

Report to CABINET

Grant Acceptance: City Region Sustainable Transport Settlement (CRSTS) – Oldham Town Centre St Mary’s Way Scheme

Portfolio Holder (s):

Councillor Arooj Shah, Leader of the Council

Officer Contact:

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Report Author:

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19th June 2023

Reason for Decision

Oldham Council has secured capital funding for the development of an outline/full business case (OBC/FBC) to support a highway scheme in Oldham town centre at St Mary’s Way, via:

- City Region Sustainable Transport Settlement (CRSTS)

The purpose of this report is to confirm the value of the grant available to Oldham Council and notify Cabinet of the intention to bring this additional resource into the transport capital programme to commence detailed development and the full business case for the scheme.

The report will also outline the steps that Oldham Council will need to take to procure the necessary support to develop the scheme in the appropriate timescales and to meet the funding requirements for both development and future delivery of the scheme.

Executive Summary

The Greater Manchester CRSTS programme business case was submitted to the Department for Transport (DfT) in September 2021 by Transport for Greater Manchester (TfGM) on behalf of themselves and all 10 GM districts.

Greater Manchester Combined Authority (GMCA) received confirmation of the full regional CRSTS allocation of £1.07bn for spend across 2022/23-2026/27 on the 1st April 2022.

On the 29th July 2022, the DfT, as the funders of the City Region Sustainable Transport Settlement, confirmed the delivery plans and funding allocations to each city region and sent a funding letter to each City Region Mayor.

One scheme included in the delivery plan is the Oldham-led Streets for All: Oldham Town Centre Connectivity (Phase 2) scheme for St Marys Way (Henshaw Street – Yorkshire Street).

This scheme has been developed over the past year and has now secured Strategic Outline Business Case (SOBC) assurance through TfGM processes to move to the next stage of scheme development, utilising some of the approved DfT CRSTS capital budget.

Recommendations

- That the grant offer from the City Region Sustainable Transport Settlement (CRSTS) for delivery of an outline/full business case (OBC/FBC) for the scheme on St Mary's Way be accepted.
- Approval is granted to enter into a Funding Delivery Agreement with TfGM in relation to the proposed scheme development.
- That the intention to bring the additional resource into the transport capital programme in 2023/24 and complete development of the scheme in the appropriate timescales be noted.
- Approval to procure and make tender awards relating to the necessary external support required to develop the outline/full business case (OBC/FBC) be delegated to the Executive Director for Place & Economic Growth, or further delegation depending on the values of the awards.
- Approval to use part of this resource to appoint temporary support to Council teams, as required, to progress design options, stakeholder engagement and production of the full business case to secure further capital funding for Oldham.

Grant Acceptance: City Region Sustainable Transport Settlement (CRSTS) – Oldham Town Centre – St Mary’s Way scheme**1 Background**

- 1.1 The City Region Sustainable Transport Settlements (CRSTS) programme is a £5.7 billion investment in local transport networks by the Department for Transport (DfT) focusing on improving sustainable transport such as walk/cycle networks. It provides consolidated, long-term capital funding to 8 city regions across England through a 5-year period between 2022/2023 and 2026/2027. As part of this, Greater Manchester received a total of £1,07bn to be split across schemes throughout the region.
- 1.2 Oldham Council has ambitious plans to regenerate the town centre and has secured funding for walking/cycling improvements (£1.5m) and new developments (£9.2m) in the town centre as part of the ‘Accessible Oldham Phase 1’ project. Furthermore, the council is now embarking on delivering the ‘Accessible Oldham Phase 2’ project with one of the main components being the Jubilee Park Neighbourhood which borders St Mary’s Way.
- 1.3 Therefore, as part of the CRSTS programme, the scheme at St Mary’s Way to the north of Oldham Town Centre will play a crucial role in supporting this regeneration by reshaping the highway link to provide better connectivity for public transport, pedestrians and cyclists, and creating a high-quality public realm in line with ‘Streets for All’ principles.
- 1.4 The concept design of the town centre scheme at St Mary’s Way (to be developed further at the next stage) includes the following:
- Reconfiguration of highway layout to include cycle track to south of corridor along St Mary’s Way.
 - Cycle/pedestrian crossing points (with priority) at Henshaw Street and Lord Street with link to Rock Street (West).
 - Parallel crossing and shared space on St Mary’s Way close to the Lord Street junction.
 - Footway resurfacing along St Mary’s Way.
 - Incorporation with the proposed Cyclops junction at Egerton Street, and investigation as to whether this is required or alternative cycle crossing provision.
 - Bus stop layby incorporated along St Mary’s Way to ease traffic congestion.
- 1.5 The Leader and relevant Portfolio Holder (Regeneration and Housing) and relevant senior management had a presentation from Council officers and external consultants Jacobs on the scheme in February 2023. This gave a high-level overview of the scheme and its objectives and both the Leader and Senior Officers were supportive to see the scheme progress to this next stage.

