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Rt. Hon Patrick McLoughlin MP  
Secretary of State for Transport  
Department for Transport  
Great Minster House  
76 Marsham Street  
London  
SW1P 4DR

20 February 2013

Dear Secretary of State

**Greater Manchester Submission to the Local Pinch Point Fund**

I am writing to recommend to you the Greater Manchester package bid to the Local Pinch Point Fund, which is submitted on behalf of the Greater Manchester Combined Authority (GMCA) and Local Enterprise Partnership.

As stated clearly in the Greater Manchester City Deal, GMCA shares the Government's objectives to use targeted investment in transport infrastructure to provide the conditions for economic growth. Locally, we have given transport investment a high priority in our capital spending policies; and we have welcomed the Government's support in progressing this through the City Deal. Therefore, we welcome the Pinch Point Fund as a coherent and well-timed initiative that will provide the investment catalyst needed to realise new economic activity at a number of our key growth locations.

The economic scale and potential of Greater Manchester means that there are a wide range of "pinch point" schemes that could deliver real returns through support from the Fund. However, we have recognised the importance of being clear in our priorities, so as to ensure that our bid offers the greatest possible impact in unlocking real economic activity in the short term, whilst also supporting our longer-term growth path.

Therefore, I am confident that we have a prioritised package of proposals that will progress both local and national objectives in the interests of the prosperity of our residents and businesses; and we look forward to working with you to bringing them to fruition with your support.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Peter Smith', written in a cursive style.

Lord Peter Smith  
Chair, Greater Manchester Combined Authority

# GREATER MANCHESTER LOCAL ENTERPRISE PARTNERSHIP

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Dear Secretary of State

## **Greater Manchester Submission to the Local Pinch Point Fund**

I am pleased to write to you in support of the Greater Manchester package submission to the Local Pinch Point Fund, which has been compiled on behalf of the Greater Manchester Combined Authority (GMCA) and Local Enterprise Partnership.

As you will be aware from the recent Greater Manchester City Deal, GMCA and the LEP place a very strong focus on infrastructure and connectivity at the heart of our strategy for economic growth in Greater Manchester. This has been backed up over recent years by an unprecedented level of local commitment to transport investment through the Greater Manchester Transport Fund.

The prioritisation process behind this package of measures reflects the strength of our governance arrangements in Greater Manchester, which drive clear decision making on those investment priorities that hold the greatest potential to support growth.

If supported by the Department, this package will unlock immediate economic potential in a number of the key growth points that we have identified through our work to progress the core economic development plan contained in the Greater Manchester Strategy.

Yours sincerely



Mike Blackburn  
Chair, Greater Manchester Local Enterprise Partnership

### Strategic Context

The Greater Manchester economy generates £47 billion of GVA each year, employing 1.14 million people in 93,000 businesses, with an additional 85,000 jobs forecast to be created over the next 10 years. Hence, as the City Deal with Government makes clear, Greater Manchester has a critical and essential contribution to make to drive overall growth at a national level and support objectives for economic rebalancing across the country.

Effective connectivity is a central component of Greater Manchester's economic success. Seven million people live within an hour's drive of city region employment opportunities – the largest journey-to-work area outside London – across the Regional Centre, a number of major town centres and other sub-regionally significant employment centres. The size and complexity of the conurbation means that there are a large number of schemes that potentially meet the criteria in the Pinch Points guidance, and our shared aspiration with Government, to unlock congestion or access constraints to growth. However, the Greater Manchester partners recognise the value of strong governance and clear prioritisation in ensuring that public money is best targeted where it can unlock not only growth but also private investment and entrepreneurial talent. We have demonstrated this through the establishment of the first Combined Authority in the country, which is now complemented by a strong and focussed Local Enterprise Partnership, as well as in the ground-breaking Greater Manchester Transport Fund and our other leading-edge approaches to local spending encapsulated in the Greater Manchester Investment Framework.

