



STOCKPORT
METROPOLITAN BOROUGH COUNCIL

Stockport
team
ambition
respect

Economy and Regeneration

Portfolio Performance and Resources Agreement 2020/21



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ONESTOCKPORT

ECONOMY AND REGENERATION PORTFOLIO HOLDER'S INTRODUCTION

This agreement is one that is shaped by the 'new normal' we're now in, with COVID impacting on Stockport residents' daily lives.

As we go through the period this agreement covers, it could be we have finally found a viable vaccine and we have control over this devastating virus.

However, the impact of COVID is going to be with us for many years indeed. This agreement seeks to reflect the present situation we are in, while looking forward to the future and Building Back Better.

I am still determined that we push on with major infrastructure. There is an increased thirst for walking and cycling and we will continue to press ahead on this. We already have a track record that, in my opinion, we should be very proud of: so far, as a council, we have gained funding that is nearly the equivalent of £100 per Stockport resident.

Yet for 'big ticket' infrastructure projects, the Mayoral Development Corporation (MDC) will play a key role in helping deliver them. From improving Stockport railway station to progressing Metrolink, the MDC is central to delivering both.

We are already seeing the strength of the MDC; Weir Mill will soon realise its potential and later this year, work on Stockport Interchange will get underway. The St Thomas' Hospital site has created a real buzz, bringing together regeneration and the council's wider priorities of more affordable housing and providing better social care.

The success we have had with 'shovel ready' funding for Stok (flexible office space to be located within the old M&S building) and Stockport Exchange Phase 4 will ensure our town centre continues to move towards a more sustainable and relevant future. Our efforts will continue on this and, during the next year, I hope we can continue to announce positive interventions that continue us on the path towards a town centre fit for the present and the future: one that, as well as delivering housing, will also aim to deliver improved social infrastructure.

The targets set are balanced between reflecting the present situation, with many aspects out of our control, while pushing ourselves to do whatever we can to try to maintain and build on the progress we have made. You will see, for example, that we still want to maintain 2019/2020 occupation levels in our town centre and district centres. We are also looking to maintain the level of independent businesses within our town centre.

For the measures where targets have not been set, we will still be closely monitoring performance and will bring updated figures to the Economy and Regeneration Scrutiny Committee. Just because targets have not been set for some measures does not mean we will be taking our focus off them.

You will see that in Priority 3, we now have an explicit reference to embedding Community Wealth Building. We want to lead on this so other anchor institutions like the NHS and Stockport College can understand the benefits of this approach, not just for their institutions, but for the wider Stockport economy.

As a result of COVID, I feel we have an opportunity to begin restructuring how our local economy



functions, placing our local communities at its heart and giving them an active stake in any wealth created.

We also have an opportunity to look at how we can create better places, where the needs of residents are supported: from local businesses serving communities' needs to providing council services that encourage people to use their local centres.

As a council – and particularly with this portfolio – we have not been afraid of making bold and ambitious decisions. In my view, COVID should not make us more reticent in making these decisions: if anything, this is now the time to push forward for the sake of Stockport's economy, its future and for the benefit of its residents.

Cllr David Meller, Cabinet Member for Economy and Regeneration

Revenue Budget (Forecast)		Capital Programme	
	£000		
Cash Limit	1,904		
Forecast Outturn	2,356		
(Surplus)/Deficit	452		
<u>Reserves</u>			£000
Approved use of reserves balance was £7.462m;		2020/21 Capital Budget	50,036
Planned draw down at Q1.5 is £2.609m		2021/22 Capital Budget	50,014
		2022/23 Capital Budget	9,840

ECONOMY AND REGENERATION: PORTFOLIO SUMMARY

The outcomes we want for Stockport are...	Stockport benefits from a thriving economy		
Our Portfolio Priorities are...	Delivering new regeneration, jobs, homes and infrastructure	Shaping the future	Good Growth
We will deliver these priorities by...	<ul style="list-style-type: none"> Focusing on public transport and sustainable transport. Improving social infrastructure around the borough - Libraries, Schools, Parks etc. 	<ul style="list-style-type: none"> 2040 GM Transport Strategy and Delivery Plan and District Local Implementation Plan. Clean air plan measure by meeting air quality standards 2024 GMSF and Local Plan. Support for businesses to respond to immediate crisis and prepare for economic restructuring. MDC (Mayoral Development Corporation) infrastructure programme. Town Centre infrastructure. 	<ul style="list-style-type: none"> Support businesses to grow and invest further with a focus on digital. We will support employers to recruit local people and join up all our skills and employment provision (including through the work and skills board). Develop a broader framework for community wealth building and inclusive growth. Virtual Jobs Fair.
We are changing the way we work by...	Getting more out of our spending		
	Improving citizen experience		
	Making sure we have the right property in the right places		
	Sharing services with other organisations		
	Creating an organisation that is fit for the future		
We will work with our GM partners to...	Good jobs, with opportunities to progress and develop.		
	A thriving and productive economy in all parts of GM.		
	World-class connectivity that keeps GM moving.		



1. ECONOMY AND REGENERATION PORTFOLIO SUMMARY

This Portfolio Agreement sets out the key responsibilities in relation to services and budgets. It also details the range of activities, projects and programmes that will support delivery of the priority outcomes and the measures that will reflect progress over the year.

Our vision for Economy and Regeneration

Is that Stockport will continue to play a key role in the economy of Greater Manchester, with many residents both benefiting from, and helping to create, a thriving local economy. The borough still has pockets of above-average deprivation however, where better skills and training are needed to reverse long-term unemployment and the impact it can have on wider social issues. Achieving this outcome also means making the right investments across the borough, but particularly to help Stockport Town Centre fulfil its potential to be the best in the south of Greater Manchester.

The Economy and Regeneration portfolio has close working relationships with other portfolios, working with:

- Inclusive Neighbourhoods on inclusive growth and apprenticeships
- Sustainable Stockport on environmental matters relating to planning and transport

Key Services and Functions within the Portfolio

- **Growth:** Ensuring an inclusive approach to growth; supporting and enabling business growth; working with partners to deliver key regeneration opportunities; promoting Stockport as a location; fostering a vibrant Stockport Town Centre.
- **Learning and employment:** implementing skills and employment initiatives; supporting residents furthest from the labour market; increasing labour market participation; aligning the devolved Adult Education Funding Budget to a Stockport-based skills need.
- **Planning:** determining planning applications; ensuring development is sustainable; promoting high-quality design; supporting the development of neighbourhood plans.
- **Highways and transport:** Identifying future transport priorities; integrating the council's priorities with GM level planning and policy; project and programme management of major schemes; promoting sustainable transport (e.g. walking and cycling); liaising with public transport operators; design of improvement schemes; inspection, assessment, feasibility, design and construction of structures; flood management.

Measures and targets used within the Agreement

For 2020/21, a full review of measures has been completed, with a number of new measures linked to priorities proposed for inclusion across portfolios. Measures are categorised to reflect council responsibility:

- **Council** - these measures are largely under the council's direct control (e.g. Council Tax collection, highway conditions, re-ablement)
- **Partnership** – these measures are influenced by the council with partners (e.g. youth offending, lifestyle services).
- **Contextual** – these are measures that the council has little or no control over (e.g. children in care, children on a child protection plan).

A differential approach to target-setting has been applied, taking into account responsibility and the impact of the Covid-19 pandemic:

- **Numerical** - fixed target. Our aim is to reach a specific level of performance by the end of the year. Most commonly applied to council-controlled measures.
- **Comparator** - no fixed target. Measurement is benchmarked against available comparators and target reviewed during the year as comparator data becomes available. Aim is for performance to match or better comparators.
- **Direction of Travel** – an aspirational target is set to maximise, minimise or maintain adequate performance.
- **No Target** – no target is set. This applies to measures without a clear polarity (i.e. where it is not apparent whether higher or lower is better) or where the impact of Covid has made target setting difficult.

In some cases, where data is not available to reflect Covid-19 impact (e.g. adult health and wellbeing measures) or where significant Covid-19 impact has been experienced and robust target setting may not be possible (e.g. measures in relation to the economy and employment), targets may not be set. This will mean greater numbers of measures without targets in the 2020/21 Agreements.

Reporting progress during the year

The Performance and Resource Reporting Framework was reviewed over summer 2020, taking into account the reduced committee cycles along with the impact of the pandemic on reporting. There will now be three four-month reporting periods over the year, as shown below, along with the option to report by exception on any specific financial or performance issues.

This Agreement incorporates an update on performance and budget forecasts for the first quarter, and up to the end of July 2020 wherever data is available. A Mid-Year Portfolio Performance and Resources Report (PPRR) will be produced for consideration by the December meeting of the Committee, covering updates and forecasts to the end of October 2020.

