GM LOCAL ENTERPRISE PARTNERSHIP BOARD

SUBJECT: Local Growth Deal (1, 2 and 3) Six Monthly Transport Update

DATE: 12 November 2018

FROM: Chief Executive, TfGM

1. Introduction and Background

1.1 The Local Growth Deal announcements made by Government in July 2014, January 2015 and November 2016 confirmed capital funding for Greater Manchester in relation to a programme of Major Schemes, Minor Works and Additional Priorities. (Growth Deal 1, 2 and 3).

1.2 This report was taken to the 28 September 2018 GMCA meeting, and has subsequently been updated to reflect scheme progress to the end of October 2018. The report provides an update in respect of the current position on, and recent progress in relation to, the various elements of the Growth Deal transport programme.

2. Major Schemes Overview

2.1 As of August 2018, seven schemes have progressed through Full Approval and are now in implementation (either in their entirety or on a phased Full Approval basis); with five schemes having secured Conditional Approval and now working towards the achievement of Full Approval. Three Growth Deal 3 schemes are still to progress through Conditional Approval. Since the last update, the MSIRR Regent Road/Water Street scheme has progressed through Full Approval and a Conditional Approval Business Case has been submitted for review for the A5063 Trafford Road scheme.

2.2 In addition, and in support of both the economic growth objectives of the wider Local Growth Deal Programme and Greater Manchester’s residential development and wider socio-economic agenda, work continues with a number of stakeholders in relation to the potential to deliver complementary developments in conjunction with the Growth Deal Interchanges schemes. Stockport Interchange is an example of this.

2.3 Scheme promoters are engaging with the GM Cycling and Walking Commissioners team to ensure that schemes deliver the best possible
outcomes for walking and cycling, as well as meeting Growth Deal objectives.

2.4 Since the last six-monthly update, good progress has been made. The schemes started on site in the period are Tameside Interchange (Ashton – Under – Lyne), MSIRR Regent Road/Water Street and Wigan A49 Link Road. In addition significant scheme packages have been completed as part of the Salford Bolton Network Improvements project and two Planning Approvals (South Heywood Area Wide Improvements and Wigan Gateway M58 Link) have also been achieved across the Major Schemes programme. Further detail is included in the individual scheme updates.

INDIVIDUAL SCHEMES UPDATE

2.5 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

2.6 The scheme was granted Conditional Approval in 2016 in line with the agreed Growth Deal governance arrangements. Following a public consultation exercise, the Planning Committee of Rochdale Council confirmed that they were minded to grant planning permission for the scheme in March 2018, and the application was not subsequently ‘called in’ by the Secretary of State. Section 106 and other planning agreements are currently being finalised between Rochdale Council, the developer and landowners, prior to the issuing of a planning decision notice. Development of the procurement strategy and associated phasing of the works is currently ongoing and procurement will then commence later this year.

Wigan Gateway A49 Link

2.7 Full Approval for the scheme was granted by GMCA in February 2018 in line with the agreed Growth Deal governance arrangements. The contract for the works was awarded in June 2018 and construction works started on site at the end of September 2018. It is currently anticipated that the scheme will be completed in spring 2020.

Salford Central Station Additional Platforms

2.8 The scheme was granted Conditional Approval in June 2016 in line with the agreed Growth Deal governance arrangements. However, due to operational and timetable challenges, an optimal design solution could not be identified and, as a result, in September 2016 the GMCA approved a phased approach to delivery in order to maximise the benefits of the scheme.

2.9 TfGM and Salford City Council continue to work with the rail industry to develop the scheme. 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 the preferred infrastructure options to take forward to design. These options will now be progressed through the Network Rail Governance for Railway Investment Projects (GRIP) Stage 3 (Option Selection) process, which is due to commence shortly.

2.10 TfGM is continuing discussions with Network Rail regarding the potential to expedite the design and delivery of the Network Rail renewal scheme on platforms 1 and 2, which Network Rail now advise will be undertaken in the next investment period from 2019 to 2024.

MSIRR Improvements - Regent Road / Water Street

2.11 Full Approval for the scheme was granted by GMCA in June 2018, in line with the agreed Growth Deal governance arrangements. The works, which involve improvements to six major junctions, started on site on 29 August 2018. The scheme has been developed jointly by Manchester City Council and Salford City Council, with Manchester City Council being responsible for delivery of the works.

