

Date: 31 July 2020

Subject: The Mayor’s Cycling and Walking Challenge Fund (MCF) and Emergency Active Travel Funding, Tranche 1

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

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**PURPOSE OF REPORT**

To note and approve the funding requirements set out in the following report, in order to ensure the continued delivery of the Mayor’s Cycling and Walking Challenge Fund programme.

**RECOMMENDATIONS:**

The GMCA is requested to:

1. To note the progress made in developing a set of MCF delivery priorities across GM and the agreement of a prioritised first phase for the programme; and
2. Approve £0.6 million MCF funding for the Wigan Smithy Brook Road scheme in order to secure full approval and enable the signing of a delivery agreement; and
3. Approve the addition to the 2020/21 Capital Programme of £1.9 million of costs to be funded from the capital grant of £1.9 million that forms part of the £3.2 million of Emergency Active Travel (Tranche 1) funding, as set out in section 3 of this report.

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**Equalities Implications:**

The Bee Network and the infrastructure which will enable it, will be fully inclusive in its design and development, with the proactive involvement of organisations such as the Disability Design Reference Group (DDRG).

**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.

**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:**

Not applicable

**Financial Consequences – Capital:**

Financial consequences are set out in paragraphs 2.2 -2.5

**Number of attachments to the report:**

No attachments.

**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
- 29 November 2019 - Mayor’s Cycling & Walking Challenge Fund
- 5 May 2020 - Mayor’s Cycling & Walking Challenge Fund

<b>TRACKING/PROCESS</b>		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		No
<b>EXEMPTION FROM CALL IN</b>		
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	

## **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, once complete, will cover approximately 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 27 July, 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 and the GM Bike Hire scheme.
- 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 Local Authority priorities. This phase has a forecast value of £216.5 million. Details of the schemes contained within this phase can be found at Appendix 1.
- 1.5 This paper recommends funding approvals associated with the ongoing implementation of the Bee Network through the Mayor's Cycling and Walking Challenge Fund, and includes funding approvals for both scheme development costs and full scheme delivery. This is intended to be a monthly funding approval paper in support of MCF programme delivery.

## **2 MCF FULL SCHEME APPROVAL**

- 2.1 Having previously achieved Programme Entry for the Wigan Standish to Ashton A49 Corridor scheme, Full Approval is sought for the first delivery phase - Wigan - Smithy Brook Road scheme. Full Approval will enable the release of delivery funding through signing a legal delivery agreement.
- 2.2 The scheme requires an MCF contribution of £597,000 to an overall total cost of £1,296,870.
- 2.3 The Smithy Brook Road scheme represents the first of 9 phases of the Wigan Standish to Ashton A49 Corridor scheme which had an overall forecast value of £22.2 million at Programme Entry. This phase consists of junction and link improvements on the A49, centred

on the intersection of the new A49 Link Road and the M58 Link Road (scheduled to commence on site 2021). The Smithy Brook Road scheme will ensure high quality cycle and pedestrian facilities serve the new link roads and the surrounding network, enhancing connectivity and improving road safety for all users. The scheme is jointly funded through the Growth Deal Programme.

- 2.4 Endorsement of this scheme for Full Approval was secured from the Mayor's Cycling and Walking Board on 17 July 2020. Final funding approval is now required from the Combined Authority, following which delivery will be managed through a legal agreement between TfGM and Wigan Council.
- 2.5 Full Approval of this scheme would result in a total of seven MCF work packages having secured full funding approval, with a total committed value of £9.8 million of MCF funding.

### **3 EMERGENCY ACTIVE TRAVEL FUND (EATF)**

- 3.1 In May 2020 DfT announced indicative funding allocations from the Emergency Active Travel fund, to support local transport authorities with delivering cycling and walking facilities. The funding is in 2 tranches. Tranche 1, to support the installation of temporary projects; and tranche 2, for the creation of longer-term projects. GMCA were allocated, and following a bid that was submitted on 5 June 2020, were subsequently awarded £3.2 million of funding for Tranche 1; and have been indicatively allocated £12.7 million for Tranche 2, with a bid for this allocation to be submitted on behalf of Greater Manchester by 7 August.
- 3.2 The Tranche 1 funding includes a combination of capital grant (£1.9 million) and revenue grant (£1.3 million). It is recommended to approve the addition to the 2020/21 Capital Programme of £1.9 million of forecast costs that will be funded from the Emergency Active Travel capital funding.
- 3.3 The list of schemes included in Tranche 1 is included at Appendix 2 of this report.

