

Date: 25 September 2020

Subject: Local Growth Deal (1, 2 and 3) - Six Monthly Progress Update and Expenditure Approvals

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

PURPOSE OF REPORT

The purpose of this report is to provide the Combined Authority with an overview of progress on the delivery of the Local Growth Deal (LGF) Programme (Tranches 1, 2 and 3) and to seek expenditure approvals for phased elements of the SBNI and Oldham Town Centre Regeneration delivery programmes, to ensure full Growth Deal grant spend by March 2021.

RECOMMENDATIONS:

The GMCA is requested to:

1. Note the good progress made in relation to the Growth Deal Transport Major Schemes programme as set out in Sections 3 and 4 of this report.
2. Note the good progress made in relation to the Growth Deal Transport Minor Works and Additional Priorities programmes as set out in Section 6 of this report.
3. Note the good progress made in relation to the Non Transport Skills Capital and Economic Development & Regeneration (ED &R) programmes as set out in Section 8 of this report.
4. Note and agree payment of grants of £1.819 million to Bolton in relation to the delivery of the SBNI Bolton Delivery Package 5 Phase 3 scheme as set out in Section 7 of this report.
5. Agree the expenditure approvals for phased delivery of the remaining SBNI 2020/21 works not exceeding £6.036 million, as set out in Section 7 of this report, subject to agreed Growth Deal governance.

6. Agree the expenditure approval for delivery of the first phase of the Oldham Town Centre Regeneration 2020/21 works, not exceeding £1.355 million, as set out in Section 7 of this report, subject to agreed Growth Deal governance.

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BACKGROUND PAPERS:

None.

| | | |
|--|-------------------------------|-----|
| 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? | | N/A |
| GM Transport Committee | Overview & Scrutiny Committee | |
| N/A | N/A | |

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 5.2 and 5.3 of the report.

Legal Considerations:

Legal Considerations are referenced in paragraphs 5.2 and 5.3 of the report.

Financial Consequences – Revenue:

Financial Consequences – Revenue, are referenced in paragraphs 5.1, 5.2, 5.3 and 5.4 of the report.

Financial Consequences – Capital:

Financial Consequences – Capital, are referenced in paragraphs 5.1, 5.2, 5.3 and 5.4 of the report.

Number of attachments to the report: None

Comments/recommendations from Overview & Scrutiny Committee

N/A

1 EXECUTIVE SUMMARY

- 1.1 This report sets out progress made on the Growth Deal programme over the last six months, seeks expenditure approvals for the SBNI and Oldham Town Centre Regeneration schemes, and notes that Government has now released in full the remaining third of GM's 2020/21 Growth Deal allocation (£25.9 million) following on from the contractual commitments made on a number of major schemes as a result of approvals granted at the 31 July 2020 GMCA meeting.

2. INTRODUCTION

- 2.1 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, Additional Priorities, Skills Capital and Economic Development & Regeneration (ED &R) Programmes (Growth Deal 1, 2 and 3).
- 2.2 The Growth Deal Programme is in the final year of delivery, with Government now requiring the full Growth Deal Programme and LGF grant to be fully spent by 31 March 2021.
- 2.3 As a result of the contractual commitments made on a number of Major schemes following approvals granted at the 31 July 2020 GMCA meeting and the use of local flexibilities, Government has now released in full the remaining third of GM's 2020/21 Growth Deal grant allocation (£25.9 million).
- 2.4 The spend rate across the whole Growth Deal programme has now increased significantly as a result of the approvals granted at the 31 July 2020 GMCA meeting, and all LGF funding is now committed. All of the LGF grant is now forecast to be spent by 31 March 2021, in line with the grant conditions.
- 2.5 This report provides an update in respect of the current position on, and recent progress in relation to, the various elements of the Growth Deal programme.

3. TRANSPORT MAJOR SCHEMES OVERVIEW

- 3.1 The Growth Deal Major Transport scheme programme is made up of 15 schemes, delivered either by TfGM or Local Authority Partners.
- 3.2 Eleven of the Growth Deal 1 schemes have progressed through Full Approval and are now in implementation (either in their entirety or on a phased Full Approval basis); with a further three schemes having secured Conditional Approval and now working towards the achievement of Full Approval. The Oldham Town Centre Regeneration GD3 scheme has been submitted for Conditional Approval in the period and is currently being reviewed in line with agreed Growth Deal governance arrangements.