Wigan Gateway M58 Link

2.12 The scheme was granted Conditional Approval in February 2018, in line with the agreed Growth Deal governance arrangements. Full planning permission was granted in May 2018 and detailed design is currently underway, together with associated work in obtaining the necessary powers and consents for the scheme. A Full Business Case is scheduled to be submitted in late 2019, once the necessary powers and consents have been obtained.

Wigan Bus Station

2.13 Full Approval for the scheme was granted by GMCA in March 2017 in line with the agreed Growth Deal governance arrangements. Following this approval, a package of advanced works were completed, which included the creation of temporary bus, waiting, ticketing, information and bus crew facilities in readiness for the start of the construction of the main works.

2.14 Following the completion of the advanced works, a main contractor was appointed and works commenced on site in July 2017. The bus station was successfully opened to the public on Sunday 28 Oct 2018, on budget and two months early.

2.15 Alongside scheme delivery, a parallel initiative is being progressed in conjunction with Wigan Council to explore potential development opportunities which might be appropriate for construction adjacent to the core transport infrastructure, potentially in conjunction with the formation of a new pedestrian access.

MSIRR Improvements - Great Ancoats Street
2.16 The scheme was granted Conditional Approval in April 2018, in line with the agreed Growth Deal governance arrangements. Detailed design work is underway in preparation for Full Business Case submission in spring 2019. Subject to obtaining the necessary approvals, a start on site is currently scheduled for autumn 2019.

**Stockport Town Centre Access Plan**

2.17 The Stockport Town Centre Access Plan (TCAP) is one of a small number of large and/or complex Local Growth Deal schemes nationally where Ministers decided that DfT should retain approval oversight.

2.18 The scheme is being delivered in three phases and Full Approval is now in place for all phases of schemes.

2.19 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 that it be procured through alternative arrangements and this was awarded through the Highways England Collaborative Delivery Framework in autumn 2017.

2.20 Works for the TCAP programme as a whole commenced on site in April 2015 and, to date, 28 works packages have been completed and construction is progressing well on a further 9 works packages. A final set of 10 works packages are currently in development. All works packages will be completed by the end of the 2020/2021 financial year.

**Tameside Interchange (Ashton-Under-Lyne)**

2.21 Following the undertaking of a comprehensive public consultation exercise in August and September 2015, Planning Consent was granted in February 2016. Full Business Case Approval for the scheme was granted by the GMCA in 2017, in line with the agreed Growth Deal governance arrangements. Works commenced on site on 24 June 2018 and are progressing well, with the new facility due to open in spring 2020.

**Stockport Interchange**

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

2.23 A comprehensive joint Stockport Council/TfGM public engagement exercise on the proposals for both the Interchange and Stockport TCAP Phase Two works was undertaken in November and December 2015.

2.24 As previously reported, and endorsed by the GMCA meeting in June 2018, work is underway to develop the design for the Interchange, together with the inclusion of a residential development and public green space above the Interchange. These proposals are being progressed with the aim of submitting a planning application, encompassing the interchange and...
these complementary initiatives, in autumn 2018, which will be informed by the recently concluded pre-planning engagement exercise.

2.25 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. Planning Approval for the bridge was granted in October 2016, Full Approval was subsequently obtained from GMCA in July 2017 and a contract to design and construct the bridge was awarded in October 2017. Work is now well underway and the new bridge will be brought into operation in 2019. The associated highway works are scheduled to start on site later this year.

Salford Bolton Network Improvements

2.26 Conditional Approval for the scheme was granted in February 2016, in line with the agreed Growth Deal governance arrangements. Subsequent to Conditional Approval, the programme has been split into a number of Delivery Packages which have been/will be subject to separate Full Approval submissions.

2.27 Following Conditional Approval, the following interventions in Bolton have been completed: Delivery Package 1: Raikes Lane; Delivery Package 2 Loxham Street/Green Lane/Manchester Road; Delivery Package 3: Higher Market Street / Longcauseway; Delivery Package 7: Bus Stop upgrades. In addition, during the period, Delivery Package 4: Farnworth Bus Facility was completed and opened in July 2018 and the Farnworth Town Centre scheme was completed in August 2018. All of these schemes have improved vehicle capacity and passenger journey times through the junctions, pedestrian and cycling facilities have been enhanced, as have bus passenger waiting facilities.

2.28 Salford’s Delivery Package 1 (Walkden and Pendleton) was completed in November 2017. Full Approval was granted for Salford Delivery Package 5: Bus Stop Upgrades in June 2018 with works having started on site in August 2018.

