

Date: 28 June 2019

Subject: The Mayor's Cycling and Walking Challenge Fund

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

PURPOSE OF REPORT

To provide an update on progress of the Mayor's Cycling and Walking Challenge Fund (MCF) and on the Bee Network Plan in preparation for publication of the second edition of the plan at the end of June 2019.

RECOMMENDATIONS:

Members are recommended to:

- (i) note the work undertaken to update the Bee Network Plan;
- (ii) note that an updated Bee Network Plan is scheduled to be published at the end of June 2019, following approval by each of the GM Local Authority;
- (iii) note that, following the publication of the second version of the plan, work will be progressed to inform future prioritisation of the delivery of the network;
- (iv) note the progress on the first four tranches previously granted Programme Entry for inclusion in the MCF;
- (v) approve the fifth tranche of cycling and walking schemes to be granted Programme Entry for inclusion in the MCF;
- (vi) note the current MCF over-programming position;
- (vii) approve the commitment to fund all development costs for all schemes that have been approved for Programme Entry; and
- (viii) note the development and application of an assessment matrix to prioritise MCF schemes for delivery.

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Risk Management – see paragraph 2.9

Legal Considerations – N/A

Financial Consequences – Revenue – N/A

Financial Consequences – Capital – see paragraph 2.9 – 2.11

BACKGROUND PAPERS:

- 29 March 2018 - Transforming Cities Fund report to GMCA;
- 25 May 2018- Cycling & Walking Update;
- 29 June 2018 - Transforming Cities Fund report to GMCA;
- 27 July 2018 - Transforming Cities Fund report to GMCA;
- 28 September 2018 - Mayor’s Cycling & Walking Challenge Fund; and
- 29 March 2019 - Mayor’s Cycling & Walking Challenge Fund.
- Department for Transport technical guidance on Local Cycling & Walking Infrastructure Plans (LCWIPs): <https://www.gov.uk/government/publications/local-cycling-and-walking-infrastructure-plans-technical-guidance-and-tools>
- Department for Transport’s Propensity to Cycle Tool:<http://pct.bike/m/?r=greater-manchester>
- Made to Move report: <https://tfgm.com/made-to-move/publications>

TRACKING/PROCESS		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		No
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 AGMA Scrutiny Pool on the grounds of urgency?		No
TfGMC	Overview & Scrutiny Committee	

MAYOR'S CYCLING AND WALKING CHALLENGE FUND

1. Introduction and Background

- 1.1 On 29 March 2018, GMCA agreed to allocate £160 million of Greater Manchester's £243 million Transforming Cities Fund to develop a Mayor's Cycling and Walking Challenge Fund (MCF).
- 1.2 The fund will be used to kick-start the delivery of "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 The governance of the £160 million MCF was approved by GMCA on 25 May 2018.
- 1.4 On 27 July, 28 September, 14 December 2018 and 29 March 2019 GMCA approved Tranches 1 to 4 of the MCF fund for Programme Entry, comprising a total of 42 cycling and walking schemes. These first four tranches have a forecast total cost of £204.5 million and a forecast total funding requirement from the MCF for £115.8 million.

2. Tranche 5

- 2.1 The application process required the completion of a proforma covering strategic fit, costs, level of service, scheme design, procurement, maintenance and value for money.
- 2.2 25 applications were received and scored by a team of assessors from the Cycling and Walking Team with each criteria independently evaluated against an agreed scoring framework.
- 2.3 The evaluation panel recommended to the Greater Manchester Cycling and Walking Board that 15 of the 25 schemes be approved for Programme Entry. The resultant recommendation from the Greater Manchester Cycling and Walking Board to GMCA is that all 15 schemes should be approved for Programme Entry by GMCA.
- 2.4 By securing Programme Entry, scheme promoters are given the confidence to proceed with the development of their schemes, including progressing the necessary powers and consents, prior to securing either Conditional Approval and/or Full Approval, and are able to claim back the scheme development and design costs that they incur up to the relevant subsequent approval stage.
- 2.5 The ten schemes that were not successful in being recommended for Programme Entry status at this stage are likely to be suitable for further consideration for Programme Entry once further development work has been undertaken.

