

GREATER MANCHESTER COMBINED AUTHORITY

Date: 24th September 2021

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

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 £1.3 million of development cost funding for the 2 MCF schemes set out in section 2 of this report; and
2. Approve the release of up to £7.24 million MCF funding for the 6 schemes set out in section 3 of this report, in order to secure full approval and enable the signing of the necessary legal agreements.

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Impacts Questionnaire			
Impact Indicator	Result	Justification/Mitigation	
Equality and Inclusion	G		
Health	G	<p>The schemes being both developed and delivered in full will provide the infrastructure required to support and enable Active, healthy travel - supporting both both physical and mental health improvements.</p> <p>The schemes being both developed and delivered in full will provide the infrastructure required to support and enable Active, healthy travel - supporting both both physical and mental health improvements.</p> <p>The schemes being both developed and delivered in full will provide the infrastructure required to support and enable Active, healthy travel - supporting both both physical and mental health improvements.</p> <p>The schemes proposed for full approval and subsequent delivery will provide high quality cycling and walking infrastructure in support of access to services, including healthcare.</p>	
Resilience and Adaptation			
Housing			
Economy			
Mobility and Connectivity	G		
Carbon, Nature and Environment	G		
Consumption and Production			
Contribution to achieving the GM Carbon Neutral 2038 target			
Further Assessment(s):		Carbon Assessment	
<div></div> Positive impacts overall, whether long or short term.	<div></div> Mix of positive and negative impacts. Trade-offs to consider.	<div></div> Mostly negative, with at least one positive aspect. Trade-offs to consider.	<div></div> 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 and the provision of full scheme approval will enable both the design and delivery of active travel routes as part of the Bee Network - including the creation of new and the extension and improvement of existing.		
Access to amenities				
Vehicle procurement	N/A	Approval of MCF development costs and the provision of full scheme approval will enable both the design and delivery of active travel routes as part of the Bee Network - including the creation of new and the extension and improvement of existing.		
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:

- 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
- 10 September 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 City Region Sustainable Transport Settlement. Further detail is included in section 4 below.
- 1.6 The report recommends development cost and full scheme 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.

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.
- **Rochdale Castleton (Phase 2)** will connect the Castleton Phase 1 scheme to Rochdale town centre, inclusive of dedicated facilities for people to walk and cycle to Castleton station. Cyclists will be protected from general traffic on a dedicated cycle track with a number of junction improvements to provide safe crossing points for both pedestrians and cyclists. The scheme was granted MCF Programme Entry by the GMCA on 29th March 2019 and has a development cost funding ask of £756,200 of MCF funding.
 - **Trafford North Altrincham Bee Network** will deliver a high-quality walking and cycling route between the north of Altrincham town centre and the Bridgewater Way. Key deliverables include a new pedestrian and cycle bridge, and a major junction upgrade at the intersection of the A560 Woodlands Road and Barrington Road, using CYCLOPS design principles. The scheme received MCF Programme Entry through Tranche 6 on 29 November 2019 and has a development cost ask of £542,698 of MCF funding.
- 2.5 These 2 schemes in total represent a combined development cost budget ask from the MCF of £1,298,898. Their approval would result in a total of 79 MCF schemes having received development cost budget approval, with a combined development value of £42.7 million, from the total £160m budget available.

3. MCF FULL SCHEME APPROVAL

- 3.1 Over the last 3 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.

- 3.2 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.
- 3.3 Having previously received MCF Programme Entry, the 6 schemes set out below are now recommended for Full Approval and subsequent delivery, requiring a total MCF contribution of £7,143,903. For Local Authority-led schemes, Full Approval will enable the release of delivery funding via legal delivery agreements.
- 3.4 These schemes were subject to a full business case review, undertaken by the MCF Programme Team, which concluded that the schemes fulfil the required five-case criteria (Strategic, Economic, Management, Financial and Commercial). This recommendation was endorsed by the Cycling and Walking Programme Board on the 2nd September and subsequently reported to the GM Cycling and Walking Board via written procedures.