Our financial and performance monitoring controls will continue to keep track of progress, with further in-year reporting on an exception basis to the January and April Committee cycles. The 2020/21 Annual Reports are then due to be considered by all Committees in June 2021.

Economy and Regeneration Portfolio		
Time Period	Report	Committee Date
April to July 2020	Portfolio Agreement (update)	24 Sept 2020
August to October 2020	Mid-Year Portfolio Report	10 Dec 2020
<i>November 2020 to February 2021</i>	<i>Update report (by exception)</i>	<i>28 Jan 2021 15 April 2021</i>
November 2020 to March 2021	Annual Portfolio Report	17 June 2021

Policy Context

This section summarises some of the key policy developments that are likely to influence the work of the portfolio during 2020/21. Updates on these will be included in the in-year reports.

Responding to the Covid19 pandemic and its impacts

The outbreak of Covid-19, declared a global public health emergency, has created unprecedented circumstances within which the council, working with our communities and partners, has had to respond. The Covid-19 pandemic has and will continue to have far reaching implications for people who live and work in the borough, as well as on businesses and other employers operating in Stockport.

The economic impact of the pandemic has been profound – levels of unemployment have doubled since March, with many other employees furloughed. The furlough scheme is likely to have mitigated the increase in unemployment to some extent, but the imminent winding down of the scheme may have a further detrimental impact on unemployment. Many employees (including council staff) are working wholly or predominantly from home.

Social distancing regulations have significantly affected the productivity of businesses. Others have had to close altogether; and although many have reopened since lockdown restrictions were eased, most are not yet able to operate at pre-lockdown levels, with no indication as yet when the situation will approach anything like the pre-pandemic one.

Government has made funding available to support businesses that have struggled due to the pandemic, and the council has worked hard to ensure that these grants are received by the businesses in the borough that need them.

Though lockdown restrictions have eased gradually since May, additional restrictions were reintroduced across Greater Manchester in late July 2020 (though these were later eased in Stockport), and in mid-September new restrictions limiting the number of people who can gather were introduced. It is likely that restrictions will be tightened or eased in the coming months as infection rates rise and fall.

Greater Manchester (GM)

Through the GMCA (Greater Manchester Combined Authority), a one-year plan 'Greater Manchester Living with Covid' is currently being developed. This will focus on the major actions that need to be taken over next year or so to address inequalities that have become apparent during the pandemic and to "build back better". Issues to be addressed pertinent to this portfolio include:

- Supporting young people entering the labour market.
- Supporting the transition of the recently unemployed into new growth areas of economic activity.
- Recognising the value of key workers and the significance of the foundational economy to future success and growth.
- Supporting business to rapidly develop and innovate to maintain and create economic activity and jobs.
- Restarting the economy without reversing the climate gains made.
- Adequate funding for local authorities and appropriate devolved flexible funding to drive economic and social progress, including negotiation with Government to create a firm financial and regulatory platform.
- Rebuilding confidence of people to live, work, invest and visit in our towns and cities including recognising the value of cultural investment.
- Finalising the strategic framework for investment delivery and secure infrastructure investment needed to support economic stimulus and long-term sustainable growth.

Brexit

Aside from Covid-19, the other major issue likely to impact on the local and national economy is the end of the transition period, on 31st December 2020, following the UK's departure from the European Union in January 2020.

Negotiations between the EU and the UK on a trade deal (as well as on a range of other post-Brexit arrangements) are ongoing, but at this stage there is no indication of what the terms of any trade deal between the UK and EU will be – or indeed, if any such deal will be negotiated. Whatever the negotiations produce, the current position of the UK government is that there will be no extension of the transition phase beyond 2020. The implications of new arrangements, negotiated or otherwise, will be highlighted in Portfolio Performance and Resources Reports (PPRR) during 2020/21, as and when these become clearer.



DELIVERY PLAN & PERFORMANCE FRAMEWORK 2020/21

Priority 1: Delivering new regeneration, jobs, homes and infrastructure

The council remains focused on our ambitious plans for regeneration and delivery of new infrastructure, homes and jobs for Stockport. Our ambitious programme of investment in the town centre remains a key priority. The first year of the Mayoral Development Corporation (MDC) is already delivering significant private and public investment into quality new homes as part of our vision for Town Centre Living and Brownfield First. An integrated plan for infrastructure for the town centre and MDC is nearing completion which sets out clearly the case for continued investment with a focus on digital, renewable energy sources and public transport including the extension of Metrolink into Stockport Town Centre.

Our focus on jobs and supporting Stockport businesses through Covid-19 has been a major priority since the start of the pandemic. Our Economic Resilience Forum will continue to push forward and support our businesses, with a focus through the One Stockport campaign on shopping local and backing our local economy. Our district and local centres will continue to play a major role in our economic recovery and will be a focus for the council as we plan for future investment and regeneration opportunities.

This priority is shared with the Sustainable Stockport portfolio, which addresses the elements of the priority that relate to housing, whilst the Economy and Regeneration portfolio focuses on work relating to regeneration, jobs and infrastructure.

Delivered by:

Focusing on improving public transport and sustainable transport infrastructure and encouraging their use.

We will build on the momentum of increased cycling and walking seen throughout Covid-19 to support sustained take-up of sustainable transport routes, exploring opportunities to support and encourage behaviour change that support healthy and sustainable transport choices. This will build on our Walking and Cycling plan and also involve working closely with public transport providers to ensure safe and appropriate integrated infrastructure for our communities.

Improving social infrastructure around the borough

We will continue to work with communities to improve social infrastructure, identifying opportunities across our existing community-based infrastructure (both buildings and open spaces) to make the best use of community space.

Performance Measures

Measures in bold are included in the Corporate Report and Performance Dashboard

GMS – Indicator included in the Greater Manchester Strategy Outcomes Dashboard

PI Code	PI Name	Reported	Good Performance	2017/18 Actual	2018/19 Actual	2019/20 Actual	2020/21 Target
Council Measures							
E&R1.1	Percentage of occupied managed workspace and incubator floor space actively managed for start-up/micro-businesses	Quarterly	High	83.0%	94.0%	93.0%	83.0%

Before the pandemic, the combined business plan for Stockport Business and Innovation Centre and Merchants House set a target of 94% average occupancy across the year 20/21. Occupancy remained quite strong (92%) during Quarter 1 but reduced to 87% in July and is forecast to reduce further between October and December as notice periods are met and agreements are due for renewal. Occupancy rates are expected to recover in the Quarter 4. A revised annual target of 83% is therefore suggested.

This measure is impacted by Covid-19.

Partnership Measures							
E&R1.2	Square feet of office, retail and industrial space let or sold to new occupiers.	Quarterly	High	1,034,994	595,853	477,942	No target set
E&R1.3	Number of full-time equivalent jobs created in relation to floor space let or sold to new occupiers.	Quarterly	High	2,060	1,155	1,160	No target set
E&R1.4	Square feet of office, retail and industrial space let or sold to new occupiers in Stockport Town Centre.	Quarterly	High	182,776	126,916	99,271	No target set

In previous years it has proved difficult to accurately predict commercial property sales and lettings due to the many uncertainties in the commercial property market and difficulties in collating accurate information. The pandemic has added a further degree of unpredictability in 2020/21. Due to this additional uncertainty therefore, no targets have been set for these indicators this year. As in previous years however, we will report outturns in the regular performance reports during the year.

These measures are impacted by Covid-19.

