

Date: 31 July 2020

Subject: Local Growth Fund Programme Update and Approvals

Report of: Andy Burnham, Mayor of Greater Manchester and Eamonn Boylan, Chief Executive Officer, GMCA & TfGM.

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**PURPOSE OF REPORT**

The purpose of this report is to provide the Combined Authority with an overview of progress on the development and delivery of the Local Growth Deal (LGF) Programme (Tranches 1, 2 and 3) and to seek Full Approvals and funding for remaining elements of the programme, in order to ensure that the required level of expenditure is achieved by the end of the LGF Programme in March 2021.

**RECOMMENDATIONS:**

The GMCA is requested to:

1. Note the current position in relation to the overall Growth Deal programme, which is now in the final year of delivery;
2. Approve the proposal to utilise the financial flexibilities available to Greater Manchester in order to bring new projects into the LGF portfolio (as set out in Section 2 of this report) and amend the funding structure of the current LGF projects in order to fully commit and spend LGF funding by March 2021, as set out in Appendix A, C and D;
3. Approve the financial and delivery arrangements for the Transport Major Schemes programme as a whole, as set out in Section 3 and Appendix A of this report;
4. Agree the expenditure approvals for the full Transport Minor Works and Additional Priorities Programmes, as set out in Section 4 and Appendix B of this report;

5. Approve the granting of Full Approval for the Rochdale M62 J19 (South Heywood Link Road) scheme, and the associated release of the remaining funding required to deliver these works, as set out in Section 5 of this report. This will include the remaining £6.868 million of Growth Deal 1 funding and the allocation and release of £3.0 million of Growth Deal 3 Northern Gateway funding. When combined with the £0.428 million of development funding previously released, this will amount to an overall Growth Deal investment of £10.296 million;
6. Approve the release of £1.9 million of Growth Deal 3 funding to facilitate the delivery of an advanced works package on the Wigan M58 Link Road scheme, as set out in Section 6 of this report;
7. Approve the granting of Full Approval for the Stockport Interchange Mixed Use scheme, and the release of the outstanding £20 million of the overall Growth Deal allocation of £61.7 million for the scheme that is required to deliver these works, as set out in Section 7 of this report;
8. Approve the reallocation from the Great Ancoats Street scheme of £1.2 million funding to the Hyde Road Pinch Point scheme and £1 million of contingency allowance to the Regent Road/Water Street scheme as set out in Section 8 of this report;
9. Note the current position of the Non Transport element of the original programme, as set out in section 9. This is now fully committed, with the final skills capital round (round 3) of £1.78 million as set out in section 10 of this report. The applications seeking conditional approval to progress to due diligence are:
  - a) Bury College, Estate Refurbishment, Grant £70k
  - b) Hopwood Hall College, Advanced Technology Centre, Grant £1.71m.
10. Agree to delegate authority to the GMCA Treasurer and GMCA Monitoring Officer to review the due diligence information and, subject to LEP approval (scheduled for early August), agree detailed commercial terms, any outstanding conditions and issue final documentation in respect of the grants in 9 a) and b) above
11. Note that full approval of this report will result in the full commitment of the whole of the £493.5 million Growth Deal grant, awarded over three Growth Deals to the GM LEP from 2015-2021 for capital projects, and put GM on track to spend all of the £493.5 million LGF funding by March 2021.

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**Equalities Implications:**

The Growth Deal Transport programme is managed in line with current legislation and assessments are carried out by the promoters of each scheme.

**Climate Change Impact Assessment and Mitigation Measures –**

The Growth Deal Transport programme objectives are to introduce measures to enable economic growth within Greater Manchester. The programme contains measures to enable growth to be accommodated through improvements to the public transport network and to encourage increases in active travel.

**Risk Management:**

Risk management considerations are referred in paragraphs 2.1 to 2.6 of the report.

**Legal Considerations:**

Legal Considerations are referenced in paragraphs 5.4 to 5.7 and paragraphs 5.3 to 5.6 of the report.

**Financial Consequences – Revenue:**

Financial Consequences – Revenue, are referenced in paragraphs 2.1 to 2.6 of the report.

**Financial Consequences – Capital:**

Financial Consequences – Capital, are referenced in paragraphs 2.1 to 2.6 of the report.

