CABINET

Public Realm Enhancements around the Town Centre Metrolink Route.

Report of Director of Development and Infrastructure

Portfolio Holder: Cllr J McMahon and Cllr Shoab Akhtar

14 January 2012

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Ext. 4168

Purpose of Report
To seek approval to a number of specific proposals to enhance the public realm arising out of the proposed Town Centre Metrolink route (3B) ensuring the quality is over and above the standard metrolink provision.

Executive Summary
The report considers the proposed enhancements to the Public Realm along the Metrolink Corridor.

It seeks approval to allocate resources from the Councils existing Town Centre Public Realm Capital Programme to support the works. The works consist of the creation of a new public space at King Street stop; enhancements to the Union Street stop and corridor; improvements around Mumps creating improved gateways to the town. These improvements would be implemented through the existing contract held by Transport for Greater Manchester (TfGM) with MPT.

The report also proposes enhancements to the connecting streets from metrolink to the retail / leisure, civic and commercial parts of the Town Centre along Union Street, Yorkshire Street and King Street.

Further pieces of work to identify additional greening and art opportunities are also recommended.
Recommendations

Members are recommended to approve:

1. The commissioning of TfGM to deliver
   
   (i) the enhanced public realm works to the 3 Metrolink Stops at a maximum cost of £2,013,250
   
   (ii) the public realm enhancements to the Union Street / King Street highway at a maximum cost of £442,750

2. To authorise the submission of all necessary applications, including planning applications, road closure orders, TRO's necessary to implement the above schemes.

3. To approve the principle of adoption of the Metrolink public realm enhancements works for maintenance by OMBC, subject to satisfactory completion of the works by the TfGM contractor.

4. To allocate a sum of £180,000 for the additional maintenance costs arising from the enhancements adopted.

5. To bring forward further detailed proposals for enhancing other land in public and private ownership at the King Street Metrolink Stop

6. To bring forward detailed plans to enhance the overall streetscape connecting the main retail core (Yorkshire St / Union St) with the Mumps Metrolink stop.

7. To authorise the progression of any necessary 3rd party agreements to ensure the above is delivered as part of a comprehensive public realm implementation programme.

8. To commission the development of proposals for the introduction of public art works and additional greening initiatives and that a further delegated report detailing how these will be delivered and at what cost is agreed with the Chief Executive and relevant portfolio holders.

9. Delegate authority to proceed with all other matters arising from the development and implementation of the above schemes to the Chief Executive in consultation with the Cabinet members for Special Projects and External Relations (Leader) and Business, Skills and Town Centre (Deputy Leader), the Borough Solicitor and the Borough Treasurer.
Public Realm Enhancements around the Town Centre Metrolink Route.

1 Background

1.1 The Council’s Public Realm Infrastructure Implementation Framework (PRIF) prepared by Taylor Young, presented to members in June 2011, sets the framework and quality standards for transformational change within the Town Centre. The document provides further detail and more site specific proposals and design criteria to provide the focus for future interventions.

1.2 The objectives of the PRIF can be summarised as:

- Enhance the pedestrian experience and reduce dominance of vehicles
- Improve visitor first impression of Oldham, especially in the context of Metrolink extension
- Build upon intelligent investment made to date and build upon initiatives already completed in the public realm.
- Protect the character of the Conservation Area
- Provide good orientation references, e.g. memorable townscape, logical routes, improved quality in important areas, highlighting key landmarks and signage
- Protect green space and look for opportunities to further “green” the Town Centre
- Create Town Centre spaces for public events that help define the heart of Oldham.
- Improve pedestrian connections especially to the retail core and Metrolink stops.

1.3 Cabinet have considered a range of reports on the development of the Metrolink system since 2009. These reports have focused on the progress and changes to metrolink phases 3A and 3B, the Council’s requirements for enhancements to phase 3B, how Metrolink and the regeneration of Mumps area links into the overall Town Centre Investment Strategy and Highways alterations needed for the development of the system.

1.4 The changes required in phase 3B to fulfil the Council’s requirements are to include enhanced stops along the Union Street corridor as detailed in section 2 of the report.