This bid is shaped by the same guiding principles and presents a proportionate funding request for a prioritised package of innovative schemes, which best meet GM objectives and make the greatest contribution to economic growth locally and nationally, that would unlock £18.6 million local funding and generate significant economic return, including 17,000 jobs and 500 new houses.

Each of the priorities within this package presents a strong case for investment in itself; is ready for delivery in the short-term; will remove a specific pinch point that will deliver an immediate local economic benefit; and will facilitate strategically important developments and/or relieve congestion on a strategic highway. They also support the spatial priorities of the Greater Manchester Strategy, which defines our priorities for economic growth, housing and associated infrastructure, to:

- Secure the future of the regional centre;
- Provide a supply of land to meet investor demand;
- Deliver more housing;
- Deliver a sustainable role for town centres;
- Ensure resilient low carbon infrastructure; and
- Invest in transport infrastructure to improve access to jobs and opportunities.

## Package Prioritisation Process

Schemes entering the prioritisation process had to demonstrate that they could meet key Pinch Point criteria to:

- support economic/residential development or reduce congestion;
- provide at least 30% local funding;
- offer high value for money; and
- be deliverable within two years.

On this basis, 38 schemes requiring funding support of £71.4 million were collated by TfGM, reflecting the scale of immediate opportunity in Greater Manchester.

While these were all good quality schemes in their own right, they were further sifted according to criteria reflecting the Greater Manchester priorities described above, with a specific focus on targeted access from the Greater Manchester Key Route Network (KRN) to facilitate well-advanced development initiatives and support key centres of economic activity.

A challenge exercise has also been undertaken at the package level to ensure against any significant risks to delivery timescales or match funding, so as to give certainty for delivery within the lifetime of the Fund. This is further reinforced through management and financial statements, as set out in the individual scheme forms, provided directly by the appropriate delivery authorities.

This sifting process has resulted in the scalable package proposal here, which contains a core (Priority 1) programme of schemes comprising:

- **Ashton Town Centre Junctions, Tameside** – to relieve congestion at two major junctions on the A635 in Ashton Town Centre, which supports both town centre developments and strategic access to/from the Regional Centre and M60 motorway;
- **Covent Garden, Stockport** - access road to enable the development of Phases 2 and 3 of the 141 home Covent Garden Village in Stockport town centre, which provide a key element of the Borough's housing plan and town centre regeneration strategy;
- **Cutacre, Bolton** - improvements to the junction of M61 Junction 4/Watergate Lane/A6 Salford Road to provide access to the major employment site being developed at Cutacre (Logistics North), which will support 4,000 jobs within Bolton and 6,000 across Greater Manchester;
- **Foxdenton, Oldham** - new access and service road from A663 Broadway, to enable the development of the 74-acre Foxdenton employment site;
- **Hyde Road, Manchester** - increasing the span of a disused railway bridge on the strategic A57 corridor from Hyde and the M67 into the Regional Centre, which is currently constrained from four lanes to two at this section, so as to support

strategic movements and local access to economic developments including the innovative 80-acre Etihad Campus development;

- **Irwell Street Junction, Salford** - improvement of the Irwell Street/Trinity Way junction to unlock sites key to the New Bailey commercial quarter development in the Regional Centre, which is also supported by the English Cities Fund; and
- **Marus Bridge (A49), Wigan** - junction improvements along A49 Warrington Road between M6 J25 and Wigan Town Centre to relieve congestion pinch points along the strategic gateway to the town centre and adjacent employment sites.

Ref	District	Scheme	Total Cost £000s	DfT Ask £000s	Matched £000s	Matched %
1	Tameside	Ashton town centre junctions	£4,335	£3,035	£1,300	30%
2	Stockport	Covent Garden	£2,442	£1,709	£732	30%
3	Bolton	Cutacre	£2,100	£1,470	£630	30%
4	Oldham	Foxdenton	£4,464	£2,679	£1,786	40%
5	Manchester	Hyde Rd Bridge	£3,454	£2,417	£1,037	30%
6	Salford	Irwell St junction	£1,743	£1,000	£743	43%
7	Wigan	A49 Marus Bridge	£2,410	£1,440	£970	40%
			£20,948	£13,750	£7,198	34%

This core (Priority 1) programme represents a bid for £13.8 million from the Pinch Point Fund, which will be matched by £7.2 million of local contributions.