2.6 The Cycling and Walking Team will be working closely with scheme promoters over the coming months to work up the schemes that were submitted but not recommended for Programme Entry at this stage; and to develop an ongoing pipeline of schemes, with the intention that further tranches of schemes be brought forward to GMCA for Programme Entry approval on a regular basis.

2.7 The table below summarises the prioritised Tranche 5 schemes that are recommended to be given Programme Entry for funding through the MCF.

Promoting Authority	Scheme name
Bolton	Bolton Town Centre Phase 1 (East)
Bury	Bury Fishpool
Manchester	Manchester Northern and Eastern Gateway
Salford	Salford City Centre Package
Salford	Salford RHS Links
Stockport	Stockport Heaton Norris Park Bridge
Stockport	Stockport Hempshaw Lane
Tameside	Tameside Ashton West Retail Centre Link Bridge
Tameside	Tameside Ashton Streetscape Scheme
Tameside	Tameside Ashton South
TfGM	TfGM Safety Camera Digitisation and Upgrade
TfGM	TfGM Active Neighbourhoods Support
Trafford	Trafford Sale - Sale Moor - Sale Water Park
Trafford	Trafford Urmston Area Active Neighbourhood
Wigan	Wigan Standish to Ashton

2.8 Based on information provided by scheme promoters, the current forecast total cost of these 15 schemes is approximately £134 million, including allowances for scheme development, design and associated activity and risk and contingency. The current forecast total funding requirement from the MCF for these schemes is £102 million.

2.9 Appendix 1 provides the current forecast total cost, the current forecast local contribution and the current resultant forecast funding requirement from the MCF for Tranches 1 to 5 schemes.

2.10 Approval of the recommended Tranche 5 schemes would result in an programming position, such that there would be schemes in development with a total forecast cost of approximately £338 million, seeking MCF funding of approximately £234 million; £74 million over the £160 million MCF available currently.

2.11 These cost estimates will be reviewed and refined in the coming months to form an agreed budget with promoters, and schemes will have a defined implementation budget following the Full Approval gateway stage.

3. Scheme Business Case

- 3.1 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 Business Cases.
- 3.2 Programme Entry also represents the point at which development costs incurred to-date can be claimed by Local Authority and other partners.
- 3.3 It is proposed that TfGM develop an assessment matrix to determine which schemes to prioritise at Full and/or Outline Business Case stage, within the current funding envelope, with consideration given to:
- Timescales, linked to funding and delivery timescales;
 - Level of match funding-the Mayor’s Cycling and Walking Board is requesting greater levels of local match-funding in support of MCF bids; and
 - Network delivery and Strategic fit with Bee Network.
- 3.4 Application of a matrix assessment across all 5 tranches would enable the opportunity to revisit earlier scheme Programme Entry approvals to ensure continued relevance, strategic fit and deliverability.

4. Tranche 1 to 4 Progress

- 4.1 TfGM has been working closely with scheme promoters to set up the projects, in line with the agreed governance arrangements; and continues to utilise the established Cycling & Walking Infrastructure Support Team to provide collaborative support to Local Authority partners to ensure that there is a consistent pipeline of high quality cycling and walking schemes that are developed and delivered in accordance with the agreed governance. TfGM has also offered to assist in supporting providing Local Authority partners with resources.
- 4.2 Of the 42 schemes approved for Programme Entry 12 (including Bike Hire) are classed as “major” i.e. they have a forecast cost of over £5million. The remainder are classed as “minor” having a forecast cost under £5 million.
- 4.3 An overview of the current position in relation to both the Major and Minor Tranches 1 – 4 schemes is provided below.