- 3.3 Since the March 2020 update, the A5063 Trafford Road (Salford), Rochdale South Heywood Link Road (M62 J19) and Stockport Mixed Use development schemes have achieved Full Approval and secured funding to facilitate delivery, with all works due to start on site in the next 6 months.
- 3.4 Four Major schemes, Wigan Bus Station, MSIRR Regent Road/Water Street, Wigan A49 Link Road and Ashton Interchange are now complete and in operation. Works are progressing on the Salford Bolton Network Improvement Programme (SBNI), MSIRR Great Ancoats Street, Stockport TCAP projects and the final element of the Metrolink Service Improvement Package. Advance works are progressing on the A5063 Trafford Road scheme (Salford), Wigan M58 Link Road, Rochdale South Heywood Link Road (M62 J19) and Stockport Mixed Use Development. Salford Central Station, Carrington Relief Road and Oldham Town Centre Regeneration are in the final stages of development prior to moving into delivery.

4. INDIVIDUAL TRANSPORT SCHEMES UPDATE

- 4.1 Work to develop all of the 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 below.

South Heywood Area Wide Improvements

- 4.2 The scheme was granted Full Approval and funding in July 2020 in line with the agreed Growth Deal governance arrangements. The main works are scheduled to start on site this Autumn.

Wigan Gateway A49 Link Road

- 4.3 The scheme was granted Full Approval and funding in February 2018 in line with the agreed Growth Deal governance arrangements. The scheme is now complete and was opened to the public on 26 June 2020.

Salford Central Station Additional Platforms

- 4.4 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 the 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.
- 4.5 TfGM and Salford City Council continue to work with the rail industry to develop the proposals for new operational platforms 3, 4 and 5. TfGM has undertaken a feasibility study to assess the potential to accommodate longer trains and, in conjunction with Salford City Council and Network Rail, has now identified a set of preferred infrastructure options to be taken forward for further design and development work. These options are now being progressed through the Network Rail Governance for Railway Investment Projects.

- 4.6 Network Rail has advised that the development of an advanced Network Rail renewal scheme on platforms 1 and 2 is underway with an expected start on site in 2021.

MSIRR Improvements – Regent Road / Water Street

- 4.7 The scheme was granted Full Approval and funding in June 2018, in line with the agreed Growth Deal governance arrangements. The works were completed on 30 January 2020.

MSIRR Improvements – Great Ancoats Street

- 4.8 The scheme was granted Full Approval and funding in October 2019, in line with the agreed Growth Deal governance arrangements. The works which involve improvements to connectivity between the city centre and development areas to the east of Great Ancoats Street, started on site in January 2020. The works are progressing well and are due for completion in January 2021.

Wigan Gateway M58 Link Road

- 4.9 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, and these works are underway. A Full Approval Business Case will be submitted 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 the timescales for delivery.

Wigan Bus Station

- 4.10 Works for the new bus station commenced on site in July 2017 and the bus station was opened to the public in October 2018, two months ahead of schedule.

Stockport Town Centre Access Plan

- 4.11 The Stockport Town Centre Access Plan (TCAP) is one of a small number of large and / or complex Local Growth Deal schemes for which Ministers decided that DfT should retain approval oversight.
- 4.12 The scheme is being delivered in three phases and Full Approval is in place for all phases of scheme.
- 4.13 All TCAP projects are being delivered under Stockport Council's STaR (Stockport Trafford and Rochdale) Alliance Framework, with the exception of one scheme at Travis Brow. The value and nature of the Travis Brow scheme required it to be procured through alternative arrangements and this was awarded through the Highways England Collaborative Delivery Framework in autumn 2017. The Travis Brow scheme is now complete and open to traffic, cyclists and pedestrians.
- 4.14 Works for the TCAP programme as a whole commenced on site in April 2015 and to date, 43 works packages have been completed and construction is progressing well on 5 works

packages. One work package is currently at the final design development stage. All works packages will be completed by the end of March 2021.