1.5 Funding for the Public Realm enhancements has been addressed through an initial allocation of £1.94m from CIPB to be spent across 2012/13 (£600k) and 2013/14 (£1.34m). In the Investment Plan approved in July 2012 a further allocation of £9.314m was allocated to the Town Centre Public Realm improvements phased across 2012/13 to 2016/17. CIPB approved a further £2.28 m from the Investment Programme toward the Metrolink upgrades on 17 December 2012 to match with the initial allocation.
1.6 A number of public realm projects are planned to be undertaken over the 2012/13 to 2016/17 period. At present they are as follows:

1. Metrolink stop public realm enhancements:
   a. King Street
   b. Mumps
   c. Central Stop/Union Street
2. Public realm enhancements along Metrolink corridor including greening, public art etc
3. Connectivity/Linking Streets
4. Feature Lighting (to be reported on separately)
5. Gateway Enhancements
6. Oldham War Memorial
7. Pedestrian Signage
8. Old Town Hall public realm

1.7 This report considers the first 3 points above which contribute to the following PRIF objectives:
   - Enhance the pedestrian experience and reduce dominance of vehicles
   - Improve visitor first impression of Oldham, especially in the context of Metrolink extension
   - Protect the character of the Conservation Area
   - Provide good orientation references, e.g. memorable townscape, logical routes, improved quality in important areas, highlighting key landmarks and signage
   - Improve pedestrian connections especially to the retail core and Metrolink stops.

1.8 Gillespie’s Landscape Consultants were appointed in February 2012 to assist the Council in developing concept public realm schemes and proposals to enhance the Union Street corridor including the three new Metrolink stops and connections to and from King Street stop.

2 Current Proposals

2.1 Metrolink Stops and Corridor

2.1.1 TfGM’s main contractor, MPT, is on site implementing the works to deliver the Metrolink route (3B) through the town centre. Some elements of the enhancement works have been brought forward in the programme such as improved kerbing along Union Street. This in order to ensure the improvement of the quality of the streetscape are installed in areas where works are already advancing, so as not to impact adversely on the construction programme and avoid the need for abortive work.
2.1.2 **King Street Stop.**
The proposed tram stop and adjoining space will act as a threshold to the Town Centre being the main point of arrival for those arriving from the west by tram. In addition, the space is closely connected to Oldham Sixth Form College and should have the capacity to serve as an external resource and gathering space for students. It is anticipated that there will be significant pedestrian activity within this area as people travel between the tram/college and Town Centre. The visualisation of the proposed design of the public realm seeks to help identify this space as a gateway and laid out to accommodate pedestrian movement patterns.

2.1.3 The design includes a terraced seating and planted area, as well as a raised plaza which provides a meeting space and view point over the tramline. The space provided will provide visitors, shoppers and students from the nearby sixth form college with a high quality, welcoming space with easy access to the Metrolink stop and town centre. Materials have been chosen for their durability and ease of maintenance, such as cast concrete seating for the terraced areas, stainless steel handrails and low maintenance planting and trees.

2.1.4 **Wider King Street area**
It is proposed that further work be undertaken to establish how this site could be enhanced to compliment the upgrading of the Metrolink stop. The delivery of this scheme, whilst depending upon agreement of third parties is not on the metrolink critical path and can therefore be brought forward at a future date.

2.1.5 **Central Stop/Union Street.**
Union Street around Central stop will become pedestrianised as part of the Metrolink developments and it is likely to be a popular point of arrival for visitors entering the town by tram as it is in close proximity to the retail core and shops /facilities off Union Street. It is also located adjacent to the Town Centre Conservation Area. The proposed materials will be high quality natural materials with York stone and granite style kerbs. This will help to define the area closed to pedestrians and tram only and enhance the environment of the Town Centre Conservation Area. The visualisation of the proposed design of the public realm is to create a very high quality environment which is attractive and creates a sense of arrival.

2.1.6 Along Union Street, the paving and kerbing will be upgraded to higher quality materials. It is envisaged that this will be wall to wall, subject to 3rd party agreements outside of the adopted highway. The scheme also introduces greenery, in the form of street tree planting along the route where there is space to do so. Whilst opportunities for tree planting are limited, new tree planters will be installed outside 5 – 27 Union Street, outside Sainsbury’s and near Waterloo Street and Bridge Street.
2.1.7 **Mumps stop.**
The Metrolink development will see huge changes to transport infrastructure in this area, with a new tram stop, bus station and park and ride facility. It is already apparent that the Metrolink infrastructure works around Mumps is making this space much more prominent and the new road connection (Prince Street) from Oldham Way means that the junction of Yorkshire Street and Union Street will mark the Town Centre threshold when approaching from the east and south. Although this junction is important within the road network, it is also strategically significant for pedestrian circulation as it marks a decision point when walking between Mumps and the Town Centre. It is essential therefore that the space assists navigation and guide pedestrians from the transport interchange towards Yorkshire Street or Union Street. Vehicles should not be seen as the most important user within this space, although it is also recognised that it also forms an important gateway to significant volumes of traffic and should therefore present Oldham in the right light.

