000	1,700	-
TCF - Mayors Challenge Fund	1,375	5,677	4,302	26,730	67,286	53,937	-
TCF - Metrolink Capacity Improvement Programme	30,667	23,084	(7,583)	30,130	21,203	2,610	-
Cycle Safety	-	-	-	-	1,465	-	-
Clean Bus Fund	5,981	2,393	(3,588)	3,590	-	-	-
Early Measures	1,576	790	(786)	1,267	-	-	-
Other Capital Schemes total	43,306	35,685	(7,621)	64,051	92,013	58,247	-
Growth Deal Majors							
TfGM Majors	18,518	18,040	(478)	18,613	50,711	44,528	-
Local Authorities Majors	19,247	18,446	(801)	13,222	1,305	-	-
Growth Deal 3 TfGM schemes	3,438	3,202	(236)	4,011	1,265	-	-
Growth Deal 3 Local Authorities	7,157	5,931	(1,226)	15,398	10,930	-	-
Growth Deal total	48,360	45,619	(2,741)	51,244	64,211	44,528	-
Minor Works							
ITB Local Authorities	674	608	(66)	941	500	-	-
Growth Deal 1 Local Authorities	796	589	(207)	1,424	914	-	-
Growth Deal 2 Local Authorities	4,821	6,333	1,512	4,473	4,918	-	-
Growth Deal 2 TfGM Schemes	2,814	3,427	613	953	876	-	-
Minor Works total	9,105	10,957	1,852	7,791	7,208	-	-
Traffic Signals (Externally Funded)	2,500	2,500	-	2,500	2,500	2,500	
Full Fibre Network	7,100	3,500	(3,600)	21,184			
Highways Capital Maintenance	36,224	36,224	-	27,202	27,202	27,202	
Total Capital - Transport	238,941	237,900	(1,041)	201,790	285,778	182,462	368,560
Recycled GF / RGF Capital Receipts	4,000	8,000	4,000	5,000	5,000	5,000	
Empty Homes Programme	600	600	-				
Housing Investment Fund	117,990	113,498	(4,492)	90,729	28,032		
Growth Deal - Skills Capital	1,530	1,530	-				
Growth Deal - Skills Capital Round 2 & 3	23,200	7,800	(15,400)	30,000	15,340		
Growth Deal - Life Sciences Fund	2,600	1,500	(1,100)	1,500	600		
Growth Deal - International Screen School Manchester	2,780	2,177	(603)	9,533	1,910	1,380	
Growth Deal - Pankhurst	500	-	(500)	3,000	2,000		
Growth Deal - Cyber Innovation Hub	-	-	-	2,200	2,800		
Growth Deal - Investment Fund Loans	15,300	9,284	(6,016)	7,816	1,000		
LGBT Centre	450	112	(338)	338			
Total Capital - Economic Development & Regeneration	168,950	144,501	(24,449)	150,116	56,682	6,380	
Total Capital	407,891	382,401	(25,490)	351,906	342,460	188,842	368,560

GROWTH DEAL MINOR WORKS APPROVALS

The governance arrangements for the Growth Deal Minor Works initiatives provide for the submission of Mini Business Cases; with approval oversight of these Mini Business Cases resting with the GM Transport Strategy Group (TSG) of senior transport officers, with approval for expenditure being sought from GMCA for all schemes with a forecast cost over £0.5 million. The Minor Works scheme over £0.5 million requiring expenditure approval is shown in the table below:

Scheme Promoter	Scheme	Growth Deal funding £'000
Oldham	GD2 Albert Street, Hollinwood Junction	800

Albert Street, Hollinwood Junction (£0.8 million)

The future prosperity of Oldham has a deliberate and clear focus on economic growth and job creation. This is centred on key sites across the borough which includes the Hollinwood Junction site and the Albert Street plot within it. Hollinwood Junction is identified as a Strategic Site for employment and growth in Greater Manchester (Greater Manchester Strategy 2013-2020 Stronger Together).

Hollinwood Junction lies one and a half miles to the south west of Oldham Town Centre on the A62 Oldham Road, the main route into Manchester, at its junction with the M60 (Junction 22) and is highly accessible by various modes. The development of the 12 hectare brownfield site has been master planned and is a strategic priority for Oldham Council given that it offers the opportunity to create a regionally important employment destination at a key gateway into the Oldham borough using brownfield land in Council ownership.

The scheme will address the two key issues which are impeding progress in developing the site by removing a redundant gas holder and infilling the void in the ground that will be left following its' removal and constructing the access into the development site to link it to the existing highway network.

This will deliver direct benefits by:

- Upgrading the existing network, which will make it safer and more accessible for non-motorised and vulnerable road users;
- Improving connectivity for pedestrians and cyclists and linking to new CCAG1 facilities; and
- Bringing 6.3 hectares of brownfield land forward for development.

The scheme is rated high value for money with a Benefit Cost Ratio (BCR) of 2.86.