2.29 Further approvals for future Delivery Packages will be brought to the Combined Authority in due course.

Metrolink Service Improvement Package

2.30 Following the granting of Full Approval for this package of works in summer 2014, all vehicles have now been delivered with the last vehicle brought into operational use in October 2016. With regards to the supporting infrastructure works associated with this package of improvements, the new wheel lathe has now been installed in the Trafford Depot and the new substations are now operational. Work to install a new turn-back at Sale will be completed during 2019.
A5063 Trafford Road Improvements

2.31 A Conditional Approval Business Case has recently been submitted and a review is currently underway in line with agreed Growth Deal Governance arrangements. Engagement with key stakeholders is also underway. Work is currently ongoing to identify enhanced cycling and walking options that are complimentary to the scheme objectives.

Carrington Relief Road (Spur Extension)

2.32 Trafford Council is developing the programme for this Growth Deal 3 scheme and plan to submit a Conditional Approval Business Case for consideration in November 2018.

Oldham Town Centre Regeneration and Connectivity

2.33 Oldham Council is currently developing the programme for this Growth Deal 3 scheme and plan to submit a Conditional Approval Business Case for consideration later this year.

3. MAJOR SCHEMES - FINANCIAL UPDATE

3.1 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.

3.2 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.

3.3 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.

3.4 Work has continued with scheme promoters to ensure that schedules and financial forecasts are regularly reviewed, and that challenges are identified and mitigated to ensure that spend forecasts remain within the Growth Deal funding period.

4. ADDITIONAL PRIORITIES AND MINOR WORKS
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 represents a package of highways, public realm, cycling, walking and associated measures, with the identified interventions being very much focused upon supporting economic growth.

4.3 As previously agreed, the governance arrangements for the Minor Works initiatives provide for the submission of Mini-Business Case, with approval oversight of these Mini-Business Cases resting with the GM Transport Strategy Group (TSG) of senior transport officers.

4.4 Progress has been made in taking forward the GD1, GD2 and GD3 Minor Works programme. As at the end of August 2018, 41 out of 59 mini-business cases have been submitted for review, with 27 of these having been approved by TSG in line with the agreed Growth Deal governance arrangements. TfGM continues to work with scheme promoters with a view to securing TSG approval of the remaining mini-business cases at the earliest opportunity.

4.5 As previously reported, the focus of the “Additional Priority” initiatives is centred around Rail / Metrolink passenger improvements, multi-modal ticketing, bus passenger facilities and highways Key Route Network (KRN) resilience.

4.6 A number of “Additional Priority” initiatives, in particular those related to Metrolink and Rail, have progressed to delivery stage. The remaining schemes are currently in development and progressing well.

4.7 Work has continued to progress the following TfGM Growth Deal 3 transport schemes, approved at the 28 September 2018 GMCA meeting, which are subject to Growth Deal minor scheme governance arrangements:

- KRN Traffic Control (SCOOT) – following the delivery of a pilot scheme to upgrade 7 traffic signal junctions to the SCOOT network in Oldham, design work is currently progressing in phases for a further 53 junctions to be upgraded and added to the SCOOT network across Greater Manchester. SCOOT is a networked traffic control system enabling signals to operate more efficiently by optimising signal timings to benefit the linked network as a whole. The cost of the works is forecast to be £2.2 million;

- KRN Traffic Control (MOVA) - design work is currently progressing to upgrade 30 stand-alone junctions to the MOVA microprocessor control system across Greater Manchester. MOVA is a ‘stand-alone’ traffic control system used on individual junctions to optimize timings. The cost of these works is forecast to be £3.4 million;
• Bus Passenger Access Enhancements – development work is progressing to deliver a programme of bus stop accessibility upgrades in all ten Local Authority areas across Greater Manchester. The cost of these works is forecast to be £3.3 million; and

• Rail Station Enhancements – design work is progressing to enhance the existing Park & Ride facility and improve pedestrian access at Mills Hill Station to complement the Network Rail delivered Access for All scheme. Design work is progressing towards the delivery of the step-free access at Swinton or a package of accessibility and regeneration focused measures, potentially in conjunction with Access for All funding. The cost of these works is forecast to be £1.1 million.

4.8 The above schemes have been subject to review and approval by the Transport Strategy Group, in line with the agreed Growth Deal Minor Works governance arrangements.

5. RECOMMENDATIONS

Members are recommended to note the contents of the report, including:

(i) the current position in relation to the current Growth Deal Major Schemes Programme; and

(ii) the current position in relation to the Growth Deal Minor Works and Additional Priorities Programmes.

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