Ashton-under-Lyne Interchange

- 4.15 The scheme was granted Full Approval and funding in February 2017 in line with the agreed Growth Deal governance arrangements. The new interchange scheme is now complete and was opened to the public in August 2020. Remaining works to remove the old facility are continuing and will be completed this calendar year.

Stockport Mixed Use and Interchange

- 4.16 Conditional Approval for the original Interchange scheme was granted in November 2015, in line with the agreed Growth Deal governance arrangements.
- 4.17 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.
- 4.18 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; noting that a further independent health check will be undertaken once the design and associated costs have been finalised and prior to main works commencing on site in 2021.
- 4.19 Early highway related works associated with an advanced enabling works package to construct a temporary bus station on the site of nearby Heaton Lane car park have been completed, with the temporary bus station works themselves due to start imminently.
- 4.20 As previously reported, in order to mitigate project risk a decision was taken to progress the Stockport Interchange Bridge and associated highway works through Stockport Council, as advanced works packages for the main Interchange scheme. The new bridge and highways works are complete and the bridge has provided more flexibility, a greater level of resilience, helped to ease congestion and improved pedestrian access within the town centre.

Salford Bolton Network Improvement Programme

- 4.21 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 (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.
- 4.22 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.

4.23 The status of all the delivery packages of work making up the SBNI programme is set out in the table overleaf.

| Bolton Delivery Packages | Scope | Status |
|--|--|---------------|
| DP 1 - Raikes Lane | Junction Improvement Scheme | Complete |
| DP 2 - Loxham Street/Moses Gate/Green Lane | Junction Improvement Scheme | Complete |
| DP 3 - Longcauseway | Junction Improvement Scheme | Complete |
| DP 4 - Farnworth | Bus Station Redevelopment/Town Centre Urban Realm Improvement Scheme | Complete |
| DP 7 - Bolton Bus Stop Upgrades | Bus Stop Accessibility Upgrades/Bus Shelter Installations | Complete |
| Bolton DP5 - Manchester Road Gateway | Cycling and Walking Junction Improvement Scheme | Delivery |
| Salford Delivery Packages | | |
| DP1 -Pendleton Junctions/Minor Schemes | Junction Improvement/Urban Realm Improvement Scheme | Complete |
| DP 5 - Salford Bus Stop Upgrades | Bus Stop Accessibility Upgrades/Bus Shelter Installations | Complete |
| DP2 – Swinton town centre | Junction Improvement Scheme | Design |
| DP3 - Irlam o'th Heights/A666 Bus Priority | Junction Improvement/Bus Lane scheme | Delivery |
| DP4 - Pendleton Town Centre | Town Centre Urban Realm Improvement Scheme | Delivery |
| DP 6 – Madams Wood Road, Little Hulton | Bus Priority Traffic Calming Measures scheme | Full Approval |
| DP 7 – A580 Junctions | Junction Improvement Scheme | Design |
| DP 8 – Walkden Rail Station Park & Ride | Park & Ride scheme | Design |
| Programme Delivery Packages | | |
| PDP1 - SCOOT/MOVA | Traffic signal capacity upgrades | Full Approval |
| PDP2 - SCOOT Bus Priority | Traffic signal bus priority upgrades | Delivery |

- 4.24 These SBNI delivery packages are being delivered through a phased approval and delivery approach under the Growth Deal Minor Scheme Governance arrangements, as previously agreed.
- 4.25 Expenditure approvals for the next SBNI delivery packages, scheduled to start on site this financial year, are included at Section 7 of this report

SBNI MINOR WORKS UPDATE

- 4.26 In line with Growth Deal Minor Works Governance procedures TfGM has progressed SBNI Minor Schemes below £0.5 million in value through the Minor Works Governance Process. A summary of the schemes, approval dates and delivery timescales is set out in the table below.

