

Date: 29 November 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 and to approve the sixth tranche of schemes for Programme Entry for the Mayor's Cycling and Walking Challenge Fund (MCF).

RECOMMENDATIONS:

Members are recommended to:

- (i) note the progress on the first five tranches previously granted Programme Entry for inclusion in the MCF;
- (ii) approve the sixth tranche of cycling and walking schemes to be granted Programme Entry for inclusion in the MCF; and
- (iii) note the progress made in developing a prioritised list of schemes for development and delivery through the Mayor's Challenge Fund as the first phase of the Bee Network.

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Risk Management – see paragraphs 3.2 and 3.9

Legal Considerations – N/A

Financial Consequences – Revenue – N/A

Financial Consequences – Capital – see paragraphs 3.7 - 3.9

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
- 29 March 2019 – Mayor’s Cycling & Walking Challenge Fund
- 28 June 2019 – Mayor’s Cycling & Walking Challenge Fund

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 relevant Scrutiny Committee on the grounds of urgency?		No
GM Transport Committee	Overview & Scrutiny Committee	
N/A	N/A	

MAYOR'S CYCLING AND WALKING CHALLENGE FUND

1 INTRODUCTION

- 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 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, which, 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 This paper recommends the approval of 25 additional schemes for programme entry taking the total number of schemes to 82 with a total value of £493 million which represents circa one third of the total estimated value of the *Bee Network* plan. The work completed to date shows the scale of ambition across all Greater Manchester Authorities; and highlights the need to secure additional funding from central government to deliver the full network.

2 TRANCHES 1-5 PROGRESS

- 2.1 On 27 July, 28 September, 14 December 2018 and 29 March, 28 June 2019 GMCA approved Tranches 1 to 5 of the MCF fund for Programme Entry, comprising a total of 57 cycling and walking schemes with a current forecast total funding requirement from the MCF of £217.7 million. This figure excludes programme management costs and the GM Bike Hire, which is considered to be commercially sensitive.
- 2.2 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. A programme of specialist training courses has been provided during 2019 enabling officers and members from Local Authorities and TfGM to increase their skill levels in the areas needed to deliver high quality cycling and walking infrastructure. TfGM has also made available specialist resources to support Local Authority partners, such as cost engineers, scheduling and risk support.

- 2.3 Of the 57 schemes approved for Programme Entry by GMCA previously 12 are classed as “Major” having a MCF cost of over £5 million. The remainder are classed as “Minor” having a MCF cost under £5 million
- 2.4 An overview of the current position in relation to both the Major and Minor Tranches 1-5 schemes is provided below.

Current Majors

- 2.5 **Manchester to Chorlton:** Designs are currently being revised and remodelled following public consultation which generated over 1,500 responses. The northern part of the route has been prioritised for early delivery and is now on site. This phase will include the first ‘CYCLOPS’ (Cycle Optimised Protected Signal) junction in the UK.
- 2.6 **Route 86 (Northern Quarter):** Manchester City Council is currently undertaking design work on this scheme.
- 2.7 **Rochdale: Castleton Town Centre Phase 2:** Development work on this scheme will commence following the completion of a Business Case for Phase 1 in early 2020.
- 2.8 **Stockport Interchange Mixed Use:** Outline planning approval for the cycling and walking components of the overall Stockport Interchange Mixed Use scheme was granted in March 2019. Design development for the bridge is progressing.
- 2.9 **Leigh Atherton Tyldesley/Standish to Ashton:** Development of these two schemes is being brought forward in tandem by Wigan Council. Baseline surveys to inform design development are underway.
- 2.10 **Stockport Heaton Norris Park Bridge:** Scheme initialisation work is ongoing. The scheme is to be developed in discussion with Highways England due to the proximity to the M60 strategic highway.
- 2.11 **Trafford: Sale-Sale Moor-Sale Water Park:** Public consultation underway with residents and businesses which will inform the final proposals.
- 2.12 **Trafford: Urmston Area Active Neighbourhood:** Scheme development work ongoing. Public engagement planned for early 2020.
- 2.13 **GM Safety Camera Digitisation:** Design and development activities are underway.
- 2.14 **GM Bike Hire:** Work continues to develop proposals for a GM-wide scheme in conjunction with Local Authority partners in the Regional Centre.
- 2.15 Engagement with potential bike hire suppliers has taken place to ensure that the proposals meet the stated objectives of increasing overall levels of cycling within Greater Manchester

and supporting modal shift from cars to cycling for the high proportion of private vehicle trips that are less than 2km. The timescales for delivery of the scheme are being agreed with Local Authority partners. It is currently envisaged that a formal procurement exercise will be launched in December.