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

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

N/A

**BACKGROUND PAPERS:**

None

<b>TRACKING/PROCESS</b>	
Does this report relate to a major strategic decision, as set out in the GMCA Constitution	Yes
<b>EXEMPTION FROM CALL IN</b>	
Are there any aspects in this report which means it should be considered to be exempt	N/A

from call in by the relevant Scrutiny Committee on the grounds of urgency?		
GM Transport Committee	Overview & Scrutiny Committee	
N/A	N/A	

**1. Introduction and Background**

- 1.1 The Government awarded a total of £493.5 million over three Growth Deals to the GM LEP from 2015-2021 for capital projects that will benefit the local area and economy. This was broken down as follows:
- Transport projects were originally allocated £358 million to support the infrastructure and capital requirements for Greater Manchester's (GM's) priority Transport schemes. In addition a further £7.3m million of NPIF funding was allocated to Transport in December 2016 alongside the Growth Deal 3 settlement that is being managed as part of the Growth Deal programme. This excludes Stockport Town Centre Plan which is a DfT retained scheme, for which Stockport Council report the financial outturn separately to DfT
  - Skills Capital allocation was originally set at £79 million to fund the development of world class learning facilities at Further Education (FE) level, to support delivery of the work and skills strategy priorities, in line with the Greater Manchester Strategy.
  - ED&R (Economic Development & Regeneration) received an allocation of £56.5 million for projects that include investment in business support science, innovation and inclusive growth.
- 1.2 At the 15 July 2019 GMLEP meeting approval for reallocation of £6.2 million from Transport to Skills Capital was agreed. This resulted in revised LGF allocations for Transport of £351.8 million and Skills Capital of £85.2 million.
- 1.3 Prescribed outcomes against this funding were limited to jobs and match funding and were set against the full programme allocation of £493.5 million, recognising that only some projects would be able to demonstrate 'direct' achievement of these outcomes.
- 1.4 The outcomes agreed in the original profile with Government were for 6,250 jobs (direct and indirect) to be created and for the public sector investment to generate £210 million of private sector investment. These were set to be generated from Skills Capital, ED&R and Transport projects.

## **2 Current performance and reporting**

- 2.1 The Growth Deal Programme is now in the final year of delivery, with Government now requiring the full Growth Programme to have been fully spent by March 2021. In May 2020 Government contacted the GMCA to notify they would be holding back one third of all LEPs' 20/21 LGF allocations (to the value of £25.9 million in GM), with a view to completing a mid-year review in September 2020 where they will take stock of commitments and spend, and make a decision on the remaining allocation.
- 2.2 Not all the Growth Deal grant is currently forecast to be spent by the funding deadline of March 2021. This is primarily, but not exclusively, due to GM's ambition to deliver enhanced outcomes through increased scope on a small number of large projects such as Stockport Interchange Mixed Use and Salford Central, which has resulted in additional development

work and subsequent rephrasing of those schemes. Therefore it is proposed to use the local flexibilities available to Greater Manchester to ensure full LGF spend is achieved by March 2021, and that the LGF allocations are fully committed by July 2020.

- 2.3 The local flexibility written into Local Growth Deal under ‘Single Pot’ principles enables the realignment of programmes and associated funding, at a local level, to match delivery challenges. Therefore, given the points above, the recommendation is that, building on the initial actions undertaken in July 2019, a number of further existing GMCA funded projects and programmes which are ‘Growth Deal eligible’ (i.e. aligned with Growth Deal criteria) are brought into the LGF portfolio, thereby using LGF to fund these schemes; and reducing the LGF spend on those projects which are forecasting to spend past the March 2021 LGF spend deadline. The additional projects are either an extension to current LGF projects or have previously been subject to business case appraisal and approved by the GMCA (via a different funding scheme), so require no further appraisal in making this switch.