Metrolink Service Improvement Package

| Delivery Package | Scope | Value | TSG Approval | Start Date | Completion Date |
|--------------------------------|--------------------------------------|----------------|---------------------|-------------------|------------------------|
| Salford DP6 (Madams Wood Road) | Park & Ride Facility | £0.209 million | July 2020 | Autumn 2020 | Autumn 2020 |
| Programme DP1 (SCOOT/MOVA) | Traffic signal capacity upgrades | £0.413 million | July 2020 | Autumn 2020 | Winter 2020 |
| Programme DP2 (SCOOT BP) | Traffic signal bus priority upgrades | £0.178 million | February 2020 | Spring 2020 | Spring 2021 |

- 4.27 Following the granting of Full Approval for this package of works in summer 2014, all of the trams 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 scheduled to take place in spring 2021.

A5063 Trafford Road Improvements

- 4.28 The scheme was granted Full Approval and funding in June 2020, in line with the agreed Growth Deal governance arrangements.
- 4.29 Salford City Council (SCC) commenced an advance enabling works package in January 2020. This comprises advance utility diversion works, removal of vegetation and brick planters in the central reserve and the installation / relocation of CCTV cameras, lighting columns and site clearance. The advance works will shorten, and de-risk the main contract by diverting the majority of statutory services before the main operations commence.
- 4.30 Salford Council awarded the main contract for the works in July 2020, with works scheduled to start later this year following on from the enabling works contract.

Carrington Relief Road (Spur Extension)

- 4.31 The scheme was granted Conditional Approval in January 2020. The new road infrastructure is intended to relieve congestion on the A6144, the principal road serving the communities of Carrington and Partington and connecting to Sale and the M60 motorway, to enable further development to take place. Trafford Council is working with private sector partners to deliver these improvements as part of a wider scheme.

Oldham Town Centre Regeneration and Connectivity

- 4.32 Oldham Council has developed the programme for this Growth Deal 3 scheme and the Conditional Approval Business Case is currently being undergoing a review by the GRP panel. The programme 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 will be 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 adopted for Salford Bolton Network Improvement programme.
- 4.33 Expenditure approval for works to start on the first phase of the scheme is included at Section 7 of this report, and subject to all appropriate approvals works are scheduled to start in the Autumn

5. TRANSPORT MAJOR SCHEMES – FINANCIAL UPDATE

- 5.1 Claims for the reimbursement of expended costs from scheme promoters are being processed on an ongoing basis, in line with the agreed Major Schemes Capital Programme Guidance.
- 5.2 The previously approved arrangements for the cash flow of development work by scheme promoters are being kept under regular review and the quarterly Capital Expenditure Updates to the GMCA provide ongoing expenditure information in relation to these costs.
- 5.3 The monitoring of the financial position on the Growth Deal programme which takes places on an ongoing basis has identified a number of schemes with projected potential savings or overruns against the original budget. As the GMCA's Local Growth Deal budget is fixed, the ultimate cost risk is borne by the relevant scheme promoter, which is either GMCA, for TfGM promoted schemes, or the relevant Local Authority. The agreed arrangements for dealing with these savings and cost overruns are being progressed, as set out in previous reports.
- 5.4 Work has continued with scheme promoters to ensure schedules and financial forecasts are regularly reviewed, and that challenges are identified and mitigated and the Major scheme programme is forecast to fully spend the remaining grant within the Growth Deal funding period to 31 March 2021.

6. ADDITIONAL PRIORITIES AND MINOR WORKS

- 6.1 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.
- 6.2 The Minor Works programme is a package of 59 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 15 initiatives focuses on rail, bus and Metrolink passenger improvements, multi-modal ticketing and highways (SCOOT / MOVA) enhancements.

- 6.3 Significant progress has been made in taking forward the Minor Works programme. In relation to GD1, GD2 and GD3 Local Authority Minor Works, since the last update report in March 2020, a further 5 mini-business cases have been submitted for review and approved by TSG. This means that 50 of the 59 Minor Works schemes now have an approved mini business case. TfGM will continue to work with scheme promoters with a view to securing TSG approval of the remaining mini-business cases at the earliest opportunity. In addition a further 2 SBNI Major scheme phased approvals have been secured through the mini-business case review process since the last report in March 2020.
- 6.4 As previously reported, the focus of the TfGM-sponsored “Additional Priority” initiatives are centred around Rail / Metrolink passenger improvements, multi-modal ticketing, bus passenger facilities and highways key route network resilience.
- 6.5 A number of “Additional Priority” initiatives, in particular those related to Metrolink and Rail, have progressed to delivery stage. Full Funding Approval for a 12 out of 15 “Additional Priorities” schemes have been achieved. The remaining schemes are currently in development and progressing well.
- 6.6 The Additional priorities and Minor Works programme is forecast to fully spend the remaining grant within the Growth Deal funding period to 31 March 2021.