Portfolio Performance and Resources - Agreement 2020/21

PI Code	PI Name	Reported	Good Performance	2017/18 Actual	2018/19 Actual	2019/20 Actual	2020/21 Target
Partnership Measures (continued)							
E&R1.5	% of occupied retail, commercial & business premises within the Stockport Town Centre	Twice a year	High	77.0%	73.3%	74.6%	75.0%
<p>Whilst it is still too early to fully understand the impact of Covid-19 on the economy, it has become apparent that retail has been significantly affected and a number of retailers have already ceased trading. The impact of Covid-19 will be seen in a restructuring of the retail and office market as demand weakens on the back of changes that businesses will make to reduce costs and adapt their operating models.</p> <p>Although occupancy rates have been increasing slightly over the last couple of years it is unlikely this increase will be maintained. Given the significant investment over the coming years however, it is hoped that we can avoid a reduction and instead maintain the rate achieved at the end of 2019/20 (the survey undertaken in June 2020 found that 74.2% of the premises in the Town Centre were occupied).</p> <p><i>This measure is impacted by Covid-19.</i></p>							
E&R1.6	Number of independent businesses in Stockport Town Centre.	Twice a year	High	325	291	304	305
<p>Despite Covid-19, the level of interest in independent retailers looking to invest in Stockport town centre remains very encouraging. The survey in June 2020 found there were 305 independent businesses in the Town Centre and the target for the year is to maintain that level.</p> <p><i>This measure is impacted by Covid-19.</i></p>							
E&R1.7	% of occupied retail, commercial & business premises within the borough's district centres.	Annually	High	Not Available	93.3%	93.1%	93.0%
<p>Figures are provided annually by "The Local Data Company". The outturn will be available in Quarter 4.</p> <p><i>This measure is impacted by Covid-19.</i></p>							
E&R 1.8 (NEW)	Footfall in the Business Improvement District (BID) area.	Quarterly	High	Not Available	Not Available	10,051,519	No target set
<p>This is measured via footfall sensors attached to the Wi-Fi system installed throughout the BID area. They detect the Wi-Fi signal from mobile devices, gathering anonymous data with no intervention needed by the visitor. It does not record visitors who are not carrying a mobile device which is switched on, so is not a completely accurate reflection of the absolute number of visitors to the area. It is however a reliable indicator of how busy the Town Centre has been.</p> <p>In Quarter 1, 818,728 visits were recorded, 74.8% fewer than in the first quarter of 2019/20. Figures picked up slightly in July and August but are still more than 60% down on the same period in 2019/20.</p> <p>As footfall has been significantly affected by Covid-19, no target is suggested for 2020/21. Figures will be reported during the year however to monitor trends.</p> <p><i>This measure is impacted by Covid-19.</i></p>							

Priority 2: Shaping the future

Strategic planning for the future of Stockport will be led by the development of a new Borough Plan. The launch of the One Stockport Campaign is already capturing stories and experiences from Stockport residents and businesses about what it's like to live and work in Stockport. Living through the Covid-19 pandemic has been very challenging for the whole population but there have also been many positive stories of neighbourhoods and communities coming together to support each other and in many cases creating a stronger connection between people and the place they live. We want to build on this engagement through One Stockport to develop a new Borough Plan which shapes the future of the borough and reflects what our residents and businesses want for their future. Working alongside the Borough Plan will be the Greater Manchester Spatial Framework and our new Local Plan to set a new planning framework for Stockport that meets our future housing and infrastructure needs.

This priority is shared with the Sustainable Stockport portfolio, which addresses the elements of the priority that relate to housing, whilst the Economy and Regeneration portfolio focuses on work relating to transport, planning and infrastructure.

Delivered by:

2040 GM Transport Strategy and Delivery Plan and District Local Implementation Plan.

This strategy provides the strategic framework for the Greater Manchester approach to transportation, including public transport, highways and footpaths and sustainable modes of transport. The delivery plan identifies the strategic priorities for delivery and the Local Delivery Plans provide details on local highway and transportation schemes prioritised for delivery if funding is identified.

Clean air plan measure by meeting air quality standards 2024

The Clean Air Plan for Greater Manchester is a joint plan produced in response to government guidance which demonstrates how the implementation of a charging clean air zone will assist in achieving compliance with clean air targets. The plan is in draft and subject to public consultation.

GMSF and Local Plan

We will continue to develop strategic and local policy to ensure that a strong emphasis is placed on the need to prioritise the regeneration of the borough, with a specific focus on the wider community benefits that can be delivered. This will include developing policies that seek to provide for accessibility to a range of type and tenures of homes as well as a range of employment opportunities that both reflect local need and wider choice and accessibility.

Support for businesses to respond to immediate crisis and prepare for economic restructuring

We understand that this is an uncertain time for many businesses. We will build on the existing work and partnerships in place through the Economic Resilience Forum, Marketing Stockport, Economic Alliance and Growth Hub to provide a range of support for businesses that both addresses immediate requirements but also supports them as they adapt their business models in response to changes seen across the wider economy.

Mayoral Development Corporation & Town Centre West

The comprehensive regeneration of Stockport's Town Centre West remains a strategic priority.

The Mayoral Development Corporation, formed in September 2019 in order to lead this work, is progressing the delivery of a number of residential schemes with partners (including Weir Mill, Royal George Village, St Thomas' Gardens, and the Interchange) that will make a significant contribution both to MDC's initial target of delivering 1,000 new homes by 2023 and to the prospect of further transformation of the area over the longer-term. Significant milestones will be reached over the period covered by this Portfolio Agreement including start on site of the main works for the Interchange scheme, completion of the design proposals for Weir Mill leading to the submission of a planning application, planning application for the St Thomas' Gardens scheme, and a number of anticipated acquisitions of key sites in the MDC area that have the potential to be the next phase of development in

In order to strengthen the MDC's delivery capability still further, work is underway to develop a multi-agency investment strategy to create additional investment capacity for both development and infrastructure delivery (including the council's priority of extension of the Metrolink network to Stockport). This work will be closely linked to Greater Manchester dialogue with government over funding plans for the city region and will be developed in consultation with Homes England.

Town Centre Infrastructure

In response to the council's regeneration ambition for the Town Centre, detailed infrastructure planning, funding, and project delivery arrangements are currently being worked up to ensure the Stockport has the transport, waste, digital, water, and energy infrastructure enhancements needed for the future growth of the Town Centre. The council's Infrastructure Delivery Plan, which will be submitted to Members for approval in October 2020, will set out the infrastructure required for Stockport to fulfil its potential as a Smart Town over the next 20 years and will act as Stockport's 'Case Study' for the Greater Manchester Infrastructure Plan which will inform the GM 'ask' of government from the 2020 Spending Review.

The council's infrastructure planning will cover our approach to Connectivity, Digital, Place-Making, Smart Utilities, and Regeneration and will be developed in line with the emerging investment strategy for the MDC to ensure that we maximise our ability to deliver the individual schemes identified in the plan.

Performance Measures

PI Code	PI Name	Reported	Good Performance	2017/18 Actual	2018/19 Actual	2019/20 Actual	2020/21 Target
E&R2.1	Number of breaches of planning control discovered as a percentage of complaints received.	Quarterly	Low	39.6%	41.5%	49.5%	45.0%
<p>The number of enforcement breaches found increased significantly in 2019/20 to nearly half of those reported being found to be a breach. The Planning Service is unable to determine the number of complaints received or breaches found – fluctuations are therefore to be expected.</p> <p>Early indications in 2020/21 are that there has been an increase in unauthorised development undertaken during lockdown. The proportion of breaches is therefore likely to remain high in 2020/21.</p> <p><i>This indicator is impacted by Covid-19.</i></p>							
E&R2.2	Percentage of planning control breaches where formal action was taken.	Quarterly	Low	Not Available	16.0%	6.0%	8.0%
<p>Whilst the number of breaches increased, the percentage which resulted in formal action decreased. The majority of breaches were resolved via negotiation and were related to householder development. Where possible, we will always seek to resolve a breach informally and whilst upfront negotiation can be more time consuming, in the longer-term it is both cost and time efficient for the service. It is not anticipated that Covid-19 should impact on the ability to regularise a breach. Longer timescales are however being given to regularise any breach found.</p>							

Priority 3: Good Growth

Good Growth seeks to ensure that the economy of Stockport grows and recovers from Covid-19 in an economically, socially and environmentally sustainable way. Good Growth seeks to develop the economy on the principles of Community Wealth Building, Inclusive Growth, One Stockport and 'Build Back Better'.

Good Growth includes supporting local businesses to grow and invest to meet the local economic needs, whilst also seeking to ensure local residents benefit as much as possible from that investment and economic growth, through employment and skills development opportunities. Developing opportunities for the groups most disadvantaged in the labour market is a particular focus.

Delivered by

Supporting businesses to grow and invest further, focussing on digital and the green economy

We will support digital businesses to be based in Stockport by improving our fibre broadband connectivity and infrastructure, and by creating new innovation and start-up space in the Town Centre. We will continue to support business growth through our Business Innovation Centre at Broadstone Mill and the associated advice, development and support provided through our Oxford Innovation adviser and the services offered by the GM Growth Hub.

We will leverage training, skills and employment opportunities for local residents through using social value elements in our procurement and by establishing anchor institutions as partners to work with us on developing our approach to Community Wealth Building to bring additional benefits to our communities and those experiencing disadvantage.

We will support the piloting of new, cooperative and employee owned models of running businesses with a particular focus on trialling this in the adult care sector through a new care centre based in the new All Age Living Well Centre.