### **4 RECOMMENDATIONS**

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

**Eamonn Boylan**

**Chief Executive Officer, GMCA & TfGM**

## **Appendix 1: MCF Prioritised Schemes**

### **Schemes to be Delivered – in full or in part**

<b>Tranche 1</b>
Bolton: B6226 Chorley New Road
Bury: Metrolink Bury Line – Cycle Parking
Bury: New and Upgraded Crossing Points and Junctions
Manchester: Manchester to Chorlton
Oldham: King Street foot/cycle bridge
Oldham: Union Street West foot/cycle Bridge
Rochdale: Castleton Local Centre Corridor
Salford: SBNI – A6 Broad Street / B6186 Frederick Road
Salford: Chapel Street East Phase 1: Demonstrator Project
Stockport: Gillbent Road – Crossing Upgrade
Tameside: Tameside Active Neighbourhoods
Trafford: A5014 Talbot Road
Wigan: Victoria Street/Warrington Road Junction Improvements
<b>Tranche 2</b>
Salford: Swinton Greenway
Stockport: Hazel Grove Access Upgrades
Trafford: Talbot Road A56 Chester Road
Wigan: Standish Mineral Line
<b>Tranche 3</b>
Salford: Trafford Road
Wigan: Toucan Crossings – Wigan Central
<b>Tranche 4</b>
GM: GM Bike Hire
Manchester: Levenshulme Mini Holland
Manchester: Mancunian Way/Princess Parkway Junction
Manchester: Rochdale Canal Bridge 88-80a
Manchester: Route 86 (Northern Quarter)
Rochdale: Castleton Town Centre Phase 2
Salford: Barton Aqueduct
Stockport: A6 MARRR Links
Stockport: Bramhall Park to A6
Stockport: Crossings package
Stockport: Heatons Cycle Link
Stockport: Interchange
Stockport: Ladybrook Valley

## **Appendix 1: MCF Prioritised Schemes – continued**

Tameside: Crown Point
Trafford: Wharfside Way
Wigan: Leigh Atherton Tyldesley
<b>Tranche 5</b>
Bolton: Town Centre Phase 1 (East)
Bury: Fishpool
GM: Active Neighbourhoods Support
GM: Safety Camera Digitisation and Upgrade
Manchester: Northern and Eastern Gateway
Salford: City Centre Package
Salford: RHS Links
Stockport: Heaton Norris Park Bridge
Stockport: Hempshaw Lane
Tameside: Ashton South
Tameside: Ashton Streetscape Scheme
Trafford: Sale - Sale Moor - Sale Water Park
Trafford: Urmston Area Active Neighbourhood
Wigan: Standish to Ashton
<b>Tranche 6</b>
Bolton: Astley Bridge-Crompton
Bolton: Westhoughton Bee Network
Bury: Elton
Bury: Pimhole
Bury: Radcliffe Central
GM: Bee Network Crossings
Manchester: Beswick Filtered Neighbourhood
Manchester: Manchester Cycleway
Oldham: Chadderton Improvements
Oldham: Oldham Town Centre Improvements
Oldham: Park Road (NCN 626) Town Centre Connection
Oldham: Royton Town Centre Connection
Stockport: Romiley Neighbourhood and Links
Stockport: Thompson Street Bridge
Tameside: A57 Denton to Hyde
Trafford: North Altrincham Bee Network
Trafford: Seymour Grove

**Appendix 1: MCF Prioritised Schemes - continued**

**Schemes for Development Only**

Stockport: Welkin Road - Town Centre Severance Package
Tameside: Ashton West Retail Centre Link Bridge
Oldham: Park Bridge (NCN 626) – Ashton under Lyne
Manchester: Oldham Road (Inner Radial)
Stockport: Heaton's WRH
Salford: Trinity Way/Springfield Lane Crossing
Salford: Monton Town Centre
Salford: Ordsall Filtered Neighbourhood
Salford: Liverpool Street Corridor

**Appendix 2: EATF Tranche 1 Schemes**