In addition, we have identified the following supplementary (Priority 2) priorities, which offer further significant scope for economic return through the use of Pinch Points Fund resources:

- **Airport City** - supporting the delivery of innovative access measures that will allow the Manchester Airport Ground Transport (bus/train/tram) Interchange to manage the congestion impact of the forthcoming Airport City North 15,000-job development at Greater Manchester's first Enterprise Zone;
- **Altrincham Town Centre** – improving connectivity between major edge of centre developments and the retail core, which is currently the subject of a £15 million redevelopment plan; and
- **Oldham Way** – to relieve congestion on two key junctions along this strategic gateway from the M60/M62 to Oldham town centre.

Ref	District	Scheme	Total Cost £000s	DfT Ask £000s	Matched £000s	Matched %
8	Manchester	Airport City North pedestrian bridge	£14,200	£4,900	£9,300	65%
9	Trafford	Altrincham town centre	£2,168	£1,518	£650	30%
10	Oldham	Oldham Way improvements	£2,960	£2,072	£888	30%
			£19,328	£8,490	£10,838	56%

These supplementary (Priority 2) priorities represent a bid for £8.5 million from the Pinch Point Fund, which will be matched by £10.8 million of local contributions.

Collectively, our package is forecast to unlock economic activity equivalent to £6.8 million of GVA per annum.

The specific strategic context for these initiatives is set out in full in the individual forms. The following commentary explains their collective strategic benefit to Greater Manchester's economic growth strategy.

### **Secure the future of the regional centre**

The regional centre, which includes parts of neighbouring Salford and Trafford as well as Manchester city centre, is a nationally significant centre for financial and professional services, knowledge-based creative and new media industries, cultural events, conferencing and retail. In 2010 potential growth of 50,000 jobs was forecast over a ten year period although the national economic situation means that this potential will now be realised over a longer period. The **Irwell Street** scheme (see scheme number 06) will facilitate a major development which is a key element in the regeneration of the Salford Central area. It also facilitates the building of the Ordsall Chord, a key element of the Northern Hub rail scheme, which is an essential part of the transport strategy not only for the regional centre but for the north of England. As a consequence of the forecast economic growth 30% extra journeys into the centre are expected during the peak. Retaining the regional centre's connectivity to labour markets through targeted improvements to the Inner Ring Road and key radial routes into the regional centre is therefore a priority alongside measures to increase the proportion of trips by sustainable modes. The **Hyde Road** scheme (see scheme number 05) will improve journey times on one of the most congested radial routes.

### **Provide a supply of land to meet investor demand**

While the market will determine locational decisions, the GM approach is to ensure that these sites become practical options and to target public investment towards those priorities that will have the greatest impact on jobs and growth. Through work initiated by the GM Business Leadership Council and now the LEP, a number of investment priorities have been identified for maximising private sector employment and productivity returns at the GM level. Firstly this means focusing on locations where GM has a track record and a nationally significant critical mass, including science, research and innovation, building on the higher education, culture and media sectors. In spatial terms this means the Regional Centre and the Airport City Enterprise Zone. The **Irwell Street** scheme (see scheme number 06) will facilitate a key element of a major mixed use development in the Salford Central area as well as the building of the Ordsall Chord, a key element of the Northern Hub rail scheme). The **Airport City** scheme (see scheme number 08) will help to maximise the number of trips made to that development by sustainable modes, thereby minimising the impact on the highway network. The GM investment priorities also mean diversifying the economy by broadening the industrial base and attracting investment that strengthens other key sectors such as industrial, manufacturing and logistics. **Cutacre** (see scheme number 03) and **Foxdenton** (see scheme number 4) are two of a small number of locations that can provide space at a

sufficient scale to attract new businesses and allow the expansion of existing firms, but are dependent on the provision of new infrastructure.