Supporting employers to recruit local people and join up all our skills and employment provision (including through the work and skills board)

This will include a range of projects that the council leads on in terms of either direct delivery or as a Commissioner/Commissioning partner, with a particular focus on addressing the labour market challenges from Covid-19 including:

- Steps to Work: A wage incentive scheme, with in-work support for employers and young people, designed to encourage employers to recruit from our priority groups of young people not in employment, including Care Leavers, Young People with SEND (Special Educational Needs and Disability) needs, and young people that are NEET (Not in Education, Employment, or Training).
- Ensuring a strong delivery of the Government's Kick Start scheme locally, by engaging local employers, and ensuring the local employment and skills support services provide a wrap-around support to enhance this. We will play a strong role in shaping a GM Kick Start offer, through Local Leads meetings.
- Ensuring delivery of Stockport's local grant funding to enhance local participation in the Greater Manchester commissioned Adult Education Budget locally. This includes the delivery of £200,000 of funding allocated to Stockport to develop proposals linked to

participation, English for Speakers of Other Languages (ESOL), Digital skills and access to digital hardware.

- Supporting partnership working by the Adult Education Budget funded providers in Stockport, through regular meetings of the Providers Group.
- Developing a Youth Employment hub in partnership with Jobcentre Plus and other key local partners.
- Delivering a virtual Jobs Fair in partnership with Jobcentre Plus, local employers and other local partners.
- Review and agree the most appropriate future online-based Job Brokerage model for Stockport, to link up local employers with local jobseekers, considering the existing offer and resources available in both Stockport & Greater Manchester.
- Work in partnership with the Greater Manchester Working Well providers to ensure effective local integration and delivery in Stockport, including through the facilitation of Local Integration Boards, and attendance at GM Delivery meetings.

Developing a broader framework for community wealth building and inclusive growth

This will look to take forward a range of project areas, to ensure that future economic growth benefits local residents and businesses, and seeks to retain wealth within the local economy, including as part of the Covid-19 recovery approach through One Stockport, and GM's approach to 'Build Back Better':

- Developing, managing and reporting on Employment & Skills Agreements, relating to major new developments in Stockport. These should link in construction and end user employment and training opportunities, e.g. pre-employment training & Apprenticeships (as appropriate).
- Ensuring that major investment / procurement projects for the council, include Employment & Skills objectives within the Social Value Key Performance Indicators for contracts, including through utilisation of the Social Value Portal with STaR Procurement.
- Seeking to develop employment and skills pathways through the council's Corporate commitments to its target groups to support, in particular young people with SEND needs and care experienced young people.
- Reviewing the council's approach to recruitment to entry level positions and Apprenticeships, to seek to open up opportunities for unemployed residents, and to develop the local talent pool of labour, e.g. pre-employment training courses for entry level roles.
- Working with the Centre for Local Economic Strategies to enable the council to become an advocate on Community Wealth Building & Inclusive Growth to other key Public Sector anchor institutions in Stockport, e.g. NHS and the College.
- Actively encourage local employers to join as supporters of the Greater Manchester Good

Employment Charter, and to support the objectives of the Charter.

The development of new, additional light industrial and logistics space at Bredbury Gateway will allow us to support the establishment and growth of businesses providing green technologies and retro fitting carbon reduction measures to commercial and residential property. This will also support the transfer of businesses from the MDC area to a site with more suitable location and facilities with good proximity and access to the motorway network.

We will be able to support skills and employment opportunities for residents in these new businesses by targeting pre-employment training and funding for training and wage subsidies to businesses that base themselves in this area.

Virtual Jobs Fair

In recent years, Stockport Council has held an annual Jobs Fair in Stockport Town Hall each September. In 2020 however, the pandemic has precluded holding such an event. In 2020/21 therefore the council will organise an online Virtual Jobs Fair.

Performance Measures

PI Code	PI Name	Reported	Good Performance	2017/18 Actual	2018/19 Actual	2019/20 Actual	2020/21 Target
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Council Measures

E&R3.1	Number of young people employed via Stockport Steps to Work	Annually	High	Not Applicable	Not Applicable	Not Applicable	27
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This is a new initiative to mitigate and reduce youth unemployment that was due to launch in April 2020. It was delayed however by Covid-19. Stockport Homes has been commissioned as a delivery partner for the scheme, but it needs to be reviewed in the light of the new Government Kickstart scheme as they may be competing for the same clients and this will be confusing and unhelpful to employers and young people.

This measure is impacted by Covid-19.

PI Code	PI Name	Reported	Good Performance	2017/18 Actual	2018/19 Actual	2019/20 Actual	2020/21 Target
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Council Measures (continued)							
E&R3.1	Number of young people employed via Stockport Steps to Work	Annually	High	Not Applicable	Not Applicable	Not Applicable	27
E&R 3.2 (NEW)	Number of people supported by Adult Education Budget Local Grant funding secured to support participation, ESOL and Digital skills.	Annually	High	Not Applicable	Not Applicable	Not Applicable	To be confirmed
<p>This measures the number of people supported through Adult Education Budget local grant funding. It is a new measure, included for the first time in 2020/21, so no historical data is available. The amount to be allocated has yet to be confirmed and a target number of people to support will be set when the amount of funding is known. That amount, and the associated target, will be included in the regular Performance Reports during the year.</p>							
E&R 3.3 (NEW)	Youth Employment Hub	Annually	High	Not Applicable	Not Applicable	Not Applicable	250
<p>The measure shows the number of clients supported through the Youth Employment and Career Pathway Hub located within the Apprenticeship Store. This is another new measure, included for the first time in 2020/21, so no historical data is available. The physical premises have been closed due to Covid-19 and this will impact on the ability to achieve the target figure, although the team have been providing support via telephone and video calls.</p> <p><i>This measure is impacted by Covid-19.</i></p>							
E&R 3.4	Employment & Skills Agreements	Annually	High	Not Applicable	Not Applicable	Not Applicable	90%
<p>This new measure shows the % of positive outcomes achieved compared to that asked for through Employment and Skills Agreements</p> <p>The council has a policy of including employment and skills agreements as a planning approval condition on all commercial development that include more than 20 end user jobs. The requirements of the agreements include around 18 KPIs covering apprenticeship training weeks, health and safety training and providing careers support and development in school by delivering activities and content that illustrate the jobs and careers available in the sector. This approach leverages social value from commercial development.</p> <p><i>This measure is impacted by Covid-19.</i></p>							
PI Code	PI Name	Reported	Good Performance	2017/18 Actual	2018/19 Actual	2019/20 Actual	2020/21 Target

Partnership Measures							
E&R3.5	Working Well (Work & Health Programme): Percentage of forecast work-related outcomes in Stockport achieved	Quarterly	High	Not Applicable	99.0%	65.0%	No target set
E&R3.6	Working Well Early Help – number of referrals to the programme (cumulative).	Quarterly	High	Not Applicable	Not Applicable	235	No target set
E&R3.7	Number of Stockport residents starting apprenticeships	Annually	High	2,550	2,170	Available December 2020	No target set
E&R3.8	Percentage of unemployed 18-24 year-olds in the borough.	Quarterly	Low	3.3%	3.5%	4.8%	No target set
E&R3.9	Percentage unemployed overall (16-64).	Quarterly	Low	3.9%	2.2%	3.0%	No target set
GMS	Percentage of working age population employed	Annually	High	60.8% Jan 2017	62.0% Jan 2018	62.0% Mar 2019	No target set
GMS	Working age employment rate for: a) Residents from ethnic minorities; b) Residents with a disability; c) Residents aged 50-64.	Annually	High	a) 64.0% b) 57.1% c) 75.5% Jan 2017	a) 67.7% b) 60.2% c) 76.1% Jan 2018	a) 66.1% b) 59.1% c) 76.5% Jan 2019	No target set
<p>The impact of the Covid-19 pandemic on employment is such that it is not appropriate to set targets for these employment-related measures in 2020/21. Figures will however be reported in the regular performance reports to Scrutiny.</p> <p>Officers will ensure that funding and initiatives to mitigate increases in unemployment, particularly for young people and vulnerable individuals, are taken up and implemented in Stockport.</p> <p><i>These measures are impacted by Covid-19.</i></p>							
PI Code	PI Name	Reported	Good Performance	2017/18 Actual	2018/19 Actual	2019/20 Actual	2020/21 Target