Majors

- 4.4 Manchester to Chorlton: Following the recently completed consultation which generated over 1500 responses designs are being revised and remodelled in the light of these responses.
- 4.5 SBNI – Swinton and Walkden: Salford City Council is progressing designs for the Swinton element of the scheme with a focus on reducing the impact of vehicular traffic and enhancing cycling and walking measures. With regards to the Walkden element, design options are being refined to incorporate high quality pedestrian and cycle facilities to fulfil the objectives of both SBNI and MCF funding. A business case is anticipated to be received from Salford City Council in autumn 2019.
- 4.6 Chapel Street East Phase 1 Demonstrator Project: Salford City Council plan to undertake public consultation in summer 2019, and a business case is currently anticipated to be submitted to TfGM in late summer.
- 4.7 Trafford Road: Salford City Council is continuing to refine the design of the cycling and walking aspects of this scheme in partnership with TfGM
- 4.8 Mancunian Way / Princess Parkway Junction: Manchester City Council is leading on the delivery of this scheme, which is currently in procurement for a design and build contract.
- 4.9 Route 86 Northern Quarter: Manchester City Council is undertaking additional traffic counts and modelling to develop further detailed design.
- 4.10 Castleton Town Centre Phase 2: Rochdale Council is progressing detailed design and a business case is expected by the end of 2019.
- 4.11 Barton Aqueduct: Salford City Council is progressing designs for a scheme with a view to completing all development activities this year.
- 4.12 Liverpool Street Corridor: Salford City Council is progressing detailed design, which is expected to be completed in autumn 2019.
- 4.13 Stockport Interchange: Planning approval for the cycling and walking components of the overall Stockport Interchange Mixed Use Development was granted in March 2019.
- 4.14 Leigh Atherton Tyldesley: Wigan Council has submitted a further major bid to Tranche 5 of MCF for a similar scheme in another part of Wigan Borough, which is currently proposed for programme entry approval. Development of the two schemes will be brought forward in tandem subject to Programme Entry approval for the Tranche 5 scheme.
- 4.15 Bike Hire: Work continues to develop a Greater Manchester wide scheme, with commencing a procurement exercise in autumn 2019.

5. Minors

- 5.1 Local Authority partners are currently progressing design and development activities for the 30 minor schemes that have previously been approved for Programme Entry.
- 5.2 Local Authority partners advise that one scheme has started on site with completion in summer 2019; a further 7 minor schemes will be starting on site before the end of summer 2019; and 7 more anticipated starting construction before the end of 2019.

6. Tranche 6

- 6.1 It is proposed to continue with Tranche 6 submissions which are due on 26 July 2019 to further add to the pipeline. TfGM is aware that a number of Local Authority partners are already developing Tranche 6 bids.
- 6.2 It is also proposed to revise the MCF Programme Entry bid assessment process through the use of weightings to further draw out quality and strategic criteria.

THE BEE NETWORK PLAN

7. Introduction

- 7.1 The Bee Network is Greater Manchester's proposed new cycling and walking network which will connect neighbourhoods in Greater Manchester across all ten Local Authority areas. The Bee Network Plan shows what is required to deliver such a network. The Plan shows Greater Manchester's ambition for cycling and walking and will guide GM's approach to securing funding for, and the delivery of, cycling and walking infrastructure over the coming years.
- 7.2 The plan is a "live" document, and will continue to evolve as projects are brought forward through the Mayor's Cycling and Walking Challenge Fund (MCF), and other funding streams, to deliver the network.
- 7.3 Evaluation of schemes promoted by Local Authorities for Programme Entry to MCF will include consideration of their strategic fit and contribution to the Bee Network. The Plan will be updated in light of any schemes granted Programme Entry which are not already recorded on it.