### **Deliver more housing**

The current level of housing completions in GM is around 3,000 per year. GMS has identified a need to deliver 9,200 per annum in order to extend choice and increase the proportion of GM's active workforce who live in the conurbation. To meet this ambitious target, there is a need to unlock the delivery of large residential developments such as **Covent Garden** (see scheme number 02), which will make an important contribution to Stockport's five-year land supply and provide much needed homes in a highly accessible town centre location. Improving the viability of centrally located brownfield sites will also reduce pressure for development in greenfield locations. In addition the **Foxdenton** site (see scheme number 04) also has the potential to provide significant additional housing.

### **Securing a sustainable future for town centres**

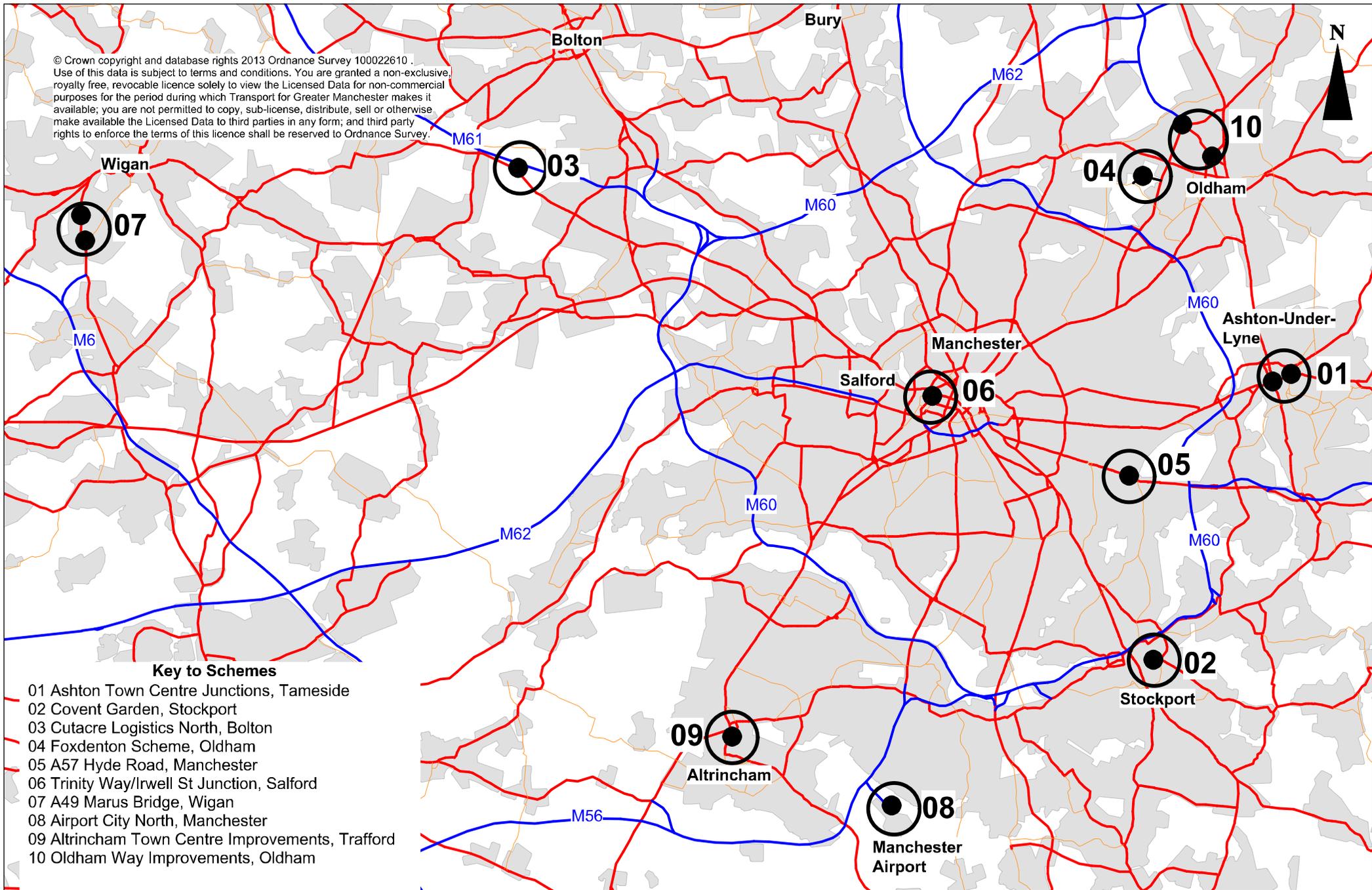
Nationally a number of factors, including changes in the retail sector and competition from out-of-town, now threaten the future of town centres. The eight principal town centres of Altrincham, Ashton, Bolton, Bury, Oldham, Rochdale, Stockport and Wigan function as urban employment centres and together provide around 11% of GM's jobs. A continued decline of these centres would risk these existing jobs and undermine GM ambitions for growth. Our approach is therefore to focus on retaining and attracting investment which generates footfall to the centres. Given the changes to the retail sector, other uses such as residential have an important role to play in increasing footfall. The **Covent Garden** residential development (see scheme number 02) complements a range of other initiatives aimed at creating a vibrant focus for Stockport town centre, which is a Portas Pilot. In **Altrincham Town Centre** (see scheme number 09) lack of connectivity across the town centre is a key issue. The proposed scheme will improve connections between edge of centre uses and the retail core and help to realise the full benefits of committed developments. The **Ashton Town Centre** scheme (see scheme number 01) will remove a source of congestion which impacts on the attractiveness of the centre. Similarly the **Oldham Way/Chadderton Way** scheme (see scheme number 10) will support regeneration by relieving congestion on a key gateway into Oldham town centre from the M60 and M62.