2.1.7 Whilst the area will predominantly be about the functionality of the transport interchange, it forms a major gateway and entrance point to the town centre and the scheme looks to improve the amount of landscaping and planting at this key location. Tree and bulb planting along the central reservations, where underground services allow, will create a boulevard effect along Oldham Way. Avenues of trees elsewhere around the park and ride site pick up the vistas of the street pattern.

2.1.8 The Council is keen to see this area maximise the opportunity that the Metrolink stop brings to this location and are developing a master plan for this gateway area in order to identify major development opportunities around this area.

2.1.9 **Public Art at Mumps**

The proposal for the Mumps Metrolink stop is to create a sense of arrival with a high quality environment and feature areas to break up the hard landscaping. However, until the master plan is fully developed, it is proposed that apart from installing the appropriate services (lighting/power etc) to support any enhanced features any detailed proposals are put on hold so that it does not prejudice any future development potential.

2.2 **Metrolink associated schemes**

2.2.1 **Streetscape Enhancements.**

The opportunity also exists to ensure a comprehensive approach to the wider upgrading of both the public and private townscape, in line with the proposals set out in the approved Public Realm Implementation Framework. Should the Townscape Heritage Initiative bid to the Heritage Lottery Fund be successful funding would be available for a range of enhancement schemes within the Town Centre Conservation Area, including shop front improvements.

There are also a number of other important connecting streets between the metrolink stops and key town centre locations; these include King Street, Yorkshire Street, Union Street, George Street and Barn Street. The opportunity exists to seek
enhanced investment in these streets to encourage the upgrading of shop fronts and improvements to the streetscapes.

2.2.2 **Wider “Greening” of the Metrolink corridor and town centre**

There are already a number of “greened” areas along Union Street, such as the land outside Ripley’s, corner of George Street, the Library Gardens, existing planting outside Sainsbury’s etc. However, as part of their initial concept designs, Gillespie’s also identified opportunities for other greening prospects such as green walls on 3rd party buildings. These are as yet to be progressed.

2.2.3 **Art opportunities**

A number of potential locations where public art could be introduced along the Metrolink corridor have also been identified; these include locations at King Street Stop and Mumps. Proposals are also being considered to re-instate the statue of John Platt in the Town centre and it has been suggested that further statues celebrating Oldham’s rich and varied heritage, including Sir Winston Churchill, could form part of any proposals brought forward. A consultation on these issues will be an essential part of the work.

Whilst it is important to recognise Oldham’s heritage, the transformational agenda for the Town centre demands that we also look forward, it would therefore be appropriate to consider commissioning new art works for installation within the whole of the Town centre. There are also a number of existing art installation in the town centre that will need to be taken into account.

In considering locations for public realm art works it will also be important to consider the proposals outlined in the approved Feature Lighting Strategy to ensure a co-ordinated and coherent outcome.

The estimated cost of commissioning and erecting statues / art work varies considerably depending upon many factors including designer, quality, scale, materials, and associated erection costs. To provide some indication; the recently completed Mayfly Sculpture, very modest in scale, in Dunwood Park cost £9,000; the Ben Brierley statue, Failsworth and associated improvements to the public realm cost circa £400,000, with the actual statue costing circa £35,000,

It is therefore proposed that a piece of work is commissioned to look at all the existing and potential art opportunities in the town centre within a budget of no more than £500,000 and how these may be taken forward.

3. **Current Position**

3.1 Gillespies developed concept designs for the enhancement of the public realm around the Mumps, Central Stop/Union Street corridor and King Street stop areas. TfGM and their contractor MPT confirmed that subject to prompt approval of the final designs, the proposed works can be included within their programme without impacting upon the critical path and be completed in line with the opening of Metrolink 3B. Following
consultation with members it was agreed that TfGM, commission the Metrolink contractor MPT to develop the concepts into detailed plans and provided a fixed price for undertaking the additional works at a cost of £85,000, Gillespie’s have being retained as advisors to ensure the integrity of the original design is kept and to provide a quality assurance role on behalf of the Council.