8. Development of the Bee Network Plan

- 8.1 The first version of the Bee Network was published in June 2018. The plan was derived from a series of network planning workshops held in spring 2018 involving the people with greatest knowledge of the local network: local Councillors, residents, cycling campaigners and Council Officers.
- 8.2 The first version was available for public comment for a period of 4 months, during which over 4,000 online comments were received from the public, plus a large number of offline comments received via a number of public meetings and other fora.
- 8.3 The second edition of the network is scheduled to be published one year on from the first, in June 2019. It takes account of all the above feedback, and of joint work to further develop the network over the past year by TfGM and the ten Local Authorities. The draft second edition of the Bee Network Plan is attached at Appendix 2.
- 8.4 The update to the plan has seen the Bee Network increase from approximately 1,500km to 3,000km in length, with every district in Greater Manchester seeing additional routes added. The update has also resulted in an increase in the total number of crossings from approximately 2,000 to 2,400.
- 8.5 The methodology used to create the plan seeks to make best use of large parts of the existing highway network which are already of a suitable standard. By deploying new or improved crossings at key locations to overcome severance, quiet streets which are already used to cycle and walk on can be joined into a coherent network. By combining with a comprehensive network signage package, a network can be delivered which is cost effective, relatively quick to deliver and which maximises geographical coverage giving access to it to more people.

9. The Greater Manchester Local Cycling and Walking Infrastructure Plan

- 9.1 Alongside the evolution of the Bee Network and in consultation with Local Authority partners, TfGM has also been undertaking work guided by the Department for Transport's (DfT) Guidance on Local Cycling and Walking Infrastructure Plans (LCWIPs).
- 9.2 LCWIPs are a DfT-endorsed, evidence-based approach to planning for walking and cycling infrastructure. As a strategic plan for Greater Manchester, the development of the GM LCWIP is led by TfGM in close partnership with the 10 Local Authorities.

9.3 Further to the publication of the Bee Network Plan, the concluding stages of the LCWIP work will be progressed to inform future prioritisation of the delivery of the network.

9.4 Taken together, the two approaches will contribute to an overall network that:

- Incorporates “quick-wins” for faster roll out giving greater geographical coverage more quickly; and
- Includes suggestions for longer-term, major strategic cycle routes largely on main road corridors that are supported by a clear, evidence-based rationale.

9.5 The final Greater Manchester LCWIP will consist of three outputs, in line with DfT guidance:

- A future network plan for cycling and walking. This will be the latest version of the Bee Network Plan;
- A prioritised list of infrastructure schemes required to deliver the plan; and
- A report setting out the methodology and evidence behind the plan.

10. Recommendations

10.1 Recommendations are set out at the front of this report.

Appendix 1

Scheme name	Current Forecast MCF contribution	Current Forecast Local Contribution	Current Forecast Total Scheme Cost
Tranche 1- Previously Approved for Programme Entry			
B6226 Chorley New Road	1.6	-	1.6
Metrolink Bury Line - Cycle Parking	1.2	-	1.2
New and Upgraded Crossing Points and Junctions	2.6	-	2.6
Manchester to Chorlton	9.5	4.3	13.8
King Street foot/cycle bridge	0.6	0.1	0.7
Union Street West foot/cycle Bridge	0.2	-	0.2
Castleton Local Centre Corridor	1.2	-	1.2
SBNI – Swinton and Walkden	1.3	3.8	5.1
SBNI - A6 Broad Street / B6186 Frederick Road	0.7	2.6	3.3
Chapel Street East Phase 1: Demonstrator Project	4.5	0.5	5.0
Gillbent Road - Crossing Upgrade	0.1	-	0.1
Welkin Road - Town Centre Severance Package	0.4	-	0.4
Tameside Active Neighbourhoods	0.5	-	0.5
A5014 Trafford Road	0.2	-	0.2
Victoria Street/Warrington Road Junction Improvements	0.7	-	0.7
Tranche 1 Total	25.3	11.3	36.6
Tranche 2 – Previously Approved for Programme Entry			
Trinity Way/Springfield Lane Crossing	0.9	0.0	0.9
Swinton Greenway	3.4	1.2	4.6
Monton Town Centre	1.5	0.1	1.6
Hazel Grove Access Upgrades	0.7	0.2	0.9
Talbot Road A56 Chester Road	1.1	0.0	1.1
Standish Mineral Line	0.7	0.0	0.7
Tranche 2 Total	8.3	1.5	9.8
Tranche 3 – Previously Approved for Programme Entry			
Trafford Road	4.8	15.0	19.8
Bridgewater Canal Towpath	0.2	0.1	0.3
Toucan Crossings – Wigan Central	0.7	-	0.7
Tranche 3 Total	5.7	15.1	20.8
Running Total	39.3	27.9	67.2