### **Invest in transport infrastructure to improve access to jobs and opportunities**

One of the objectives of the GM Local Transport Plan is 'to ensure that the transport network supports the GM economy to improve the life chances of residents and the success of business', and tackling congestion therefore has a high priority. TfGM provides a strategic management role for highways which is not dependent on local authority boundaries but focuses on delivering the best performance across GM. The network management responsibility for the 'Key Route Network' (connecting the main centres of activity and linking to the motorway network) has been delegated to TfGM. Our network management strategy is focussed on targeting interventions on a number of prioritised routes in order to improve journey time reliability. From a total of 122 routes on the KRN, 31 priority routes have been identified as suffering from proportionately higher levels of congestion. Our proposed Pinch Point schemes will reduce delays on some of

the most congested stretches of highway in the conurbation. For example, the **Hyde Road** scheme (see scheme number 05) will remove a constriction on one of the main radial routes into the regional centre. The **Ashton Town Centre** scheme (see scheme number 01) will ease traffic flows on the main route between Ashton-under-Lyne and Manchester. The **A49 Improvements** scheme (see scheme number 07) will improve capacity and connectivity between the M6 and Wigan town centre and help to support and facilitate the delivery of a new stretch of highway improving access to a major development site.

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**Key to Schemes**

- 01 Ashton Town Centre Junctions, Tameside
- 02 Covent Garden, Stockport
- 03 Cutacre Logistics North, Bolton
- 04 Foxdenton Scheme, Oldham
- 05 A57 Hyde Road, Manchester
- 06 Trinity Way/Irwell St Junction, Salford
- 07 A49 Marus Bridge, Wigan
- 08 Airport City North, Manchester
- 09 Altrincham Town Centre Improvements, Trafford
- 10 Oldham Way Improvements, Oldham

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Greater Manchester Pinch-Point Schemes

Drawn By : nixond	Scale : NTS	Date : February 2013
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