Partnership Measures (continued)							
E&R3.10 GMS	Percentage of working age population with qualifications below Level 2	Annually	Low	21.0% (2017)	19.1% (2018)	Not available	Aim to improve
GMS	Percentage of working age population with Level 3 as highest level of qualification	Annually	High	16.4% (2017)	19.6% (2018)	Not available	Aim to improve
E&R3.11	Percentage of working age population with Level 4+ qualifications	Annually	High	42.8% (2017)	41.3% (2018)	Not available	Aim to improve
Returns for these measures are two years old by the time they are available. As this renders setting numerical targets difficult, targets to improve performance have been set.							
Contextual Measures							
E&R3.12 GMS	Percentage of jobs earning above the Real Living Wage.	Annually	High	74.3% (2017)	73.2% (2018)	Not available	Aim to improve
E&R3.13 GMS	Median earnings.	Annually	High	£25,073 (2017)	Not available	Not available	Aim to improve
GMS	Gross Value Added (GVA) per job.	Annually	High	£43,943 (2016)	£48,136 (2017)	Not available	Aim to improve
Returns for these measures are two or three years old by the time they are available. As this renders setting numerical targets difficult, targets to improve performance have been set.							
E&R3.14	Business start-up survival rates after 3 years (%).	Annually	High	61.5% (2017)	57.0% (2018)	Not available	No target set
E&R3.15 GMS	Business start-ups pa per 10,000 working age population	Annually	High	81.0 (2017)	84.8 (2018)	Not available	No target set
E&R3.16 GMS	Number of enterprises per 10,000 working age residents	Annually	High	748 (2017)	738 (2018)	Not available	No target set
The impact of the Covid-19 pandemic on business is such that it is not appropriate to set targets for such measures in 2020/21. Officers will ensure that funding and initiatives to support businesses are taken up and implemented in Stockport.							
<p style="text-align: center;">Portfolio Agreement 2020/21</p> <p><i>These measures are impacted by Covid-19.</i></p>							

3. ECONOMY AND REGENERATION PORTFOLIO FINANCIAL RESOURCES AND MONITORING 2020/21



3.1 Total Resources

The resources available to the Portfolio for 2020/21 include Gross Revenue Budget, Approved Use of Reserves and Capital Schemes. These funding sources are described in further detail in Sections 3.2 – 3.6 of this report.

Cash Limits are approved before the financial year commences and each portfolio is responsible for ensuring that their net expenditure does not exceed their cash limit for that year. Changes made to the cash limit are reported during the financial year, usually in the performance and resources reports.

3.2 Revenue Budget

2020/21 Budget Update

The portfolio's current cash limit budget is £1.904m. The table below illustrates the budget adjustments from the PPRR 19/20 annual report through to the current reported budget position. The indicative adjustments, savings and corporate contingency allocations were all agreed as part of the 20/21 budget setting process.

Budget movements since March 2020

Economy & Regeneration	£000
2019/20 Budget	1,944
<u>Savings:</u>	
Fees & Charges Savings	(40)
2020/21 Cash Limit	1,904

The current cash limit budget is illustrated in the table below illustrating gross expenditure and income to reflect the net cash limit budget:

	Employee Expenditure	Non-Employee Expenditure	Gross Expenditure	Gross Income	Net Cash limit Budget
	£000	£000	£000	£000	£000
Building Control	423	65	488	(546)	(58)
Directorate	323	100	423	(465)	(42)

	Employee Expenditure	Non-Employee Expenditure	Gross Expenditure	Gross Income	Net Cash limit Budget
Economy Work & Skills (Growth)*	418	374	792	(142)	650
Feasibility	223	503	726	(726)	0
Head of Service Transport Capital	76	2	78	(78)	0
Head of Service Transport Strategy	110	69	179	(47)	132
Highways Design & Improvement	1,321	2,080	3,400	(3,034)	366
Markets	58	84	142	(31)	111
Planning	1,148	544	1,692	(1,218)	474
Program and Project Management	318	7	326	(326)	0
Town Centre Development	60	0	60	0	60
Transport Strategy	431	0	431	(220)	211
Economy and Regeneration Total	4,909	3,828	8,737	(6,833)	1,904

3.3 Forecast Outturn Analysis

Quarter 1.5 Forecast

The Economy & Regeneration Portfolio is estimated to outturn with a Deficit of £0.452m, which is 23.73% of the Portfolio Budget. This estimated deficit relates to Covid-19 associated costs and lost income, most significantly in the areas of Planning and Building Control.

3.4 Earmarked Reserves

The majority of earmarked reserves are held at a corporate level and services produce a business case to draw down funds, which is approved through Corporate Leadership Team and Members. This strategic approach is designed to provide financial resilience for the council and to ensure that council reserves are used on an invest-to-save basis and to support council priorities. The exceptions to this are ring-fenced reserves and the Directorate Flexibility Reserve.

The reserve commitments shown are subject to change as part of the council's Reserves Policy update that have been reported to Cabinet in July and will be reported to Corporate Resource Management and Governance Scrutiny Committee in September. Changes to the Reserve Commitments shown will be reported in the mid-year Portfolio Performance and Resources Report.

Reserve Category	Reserve Narration	To be used for	£000
Directorate Reserves			
Directorate Reserve	Directorate Flexibility	Detailed Feasibility Study for ERDF	3

	Reserve - Place	funding	
Corporate Reserves			
Strategic Priority Reserve	Capital Programme Investment Reserve	Interchange	377
Strategic Priority Reserve	Infrastructure Investment Reserve	To part fund GM Full Fibre Network Programme (capital scheme)	740
Strategic Priority Reserve	Capital Investment Reserve - Town Centre & District Schemes	SEMMMS (South East Manchester Multi Modal Strategy) Refresh - feasibility/design - New Study Station	15
Strategic Priority Reserve	Capital Investment Reserve - Town Centre & District Schemes	SEMMMS Refresh - feasibility/design - Change Here: Next Gen Metro	80
Strategic Priority Reserve	Capital Investment Reserve - Town Centre & District Schemes	SEMMMS Refresh - feasibility/design - Cycling and Walking	3
Strategic Priority Reserve	Capital Investment Reserve - Town Centre & District Schemes	SEMMMS Refresh - feasibility/design - A34 Strategic Corridor	16
Strategic Priority Reserve	Capital Investment Reserve - Town Centre & District Schemes	Weir Mill	293
Strategic Priority Reserve	Capital Investment Reserve - Town Centre & District Schemes	Residential Design Guide	8
Strategic Priority Reserve	Capital Investment Reserve - Town Centre & District Schemes	Town Centre West Greek Street Railway Bridge	50
Strategic Priority Reserve	Capital Investment Reserve - Town Centre & District Schemes	Legal Capacity	20
Strategic Priority Reserve	Capital Investment Reserve - Town Centre & District Schemes	District Centres	59
Strategic Priority Reserve	Capital Investment Reserve - Town Centre & District Schemes	HS2 Growth Review	37
Strategic Priority Reserve	Capital Investment Reserve - Merseyway	Addlington Walk Schemes	4,179
Strategic Priority Reserve	Capital Investment Reserve - Merseyway	Refronting	294
Strategic Priority Reserve	Capital Investment Reserve - Merseyway	Mersey Square	265
Strategic Priority Reserve	Capital Investment Reserve - Merseyway	Merseyway Public Realm match funding	1,023
		Total	7,462

3.5 Portfolio Savings Programme

Proposal	Risk Rating	Value (£000)	Forecasted Value Achieved (£000)	Additional Information
2019/20 savings programme				
Fees & Charges Savings		40	40	The forecast suggests this will be achieved.
Economy & Regeneration - subtotal		40	40	

Risk rating

Green – good confidence (90% plus) the saving is/will be delivered or minor variances (<£0.050m) that will be contained within the portfolio.

Amber – progressing at a reasonable pace, action plan being pursued may have some slippage across years and/or the final position may also be a little unclear.

Red – Significant issues arising, or further detailed consultation required, which may be complex/contentious.

3.6 Capital Programme

The council's Capital Strategy aims to deliver an annual Capital Programme that supports the council's strategic priorities and offers best value for money.

Capital Funding comprises non-recurring resources from a range of sources. The Portfolio capital programme for 2020/21 and beyond is detailed below. This incorporates scheme rephasings and new allocation that have taken place since the end of 2019/20.