The further projects and indicative values we are proposing to bring into the LGF portfolio are:

Transport	Non Transport
MCF – Walking and Cycling - £27m	Increase the provision for Digital Skills elements now to include provision for Covid related adaptations and digital devices, in order to ensure adult learning can continue across the AEB providers. - £2m
Metrolink – Renewals & Enhancements - £9m	
Housing Investment Fund and Evergreen Loans - £36m	

- 2.4 To note, there is a small risk that the Loans being ‘swapped in’ to the LGF programme may not repay. However this risk will be minimised by bringing in the lowest risk schemes in the HILF/Evergreen portfolios, which are asset backed to maximise potential recovery.
- 2.5 By allocating a proportion of our 19/20 and 20/21 LGF grant to a number of these existing GMCA funded projects that have, or are forecasting to spend, before March 2021, Greater Manchester will increase its spend rate significantly by Q2 20/21 and ensure that the full LGF grant is expended by March 2021. It has the added benefit of creating capacity in the Housing and Evergreen funds, which are currently constrained. Scheme delivery and total grant commitment from GMCA will not be affected as this is a change to the funding structure of the projects only.
- 2.6 The proposed changes set out above are to ensure that all LGF funding will be committed by 31 July 2021 and that 100% of the grant received will have been spent as at 31 March 2021. This should therefore ensure that GM will receive the remaining one third of its 2020/2021 LGF allocation.

- 2.7 These proposed changes will give GM the flexibility to maximise the commitment and spend on LGF before the March 2021 deadline, without having an adverse impact on other funding streams. This approach is fully consistent with the local flexibilities that GM have to manage the LGF programme as a single pot. The GMLEP approved these programme changes at the meeting of 7 July 2020 and details of the revised allocations against the Growth Deal Transport programme are set out at Appendix A and against the Non Transport programme (Skills Capital and ED&R) at Appendix C.

### **3 Transport Scheme Progress Update - Majors**

- 3.1 As of June 2020, nine schemes have already progressed through Full Approval and are now in delivery (either in their entirety or on a phased Full Approval basis); and a further five schemes have secured Conditional Approval and are now working towards the achievement of Full Approval. One Growth Deal 3 Major scheme (Oldham Town Centre Regeneration) is scheduled to progress through Conditional Approval in the Summer. Since the last update in October 2019, the Conditional Approval Business Case for Carrington Relief Road has been approved and Full Approval and funding for the A5063 Trafford Road scheme has been approved. The Full Approval Business Case for the Rochdale M62 J19 (South Heywood Link Road) scheme was submitted for review in June 2020 and is now recommended for Full Approval and funding as set out in Section 5 of this report.
- 3.2 Since the last update, good progress has been made across a range of schemes. The Regent Road/Water Street and the Wigan A49 Link Road schemes are now complete, and the Ashton Interchange Scheme is substantially complete, currently undergoing internal fit out and forecast to open later this Summer. The Great Ancoats Street, Stockport Town Centre Access Plan (TCAP) and elements of the Salford Bolton Network Improvement Programme are on site and progressing well. The A5063 Trafford Road scheme advance works commenced in January 2020 with the main works due to start in the Autumn. Advance utility diversion works have commenced on the Rochdale M62 J19 (South Heywood Link Road), and the main works are due to start in the Autumn subject to the granting of Full Approval and funding at this meeting. The bridge and associated advance highway works for the Stockport Interchange are now complete; enabling works to construct a temporary bus station are underway; and it is proposed to now enter into an appropriate main works contractual commitment for the main works, subject to approval at this meeting and as set out in more detail at section 7 of this report. The Oldham Town Centre regeneration scheme will be delivered using phased approvals, with works expected to start in this Autumn.
- 3.3 The Major Works Programme is well advanced and in order to maximise delivery of the programme by 31 March 2021, approvals of the financial and delivery arrangements for the Major Schemes programme as a whole as included at Appendix A, is requested, as set out in recommendation 3 to this report.

### **4 Minor Works and Additional priorities**

- 4.1 In general terms, the Minor Works initiatives are being delivered by the 10 GM Local Authorities and the Growth Deal “Additional Priority” initiatives are being delivered by TfGM.
- 4.2 The Minor Works programme includes a package of highways, public realm, cycling, walking and associated measures; with the identified interventions being very much focused on supporting economic growth.
- 4.3 As previously agreed, the governance arrangements for the 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.
- 4.4 The Minor Works and Additional Priorities Programme is well advanced and to ensure delivery of the programme by 31 March 2021, expenditure approvals for the remaining full programme as detailed at Appendix B, is requested as set out in recommendation 4 to this report.

## **5 Rochdale M62 J19 (South Heywood Link Road)**

- 5.1 The Rochdale M62 J19 (South Heywood Link Road) is part of the Growth Deal Majors package of works and is being promoted and delivered by Rochdale Council. Provision of a new link road from junction 19 of the M62, to unlock access to existing and planned employment sites at South Heywood, is a key priority for Greater Manchester Combined Authority (GMCA), Transport for Greater Manchester (TfGM), and Rochdale Council. The link road has been a longstanding aspiration of Rochdale Council and other stakeholders.
- 5.2 The proposed scheme comprises a 2.2km link road between Hareshill Road in South Heywood and the M62 Motorway Junction 19.