7. EXPENDITURE APPROVALS 2020/21 – SBNI AND OLDHAM TOWN CENTRE REGENERATION

- 7.1 The SBNI and Oldham Town Centre Regeneration Major schemes are being delivered through a phased package approach, with Full Approvals being managed through the Minor works mini business case process as previously approved by GMCA. Each of the work packages is below £5 million and expenditure approvals required for works commencing in the current financial year are set out in the following sections of this report.

Bolton DP 5 (Manchester Road Gateway) - Phase 3

- 7.2 Bolton DP 5 is a series 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 St Peter’s Way/Bridgeman Place and Bury Road/Crompton Way junctions.
- 7.3 The table below details the phases which are included in Bolton DP 5 along with forecast delivery dates. Furthermore, as tender prices are received from the Bolton Council’s

Highway Framework, and are time limited, it is not possible to tender all of the works at this stage.

| Intervention | Forecast Delivery Dates |
|--------------------------------|--------------------------------------|
| Phase 1: Crompton Way | Feb 2020 – May 2020 (works complete) |
| Phase 2: Newport Street | May 2020 – Summer 2021 |
| Phase 3: St Peter’s Way | Autumn 2020 – Summer 2021 |
| Phase 4: Bradshawgate | Spring 2021 – Spring 2022 |

- 7.4 Phase 3 of Bolton DP5 consists of a junction upgrade scheme at the St Peter’s Way/Bridgeman Place junction. The works at the junction comprises of new traffic signal infrastructure, pedestrian facilities and segregated cycle lanes. The design for the scheme has 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.
- 7.5 The Business Case for Bolton DP 5 was approved as part of the aforementioned Full Approval process for the scheme. The Business Case review included consideration of legal, risk, financial (both capital and revenue) and strategic fit consequences.
- 7.6 The proposals have progressed through the necessary endorsement / approval process, as provided for by the agreed GM Local Growth Deal governance arrangements.
- 7.7 Following the conclusion of the approvals process it is intended that a contractor is appointed for the Bolton DP5 Phase 3 St Peter’s Way junction scheme by Bolton Council in October 2020, with works at this junction expected to be completed in summer 2021.
- 7.8 The remaining works to be delivered as part of Bolton DP 5 are anticipated to be completed in spring 2022, following the completion of detailed design and procurement activities currently being progressed.
- 7.9 A thorough review of the cost plan for the DP5 was undertaken as part of the Business Case 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.
- 7.10 Taking into account the tender price for the Bolton DP 5 Phase 3 St Peter’s Way/Bridgeman Place junction, the total cost of the scheme is anticipated to be £2.065 million. A summary of the overall scheme costs, funding released to date and funding required to deliver the initial DP5 scheme are set out in table below.

| | Bolton DP 5 Scheme Budget | Funding Released for St Peter’s Way | Funding requested for delivery of St |
|--|--------------------------------------|--|---|
| | | | |

| | £'000 | to Conditional Approval £'000 | Peter's Way Scheme £'000 |
|--|-------|-------------------------------|--------------------------|
| SBNI – Bolton Delivery Package 5 (Manchester Road Gateway) | 7,637 | 246 | 1,819 |

7.11 Expenditure approval of £1.819 million is requested to enable delivery of the Bolton DP 5 (Phase 3) St Peter's Way scheme, as set out at recommendation 4 to this report.

7.12 The total drawdown for DP5 to date is £3.860 million which covers scheme development costs for all delivery phases and the delivery budget for Phase 1 (Bury Road/Crompton Way) and Phase 2 (Newport Street). Subsequent to the £1.819 million draw down request for the delivery of the Phase 3 (St Peters Way) scheme identified in the table above, there is £1.958 million remaining DP 5 budget to be drawn down for the remaining delivery phase.