2 Current Position

- 2.1 The GM Delivery Group endorsed the recommendation to approve the SOBC for the Town Centre St Mary’s Way scheme on the 2nd May 2023.
- 2.2 The next steps now include:
- The scheme will be included in a report to GMCA on 26th May 2023 where TfGM request capital funding drawdown from the CRSTS allocation for this town centre

scheme of £900,000. This is for Oldham Council costs to develop the scheme to the FBC stage. This report will also highlight that this £900,000 is part of the overall funding of £6.2m required to deliver the scheme in full (the rest of the funding will be drawn down after the FBC is approved).

- Oldham Council accept the grant offer of £900,000 for scheme development of the town centre scheme at St Mary's Way).
- Oldham Council enter into a Funding Delivery Agreement with TfGM in relation to the proposed scheme development.
- Oldham Council bring the additional resource into the transport capital programme in 2023/24 and commence design development.
- Completion of combined Outline/Full Business Case, including detailed schemes designs and procurement, with a target date of December 2024.

External Support

2.3 The £900,000 ask prepared by Oldham Council to TfGM for development costs includes the following work:

- Officer time on developing the scheme to preliminary/detailed design, consultation and engagement with Members and key stakeholders, communications, finance, legal and procurement input (£664,600).
- Traffic Modelling.
- Signal design.
- Topographical surveys.
- Intrusive surveys and site investigation.
- Landscape architect input.

2.4 The elements of the above work that we require external support to deliver (topographical surveys, intrusive surveys, site investigation and landscape architect input etc.) will be discussed with procurement and the most appropriate procurement methods selected. It is proposed that the approval for any procurement activity, including the award of contracts for any of these works will be delegated to the Executive Director for Place & Economic Growth (who may delegate further if appropriate to ensure procurement and delivery in a timely manner).

Strategic Partnership Agreement (Delivery Model)

2.5 For Oldham Council to meet the expectations and delivery timescales required under CRSTS we need to adopt a pro-active approach to procurement of a contractor to deliver works.

2.6 The Council has previously entered into a Strategic Partnership Agreement – 'Accessible Oldham' - with a medium-sized local contractor who are successfully delivering several works packages across the town centre to meet timescales put in place by funders. This agreement is working well and evidence that, once established, in conjunction with legal, procurement and finance colleagues, a Strategic Partnership Agreement can be used to negate the need for lengthy procurement exercises of up to 3-4 months for each package of works.

2.7 This successful model for the development and delivery of highway works is to be repeated for this town centre scheme (and other schemes coming forward through CRSTS allocations) and means that individual projects will be procured via a Call Off procedure under the Strategic Partnership Agreement. The Call-Off procedure would be governed by the overarching agreement and each order for works (Call-Off) would be approved at

Director level (in liaison with the Directors of Finance and Legal Services) rather than through individual Cabinet reports for each element of work over £400k.

- 2.8 This Strategic Partnership Agreement is currently being progressed and will be in place by the end of 2023. Having a Strategic Partner in place will assist the Delivery Team at key stages of the development of schemes and business cases through Early Contractor Involvement (ECI) and fast-track, where applicable, the construction of projects, to meet the expectations demands of the overseeing organisations.

3 Options/Alternatives

- 3.1 There are two options:

Option 1:

- That the grant offer from the City Region Sustainable Transport Settlement (CRSTS) for scheme development of the town centre scheme at St Mary's Way be accepted.
- That approval is granted to enter into a Funding Delivery Agreement with TfGM in relation to the proposed scheme development.
- That approval for all procurement activity and tender award decisions relating to the necessary external support required to develop the scheme (examples listed in the report) be delegated to the Executive Director for Place & Economic Growth.
- That approval to use part of this resource to appoint temporary support to Council teams, as required, to progress design options, stakeholder engagement and production of the full business case to secure further capital funding for Oldham.

Option 2:

- That the grant offer from the City Region Sustainable Transport Settlement (CRSTS) for scheme development of the town centre scheme at St Mary's Way is not accepted.
- That approval to enter into a Funding Delivery Agreement with TfGM in relation to the proposed scheme development is not granted.
- That approval for all tender award decisions relating to the necessary external support required to develop the scheme (examples listed in the report) be delegated to the Executive Director for Place & Economic Growth is not granted.
- That approval to use part of this resource to appoint temporary support to Council teams, as required, to progress design options, stakeholder engagement and production of the full business case to secure further capital funding for Oldham is not granted.