Minors

- 2.16 Local Authority partners are currently progressing design and development activities, including a number progressing to public consultations, for the 45 minor MCF schemes that have previously been approved for Programme Entry by the GMCA.
- 2.17 The first MCF scheme, the **Bridgewater Canal Towpath improvements**, was completed in summer 2019 by Wigan Council.
- 2.18 **Mancunian Way / Princess Parkway Junction:** A Design and Build Contract has been let by Manchester City Council and preliminary work on site is now taking place.
- 2.19 There are a further three minor MCF business case submissions which are being considered currently with the aim of being on site early 2020. Local Authority partners are currently forecasting a further four business case submissions before the end of the calendar year.

3 TRANCHE 6

- 3.1 The MCF application process required the completion of a proforma covering strategic fit, costs, level of service, scheme design, procurement, maintenance and value for money.
- 3.2 37 applications were received and scored by a team of assessors from a multi-disciplinary team, including members of the Cycling and Walking Team, with each criteria independently evaluated against an agreed scoring framework. This approach is consistent with previous tranches of MCF.
- 3.3 The evaluation panel recommended to the Greater Manchester Cycling and Walking Board that 25 of the 37 schemes be approved for Programme Entry. The resultant recommendation from the Greater Manchester Cycling and Walking Board to GMCA is that all 25 schemes should be approved for Programme Entry by GMCA. This will result in a total of 82 MCF schemes with Programme Entry approval.
- 3.4 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.

- 3.5 The table below summarises the prioritised Tranche 6 schemes that are recommended to be given Programme Entry for funding through the MCF.

Tranche 6 Programme Entry Recommendations

Promoting Authority	Scheme name
Bolton	Westhoughton Bee Network
Bolton	Astley Bridge-Crompton
Bury	Radcliffe Central
Bury	Elton
Bury	Pimhole
GM	National Cycle Network (NCN) Upgrade
GM	Bee Network Crossings
Manchester	Beswick Filtered Neighbourhood
Manchester	Manchester Cycleway
Manchester	Oldham Road (Inner Radial)
Oldham	Park Bridge (NCN 626) – Ashton under Lyne
Oldham	Oldham Town Centre Improvements
Oldham	Chadderton Improvements
Oldham	Higginshaw Link to Royton
Oldham	Royton Town Centre Connection
Oldham	Chadderton – Broadway Canal Link
Oldham	Park Road (NCN 626) Town Centre Connection
Rochdale	Rochdale/Manchester/Oldham
Salford	Salford Innovation Triangle
Stockport	Romiley Neighbourhood and Links
Stockport	Thomson Street Bridge
Stockport	Heatons WRH
Tameside	A57 Denton to Hyde
Trafford	Seymour Grove
Trafford	North Altrincham Bee Network

- 3.6 Of the 25 schemes recommended for Tranche 6 Programme Entry, 18 are Minor schemes (less than £5 million MCF funding), whilst 7 are currently considered Major schemes (likely greater than £5 million MCF funding).
- 3.7 Based on information provided by scheme promoters, the current forecast total cost of these 25 schemes is approximately £154 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 circa £141 million.

- 3.8 The 12 schemes that were unsuccessful at this stage will be subject to further consideration for Programme Entry at a later stage, once further development work has been undertaken, and future funding opportunities have been identified.
- 3.9 Appendix 1 provides the forecast funding requirement to deliver all 82 schemes for which programme entry status has been sought in Tranches 1 to 6.
- 3.10 There are several 'Large Major' schemes that offer multi modal solutions that GM Authorities wish to deliver but which are not at the sufficient stage of development to be able to pass Programme Entry. Recommendations on a new development pool will be brought back to a future GMCA meeting
- 3.11 To ensure the delivery of an integrated transport system that gives people a real choice not to drive, a common approach to design and standards is being applied to all MCF funded schemes. Following meetings between the Commissioner and each of the GM Leaders, it has been agreed that the same standards should be adopted for all district cycling and walking schemes going forward, regardless of funding method. To help facilitate this, work will begin on a GM Streets For All Design Guide. An update will be circulated to the CA on this in due course.

