

GREATER MANCHESTER COMBINED AUTHORITY

Date: 30th July 2021

Subject: The Mayor's Cycling and Walking Challenge Fund (MCF)

Report of: Andy Burnham, Mayor of Greater Manchester, Portfolio Lead for Transport and Eamonn Boylan, Chief Executive Officer, GMCA & TfGM.

PURPOSE OF REPORT:

To note and approve the funding requirements and governance updates set out in the following report, in order to ensure the continued delivery of the GM Active Travel Capital and Revenue Programmes.

RECOMMENDATIONS:

The GMCA is requested to:

1. Approve the release of up to £1.656 million of development cost funding for the 4 MCF schemes set out in section 2 of this report;
2. Approve the proposed update to the previously agreed governance process and scheme of delegation for the Greater Manchester Active Travel Fund (ATF) programme, in respect of the GM-wide complementary measures package; and
3. Delegate authority to the Chief Executive Officer, GMCA and TfGM, in consultation with the Mayor, to submit a bid for Local Authority Active Travel Capital Funding 2021/22, in line with the guidance set out in section 4 of the report.

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BOLTON
BURY

MANCHESTER
OLDHAM

ROCHDALE
SALFORD

STOCKPORT
TAMESIDE

TRAFFORD
WIGAN

Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation		
Equality and Inclusion	G	The MCF programme will deliver the Active Travel Bee Network, enhancing access by foot and cycle to services, local centres and opportunities.		
Health	G	The schemes being developed will provide the infrastructure required to support and enable Active, healthy travel - supporting both both physical and mental health improvements. The schemes being developed will provide the infrastructure required to support and enable Active, healthy travel - supporting both both physical and mental health improvements. The schemes being developed will provide the infrastructure required to support and enable Active, healthy travel - supporting both both physical and mental health improvements. The approval of development costs will enable the progression of schemes which when approved and delivered will provide high quality infrastructure in support of access to services, including healthcare.		
Resilience and Adaptation				
Housing				
Economy				
Mobility and Connectivity	G	The MCF programme will deliver the Active Travel Bee Network, enhancing access and connectivity by foot and cycle to services, local centres and opportunities. The MCF programme will deliver the Active Travel Bee Network, enhancing access and connectivity by foot and cycle to services, local centres and opportunities.		
Carbon, Nature and Environment	G			
Consumption and Production				
Contribution to achieving the GM Carbon Neutral 2038 target				
Further Assessment(s):	Carbon Assessment			
	Positive impacts overall, whether long or short term.	 Mix of positive and negative impacts. Trade-offs to consider.	 Mostly negative, with at least one positive aspect. Trade-offs to consider.	 Negative impacts overall.

Equalities Implications:

The City Centre Transport strategy is a sub-strategy to the Greater Manchester Transport Strategy 2040 documents which aim to contribute to delivering sustainable economic growth, improve quality of life and protect the environment. The original GM Transport Strategy 2040 was the subject of an Integrated Assessment which includes an Equalities Assessment. In addition, an EQIA is being undertaken on the CCTS.

Climate Change Impact Assessment and Mitigation Measures –

The Mayor's Cycling and Walking Challenge Fund programme has been designed to support and expedite delivery of a network which is designed to facilitate a switch from a mechanised mode to walking or cycling, which will see a reduction in both local pollutants and greenhouse gases. By 2040 130,000 daily trips are expected to switch to cycling and walking from private car and taxi use. This equates to around 735,000 less vehicle kilometres being driven per day, with the resultant environmental benefits.

Carbon Assessment

Overall Score		
Buildings	Result	Justification/Mitigation
New Build residential	N/A	
Residential building(s) renovation/maintenance	N/A	
New Build Commercial/Industrial	N/A	
Transport		
Active travel and public transport		
Roads, Parking and Vehicle Access	N/A	Approval of MCF development costs will enable the design and delivery of active travel routes as part of the Bee Network - including the creation of new and the extension and
Access to amenities		
Vehicle procurement	N/A	Approval of MCF development costs will enable the design and delivery of active travel routes as part of the Bee Network - supporting access to local shops and services by active
Land Use		
Land use		
No associated carbon impacts expected.	High standard in terms of practice and awareness on carbon.	Mostly best practice with a good level of awareness on carbon.
	Partially meets best practice/ awareness, significant room to improve.	Not best practice and/ or insufficient awareness of carbon impacts.

Risk Management:

The recommendations of this report will directly support MCF scheme delivery and enable prioritised infrastructure spend. This will directly assist in mitigating the programme risk of not fully expending the available budget. A programme risk register is maintained and updated by the TfGM MCF programme team.

Legal Considerations:

Legal Delivery Agreements and legal side-letters will be produced and implemented for full scheme and development cost approvals as appropriate.