4 Preferred Option

- 4.1 This report recommends 'Option 1' is taken forward enabling the Council to develop the town centre scheme at St Mary's Way in the appropriate timescales to meet the funding requirements for both the development and future delivery of the scheme.
- 4.2 The alternative, 'Option 2' would be reputationally damaging. We have committed to develop and implement these types of schemes as part of the GM 2040 Transport Strategy (<https://tfgm.com/2040-transport-strategy>).
- 4.3 This scheme will make the town centre and in particular St Mary's Way a more attractive option for travel by bus and active travel modes for both local, short, and onward journeys.

5 Consultation

- 5.1 The Leader and Portfolio Holder and Senior Management were briefed in February 2023 and introduced to the town centre scheme at St Mary's Way as part of a wider briefing on the Oldham-led CRSTS Streets for All schemes.
- 5.2 Engagement with senior stakeholders and ward members will continue as the scheme develops and as will be supported with a detailed stakeholder engagement plan.
- 5.3 The stakeholder engagement plan will also take into account wider stakeholders including Council colleagues, residents, businesses, visitors, bus operators, taxi association and specific groups such as those that represent people with disabilities.

6 Financial Implications

- 6.1 The acceptance of the £900k CRSTS capital grant funding will enable delivering the scheme development of the town centre scheme at St Mary's Way, which is detailed in the body of the report, on behalf of TfGM. The overall cost of the scheme will need to be contained within the available funding.
- 6.2 The Councils 2023/24 capital programme will be amended to reflect the receipt of the £900k additional grant and planned programme of expenditure.

(John Edisbury)

7 Legal Services Comments

- 7.1 Subject to Cabinet approval to accept the grant, the Council will be required to enter into a grant funding delivery agreement with TfGM in order to secure the grant award. It is essential that the draft funding agreement is reviewed by Legal Services prior to the formal acceptance of funds to ensure all obligations imposed by TfGM can be complied with and so that any risks can be addressed and, where possible, mitigated. All matters of note and all risks will be communicated to relevant officers for consideration.
- 7.2 The procurement activity proposed in the report must be undertaken in consultation with the Commercial Procurement Unit and with Legal Services, who will supply suitable forms of contract. Provided all procurement activity is undertaken in accordance with the Contract Procedure Rules (incorporating national procurement legislation) and that the award processes are in accordance with the advertised evaluation and scoring criteria, there are no known legal implications linked to the procurement recommendations.

(Sarah Orrell – Commercial & Procurement Solicitor)

8. Co-operative Agenda

- 8.1 Development of the town centre scheme at St Mary's Way in Oldham is part of the collaborative approach to public transport and active travel schemes which sees the 10 Greater Manchester councils, including Oldham, working in partnership with GMCA and TfGM to improve the city-region's active travel network.

The proposals will assist Oldham to meet the mode share targets we have supported as part of the GM 'Right Mix Vision' – for 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport by 2040.

They will also encourage travel by active and sustainable modes, reduce road danger in Oldham and improve the environment and air quality for people living and working in Oldham.

9 **Human Resources Comments**

9.1 None

10 **Risk Assessments**

10.1 The Council in accepting this grant must determine whether it can comply with the grant conditions and deliver the project. The risks in accepting this grant award are assessed as minimal.

(Mark Stenson)

11 **IT Implications**

11.1 None

12 **Property Implications**

12.1 None

13 **Procurement Implications**

13.1 If option one is selected and approved, that the grant offer from the City Region Sustainable Transport Settlement (CRSTS) is accepted for scheme development and a Funding Delivery Agreement with TfGM be entered into in relation to the proposed scheme, any additional external support resources required by Oldham Council to discharge its obligations for the grant funded scheme must be fully compliant in accordance with the **Public Contracts Regulations (2015)**.

The compliant procurement of external consultants and professionals for the delivery of services, as previously stated, traffic modelling, signal design, topographical surveys will be delivered using specialist frameworks as permitted and set out in **PCR 2015 Chapter 2, Section 4 r33 Framework Agreements**.

A decision to utilise certain frameworks available to Oldham Council has been taken including the use of the Transport for Greater Manchester (TfGM) framework Lots to deliver these specialist requirements and services. The use of frameworks allows compliant flexibility and efficiency in securing the necessary external support services required for successful delivery.

The procurement of a Strategic Partner is currently being progressed in full compliance with the **Public Contracts Regulations (2015)** and will be in place by the end of 2023.

(Dan Cheetham).

14 **Environmental and Health & Safety Implications**

14.1 None

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

15.1 None

16 **Equality Impact Assessment Completed?**

16.1 The Equality Impact Assessment for 'Creating a Better Place', carried out in July 2020 adequately covers the aims and objectives of this scheme and is included at Appendix A.

17 **Key Decision**

17.1 Yes

18 **Key Decision Reference**

18.1 ESR-15-23