

Date: 25 September 2020

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

RECOMMENDATIONS:

The GMCA is requested to:

1. Note the agreed MCF delivery priorities across GM and the prioritised first phase for the programme, as set out in Appendix 1.
2. Approve £6.9 million MCF funding for the Stockport Bramhall Park to A6 Major scheme, in order to secure Full Approval and enable the signing of a Delivery Agreement.
3. Approve the release of up to £2.6 million of development cost funding for the two MCF schemes set out in this report.

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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
- 05 May 2020 – Mayor’s Challenge Fund Update and Prioritisation
- 26 June 2020 – Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 31 July 2020 – Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 02 September 2020 – 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		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 exemption
GM Transport Committee	Overview & Scrutiny Committee	
[Date considered at GM Transport Cttee if appropriate]	[Date considered by the relevant Overview & Scrutiny Committee]	

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:

Revenue consequences are set out in paragraphs 2.4 and 2.5.

Financial Consequences – Capital:

Financial consequences are set out in paragraphs 2.4, 2.5 and 3.1 – 3.4.

Number of attachments to the report:

No attachments.

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 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 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 District priorities. This phase has a forecast value of £216.5 million. Details of the prioritised 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 DEVELOPMENT COST APPROVAL

- 2.1 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, 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 Under MCF governance, once a scheme has secured Programme Entry, scheme promoters can 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) will be funded.
- 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.
- **Manchester to Chorlton Cycleway** is a major upgrade to a 5km section of Chorlton Road, Upper Chorlton Road, Manchester Road and Barlow Moor Road. Jointly funded through the Cycle City Ambition Grant Programme (CCAG2), the scheme incorporates high quality segregated cycle facilities as part of an innovative design which includes the UK's first CYCLOPS junction. The scheme received MCF Programme Entry through Tranche 1 on 27 July 2018 and has a development cost ask from the MCF of £1,281,595.
 - **Manchester Northern Quarter (Route 86)** will provide a series of cycling and walking improvements between Manchester Picadilly and Victoria Stations, via the Northern Quarter (and is part of Regional Cycle Route 86). The scheme is joint funded through the CCAG2 programme, and incorporates public realm improvements, traffic filters, footway widening and segregated cycle lanes. It received MCF Programme Entry through Tranche 4 on 29 March 2019 and has a development cost ask from the MCF of £1,298,500.
- 2.5 These 2 schemes represent a combined development cost budget ask from the MCF of £2,580,095. Their approval would result in a total of 52 MCF schemes having received development cost budget approval, with a combined ceiling budget of £28.4 million.

3 MCF FULL SCHEME APPROVAL

- 3.1 Having previously received MCF Programme Entry, delivery of the Stockport Bramhall Park to A6 Major scheme is now recommended for Full Approval, requiring a total MCF contribution of £6,884,950. Full Approval will enable the release of delivery funding through signing a legal Delivery Agreement.
- 3.2 This scheme was subject to a Full Business Case Gateway Review by the TfGM Portfolio Office, which followed a critical friend review undertaken by the MCF Programme Team. Supported by a series of recommendations, the Gateway Review panel concluded that the Major scheme submission fulfilled the required five-case criteria (Strategic, Economic, Management, Financial and Commercial), and is forecast to return a high value for money. This recommendation was subsequently endorsed by both the Cycling and Walking Programme Board and the GM Cycling and Walking Board, via written procedures.
- 3.3 The Stockport Bramhall Park to A6 scheme will provide a high quality cycle route for approximately 4km from Bramhall through to Hazel Grove. The first 3km of the route

heading eastwards from Bramhall Park are segregated from general traffic, with the final 1km of the route running along traffic-calmed, quiet residential roads. Controlled crossings at regular intervals along the route will connect to the local cycle and walking network, and two spur connectors will further increase accessibility and provide active travel links to two local high schools. Strategically, the route will further link to existing provision through Bramhall Park itself, and onward via the separate Ladybrook Valley MCF scheme which is currently in development.

- 3.4 Full Approval of this scheme would result in a total of ten MCF work packages having secured full funding approval, with a total committed value of £19.8 million of MCF funding.

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

Tranche 1
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
Tranche 2
Salford: Swinton Greenway
Stockport: Hazel Grove Access Upgrades
Trafford: Talbot Road A56 Chester Road
Wigan: Standish Mineral Line
Tranche 3
Salford: Trafford Road
Wigan: Toucan Crossings – Wigan Central
Tranche 4
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
Tranche 5
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
Tranche 6
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: Heatons WRH
Salford: Trinity Way/Springfield Lane Crossing
Salford: Monton Town Centre
Salford: Ordsall Filtered Neighbourhood
Salford: Liverpool Street Corridor