3.2 In June, Unity Partnership provided estimated costs for the public realm enhancements in the region of £4.8 million. These were based on the extra over costs of the concept designs above that of the standard TfGM proposals. Their indicative costs did include a water based Pennine Feature at Mumps.

3.3 MPT has provided estimated costs for the enhancements which will be confirmed by the end of Jan 2013. These costs are well within the provisional costs estimated by Unity Partnership. An uplift of 15% has been included in these figures to reflect the risk that costs could rise as the design is taken to Approved for Construction status.

<table>
<thead>
<tr>
<th>Area</th>
<th>Cost</th>
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| Mumps Stop area                           | £330,000
| Central Stop                              | £546,250
| King Street public Realm                  | £954,500
| Union Street and King Street highway & Public Realm upgrades | £402,500
| Sub -TOTAL:                               | £2,233,250
| Contingency @10%                          | £223,325
| Commuted sum for maintenance of enhancements | £180,000
| TOTAL                                     | £2,636,575

3.4 The majority of the proposed changes to the Metrolink stops are covered by the existing planning permission for the Metrolink Route. TfGM will have to submit variations to the existing approval for the public realm at King Street These costs will be included within the costs to be provided by MPT and TfGM.

3.5 The public open space and public realm improvements being created as part of the Metrolink scheme are mainly on the adopted highway and will be handed to the Council for future maintenance as agreed in the original proposals for Metrolink. This excludes the landscaping within the Mumps park and ride site but includes the Mumps Pennine Feature which if built, will be the Council’s responsibility, hence the recommendation to amend the proposals from a water feature to the dry feature.

3.6 The costs of maintaining these enhancements will need to be met from within existing Town Centre public realm and other highway maintenance budgets.

3.7 Mumps - Environmental Services has estimated that due to the loss of the Mumps landscaped roundabout and subway as a result of the Metrolink construction, the additional trees and green will have no additional call on maintenance resources.

Union Street – no change, however additional street trees will cost approximately £250 each per annum to maintain, this is to cover watering of the plant containers/bases. There will be approximately 35 new trees planted costing in the region of £8,750 per annum to maintain.
King Street – The consequences of the new stop at King Street means that there will be additional public realm which will have to be maintained. The original scheme proposed by TfGM has minimal treatment of low quality grass areas and mounding would result in maintenance costs of approximately £9,854 per annum. This would cover the Council costs incurred in removing fly tipping and litter, grass cutting, graffiti and fly posting removal.

The proposed enhanced scheme creates a high quality and attractive space which is robust and hardwearing. The estimated maintenance costs in terms of daily litter picking and bins servicing etc, grass cutting and winter shrub maintenance is estimated at £9,232 per annum. The maintenance implications of the enhanced scheme area are therefore lower than the maintenance costs of the minimal treatment proposed by TfGM.

3.8 The total estimated annual maintenance costs for the enhancements are £17,982 per annum. It is proposed that the first 10 years of maintenance is paid as a commuted sum totalling £180,000.

4 Options/Alternatives

4.1 Metrolink Stops and Corridor

4.1.1 Option 1: Do nothing and have Metrolink 3B implemented as per the standard specification proposed by TfGM. This option would not meet the objectives of the Public Realm Infrastructure Framework. Oldham would be missing an opportunity to create unique “gateway”/entrance points to the Town Centre by enhancing the public realm at these key gateway sites.

4.1.2 Option 2: To retro-fit the enhancements once MPT have completed their works. This would meet the objectives of the PRIF but would mean that we miss the opportunity to deliver very high quality public realm on the day that the new stops open. There would also be a delay in the provision of the enhancements beyond the opening of the 3B route. The public would see works being “undone”, as well as extending the construction period and disturbance to local businesses which is not desirable and could be very costly in the long run. It would be very difficult and significantly more expensive to carry out works along side the track once the tram is running.

4.1.3 Option 3: To enhance the public realm as detailed in the designs and commission TfGM to order their contractor MPT to implement the proposed enhancements to the Metrolink public realm as part of their existing contract. This would meet the objectives of the PRIF creating high quality public spaces, emphasizing Oldham’s quality environment around each of the Metrolink stops, and creating unique sense of arrival at each stop. This provides the opportunity to create a important point of difference in our town centre. The work to each stop area would be completed to coincide with the opening of Metrolink 3B throughout the town centre.