Financial Consequences – Revenue:

Revenue consequences are set out in paragraphs 2.4 and 2.5.

Financial Consequences – Capital:

Financial consequences are set out in paragraphs 2.4 and 2.5.

Number of attachments to the report: No attachments

Comments/recommendations from Overview & Scrutiny Committee

BACKGROUND PAPERS:

- 28 June 2019 – Mayor’s Cycling & Walking Challenge Fund
- 29 November 2019 - Mayor’s Cycling & Walking Challenge Fund
- 05 May 2020 – Mayor’s Challenge Fund Update and Prioritisation

- 26 June 2020 – Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 31 July 2020 – Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 02 September 2020 – Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 25 September 2020 – Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 30 October 2020 - Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 27 November 2020 - Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 18 December 2020 - Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 29 January 2021 - Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 12 February 2021 - Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 26 March 2021 - Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 28 May 2021 – Governance and Cycling and Walking Financial Approvals
- 25 June 2021 - Mayor’s Challenge Fund Cycling and Walking Financial Approvals

TRACKING/PROCESS		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution.		Yes
EXEMPTION FROM CALL IN		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		No exemption.
GM Transport Committee	Overview & Scrutiny Committee	
GM Transport Committee	Overview & Scrutiny Committee	

1. INTRODUCTION

- 1.1 On 29 March 2018, GMCA agreed to allocate £160 million of Greater Manchester's £243 million Transforming Cities Fund (TCF) to develop a Mayor's Cycling and Walking Challenge Fund (MCF).
- 1.2 The fund is being used to deliver the first phase of the Bee Network, which is the walking and cycling element of the Our Network plan to transform Greater Manchester's transport system. The Bee Network, once complete, will cover circa 1,800 miles and be the longest, integrated, planned network in the country connecting every neighbourhood of Greater Manchester. The initial network plan was contained in Greater Manchester's cycling and walking infrastructure proposal (adopted by GMCA in June 2018), as part of a GM Streets for All highways improvement programme.
- 1.3 On 29 June, 28 September, 14 December 2018 and 29 March, 28 June, 29 November 2019, GMCA sequentially approved Tranches 1 to 6 of the Mayor's Cycling and Walking Challenge Fund, granting schemes Programme Entry. In total this comprised 82 cycling and walking schemes with a forecast MCF funding requirement of £358.5 million, and a forecast overall value of £492.7 million, including local contributions. This figure excludes Programme Management costs.
- 1.4 Following the over-programming of the MCF and the creation of an infrastructure pipeline, on the 5 May 2020 GMCA approved the first phase of Bee Network delivery, based on identified District priorities. This phase has a forecast value of £216.5 million.
- 1.5 The additional c£66.5 million of funding required to deliver the overprogrammed element of the first phase of the Bee Network delivery will be sought from a combination of the national Active Travel fund pot (managed by the Department for Transport) and from other sources including the IntraCity Transport Fund being allocated for Combined Authority areas. A bid is being developed for the recently announced Active Travel Fund 2021/22. Further detail is included in section 4 below.
- 1.6 The report recommends development costs funding approvals associated with the ongoing implementation of the Bee Network through the Mayor's Cycling and Walking Challenge Fund. This is a monthly funding approval paper in support of MCF programme delivery.
- 1.7 The report also presents an update to the governance for Greater Manchester's Active Travel Fund programme, in relation to the GM Wide Complementary measures package.

2. MCF DEVELOPMENT COST APPROVAL

- 2.0 Over the last 2 years, TfGM has been working closely with scheme promoters to set up and progress the projects in line with the agreed governance arrangements, in particular those agreed on 25 May 2018 and continues to utilise TfGM's established Cycling & Walking Infrastructure Support Team to provide collaborative support to Local Authority partners.
- 2.1 Following Programme Entry, Local Authority partners can proceed with the development of their schemes, including progressing the necessary powers and consents, prior to obtaining either Conditional Approval and/or Full Approval of their scheme Business Cases.
- 2.2 Once a scheme has secured Programme Entry, scheme promoters submit a development cost budget request signed off by the relevant Section 151 officer. Once agreed, this provides the confidence that all reasonable development costs through to the next approval stage (either Outline or Full Business Case) will be funded.
- 2.3 The funding for these development costs is available to support Districts in securing the necessary support and resources to carry out the work involved in scheme delivery from business case development, design, consultation, community engagement through to procurement and delivery.
- 2.4 Details of the schemes for which Development Cost funding approval is sought, is set out below. These forecast development costs have been submitted to TfGM and reviewed and signed off by the MCF programme team.
- Trafford Seymour Grove / Talbot Road / Chester Rd scheme will deliver major upgrades to two adjacent Talbot Road junctions - Seymour Grove and Chester Road, Stretford. The upgrades will incorporate segregated pedestrian and cycle crossing facilities, designed in line with CYCLOPS principles, improving safety, access, and connectivity in the area. The scheme received MCF Programme Entry through on 29 November 2019, as part of the wider Seymour Grove package, and has a development cost ask from the MCF of £255,000
 - Trafford Sale Moor/Sale Water Park will deliver a strategically significant, high quality, cycling and walking Bee route linking-up Sale town centre, Sale Moor, and Sale Water Park in Trafford with Manchester's Chorlton Cycleway. The scheme will include a number of major junction upgrades to provide safe, segregated pedestrian and cycle crossing facilities, including improvements to overcome the current severance impact of the M60 at junction 7. The scheme received MCF Programme Entry on 29 June 2019 and has a development cost ask from the MCF of £641,000. This approval would enable progression of the scheme to Outline Business Case.
 - Salford Ordsall Chord Connection will stabilise and repair the path adjacent to the River Irwell. It will be resurfaced with a concrete finish, capable of withstanding periodic flooding of the river, and feature enhanced lighting