*Expenditure as at 31 Jul 2020 £000	Scheme	2020/21 Programme £000	2021/22 Programme £000	2022/23 Programme £000
	<u>Highways</u>			
	<u>Capital Asset Maintenance</u>			
155	Street Lighting	513	0	0
2,325	Highways Investment Programme	9,574	12,826	6,769
103	Highways Drainage	354	300	0
25	Pot Hole and Highway Maintenance Improvements Programme	2,410	0	0
101	Highways Structures	738	0	0
0	Town Centre Structures A6 Viaduct	28	0	0
160	Town Centre Structures Merseyway	1,957	1,883	0
63	Flood Risk Management	252	0	0
43	Flood Damage Infrastructure Programme	1,034	0	0
	<u>Asset Development & Improvement Schemes</u>			
107	SEMMMS Relief Road	2,628	3,766	1,871

Portfolio Performance and Resources - Agreement 2020/21

*Expenditure as at 31 Jul 2020 £000	Scheme	2020/21 Programme £000	2021/22 Programme £000	2022/23 Programme £000
1,038	Town Centre Access Plan	3,515	1,035	0
0	Poynton Relief Road Mitigation Measures	300	0	0
0	Interchange Bridge	183	0	0
15	Roscoe Roundabout	714	0	0
400	Mayoral Walking & Cycling Challenge Fund	8,578	17,743	0
63	Mayoral Walking & Cycling Challenge Fund - Safer Streets	500	0	0
0	Emergency Active Travel Measures - Tranche 1	218	0	0
160	A34 MRN OBC Preparation	495	0	0
133	LTP and SEMMMS Integrated Transport	816	0	0
0	District Centres	200	102	0
8	Road Safety Near Schools	181	0	0
0	Road Safety	57	0	0
39	PROW	131	0	0
	<u>Planning-related Schemes</u>			
103	Section 278 and Section 106 schemes	1,000	1,200	1,200
	<u>Other Highway Programmes</u>			
42	Studies and Transport Minor Schemes	103	0	0
0	Air Quality Grant	50	46	0
0	Other	2	0	0
5,083	Highways sub-total	36,531	38,901	9,840
	<u>Non-highways</u>			
1,893	Stockport Exchange (Phase 3)	2,599	0	0
354	Redrock Development Scheme	973	0	0
0	Aurora Stockport (formerly Gorse Bank)	23	0	0
8	Markets and Underbanks	1,025	1,943	0
0	Swann Lane (The Coach House)	0	151	0
412	Merseyway Development	2,000	7,628	0
242	GM Local Full Fibre Network Programme	986	640	0
4,339	Weir Mill	5,763	751	0
82	Digital Advertising Screens	136	0	0
7,330	Non-highways sub-total	13,505	11,113	0
12,413	TOTAL	50,036	50,014	9,840

* This relates to expenditure on SAP and accruals for goods received or work performed up to the period end.

Funding the Capital Programme:

Portfolio Performance and Resources - Agreement 2020/21

Resources	2020/21 £000	2021/22 £000	2022/23 £000
Capital Grants	25,254	22,790	1,871
Directly Funded Borrowing	11,824	7,588	0
Unsupported Borrowing	9,903	11,992	6,769
Capital Receipts	31	152	0
External Contributions	303	0	0
Commutated Sums	1,000	1,200	1,200
Revenue Contributions (RCCO)	1,721	6,292	0
TOTAL	50,036	50,014	9,840

Programme Amendments:

Scheme	2020/21 £000	2021/22 £000	2022/23 £000	Funding Source	Reason
Highways Investment Programme	0	0	72	DFB	Alignment of scheme
Highways Investment Programme	(3,000)	0	0	USB	Scheme Rephasing
Town Centre Structures Merseyway	(764)	764	0	Grant/ RCCO	Scheme Rephasing
SEMMMS Relief Road	0	0	(10,379)	Grant	Programme updates
District Centres	(102)	102	0	Grant	Scheme Rephasing
Poynton Relief Road Mitigation Measures	300	0	0	Grant	Additional funding
Section 278 and Section 106 schemes	(200)	(300)	1,200	Grant	Scheme Rephasing
Air Quality Grant	(46)	46	0	Grant	Additional funding
Interchange Bridge	4	0	0	Grant	Additional funding
Mayoral Walking & Cycling Challenge Fund - Safer Streets	500	0	0	Grant	Additional funding
Emergency Active Travel Measures - Tranche 1	218	0	0	Grant	Additional funding
A34 MRN OBC Preparation	160	0	0	Grant	Additional funding
Merseyway Development	(1,628)	1,628	0	DFB/RCCO	Scheme Rephasing
GM Local Full Fibre Network Programme	(640)	640	0	RCCO	Scheme Rephasing
GM Local Full Fibre Network Programme	418	0	0	Cap Grant	Scheme Addition
Markets and Underbanks	(1,943)	1,943	0	DFB	Scheme Rephasing
Weir Mill Development	5,763	751	0	DFB	Scheme Addition
Swann Lane (The Coach House)	(151)	151	0	Receipts	Scheme Rephasing
Pot Hole and Highway Maintenance Improvements Programme	2,376	0	0	Grant	Additional funding
TOTAL	1,265	5,725	(9,107)		

Details of the programme:

Scheme	Description
<p>Street Lighting</p>	<p>This programme delivers the structural replacement or repair of street lighting columns and signs that are reaching the end of their life.</p> <p>Assets are identified for replacement or repair following routine structural/visual assessments. The condition of lighting columns and signs are being used to develop whole-life modelling of assets across the network.</p> <p>Condition surveys and column installations are ongoing.</p> <p>Plans are being developed to recover the programme slippage caused by the suspension of site activity due to Covid-19.</p>
<p>Highways Investment Programme</p>	<p>There is a commitment to invest £100m to improve roads and footpaths across the borough over a nine-year delivery period. The funding for this programme comes from the Greater Manchester Local Transport Plan 3 (GMLTP3) and prudential borrowing. The aim is to maintain and improve transport networks and facilities in accordance with the Greater Manchester Local Transport Plan and SEMMM Strategies.</p> <p>This funding is being used to carry out a range of repairs from patching to resurfacing in targeted areas, which will provide a long-term solution to the deterioration on the highway network.</p> <p>We are now in year 7 of the investment programme. An annual video survey identifies treated areas of highway (HIP delivered work) and provides an indication of the level of deterioration on the remaining part of the network. The condition data is used to compare the delivery outcome against the agreed target.</p> <p>All sites were scoped in the targeted ward areas during the previous financial year and repairs were then programmed for delivery in 2020/21. There has been a significant delay to the preventative programme due to the timing and impact of Covid-19 working restrictions.</p> <p>Plans are being developed to recover other elements of programme slippage that were caused by the closure of sites.</p>
<p>Highways Drainage</p>	<p>An ongoing programme of works to improve highway drainage. This includes drainage inspection and repair undertaken ahead of carriageway resurfacing works in the HIP programme.</p> <p>The programme of works planned for 2020/21 has been delayed.</p> <p>Plans are in place to recover the programme slippage caused by the suspension of site activity due to Covid-19.</p>

<p>Pothole and Highway Maintenance Improvements Programme</p>	<p>The Pothole and Highway Maintenance Improvements Programme was developed using DfT (Department of Transport) Pot Hole Funding allocations to attend to sites that are beyond the scope of reactive repair, and also undertake measures to prevent future maintenance defects.</p> <p>A programme is being developed for delivery later in this financial year.</p>
<p>Highways Structures</p>	<p>A programme of condition surveys and inspections that identifies maintenance schemes and interventions including: bridge deck waterproofing, bridge deck repairs, bridge bearing repairs, bridge parapet repairs, retaining wall repairs, steps refurbishment, slope investigations, and other routine and reactive maintenance schemes.</p> <p>The programme includes the planned inspection and repair of the borough's bridges and retaining walls.</p> <p>Between April and July:</p> <ul style="list-style-type: none"> • 78 General Bridge Inspections were completed; • 5 Principal Bridge Inspections were completed; • Detailed design activity for some schemes has commenced; and • Preconstruction information packs have been prepared for scheme delivery in Quarters 2 and 3.
<p>Town Centre Structures</p>	<p>A mixture of Growth Deal funding and council funding is being used to undertake major repairs and improvements to the Merseyway bridge structure and associated public realm assets.</p> <p>Structures previously included in this programme include the A6 Viaduct waterproofing and improvement scheme.</p> <p>Concrete repairs to the deck soffit and portal frames have continued. Improvements works to the mess facility and to provide safer access to the structure have continued. The air quality monitoring design is progressing. Detailed design work is progressing on the above ground and public realm aspects of the scheme.</p> <p>Design works are also progressing in collaboration with Regeneration to demolish 2 buildings on Deanery Way, remove the central staircase on Merseyway and introduce a new stairwell on Deanery Way (south).</p>
<p>Flood Risk Management & Flood Damage Infrastructure Programmes</p>	<p>This programme consists of a continuing package of works to manage and improve flood resilience, and to repair damage to the network caused by the 2016 and 2019 flooding events.</p> <p>Lead Local Flood Authority review of major developments continues as part of the ongoing Flood Risk Management work.</p> <p>Work is progressing on the programme of longer-term repair of damage caused by the 2019 floods.</p>