4 PRIORITISATION

- 4.1 TfGM is working with scheme promoters to support in determining delivery priorities amongst their schemes, as a first phase of MCF delivery. These schemes will utilise the existing £160 million from the Transforming Cities Fund allocated budget and are being determined against the criteria agreed with the GMCA on 28 June 2019. Namely:
- Delivery timeframe, linked to funding and MCF programme timescales;
 - Level of match funding. Greater levels of local match funding in support of MCF are sought to maximise investment; and
 - Network delivery and strategic fit with the Bee Network.
- 4.2 Following completion of this exercise it is intended that there will be a prioritised list of schemes to be delivered, along with a pipeline of schemes to be developed sufficiently so as to enable early delivery when additional funding is secured. It is proposed to complete this exercise by the end of this year.
- 4.3 As the funding requirement to deliver all Tranche 1 to 6 schemes (and other schemes that will be developed in future) significantly exceeds the £160 million that is currently available

from the MCF, it is recognised that further funding will be required for GM to be able to fully meet the Bee Network ambition.

5 RECOMMENDATIONS

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

Appendix 1: MCF Programme Entry Schemes

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			
GM Bike Hire*	TBC	TBC	TBC
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: Interchange	9.0	48.0	57.0
Stockport: Ladybrook Valley	0.8	0.0	0.8
Tameside: Crown Point	2.5	0.0	2.5
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 – Previously approved for Programme Entry			
Bolton: Town Centre Phase 1 (East)	3.5	0.6	4.1
Bury: Fishpool	3.4	0.2	3.6
GM: Active Neighbourhoods Support	2.8	0.4	3.2
GM: Safety Camera Digitisation and Upgrade	9.2	0.0	9.2
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
Tranche 5 Total	101.9	32.2	134.1
Tranche 1-5 Total	217.7	121.0	338.7

Appendix 1 - Continued

Scheme name	Current Forecast MCF contribution	Current Forecast Local Contribution	Current Forecast Total Scheme Cost
Tranche 6 – Recommended for Programme Entry			
Bolton: Astley Bridge-Crompton	7.7	1.3	9.0
Bolton: Westhoughton Bee Network	4.6	1.2	5.8
Bury: Elton	1.8	0.1	1.9
Bury: Pimhole	3.1	0.0	3.1
Bury: Radcliffe Central	1.5	0.4	1.9
GM: Bee Network Crossings	13.5	0.0	13.5
GM: NCN Upgrade	4.1	0.2	4.3
Manchester: Beswick Filtered Neighbourhood	1.4	0.0	1.4
Manchester: Manchester Cycleway	4.9	0.8	5.7
Manchester: Oldham Road (Inner Radial)	12.9	0.0	12.9
Oldham: Chadderton – Broadway Canal Link	0.2	0.1	0.3
Oldham: Chadderton Improvements	0.6	0.1	0.7
Oldham: Higginshaw Link to Royton	0.7	0.2	0.9
Oldham: Oldham Town Centre Improvements	8.4	2.7	11.1
Oldham: Park Bridge (NCN 626) – Ashton under Lyne	3.5	0.6	4.1
Oldham: Park Road (NCN 626) Town Centre Connection	1.6	0.3	1.9
Oldham: Royton Town Centre Connection	0.7	0.1	0.8
Rochdale: Rochdale/Manchester/Oldham	29.4	0.0	29.4
Salford: Salford Innovation Triangle	15.9	4.0	19.9
Stockport: Heatons WRH	3.2	0.0	3.2
Stockport: Romiley Neighbourhood and Links	3.8	0.1	3.9
Stockport: Thomson Street Bridge	3.3	0.5	3.8
Tameside: A57 Denton to Hyde	2.2	0.0	2.2
Trafford: North Altrincham Bee Network	3.9	0.5	4.4
Trafford: Seymour Grove	7.9	0.0	7.9
Tranche 6 Total	140.8	13.2	154.0
Tranche 1-6 Total	358.5	134.2	492.7