The scheme objectives are as follows:

- Improve access to the existing development in the South Heywood area;
- Retain existing employment uses in the South Heywood area;
- Open up land for new development and attract new employment uses to the South Heywood area, in particular B8 Storage & Distribution use;
- Reduce traffic congestion and environmental intrusion in the surrounding area, including Heywood town centre, the Hopwood Triangle and Birch village;
- Open up land for housing development in South Heywood (with the sale of that land in turn contributing to funding the link road); and
- Reduce congestion on the surrounding motorway network.

- 5.3 In line with the agreed governance arrangements for the GM Local Growth Deal, the Full Approval Business Case was submitted for Gateway funding approval in June 2020. The Gateway Review included consideration of legal, risk, financial (both capital and revenue) and strategic fit consequences. Overall the required criteria for the construction works to proceed were considered to have been met. This review also included a thorough examination of the value for money assessment with the scheme demonstrating 'very high' value for money.
- 5.4 Following the conclusion of the Gateway Review, the proposals have been subject to the necessary endorsement/approval process, as provided for by the agreed governance arrangements.
- 5.5 A construction contract has been tendered by Rochdale Council and subject to the necessary approvals being secured at this meeting, an immediate contract award will be made with works scheduled to commence in Autumn 2020. Rochdale Council are in discussion with the preferred contractor to ensure all Covid-19 guidelines are met. A Delivery Agreement between Rochdale Council, GMCA and TfGM will be entered into to facilitate delivery of the works.
- 5.6 A thorough review of the cost plan for the scheme was undertaken as part of the Gateway 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. Rochdale Council have made allowances within the scheme risk budget as a result of required changes to methods of working to ensure all Covid-19 guidelines are met.
- 5.7 The table below sets out the budget and funding allocated to this element of the overall Growth Deal programme.

<b>Rochdale M62 J19 (South Heywood Link Road) Growth Deal funding position</b>	<b>Outline Business Case</b>	<b>Full Business Case</b>	<b>Total</b>
	<b>(£ million)</b>		
Total Growth Deal budget		10.296	10.296
GMCA approval to date	0.428		0.428
<b>Approval request this paper:</b>			
GD1 - Rochdale M62 J19 (South Heywood Link Road)		6.868	6.868
GD3 – Northern Gateway		3.000	3.000
<b>Anticipated Final Growth Deal Cost</b>	0.428	9.868	10.296

5.8 The Growth Deal funding of £10.296 million is a capped contribution to the scheme with risk and contingency held by Rochdale Council. The match funding for the scheme includes third party developer and Highways England funding contributions.

5.9 As a result of the outcome of the Gateway Review, it is recommended that the Combined Authority grant Full Approval for the scheme and the associated release of the remaining £6.868 million of Growth Deal 1 funding and confirm the allocation, and approve the release, of the £3.0 million of Growth Deal 3 Northern Gateway funding required to deliver these works, as set out in recommendation 5 to this report.

## **6 Wigan M58 Link Road Advance Work Funding Request**

6.1 The scheme was granted Conditional Approval in February 2018, in line with the agreed Growth Deal governance arrangements. Detailed design is currently underway along with associated work to obtain the necessary powers and consents for the scheme. A Full Approval Business Case is scheduled to be submitted in 2021 once the necessary powers and consents have been obtained. Complexities in agreeing an appropriate design solution for the Network Rail structure affected by the link road have impacted on costs and programme.

6.2 Wigan Council (WC) has carried out advance works in 2019 and is proposing to carry out further advance works in 2020. The works comprise enabling works and advance utility diversion works. The advance works will shorten and de-risk the main contract works by releasing land and diverting major services before the main operations commence on site in 2022.

6.3 In order to fund these works and accelerate delivery, it is proposed that Wigan Council are able to claim back the estimated £1.9 million cost of the works in advance of the scheme achieving Full Approval. This is proposed to be taken forward by means of a contractual side letter, in advance of the relevant Delivery Agreement being entered in to following the

securing of Full Approval. Delivery of the advance works will bring significant benefits and it is requested that the proposed advance funding arrangements as set out above and in recommendation 6 are approved.