	<p>Between April and July, the team was consulted on 98 planning applications, and has dealt with 20 private drainage enquiries, and issued one private drainage notice.</p> <p>The team is currently developing formal guidance for officers to assist the Emergency Commanders, along with a bespoke system to log and record flood reports that would form a case management system, automotive mapping and address search, groundwater guidance, cellar flooding guidance, culvert guidance, watercourse ownership, driveway guidance and property level protection.</p>
<p>SEMMMS Relief Road</p>	<p>The A6 to Manchester Airport Relief Road Scheme provides 10 kilometres of new two-lane dual carriageway on an east-west route from the A6 near Hazel Grove (south east Stockport), via the 4 kilometres of existing A555 to Manchester Airport and the link road to the M56. The figures represent Stockport's element of the final stages of the scheme.</p> <p>The road opened to traffic in October 2018. Post-construction activities are still progressing. These include closure of Compulsory Purchase Order and land issues, utility diversion accounts, and noise insulation works. A team is now established to manage the Part 1 Claims process and consultants are engaged to undertake post-completion surveys and undertake the year 1 monitoring and evaluation of the scheme.</p> <p>Complimentary measures were started on site in Heald Green in Quarter 4 of 2019/20 and are now nearing completion following delays due to lockdown. Works in Hazel Grove have also been delayed and will now be on site in September 2020.</p>
<p>Town Centre Access Plan</p>	<p>A £73m package of measures that aims to transform the accessibility and connectivity to and around Stockport Town Centre. The plan considers access by all methods of travel and specifically aims to ease congestion for buses and general road traffic and encourage walking and cycling, as part of an ambitious vision and development framework for investment in the town centre.</p> <p>The TCAP programme is now in its final phase. Construction works are progressing well with major highways improvements recently completed at:</p> <ul style="list-style-type: none"> • An extension of (non-TCAP funded) works on Hall St through Little Moor; • Urban Realm improvements at Market Square (Remedy Bar); and • Delivery and installation of the new bridge over the River Goyt at Woodbank Park. <p>Further major highways improvements have begun or are ongoing, these include:</p> <ul style="list-style-type: none"> • Phase 2 of the Little Underbanks carriageway reconstruction and public realm improvements; • Footpaths linking Annabelle Road with Cow Lane and Stockport Road

	<p>West at Woodbank Park;</p> <ul style="list-style-type: none"> • Highway junction and cycling and walking improvements at Heaton Lane including drainage and access works for the temporary bus station in Heaton Lane Car Park; • Footway widening on the A6 at Kingsgate House including a new retaining wall. <p>Design work has commenced for works to improve the Railway Road/A6 junction with works to take place in Winter 2020 subject to land purchase.</p>
Poynton Relief Road Mitigation Measures	<p>The council is working with Cheshire East Council over the forthcoming Poynton Relief Road scheme. As part of the scheme, it has been agreed that a package of measures will be implemented on Moss Lane, Bramhall to support the outcomes of the relief road.</p> <p>Design work has commenced, a contractor has been appointed and work is expected to start on site in the autumn for site clearance. The Moss Lane work is subject to a legal agreement between ECC and SMBC which is currently in negotiation.</p>
Interchange Bridge	<p>The council is working in partnership with TfGM (Transport for Greater Manchester) to deliver advanced packages of works which include facilitating the temporary bus station and highways works on Daw Bank.</p> <p>The council is working in partnership with TfGM to deliver the new (bus) interchange, podium park, residential block and cycling & walking links including the bridgescape to Exchange and the Railway Station.</p>
Roscoe Roundabout	<p>Funded by the DfT's National Productivity Investment Fund (NPIF), this scheme implements improvements to the M60 Junction 2 (Roscoe's) roundabout, Manchester Road/High Street junction (Cheadle), and paths in Abney Park.</p> <p>Works were completed at the Manchester Road/High Street Cheadle junction and in Abney Hall Park in 2019/20.</p> <p>Works have been completed at Roscoes roundabout for the crossings and the A560 signals brought into operation. Works to the M60 slip road are programmed for Quarter 2.</p>
Mayoral Walking & Cycling Challenge Fund	<p>Following a series of successful bids to the Mayoral Walking and Cycling Challenge Fund, several packages of schemes are being developed to extend and improve the borough's walking and cycling network. This supports the GM-wide aims of promoting more sustainable forms of transport, improving air quality, and reducing carbon emissions.</p> <p>The package of schemes includes the following:</p> <ul style="list-style-type: none"> • Gillbent Road Crossing Upgrade • Town Centre Severance Package (Welkin Road)

	<ul style="list-style-type: none"> • Hazel Grove Upgrade Package • Bramhall Park to A6 • Ladybrook Valley • Heatons Cycle Link • Crossing Package • A6MARR (Manchester Airport Relief Road) Links • Stockport Interchange • Stockport to Offerton • Heaton Norris Park Bridge • Heatons WRH • Romiley Neighbourhood and Links • Thomson Street Bridge <p>Final business cases have been submitted for the Crossing Package, Gillbent Road, A6 MARR Links, Heatons Cycle Link, Bramhall Park to A6 and Offerton to Stockport and are awaiting approval by TfGM.</p> <p>A further three business cases are due to be submitted later this year (Interchange, Hazel Grove and Ladybrook Valley).</p> <p>Pending approval of the business cases by TfGM, it's planned to commence Gillbent Road and elements of the Heatons Cycle Links by September 2020.</p> <p>It is planned to carry out a public engagement exercise in September on the Active Neighbourhoods in Romiley and the Heatons.</p> <p>TfGM have agreed in principle to fast-track funding to cover the additional costs advised by Network Rail on provision of combined cycle/pedestrian bridge replacement at Thomson St.</p>
<p>Mayoral Walking & Cycling Challenge Fund Safer Streets for All <i>and</i> DfT Emergency Active Transport Tranche 1</p>	<p>The council has been awarded funding through the MCF (Mayor's Challenge Fund) programme, and by the DfT, as part of the measures being taken in response to Covid-19.</p> <p>This programme will deliver a package of measures to support active transport around the borough, and to enable social distancing arrangements to be put in place in District Centres.</p> <p>Planned measures have been agreed and will be implemented in Quarters 2 and 3.</p>
<p>A34 Major Route Network (Outline Business Case)</p>	<p>DfT funding has been awarded for the development of an Outline Business Case for a £30m improvement scheme on the A34 between the A555 and Broadway.</p> <p>Development work including surveys and modelling has commenced in the</p>

	<p>first 4 months of 2020/21.</p>
LTP and SEMMMS Integrated Transport	<p>Various transport schemes including cycling, town centre, and sustainable transport.</p> <p>In 2020/21, this programme includes the continuation of the Highway Trees programme, upgrades to Bus Lanes along the A6 corridor, and improvements to the highways and footways in Markets and Underbanks.</p>
District Centres	<p>An ongoing programme of improvements to highways infrastructure in and around the borough's district centres.</p> <p>In 2020/21 this programme will include the completion of works at Hall Street in Offerton, along with improvements to local shopping centres on Gorton Road, North Reddish.</p> <p>Due to Covid-19 restrictions, consultations have been delayed and the Gorton Road scheme delivery is planned for the first half of 2021.</p>
Road Safety	<p>A package of measures to improve road safety in Stockport, and in particular around school sites.</p> <p>Further development work has largely been put on hold due to the Covid-19 response and school closures. This has resulted in a delay to the Road Safety programme.</p>
Public Rights of Way (PROW)	<p>An ongoing programme to maintain and improve the PROW network in the borough.</p> <p>A capital programme of works has been identified for delivery in 2020/21 and includes FP20 Bredbury and Romiley, FP41 Hazel Grove and Bramhall and FP62 Marple.</p> <p>Works around Windy Bottom Farm which began in 2019/20 are now nearing completion.</p>
Section 278 and s106 schemes	<p>Various developer-funded schemes.</p> <p>Highway improvement works for development of the former Sorting Office in Exchange Street, and the development of apartments at Hexham Close, Offerton are under construction.</p> <p>Design has commenced on a number of other schemes including Stockport Interchange and Mixed-Use Scheme; Melford Road in Hazel Grove; the former St Thomas Hospital site; Pennine House on Belmont Way; and Edward Street, Stockport.</p>
Other	<p>Various schemes including highway studies and air quality improvement work.</p>

