

## Greater Manchester Combined Authority

Date: Friday 28<sup>th</sup> October 2022

Subject: Greater Manchester Active Travel Programme

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 the Oldham Chadderton Improvements Active Travel scheme, through the Mayor's Challenge Fund (MCF) Cycling and Walking programme; and to note the agreed variations in Local Authority budget allocations for GM's Active Travel Fund (Phase 2) programme.

### Recommendations:





The GMCA is requested to:

1. Approve the release of up to £745,000 of MCF delivery funding for the Oldham Chadderton Improvement scheme set out in section 2 of this report, in order to secure full approval and enable scheme delivery through the signing of the necessary supporting legal agreements.
2. Note the revised GM Local Authority budget allocations for the Active Travel Fund (Tranche 2), following a re-profiling exercise agreed by the Active Travel Programme Board, as set out in section 3 of this report.
3. Approve the release of up to £225,508 of development cost funding for the 2 Active Travel Fund (Tranche 3) schemes set out in section 4 of this report.

### Contact Officers

Steve Warrener	Director of Finance and Corporate Services	<a href="mailto:Steve.Warrener@TfGM.com">Steve.Warrener@TfGM.com</a>
Richard Nickson	Cycling and Walking Programme Director	<a href="mailto:Richard.Nickson@TfGM.com">Richard.Nickson@TfGM.com</a>

## Equalities Impact, Carbon and Sustainability Assessment:

Impacts Questionnaire			
Impact Indicator	Result	Justification/Mitigation	
Equality and Inclusion	G		
Health	G	The MCF schemes proposed for full approval 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 Greater Manchester's Active Travel Capital Programme, 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	Full approval of the MCF schemes set out in this report will enable both the design and delivery of active travel routes as part of the Bee Active Network - including the creation of new and the extension and improvement of existing.
Access to amenities		
Vehicle procurement	N/A	Full approval of the MCF schemes set out in this paper 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 Financial consequences are set out in section 3 of this report.

## Financial Consequences – Capital

Capital Financial consequences are set out in section 2 of this report.

**Number of attachments to the report: No attachments**

**Comments/recommendations from Overview & Scrutiny Committee**

N/A

## **Background Papers**

- 11 February 2022 – GMCA Revenue and Capital Programme Budget 2022/23
- 12 August 2022 – GMTTC: Active Travel Progress and Programme Update
- 30 September 2022 – Active Travel Programme Financial Approvals

## **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?

No

## **GM Transport Committee**

N/A

## **Overview and Scrutiny Committee**

N/A

# 1. 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 walking, wheeling and cycling 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 a contribution from the City Region Sustainable Transport Settlement, with future pipeline funding planned from the national Active Travel Fund (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 This report also provides an update to the GM Local Authority funding allocations for the Active Travel Fund Phase 2 (ATF2). This follows a series of scheme withdrawals and changes to GM's ATF2 programme.

## **2. MCF Full Scheme Approval**

- 2.1 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 scheme Business Cases.
- 2.2 The recommendation set out below was endorsed by the Active Travel Programme Board on the 6th October 2022, and subsequently reported to the GM Active Travel Board via written procedures.

### **Oldham Chadderton Improvements**

- 2.3 Having previously received MCF Programme Entry, Oldham's Chadderton Improvements scheme is now recommended for Full Approval and subsequent delivery, requiring a total MCF contribution of £744,229. The total scheme value is £900,793 with a £156,564 local contribution comprising the balance of the funding.
- 2.4 The scheme was subject to a full business case review, undertaken by the Active Travel Programme Team, which concluded that it fulfilled the required five-case criteria (Strategic, Economic, Management, Financial and Commercial). The scheme is forecast to return a low value for money, however this is a function of the appraisal requirements and the impact, on other road-users, of providing the desired priority to cyclists and pedestrians through the provision of highway crossings. Full Approval will enable the release of delivery funding via a legal delivery agreement.
- 2.5 The Chadderton Improvements scheme will improve the quality of active travel infrastructure for walking and cycling in the Chadderton area through delivering one new and one upgraded highway crossing, new parking restrictions, plus widening, signing and lighting improvements on an existing shared, off-road route, linking residential areas, schools and the local Metrolink stop.