4.1.4 Preferred Option: Option 3 ensuring that the works are completed in the same timescale as the metrolink line.
4.2 Wider King Street Area

4.2.1 Option 1 – Develop enhancements to the area in public/private ownership north of the Metrolink Stop, and undertake further work to establish how the Mecca Bingo Car Park, Bank Top Tavern and AYCE building could be enhanced to compliment the upgrading of the Metrolink stop and deliver a holistic scheme.

4.2.2 Option 2 – To leave the area north of the Metrolink stop as it is. This could result in this area detracting from the overall improvements to be carried out or the area being developed in a way which is not holistic.

4.2.3 Preferred Option: Option 1 to develop enhancements to the area in public/private ownership north of the Metrolink Stop, to compliment the upgrading of the Metrolink stop and deliver a holistic scheme.

4.3 Mumps Public Art.

4.3.1 The TfGM contractor, MPT will provide all the necessary services (electrical power supply) for any future enhanced public art as part of the main Metrolink works. In relation to the construction of the feature the options are:

Option 1 To commission MPT to undertake the works as part of the overall Metrolink Programme.
The advantage of option 1 is that it removes the following risks:
• Possibility of works not being completed before opening of Metrolink
• Additional costs and difficulties in managing a separate contractor
• Potential logistical and health & safety issues arising because of two contractors working on the same site.

Option 2 To tender the works and appoint our own contractor to construct the works.
The advantage of Option 2 is that it removes the following risk:
• OMBC not securing value for money by going to open tender.

Option 3 To put the public art feature on hold for delivery at a future date once the outcome of the Mumps Gateway Master Plan and any future development is known.
The advantage of Option 3 is that it removes the following risks:
• Ensuring that works are not commissioned which place restrictions on a potential development site, and therefore may be abortive, thus wasting limited Council resources.

4.3.3 Preferred Option: Option 3 to put the installation of the feature on hold, pending the outcome of any future development of the Mumps area, thus ensuring that the Council does not spend money on a feature which is subsequently removed.
4.4 Streetscape Enhancements

4.4.1 Option 1 – Do nothing

4.4.2 Option 2 – Develop detailed proposals for the enhancement of the overall streetscape of the major connecting streets.

4.4.3 Preferred Option: Option 2 the development of detailed proposals to enhance the overall streetscape of the major connecting streets within the Town Centre.

4.5 Metrolink Corridor and Town Centre greening

4.5.1 Option 1 - Do nothing.

4.5.2 Option 2 - Develop the concept proposals as outlined for further consideration.

4.5.3 Preferred Option: Option 2 to develop the concept proposals as outlined for further consideration

4.6 Artwork

4.6.1 Option 1: Do nothing and maintain the status quo in the town centre

4.6.2 Option 2: Commission the development of an outline proposal for the introduction of public art works and how these might be commissioned for further consideration.

4.6.3 Preferred Option: Option 2 to commission the development of an outline proposal for the introduction of public art works and how these might be commissioned and funded for further consideration

5 Estimated Costs

5.1 The estimated costs of Preferred Options are as follows

<table>
<thead>
<tr>
<th>Description</th>
<th>Estimated Capital Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metrolink Stops and Corridor Option 3 – delivery by MPT</td>
<td>£2,233,250</td>
</tr>
<tr>
<td>Contingency</td>
<td>£223,325</td>
</tr>
<tr>
<td>Commuted sum for maintenance</td>
<td>£180,000</td>
</tr>
<tr>
<td>Additional greening and potential art installations</td>
<td>£850,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>£3,486,575</strong></td>
</tr>
</tbody>
</table>
6  Consultation

6.1 The Public Realm Infrastructure Framework was subject to extensive consultation with key stakeholders and the wider community.

6.2 The outline proposed schemes were consulted upon at the Invest in Oldham launch held at Gallery Oldham on the 12th March 2012.

6.3 The concept designs were developed in consultation with Council officers and Lead Members. The concept designs were also displayed publicly at the pop up café at Oldham Carnival in Alexandra Park on 19th August 2012.

6.4 The elements of the scheme which still require planning permission, including the Pennine feature at Mumps; TfGM’s proposals for the Castle Public House and future proposals for the Metrolink corridor will be subject to further consultation via the planning process.

6.5 3rd party land in the proposed scheme has been identified and consultation will take place with individual occupiers to secure agreement to enable the works to be carried out on their land where appropriate.