## **7 Stockport Interchange Mixed Use Development Scheme – Main Contract Approval**

7.1 Conditional Approval for the original Interchange scheme was granted in November 2015, in line with the agreed Growth Deal governance arrangements.

7.2 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.

7.3 The Gateway Review included consideration of legal, risk, financial (both capital and revenue) and strategic fit consequences. Overall the required criteria for the construction works to proceed were considered to have been met.

7.4 Following the completion of a competitive procurement exercise, a Design and Build Contractor for the main works has been identified and is progressing the scheme design. The contractual terms for the main contract works are now in an agreed form and contractors for the necessary temporary facilities have, following the completion of appropriate competitive procurement exercises, also been identified.

7.5 Full Approval for the scheme is now being sought to enable a staged series of contractual commitments to be entered into with the Main Contractor; noting that a further independent health check will be undertaken once the design and associated costs have been finalised and prior to works commencing on site.

7.6 In order to enable the above to take place, the release of the outstanding £20 million of the overall Growth Deal allocation of £61.7 million for the scheme is required, as set out in recommendation 7; noting that the remaining funding required for the mixed use scheme is, as previously reported, being provided by additional public and private sector contributions.

## **8 Great Ancoats Street – Funding Arrangement Approval**

8.1 The Manchester City Council Great Ancoats Street improvement scheme achieved Full Approval and funding of £8.8 million at the October 2019 meeting of GMCA.

8.2 The full Growth Deal allocation for this scheme is £10 million and Manchester City Council are now seeking approval of the allocation of the remaining £1.2 million of Growth Deal funding to the Hyde Road Pinch Point scheme. This follows the approval of the Mini-Business Case for this scheme in April 2020 in line with agreed Growth Deal governance.

The scheme is currently in delivery, and subject to approval, the funding will be transferred through a Delivery Agreement.

- 8.3 The remaining £8.8 million of Growth deal funding approved against the Great Ancoats Scheme includes £1.2 million of centrally held contingency, that is not forecast to be required in full for delivery of the Great Ancoats Street scheme.
- 8.4 Manchester City Council has therefore requested that £1 million of this contingency be allocated to fund increased costs on the Manchester City Council Regent Road/Water Street Growth Deal major scheme resulting from the originally appointed Contractor for the scheme having previously gone into Administration. Subject to approval, the funding will be transferred through the appropriate adjustments to the Delivery Agreements for the schemes.
- 8.5 The proposed reallocations as set out above have been subject to the required officer level governance.
- 8.6 It is requested that the proposed funding reallocations, and expenditure approval as set out above and in recommendation 8 are approved.

## **9 Non-Transport Schemes Update**

- 9.1 The non transport programme allocation is £141.7m. By bringing projects into the LGF portfolio as outlined in 2.3 above and by approving the schemes outlined below under Round 3 Skills capital, the full non transport LGF funding will be committed and spent by March 2021. These actions have also enabled GM to bring forward some critical funding to support ongoing learning.

## **10 Skills Capital Round 3**

- 10.1 In November 2019 the third and final round of Skills Capital commissioning took place, there were a total of 10 EOI's submitted, with some Colleges submitting multiple EOI's. A moderation panel scored the bids. The decision making process was paused in Feb 2020 in light of Covid19 and the possibility of other DFE funds becoming available.
- 10.2 There were some very strong projects put forward, all the EOI's presented a clear strategic understanding and benefit to learners, the financial cases were also strong with project costs and match funding levels being in line with the guidance in most cases. Most EOI's were applying for the smaller grants in line with strand 2 (small projects and refurb), the exception being Hopwood hall who have applied for £1.78m of funding to deliver a larger capital project (strand 1) made up of 4 smaller projects that were interdependent on one another, the appraisers requested and received further information to support the grant request.