Metrolink (Bury Line) Cycle Parking

- 3.5 The Bury Metrolink Cycling Parking scheme will provide a series of improvements at a number of Metrolink stops on the Bury Line. The scheme targets improvements at the older stops on the network, and will provide sheltered, illuminated Sheffield stands to a consistent standard, with improved signage. The scheme will ensure that a combination of natural visibility and CCTV camera installation will provide a secure environment for cycle storage. In total these improvements and upgrades will be applied to 103 cycle parking spaces. The scheme has an MCF funding ask for delivery of £1,200,000 and following a full business case review, it is forecast that this scheme will return a 'medium' value for money.

Wigan Leigh-Atherton-Tyldsley: Leigh to Pennington

- 3.6 Wigan's Leigh to Pennington scheme represents section 4A of the wider Leigh-Atherton-Tyldsley network which has previously secured Outline Business Case Conditional approval. The overall scheme will deliver a comprehensive network of improved walking and cycling routes in and around the three towns of Leigh, Atherton and Tyldsley.
- 3.7 Full Approval is now sought for the Leigh to Pennington scheme which will deliver 1.1km of the Bee Network and feature localised footway widening and upgrades, changes to access controls and new lighting. This phase of the scheme requires £835,000 of MCF funding, which represents the total cost. Following a full business case review, it is forecast that this scheme will return a medium to high value for money.

Manchester Northern Quarter Areas 1 and 3

- 3.8 Manchester City Council's Northern Quarter scheme previously secured Outline Business Case conditional approval, with a total scheme value of £11.6 million. Following a full business case review, it is forecast that this

scheme will return a medium value for money. The scheme will provide a high-quality active travel route, inclusive of localised closures and public realm improvements between Manchester Victoria and Piccadilly rail stations, by means of the Northern Quarter. The scheme is planned to be delivered in 4 phases.

- 3.9 Full approval is now sought for phase 1 (£1,611,369) and phase 3 (£2,062,533), with a combined MCF funding ask of £3,673,902. These 2 phases, which include Dale St, Thomas St and Ducie St, will deliver 0.7km of the route, including localised road closures to prioritise pedestrian and cyclist movement, high-quality urban realm improvements, cycle parking provision and footpath widening. The remaining phases of the scheme are under development and will come forward for development in due course.

Salford Trinity Way / Springfield Lane

- 3.10 Salford's Trinity Way to Springfield Lane scheme represents a key part of the Salford City Centre Bee Network and is key to wider network ambitions. The scheme will provide a CYCLOPs style junction at the junction of Trinity Way and Springfield Lane, with fully segregated cycling and walking signal-controlled crossings. The planned improvements will connect the quiet way between Springfield Lane to the north, and Gravel Lane to the south, across Trinity Way, which forms part of the Manchester Salford Inner Relief.

The scheme has an MCF funding ask of £937,431, against an overall scheme total cost of £1,287,431. The full business case has been assessed and the scheme is forecast to return a low value for money. Whilst low, the benefit to costs ratio is still positive, and represents a return on the investment. The value for money case is solely a monetary assessment and does not take account of wider scheme benefits.

Salford Gore Street Connection

- 3.11 Salford's Gore Street scheme is located in the heart of Salford City Centre, between Chapel Street to the north and Salford Central Station to the south, and will provide a link between the city's Inner Ring Road (Trinity Way) and the A34 New Bailey Street. The scheme will provide a safe walking and cycling link that integrates with new public realm, neighbouring developments, and the wider Bee Network. Through enhanced crossing, footway and lighting provision, in addition to traffic calming and landscaping, the scheme will transform Gore Street into a safe, attractive and welcoming environment for pedestrians and cyclists.
- 3.12 The scheme requires £585,570 of MCF Funding, against an overall scheme cost of £780,570. A full business case review has been undertaken for the scheme and is forecast to return a high value for money.
- 3.13 Full Approval of these 6 schemes would result in a total of 31 MCF work packages having secured full funding approval, with an associated total committed value of £63 million of MCF funding.

4. RECOMMENDATIONS

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

Eamonn Boylan

Chief Executive Officer, GMCA & TfGM