and pedestrian facilities. The scheme was granted MCF Programme Entry by the GMCA on 28 June 2019 as part of the overall Salford City Centre Package and has a development cost ask of £228,100.

- Salford Ordsall Filtered Neighbourhood will promote active travel in a community that suffers from segregation and isolation from surrounding areas. The scheme will connect people to local services, improve first and last mile access for walking and cycling, and reduce the severance impact of busy roads and the Ship Canal. The scheme was granted MCF Programme Entry by the GMCA on 29 March 2019 and has a development cost ask of £531,000

2.5 These 4 schemes in total represent a combined development cost budget ask from the MCF of £1,655,100 Their approval would result in a total of 72 MCF schemes having received development cost budget approval, with a combined development cost budget of £40.8 million and a total forecast cost of c£91million from the total £160m available.

3. ATF COMPLEMENTARY MEASURES GOVERNANCE

3.1 As confirmed at the GMCA in December 2021, funding of £1,680,000 has been allocated as part of GM's ATF Programme to the delivery of a package of GM wide complementary measures, which are intended to enhance and support increased active travel, alongside the programme of infrastructure schemes. The complementary measures interventions include Cycle Parking grants, Bike Libraries and a programme of School Streets interventions.

3.2 As consistent with the agreed governance for the ATF capital schemes, it is proposed that TfGM administer the application process for ATF funding associated with the complementary measures interventions, including the development and application of the award criteria and the determination of appropriate grants to qualifying parties (both public and private sector).

3.3 Applications will be assessed against the award criteria, including by the Cycling and Walking Design Review Panel (DRP) in the case of School Streets applications. Officer recommendations will then to be presented to the Cycling & Walking Programme Board for approval to issue agreements and funding to the award recipients.

4. ACTIVE TRAVEL FUND 2021/22

4.1 During June, the Department for Transport wrote to Transport Authorities and invited bids for Local Authority Active Travel Capital Funding for 2021/22, and, expressions of interest for 'Mini Hollands' and a GP Prescribing Pilot. The latter had been alluded to in the Gear Change national cycling strategy published in 2020.

- 4.2 Combined Authorities are required to submit a single bid, by the deadline of 9 August, on behalf of their constituent authorities.
- 4.3 The requirements of the DfT are that schemes must be:
- compliant with LTN 1/20 design standards, ultimately these will be overseen by the new national body Active Travel England;
 - integral parts of long-term investment plans through Local Cycling and Walking Infrastructure Plans (LCWIPs). In GM this means contribution to the delivery of the Bee Network as outlined in our LCWIP, “Change a Region to Change a Nation”;
 - developed in consultation with local communities;
 - supported by local authority leaders, who will need to provide written confirmation of the authority’s long-term commitment to them; and
 - delivered by March 2023.
- 4.4 There is a fixed national amount of £239 million available from this fund. DfT is however working towards issuing a three year funding settlement in a year’s time. Therefore, schemes for the current bidding process are likely to need to be capable of being delivered by March 2023 or delivered as the first phase of (or development work for) larger schemes which could form part of next year’s longer term submission, building towards a programme for delivery from 2022 to 2024 and beyond.
- 4.5 It is proposed to delegate authority to the Chief Executive Officer, GMCA and TfGM, in consultation with the Mayor, to submit a funding bid for Local Authority Active Travel Capital Funding for 2021/22, in line with the guidance set out above.

5. RECOMMENDATIONS

The recommendations are set out at the front of the report.

Eamonn Boylan

Chief Executive Officer, GMCA & TfGM