Appendix 1 - Continued

Scheme name	Current Forecast MCF contribution	Current Forecast Local Contribution	Current Forecast Total Scheme Cost
Tranche 4 - Previously Approved for Programme Entry			
Manchester: Levenshulme Mini Holland	2.4	0.1	2.5
Manchester: Mancunian Way/Princess Parkway Junction	2.9	7.7	10.6
Manchester: Rochdale Canal Bridge 88-80a	1.3	0.0	1.3
Manchester: Route 86 (Northern Quarter)	10.6	1.0	11.6
Rochdale: Castleton Town Centre Phase 2	10.7	0.0	10.7
Salford: Barton Aqueduct	4.8	0.5	5.3
Salford: Liverpool Street Corridor	3.9	2.5	6.4
Salford: Ordsall Filtered Neighbourhood	2.6	0.2	2.8
Stockport: A6 MARRR Links	1.4	0.0	1.4
Stockport: Bramhall Park to A6	4.1	0.0	4.1
Stockport: Crossings package	0.7	0.0	0.7
Stockport: Heatons Cycle Link	2.2	0.0	2.2
Stockport: Ladybrook Valley	0.8	0.0	0.8
Stockport: Interchange	9.0	48.0	57.0
Tameside: Crown Point	2.5	0.0	2.5
GM Bike Hire*	TBC	TBC	TBC
Trafford: Wharfedale Way	2.7	0.1	2.8
Wigan: Leigh Atherton Tyldesley	13.9	0.7	14.6
Tranche 4 Total	76.5	60.8	137.3
Sub Total	115.8	88.8	204.5