- 10.3 Due to the large amount of interest in the fund (all EOI's total £2.61m) further conversations have taken place to ensure that we can obtain the best value for GM and ensure that GMCA's Skills Capital fund is the funder of last resort. The colleges that submitted multiple EOI's were asked to self-select their preferred project. Also, since we launched R3 DFE have announced a £95m T Levels Capital fund and £200m Additional Capital Fund therefore those projects funding T levels capital or those that weren't successful can instead apply to the alternate funding.
- 10.4 The 3 projects that scored highest, in order, were Bury, Salford and Hopwood. Granting to the 2 top scoring projects meant that Hopwood would receive a reduced offer from their grant request. However, since the time of submitting Salford have now withdrawn their application. The bid which scored in fourth place, after Hopwood, had a grant request of £325k, which cannot be met by the remaining funds. So there is an option to increase the Hopwood grant by the £66k that was allocated to Salford, resulting in a grant offer of £1.71m.
- 10.5 Therefore the below two projects, which were the top scoring, are being proposed for an in principle offer. We have requested that the projects to obtain a letter of support from their Local Authorities and confirm the match funding is still available given the pause in the decision making process.
- 10.6 **Bury College – Estate Refurbishment**
- 10.7 Bury College submitted multiple bids which all scored very well, however they self-selected this as their preference of project. The project incorporates a series of small works/improvements across the College estate focused on areas of health and safety.
- 10.8 Appraisers scored the bid particularly well for alignment to GM's strategic priorities, alongside well considered risks, value for money and project plan. The total project cost is £210,000, with a grant request of £70,000, resulting in a grant intervention rate of 33% which is in line with the guidance for this fund.
- 10.9 **Hopwood Hall College – Advanced Technology Centre**
- 10.10 Hopwood Hall College submitted a bid which consisted of 4 smaller projects, which they highlighted were all co dependant on each other. The project incorporates both new development and refurbishment of existing specialist teaching resources.
- 10.11 Appraisers scored the bid particularly well for the Strategic alignment with GM's priorities, the curriculum focus and benefit to learners. The project had been well planned out and demonstrated good value for money.
- 10.12 However the grant request (£1.78m,) totalled higher than that which is available in this LGF Skills Capital bidding round after the higher scoring bids are taken into account. Therefore the grant being proposed to offer to the college is £1.71m against a total project cost of £6.13m, resulting in a 28% intervention rate which is within the guidance for this fund.

## **11 Recommendations**

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

**APPENDIX A**  
**Growth Deal Transport Programme**

<b>Growth Deal 1 - 3</b>	<b>Original Budget £'000</b>	<b>Revised Budget £'000</b>	<b>Variance £'000</b>
Salford Central	20,500	20,500	-
SBNI	39,665	33,445	6,220
Metrolink Improvement Package	44,375	44,375	-
Ashton Interchange	32,705	32,705	-
Wigan Bus Station	15,720	15,720	-
Stockport Interchange (inc Bridge)	41,748	61,748	(20,000)
Transport Programme Contingency	20,000	-	20,000
TfGM Additional Priorities (1 & 2)	24,400	24,400	-
South Heywood Area-Wide Growth Improvement	7,296	7,296	-
Wigan Gateway A49 Link	20,295	20,295	-
Wigan Gateway M58 Link	1,804	1,804	-
CCTS MSIRR Improvements - Regent Rd, Water St	14,692	15,692	(1,000)
Improvements at Great Ancoats Street (incl. Hyde Road)	10,308	9,308	1,000
A5063 Trafford Road Improvements	10,500	10,500	-
M6/M58 Interchange	3,495	3,495	-
Carrington A1 (Spur Extension)	6,000	6,000	-
Northern Gateway Regeneration Initiative	3,000	3,000	-
Oldham Town Centre Regeneration & Connectivity	6,000	6,000	-
Growth Deal 1 Minors Local Authorities	8,330	8,330	-
Growth Deal 2 Minors Local Authorities	27,068	27,068	-
Growth Deal 3 Minors Local Authorities	7,400	7,400	-
<b>Total LGF &amp; NPIF</b>	<b>365,301</b>	<b>359,081</b>	<b>6,220</b>
Less NPIF (awarded as part GD3)	(7,300)	(7,300)	-
<b>Total LGF Transport</b>	<b>358,001</b>	<b>351,781</b>	<b>6,220</b>

<b>Projects Included LGF Programme</b>	<b>Commitment £'000</b>	<b>Forecast March 2021 £'000</b>
Major Challenge Fund	26,692	26,692
LRV & Infrastructure	77,000	44,388
SEMMMS	8,835	8,835
Metrolink Renewals & Enhancements	9,023	9,023
Housing	25,000	25,000
<b>Sub total</b>	<b>146,550</b>	<b>113,938</b>
<b>Total</b>		<b>465,719</b>