7  Financial Implications

7.1 Capital

Within the approved capital programme for 2012/13 is £656k for Public Realm Improvements. This includes for a carry forward of £56k from 2011/12. A further amount of £859k was made available in 2012/13 after the approval of the Investment Plan in July.

Capital expenditure to date has been focused on the design costs for the improvements within the Town Centre. The table below demonstrates the forecasted expenditure across the programme based on the programme detailed in section 1:-

<table>
<thead>
<tr>
<th></th>
<th>2012/13 (£’000)</th>
<th>2013/14 (£’000)</th>
<th>2014/15 (£’000)</th>
<th>2015/16 (£’000)</th>
<th>2016/17 (£’000)</th>
<th>Total (£’000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forecast Capital Spend</td>
<td>496</td>
<td>3,034</td>
<td>6,037</td>
<td>1,350</td>
<td>393</td>
<td>11,310</td>
</tr>
<tr>
<td>Approved Capital Programme Budget</td>
<td>(1515)</td>
<td>(2,919)</td>
<td>(3,004)</td>
<td>(1,872)</td>
<td>(2,000)</td>
<td>(11,310)</td>
</tr>
<tr>
<td>Funding Budget to be re-phased</td>
<td>1,019</td>
<td>(115)</td>
<td>(3,033)</td>
<td>522</td>
<td>1,607</td>
<td>-</td>
</tr>
</tbody>
</table>

As the table highlights, funding for the project will be rephrased so that the under spend in years 12/13, 15/16 and 16/17 will be used to offset the overspend in 14/15.
7.2 Revenue
The additional impact on revenue costs for these works will be minimal due to budgets currently held for maintenance of the grounds in these areas in the base MTFS.

The pressure on revenue which arises from the net virement of capital budgets to earlier years will be managed within the overall capital projects. This will therefore rely upon some slippage in other projects to offset this pressure.

(Sam Smith, Senior Finance Manager)

8 Legal Services Comments
8.1 None (A Evans)

9 Cooperative Agenda
9.1 The Council is working co-operatively with TfGM and MPT so that the public realm enhancements are delivered within the same timescale as the Metrolink opening.

10 Human Resources Comments
10.1 Not applicable

11 Risk Assessments
11.1 The Public Realm Project Board has developed and regularly reviews a project Risk Register for the scheme.

11.2 The following major risks have been identified:

- Costs exceeding budget estimates. The proposed works have been subject to detailed costing exercises and the agreement with TfGM will be for a fixed price sum.
- Inability to deliver the proposed scheme. Assurances have been sought and given by TfGM and the contractor MPT that providing a decision is given by the first week of January 2013 that all the works will be completed for the official opening of Metrolink in 2014.
- Inability to deliver the schemes outside of the Metrolink corridor. The Council's Project Management Framework will assist in ensuring the schemes are developed, and implemented within the timeframe available.

12 IT Implications
12.1 None
13 **Property Implications**

13.1 It is understood that the proposals affect both Council and third party owned land. There may be compensation claims resulting from major works to highways, and third party ownerships may require negotiation of a range of agreements such as licences, easements as appropriate, in order to facilitate the scheme.

13.2 It is noted that there is currently no budget provision within the Corporate Property function to maintain any additional ‘assets’ which may be created as part of this project. This has been identified and provided for within the report.

13.3 It is stressed that specific dedicated future maintenance provision is made as part of this project to ensure that delivery (including all costs associated with any third party land arrangements) and on-going maintenance liabilities are identified and allocated. (Cath Conroy)

14 **Procurement Implications**

14.1 The works carried out by MPT have been procured by TFGM in line with OJEU Regulations.

14.2 The improvements to “Connectivity and Linking Streets” will be procured in-line with the Oldham Council’s CPRS to ensure the best commercial deal for the Council. Karen Lowes

15 **Environmental and Health & Safety Implications**

15.1 The development of this project will aid the improvement for Health and safety within Oldham for local users and enhance the quality and experience to visitor in Oldham. (Lyn Sayles)

16 **Equality, community cohesion and crime implications**

16.1 The creation of well designed, well lit and accessible transport stops and public spaces will enhance accessibility in the town centre.

17 **Equality Impact Assessment Completed?**

17.1 No

18 **Key Decision**

18.1 Yes

19 **Forward Plan Reference**

19.1 EPS 41-12

20 **Background Papers**

20.1 None