

Greater Manchester Combined Authority

Date: 11th February 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 seek approval of the delivery funding requirements for two Mayor's Challenge Fund (MCF) Cycling and Walking Schemes, and to note the planned extension of the MCF programme into 2022/23 in order to ensure the continued delivery of the GM Active Travel Capital Programme.

Recommendations:





The GMCA is requested to:

1. Approve the release of up to £5.4 million of MCF funding for the Bury and Salford schemes, as set out in section 2 of this report, in order to secure full approval and enable the signing of the necessary legal agreements; and
2. Note the planned continuation of the Mayor's Challenge Fund Cycling and Walking Programme into 2022/23, in support of continued scheme delivery across Greater Manchester.

Contact Officers

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Equalities Impact, Carbon and Sustainability Assessment:

Impacts Questionnaire		
Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion	G	
Health	G	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.
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	
	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 schemes, which are developed and delivered through the Mayor's Challenge Fund for Walking and Cycling, are subject to detailed local engagement and consultation to ensure that the needs of all users are considered in producing designs which provide equity of access. All scheme proposals also undergo a detailed design assurance process which takes into account national design guidance as well as Greater Manchester's own interim cycling and walking design guidance, which itself has been the subject of discussion with TfGM's Disability Design Reference Group.

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

N/A

Background Papers

- 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
- 24 September 2021 - Mayor's Challenge Fund Cycling and Walking Financial Approvals
- 26 November 2021 – Mayor's Challenge Fund Cycling and Walking Financial Approvals
- 11 February 2022 – GMCA Revenue and Capital Programme Budget 2022/23

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?

N/A

GM Transport Committee

N/A

Overview and Scrutiny Committee

N/A

1. Introduction/Background

- 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). The fund had an initial four-year timeframe, running until the end of 2021/22.
- 1.2 The fund is being used to deliver the first phase of the Bee Active Network, which is the walking and cycling element of the wider Bee Network, which will transform Greater Manchester's transport system. The Bee Active 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 is being sought from additional funding sources, including the City Region Sustainable Transport Settlement, with

future pipeline funding planned from the national Active Travel Fund pot (managed by the Department for Transport, supported by Active Travel England).

- 1.6 In addition, and in accordance with Local Transport Note 1/20, all future Highway schemes will be required to provide for active travel, including in particular the Streets programme within GM's proposed City Region Sustainable Transport Settlement programme, and notably the delivery of bus priority routes and multi-modal corridors.
- 1.7 The report recommends full scheme funding approvals associated with the ongoing implementation of the Bee Network through the Mayor's Cycling and Walking Challenge Fund, and the continuation of the overall programme into 2022/23. This is a monthly funding approval paper in support of MCF programme delivery.

2. MCF FULL SCHEME APPROVAL

- 2.1 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.
- 2.2 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.
- 2.3 Having previously received MCF Programme Entry, the Salford Chapel Street East Phase 1 and Bury Fishpool Phase 1 schemes are now recommended for Full Approval and subsequent delivery, requiring a total MCF contribution of £5,348,358. For Local Authority-led schemes, Full Approval will enable the release of delivery funding via legal delivery agreements.
- 2.4 Both schemes were subject to a full business case review, undertaken by the MCF Programme Team, which concluded that they 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 3rd February and subsequently ratified by the GM Cycling and Walking Board via written procedures.

Salford Chapel Street East Phase 1

- 2.5 The scheme will transform a section of Chapel Street from one characterised by vehicular movement, typical of a city centre radial, into an attractive and people focused route with enhanced public realm. The scheme will include the provision of 750m of continuous footway and a terraced cycle track separated from traffic. New crossing facilities will be provided, combined with new paving and street furniture. Bury Street will be closed to traffic in order to prevent rat-running, but remain open for cyclists and pedestrians, with new lighting under the railway arches. The scheme will firmly establish Chapel Street as a gateway to the city and support the wider aspirations for regeneration of Chapel Wharf within Salford.
- 2.6 The scheme has a total cost of £4,688,130, with a requested MCF funding ask of £4,192,410. Following a full business case review by the MCF programme team, the scheme is forecast to return a low value for money under current conditions, however this is forecast to increase to high, based on future growth scenarios.

Bury Fishpool Phase 1

- 2.7 The Fishpool scheme is to be delivered in 2 phases and has been designed to reduce severance within Fishpool and increase the number of neighbourhood walking and cycling trips, whilst enhancing access by active travel modes to Bury town centre and Bury interchange.
- 2.8 The Phase 1 scheme includes the construction of a new bridge crossing over the River Roch, enhancing access at a point near to the closed Gigg Mills footbridge. The new crossing will provide direct access to Pilsworth Industrial Estate, connect to the Roch Valley Greenway and will help enable a network of cycling and walking routes to support active travel connections between Bury town centre and the residential areas of Fishpool and Gigg.
- 2.9 The scheme has a total cost and MCF funding ask of £1,155,948 and following a full business case review by the MCF programme team is forecast to return a very high value for money

- 2.10 Full Approval of these schemes would result in a total of 35 MCF work packages having secured full funding approval, with an associated total full approval commitment of circa £70.1 million of MCF funding.

3. ACTIVE TRAVEL PROGRAMME CONTINUATION

- 3.1 The Mayor's Challenge fund was established as a four-year £160 million cycling and walking capital programme to enable delivery of Greater Manchester's active travel Bee Network to commence. These four years represent the start of a 10-year ambition to deliver the longest, integrated, planned active travel network in the country, connecting every neighbourhood of Greater Manchester. The scale of this ambition was articulated in GM's Change a Region to Change a Nation plan which sets out the long-term commitment to delivery of an active travel capital scheme pipeline.
- 3.2 Current projections forecast active travel scheme delivery continuing throughout 2022/23 and beyond, in line with the planned 10-year delivery timeframe. The MCF programme was initiated through £160m Transforming Cities funding, however continued active travel pipeline delivery in future years will ultimately require additional sources of funding, such as the national Active Travel Fund, and as identified in the GM City Region Sustainable Transport Settlement prospectus.
- 3.3 In recognition of this, the Mayor's Challenge Fund, for which programme management and scheme assurance is undertaken by TfGM on behalf of the Combined Authority, will continue into 2022/23. The requisite budget provisions are set out in the February 2022 Revenue and Capital Programme Budget paper to the Combined Authority.

4. RECOMMENDATIONS

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

Eamonn Boylan

Chief Executive Officer, GMCA & TfGM