## APPENDIX B

### Growth Deal Transport Minor Works and Additional Priorities Expenditure Approvals Request

All Local Authority - Minor Works & TfGM Additional Priorities Schemes				
Local Authority	Programme	Scheme Name	GD Funding £'000	Expenditure Approval Status
Bolton	GD1	Access to Bolton East Cycle Route	150	Approved
Bolton	GD2	Access to Middlebrook Valley Trail	220	Approved
Bolton	GD2	Crompton Way/Blackburn Rd	700	Requested
Bolton	GD2	Tonge Moor Corridor	125	Approved
Bolton	GD2	20 mph	200	Approved
Bolton	GD2	Bolton Town Centre Phase 1 (East)	450	Requested
Bury	GD1	Radcliffe East Cycleway (Phase 1)	163	Approved
Bury	GD1	Outwood Trail - Radcliffe upgrade	40	Approved
Bury	GD2	Radcliffe East Cycleway (Phase 2)	450	Approved
Bury	GD2	Angouleme Way/Market St Junction	472	Approved
Bury	GD2	Pelican to toucan conversions Ph2	20	Approved
Bury	GD2	Bury Market coach drop-off	30	Approved
Bury	GD2	M66/A58 J2 capacity Ph1	500	Approved
Bury	GD2	Prestwich High Street	500	Approved
Manchester	GD1	Higher Cambridge Street	17	Approved
Manchester	GD1	Manchester 20mph Zones	180	Approved
Manchester	GD1	Ladybarn District Centre	107	Approved
Manchester	GD2	Cross city centre cycle links - Deansgate / Liverpool Road	80	Approved
Manchester	GD2	Cross city centre cycle links - Chester Road A56	51	Approved
Manchester	GD2	Contribution to Hyde Road Widening Scheme (Major)	69	Requested
Manchester	GD2	Traffic Management and Access Improvements	1,000	Approved
Manchester	GD2	Green Bridge	3,000	Approved
Manchester	GD2	Royce Road / Chorlton Road	50	Approved
Manchester	GD2	School Access Improvements	546	Approved
Manchester	GD2	A6 Cycle Pinch Points	200	Approved
Oldham	GD1	Union Street/Yorkshire Street	2,000	Approved
Oldham	GD2	Albert Street, Hollinwood Junction	800	Approved
Oldham	GD2	Town centre/Metrolink pedestrian/cycle access	70	Approved
Oldham	GD2	LSTF Sustainable access enhancements	150	Approved
Oldham	GD2	Oldham Mumps New Car Park	3,500	Approved
Oldham	GD2	Oldham to Yorkshire St Connectivity (King Street/Oldham Civic Hub Ph2)	450	Approved
Rochdale	GD1	Town centre connectivity	1,150	Approved
Rochdale	GD2	Oldham Rd / Lincoln St Link Rd	300	Approved
Salford	GD1	Roe Green Loop Line Phase 1 (Linneyshaw Loopline)	388	Approved
Salford	GD1	Roe Green Loop Line Phase 1 (Tyldesley Loopline)	412	Approved
Salford	GD1	Bridgewater Canal (Barton) routes to employment	176	Approved
Salford	GD2	Liverpool Street Corridor*	2,500	Requested
Salford	GD2	New Bailey St Gateway Phase 1 (PART 1) New Bailey St Gateway Phase 1 (PART 2)	1,700	Approved
Salford	GD2	Roe Green Loop Line Phase 2 (Tyldesley Loopline Phase 2)	369	Approved
Salford	GD2	Roe Green Loop Line Phase 2 (Ellenbook Loopline)	331	Approved
Salford	GD3	RHS Garden Worsley - Provision on improved access from the A572 Leigh Road	1,992	Approved
Salford	GD3	M60 junction improvement	1,056	Approved
Salford	GD3	Walkden Park & Ride	700	Requested
Salford	GD3	RHS Pedestrian and cycle links	652	Requested
Stockport	GD1	Mersey Valley links (506)	200	Approved
Stockport	GD2	Spring Gardens/Waterloo Road (107)	160	Approved
Stockport	GD2	Goyt Valley Phase 1 (606)	800	Approved
Stockport	GD3	Merseyway Bridge improvements	3000	Approved
Tameside	GD1/2	Ashton Town Centre Streetscape Improvements	830	Requested
Tameside	GD2	Crown Point Link Road	1,897	Approved
Tameside	GD2	Hattersley station passenger facilities	750	Approved
Trafford	GD1	Altrincham Town Centre Regeneration	950	Approved
Trafford	GD1	Altrincham Town Centre Cycle Link	535	Approved
Trafford	GD1	Urmston to Ashton on Mersey cycle link	140	Approved
Trafford	GD2	Stretford town centre	1750	Approved
Wigan	GD1	Eastern Gateway/New Market St Gateway	1,420	Requested
Wigan	GD2	Central Boulevard	1,250	Requested
Wigan	GD2	Poolstock environmental improvements	400	Requested
Wigan	GD2	Smithy Brook Junction Improvements	700	Requested