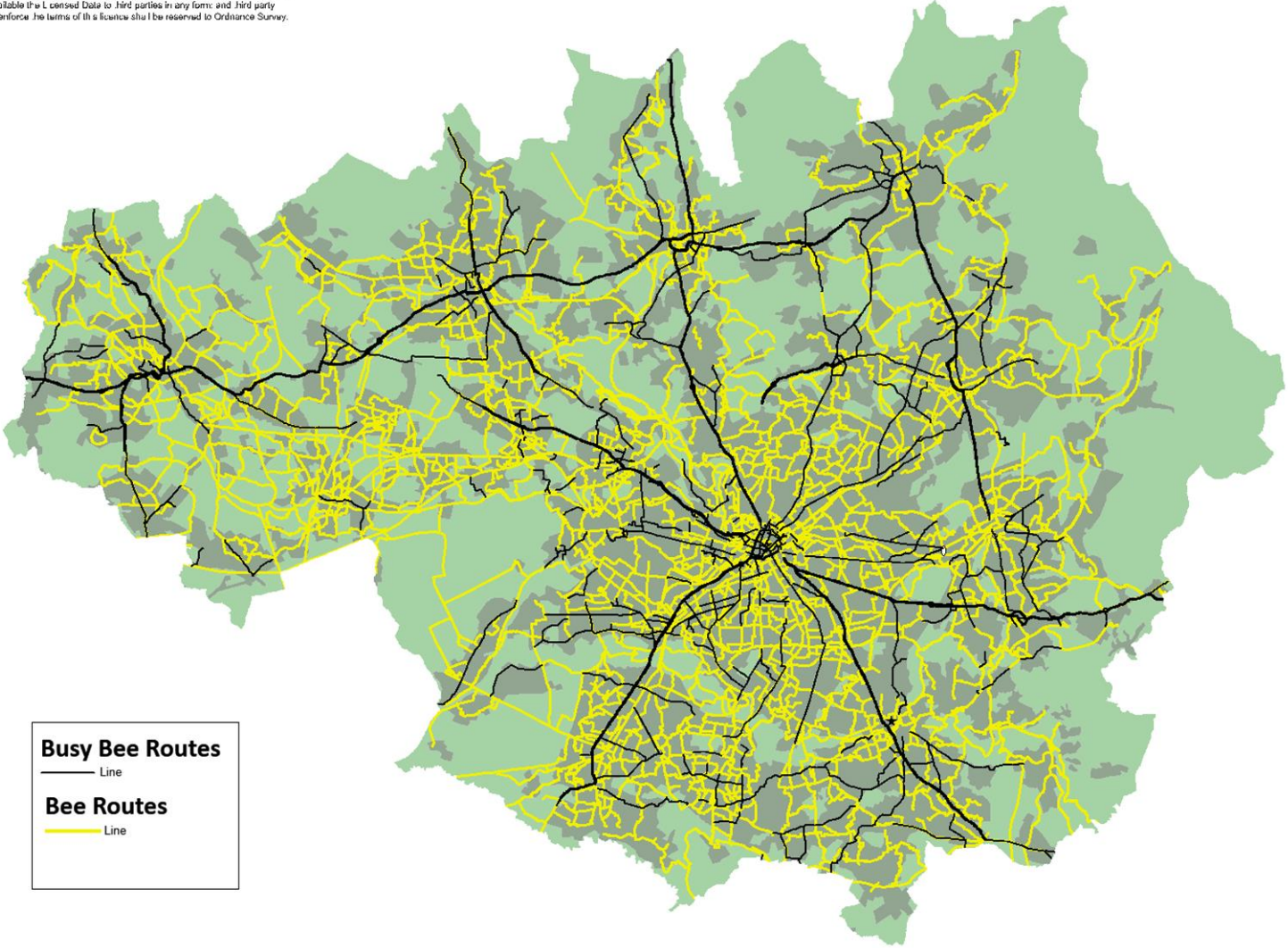
* no confirmed costs at this stage.

Appendix 1 - Continued

Scheme name	Current Forecast MCF contribution	Current Forecast Local Contribution	Current Forecast Total Scheme Cost
Tranche 5 –Recommended for Programme Entry			
Bolton: Town Centre Phase 1 (East)	3.5	0.6	4.1
Bury: Fishpool	3.4	0.2	3.6
Manchester: Northern and Eastern Gateway	4.2	9.0	13.2
Salford :City Centre Package	23.1	5.1	28.2
Salford: RHS Links	1.3	0.7	2.0
Stockport: Heaton Norris Park Bridge	5.8	1.0	6.8
Stockport: Hempshaw Lane	0.7	0.5	1.2
Tameside: Ashton South	1.2	0.0	1.2
Tameside: Ashton Streetscape Scheme	3.5	2.6	6.1
Tameside: Ashton West Retail Centre Link Bridge	1.2	0.0	1.2
Trafford: Sale - Sale Moor - Sale Water Park	8.4	2.0	10.4
Trafford: Urmston Area Active Neighbourhood	11.4	0.1	11.5
Wigan: Standish to Ashton	22.2	10.0	32.2
TfGM: Active Neighbourhoods Support	2.8	0.4	3.2
TfGM: Safety Camera Digitisation and Upgrade	9.2	0.0	9.2
Tranche 5 Total	101.9	32.2	134.1
Tranche 1-5 Total	217.7	121.0	338.7

Appendix 2 Bee Network Plan

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Busy Bee Routes
— Line

Bee Routes
— Line