<p>Schemes</p>	<p>A number of transport studies are underway, including the SOBC for the Bus Rapid Transit scheme, and for a new station at Cheadle. The council is working with TfGM on a number of studies, including those relating to the replacement of Greek Street Rail Bridge and the work of the GM Station Alliance. Council Officers are working with TfGM and their consultants over development of a Clean Air Action Zone (CAZ) within Stockport including identifying boundaries and signage requirements.</p> <p>In 2019/20, detailed design was completed for improvements to the car parks at Woodley Civic Centre, Hazel Grove Life Leisure and Romiley Sports Centre. The designs have been submitted for planning permission, and the planning application is currently being updated.</p>
<p>Stockport Exchange (Phase 3)</p>	<p>The office building constructed as part of Stockport Exchange Phase 3 (Number 2 Stockport Exchange) achieved practical completion in May, which has been shortly followed by the BASF fit out works. Tenant interest is growing with two recent viewings, two enquiries specifically requesting information on 2 Stockport Exchange and another interest currently considering the relocation at Board level.</p> <p>Consultation has recently concluded on proposed changes to the A6/Railway Road Junction, with the findings to be discussed at Central Stockport Area Committee in August 2020, prior to moving ahead with the junction improvement.</p> <p>The acquisition of 64, 66 and 68 Wellington Road South has concluded with the acquisition of 76 Wellington Road South to exchange in August 2020 and complete in January 2021. Several grant applications/submissions associated with Stockport Exchange have proved favourable with Getting Building Fund, ERDF Clean Energy and ERDF Evergreen grants being secured.</p>
<p>Redrock Development</p>	<p>Redrock is the leisure scheme developed by the council that includes the successful Light Cinema as well as a gym and a range of food and beverage retailers.</p> <p>Expenditure represents partial settlement of the Wates retention held by the council. Following a request for the retention to be released due to cashflow issues during the Covid-19 lockdown, the council agreed to a partial release of funds conditional on remedial works taking place to the roof. It is likely that the remaining amount will be released once the remedial works have been completed and tested. The remaining costs programmed for 2020/21 represent capital contributions related to letting the remaining vacant units at the development.</p>
<p>Aurora Stockport</p>	<p>The Aurora scheme (incorporating B1 light industrial space) is now complete, with the remaining allocation relating to retention payments/minor snagging works.</p>
<p>Markets and</p>	<p>The regeneration of this key area continues with several recent key successes.</p>

<p>Underbanks</p>	<p>Within the NLHF grant programme the extensive refurbishment of 13 Little Underbanks is now underway. Winters has been slightly delayed following the Covid-19 outbreak but is now in a position to proceed.</p> <p>These developments will be complemented by the extensive TCAP works that will restore and enhance the carriageway and should complete early 2021.</p> <p>Whilst there has been some disruption, banners will soon be installed that will further promote business as usual along the Underbanks.</p> <p>The exchange has now taken place with Hall & Co in respect to four sites. The Planning application for these sites will soon be submitted and significantly bolster the regeneration in this area, through the removal of derelict buildings and replacement with active uses.</p> <p>Business interest also remains strong with several recent lettings and sales, further enhancing the vitality of this area.</p>	
<p>Merseyway Development</p>	<p>Merseyway is the town centre shopping mall that the council owns. The council has a strategy to improve, manage and partially redevelop aspects of the centre in order to support the town centre through a successful scheme in a challenging retail environment.</p> <p>Expenditure to date represents facelifting works to Mersey Square and the initial works to Adlington Walk.</p> <p>The Adlington Walk project is now paused and costs have been incorporated into the FHSF (Future High Streets Fund) bid to government. A decision on this is likely in October 2020. Until this decision is made, the forecast expenditure on the scheme remains in the programme.</p>	
<p>GM Local Full Fibre Network Programme</p>	<p>The council is working in partnership with the GMCA, TfGM and 6 GM LA's to deliver the GM Local Full Fibre Programme which will provide state-of-the-art connections to over 1,300 public sector sites across GM through the provision of an optical 'Dark' full fibre network. It aims to have a transformational impact on digital infrastructure, which would lead to an increase of full fibre coverage from 2% now to around 25% within three years. Greater Manchester would then have the best high-speed digital infrastructure coverage of any city-region in the UK.</p> <p>In Stockport the programme will connect 141 Corporate and Education sites to the full fibre network providing 1GB broadband to participating properties. It is part funded by DCMS (Department for Culture, Media and Sport) (for costs incurred prior to end March 2021 up to £0.868m) and part funded by the council (£0.740m). The breakdown of costs is provided below:</p> <table border="1" data-bbox="376 2018 1401 2054"> <tr> <td>GMLFFN</td> </tr> </table>	GMLFFN
GMLFFN		

	<p>Summary of costs - Stockport Council</p> <table border="1" data-bbox="379 300 1402 539"> <thead> <tr> <th colspan="2" data-bbox="379 300 962 338">Capital</th> <th data-bbox="962 300 1402 539" rowspan="3">includes capitalised payment of £153,364 for 30 years O&M</th> </tr> </thead> <tbody> <tr> <td data-bbox="379 338 743 383">DCMS contribution</td> <td data-bbox="743 338 962 383">£868,115</td> </tr> <tr> <td data-bbox="379 383 743 490">Stockport Council</td> <td data-bbox="743 383 962 490">£740,000</td> </tr> <tr> <td data-bbox="379 490 743 539">Total cost of works</td> <td data-bbox="743 490 962 539">£1,608,115</td> <td></td> </tr> </tbody> </table> <p>The programme has delivered its first milestone (project initiation – Milestone 0) and is now working to survey all 141 sites and deliver new fibre technology to each of these sites. As each site reaches survey completion, they will incur an agreed charge (Milestone 1), again at completion of build (Milestone 2) and the final payment for each site will be on connection to the dark fibre ring (Milestone 3).</p> <p>GMCA has requested a 3-month extension to the DCMS funding period due to set backs in delivering the programme as a result of coronavirus - this will help to alleviate some of the pressure on delivery within the required timescale. The request is still being determined by DCMS.</p>	Capital		includes capitalised payment of £153,364 for 30 years O&M	DCMS contribution	£868,115	Stockport Council	£740,000	Total cost of works	£1,608,115		
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<p>Weir Mill Development</p>	<p>Weir Mill is a key strategic site that has a prominent location in the MDC (Town Centre West) area, and it is adjacent to the new Interchange development.</p> <p>It is a large listed historic mill complex that had been mismanaged and was deteriorating with the current owner.</p> <p>Homes England grant funding is secured against the building and a well-regarded North West developer has bought the site to redevelop. The council is providing a commercial loan facility to fund the scheme.</p>											
<p>Digital Advertising Screens</p>	<p>Two new large digital advertising screens have been procured by the council, one to be installed on Redrock multi-storey car park facing Suffragette Square and one in Merseyway. Along with generating additional revenue for the council, they will stream live major events and films to help animate the public realm, increase dwell time and support the wider events programme for the town centre. There will also be an opportunity to use the screens for public messaging and to support council campaigns.</p> <p>Due to initial manufacturing delays in China and the subsequent pandemic in the UK there have been delays in the screens' manufacture and installation. The Redrock screen was successfully installed in July 2020 and is now showing a range of adverts including Covid-19 safety messaging.</p> <p>Following the completion of a detailed structural survey, changes have been made to how the Merseyway screen will be installed and it is now anticipated the Merseyway screen will be installed in September 2020.</p> <p>There is an anticipation that the costs may increase slightly due to changes in</p>											

	<p>how the Merseyway screen will be installed to ensure structural integrity is maintained and new electricity supplies required at Redrock and Merseyway. This is yet to be reflected in the programme, as it is hoped that it can be managed within the current funding available. Should the current funding be insufficient it is expected that monies from the income streams that the screens will generate will fund the difference via the use of a Revenue Contribution to Capital Outlay (RCCO).</p>
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GLOSSARY

Common acronyms used within the PPRA and likely to be referred to in the Portfolio Reports include the following:

A6 MARR	A6 Manchester Airport Relief Road
BID	Business Improvement District
CAZ	Clean Air Action Zone
DCMS	Department for Culture Media and Sport
DfT	Department for Transport
ERDF	European Regional Development Fund
ESOL	English for Speakers of Other Languages
FHSF	Future Hight Streets Fund
GM	Greater Manchester
GMCA	Greater Manchester Combined Authority
GMLFFN	Greater Manchester Local Full Fibre Network
GMLTP3	Greater Manchester Local Transport Plan 3
GMS	Greater Manchester Strategy
HIP	Highways Investment Programme
LTP	Local Transport Plan
MARR	Manchester Airport Relief Road
MCF	Mayor's Challenge Fund
MDC	Mayoral Development Corporation
MRN	Major Road Network
NEET	Not in Education, Employment, or Training
NLHF	National Lottery Heritage Fund
NPIF	National Productivity Investment Fund
O&M	Operations and Maintenance

OBC	Outline Business Case
PPRR	Portfolio Performance and Resources Report
RCCO	Revenue Contribution to Capital Outlay
SAP	The financial accounting system used by the council
SEMMM(S)	South East Manchester Multi Modal (Strategy)
SEND	Special Educational Needs and Disabilities
SOBC	Strategic Outline Business Case
STAR	Stockport, Trafford and Rochdale Council (procurement)
TCAP	Town Centre Access Plan
TfGM	Transport for Greater Manchester