Additional Priorities				
TfGM	GD2	Rail Station Improvement Strategy (RSIS)	2,400	Approved
TfGM	GD2	Cycle & Ride Station	300	Approved
TfGM	GD2	Metrolink Cycling	500	Approved
TfGM	GD2	GM Wayfinding Initiative Phase 1	1,400	Approved
TfGM	GD2	Cornbrook & Shudehill Metrolink Stop Improvements	2,498	Approved
TfGM	GD2	Victoria Shelters	77	Approved
TfGM	GD2	Bus Station Safety, Security and Passenger Information (BSSSPI)	600	Requested
TfGM	GD2	Smart Ticketing Phase 2-6 Works	4,700	Requested
TfGM	GD2	Cornbrook Metrolink Stop (Phase 1)	203	Approved
TfGM	GD2	Metrolink Market Street	1,722	Approved
TfGM	GD3	KRN Enhancements - SCOOT	2,200	Approved
TfGM	GD3	KRN Enhancements - MOVA	3,400	Approved
TfGM	GD3	Bus Passenger Enhancements	3,300	Approved
TfGM	GD3	Mills Hill Park & Ride	500	Requested
TfGM	GD3	Swinton Rail Station Accessibility	600	Requested

## APPENDIX C

### Non-Transport allocations

	Original approved allocation £'000	Revised approved allocation post July 2019 LEP £'000
Skills Capital	79,200	85,400
ED&R	56,000	56,000
<b>Total non transport</b>	<b>135,200</b>	<b>141,400</b>

### Total Transport and non-Transport combined allocations

Programme	Previously Allocated Grant £'000	Proposed Revised Grant £'000
Transport (LGF)	358,000	351,780
Non-Transport (LGF)	135,297,297	141,517
<b>LGF Total</b>	<b>493,297,297</b>	<b>493,297,297</b>

## Appendix D

Non Transport projects and estimated spend by March 21, any funding required post March 21 will be funded from monies previously assigned to projects switched into LGF under local flexibilities.

Project	Grant	Estimated spend by March 21
<b>Original Projects</b>		
Mantra	£388,000	£388,000
MGC	£34,000	£34,000
Tameside College equip	£350,000	£350,000
Salford College	£1,390,000	£1,390,000
Tameside MBC	£5,526,000	£5,526,000
Stockport & Trafford College	£16,000,000	£14,485,742
Wigan & Leigh College	£225,000	£225,000
Wigan Pagefield	£603,000	£603,000
LTE group	£25,000,000	£23,652,910
Oldham college	£6,950,000	£6,950,000
Tameside College	£3,302,000	£1,000,000
Bury college	£2,250,000	£1,903,002
Provision for digital	£2,000,000	£2,000,000
Business Support Digital Capital	£1,000,000	£1,000,000
Management and contingency	£2,000,000	£500,000
Life Sciences*	£10,000,000	£8,611,212
SODA	£14,900,000	£14,900,000
Productivity programme	£15,000,000	£15,000,000
GEIC	£4,220,000	£4,220,000
Cyber Security	£5,000,000	£5,000,000
Pankhurst	£5,000,000	£5,000,000
Round3	£1,780,000	
Investment in Skills	£8,200,000	£0
<b>New projects switched in</b>		
Protos	£12,100,000	£12,100,000
Broughton House	£3,000,000	£1,565,250
CBILS and Co Angels	£3,000,000	£3,000,000
HIF loans	£9,400,000	£9,400,000
Additional provision for digital	£2,000,000	£2,000,000
<b>Total</b>	<b>£160,618,000</b>	<b>£140,804,115</b>