Expenditure approvals – SBNI remaining delivery packages for 2020/21

7.13 The table overleaf sets out the remaining expenditure approvals required SBNI delivery packages scheduled to start on site in the 2020/21 financial year.

| Bolton Delivery Packages | Scope | Expenditure approval requested £'000 |
|---|---|---|
| Bolton DP 5 - Phase 4 Bradshawgate | Cycling and Walking Junction Improvement Scheme | 1,958 |
| Salford Delivery Packages | | |
| DP2 – Swinton town centre | Junction Improvement Scheme | 2,341 |
| DP 7 – A580 Junctions | Junction Improvement Scheme | 1,125 |
| DP 8 – Walkden Rail Station Park & Ride | Park & Ride scheme | 612 |
| TOTAL | | 6,036 |

7.14 Expenditure approval as set out in the table above and not exceeding £6.036 million is requested, subject to agreed Growth Deal governance, to enable delivery of the remaining 2020/21 SBNI work packages as set out at recommendation 5 to this report.

Expenditure approval – Oldham Town Centre Regeneration 2020/21

7.15 The Oldham Town Centre Regeneration scheme has the following key objectives:

- Facilitate development and the regeneration of Oldham Town Centre;
- Improve the attractiveness of the town centre for pedestrians and cyclists; and
- Maintain the integrity of the highway network within and around the town centre.

7.16 The scheme is currently undergoing a Conditional Approval Business case GRP review, with final approvals being progressed through the Growth Deal Minor Scheme Governance arrangements, as previously agreed. The first package of work has been fully designed and is scheduled to start on site in the Autumn, subject to the appropriate approvals.

7.17 This first package of works includes Retiro Street Improvements and Hunters Lane Improvements (including public realm improvement, pedestrian crossing improvements, and footway and carriageway resurfacing) and the introduction of new traffic signal junction at Waterloo Street / Rhodes Bank incorporating Toucan pedestrian and cycle crossing facilities.

7.18 Expenditure approval not exceeding £1.355 million is requested, subject to agreed Growth Deal governance, to enable delivery of the Retiro Street, Hunters Lane, Waterloo Street / Rhodes Bank works package this financial year as set out at recommendation 6 to this report.

8. NON TRANSPORT UPDATE

8.1 GMCA's Skills Capital 2017-2020 Programme has now completed its third and final round of commissioning, with approvals for the final round being provided at the 31st July 2020 GMCA meeting. The £79 million programme has now been allocated to 14 FE Capital projects, 7 of which have now been completed, 7 are in delivery. All projects are expected to have completed or made significant progress by March 2021 and we have an established programme monitoring function in place to monitor the agreed outputs of our investments for the next 3-5 years. 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, The Manchester College City Centre Campus Digital & Creative centre and Oldham Colleges Construction centres are all in delivery and making good progress for 2021/22 openings.

- 8.2 Economic Development & Regeneration (ED & R) Projects includes a portfolio of 13 varied projects such as University Capital projects, Life sciences, Productivity Programme, Cyber Innovation Hub, housing and commercial business investment. All of these projects will attract significant match funding and create jobs and growth in the region. All Projects are now contractually committed and expected to complete or make significant progress by March 21.
- 8.3 ED & R Delivery highlights to date include investment in equipment at University of Manchester Graphene Engineering Innovation Centre (GEIC) to support industry led development of graphene applications in partnership with academics. Manchester Metropolitan University's ground breaking School of Digital Arts (SODA) that will bring together art and design with technology and computing all under one roof and is scheduled to open in Sept 2021. 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 Life Sciences investments continues to deliver creating jobs and enabling ventures in this field. Growth Company's Productivity Programme is creating growth and jobs for GM business, and to date has supported over 1800 enterprises and created more than 600 jobs.
- 8.4 Monitoring of the LGF non transport projects is ongoing with 2021 being a key year for completion of some major capital projects.

9. RECOMMENDATIONS

- 9.1 Recommendations are set out at the front of this report.

Eamonn Boylan

Chief Executive Officer, GMCA & TfGM