## **3. Active Travel Fund, Tranche 2 (ATF2)**

- 3.1 GMCA were awarded £15.87 million for Tranche 2 of the national Active Travel Fund, following Greater Manchester's bid on 7 August 2020. Of this amount, £13.29m was

allocated to GM Local Authority partners for scheme delivery. The allocation and spread of this funding across the ten GM Local Authorities was agreed at the GMCA in December 2020.

- 3.2 The original ATF2 programme comprised of 26 schemes, however due to the required emphasis on road space reallocation this led to delivery challenges, with the result that a number of schemes were withdrawn from the programme. This created an unallocated budget of £1.77 million within the ATF2 programme.
- 3.3 In order to secure programme delivery, TfGM's Active Travel Programme Team reallocated this funding based on expressions of interest from Local Authority partners, and taking into account design maturity, stakeholder support and the strength of the delivery case. This is in accordance with ATF2 governance, as agreed at GMCA in May 2021, and further to discussions with Chief Executive Officers (WLT) in April 2022.
- 3.4 The original scheme withdrawals from the ATF2 programme, and the subsequent reallocation of funding, has revised the original Local Authority budget allocations as presented to the GMCA in December 2020. Table 1 below sets out the updated budget figures, as required to deliver the current programme of schemes.

Table 1: Revised ATF2 budgets

<b>Local Authority</b>	<b>Original Budget (£'s)</b>	<b>Revised Budget (£'s)</b>
Bolton	1,730,300	1,240,700
Bury	740,000	740,000
Manchester	5,500,000	4,219,143
Oldham	535,000	570,660
Rochdale	915,000	1,115,000
Salford	900,000	900,000
Stockport	780,000	1,893,833
Tameside	985,000	985,000
Trafford	605,000	605,000
Wigan	600,000	1,000,210
<b>Total</b>	<b>13,290,300</b>	<b>13,269,546</b>

## 4. Active Travel Fund, Tranche 3 (ATF3) Development Cost Approval

- 4.1 On 25th March 2022, the Department of Transport (DfT) announced the regional allocations for the latest round (Tranche 3) of the Active Travel Capital grant, with £13.07 million awarded for Greater Manchester. This funding was added to the 2022/23 GMCA Capital Programme at the 27 May GMCA meeting.
- 4.2 GM's ATF3 programme comprises 6 schemes spread across 4 Local Authorities. The majority of these schemes have their origin in the Mayor's Challenge Fund programme, and formed part of an unfunded pipeline of schemes, which had previously secured programme entry. The table below shows the ATF3 schemes which have secured funding.

Local Authority	Scheme	Award Value (£s)
Manchester	Alan Turing Way	3,200,000
Manchester	Traffic Free City Centre Streets	750,000
Rochdale	Castleton Corridor, Phase 1	2,200,000
Salford	Oldfield Road Corridor	3,820,000
Tameside	A57 Crown Point, Phase 1	1,950,000
Salford	Salford City Centre Bee Network - Irwell Street	1,000,000
TfGM	Programme Management and Assurance	145,439
	<b>Total</b>	<b>13,065,439</b>

- 4.3 On 29<sup>th</sup> July 2022, GMCA approved a proposal to utilise the established MCF governance processes to provide scheme assurance and secure funding and delivery approvals – including the use of TfGM's Design Review Panel to establish adherence to design standards. Scheme approvals and funding sign-off will be



secured through the Active Travel Board and the GMCA - in the established fashion, with monthly progress reported to the TfGM Programme Team.

- 4.4 Under MCF governance, once a scheme has secured Programme Entry, scheme promoters 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 Business Case) will be funded.
- 4.5 The funding for these development costs is available to support Districts in securing the necessary support and resources to carry out the work involved in scheme delivery from business case development, design, consultation, community engagement through to procurement and delivery.
- 4.6 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 – Alan Turing Way** has a development cost funding ask of £138,508
  - **Manchester – Traffic Free City Centre Streets** has a development cost funding ask of £87,000

## **5. Recommendations**

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

**Eamonn Boylan**

**Chief Executive Officer, GMCA & TfGM**