

Greater Manchester Combined Authority

Date: Friday 16th December 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 Manchester to Chorlton Area 3, and GM Spot-Speed Safety Camera schemes, through the Mayor's Challenge Fund (MCF) Cycling and Walking programme.

Recommendations:

The GMCA is requested to:

1. Approve the release of up to £7.209 million of MCF delivery funding for the Manchester to Chorlton Area 3 scheme; and
2. Approve the release of up to £3.451 million of MCF delivery funding for the GM Spot-Speed Safety Camera scheme.

Contact Officers

Steve Warrener	Director of Finance and Corporate Services	Steve.Warrener@TfGM.com
Richard Nickson	Cycling and Walking Programme Director	Richard.Nickson@TfGM.com

Equalities Impact, Carbon and Sustainability Assessment:

Impacts Questionnaire			
Impact Indicator	Result	Justification/Mitigation	
Equality and Inclusion	G	The Active Travel Fund programmes will deliver the Active Travel Bee Network, enhancing access by foot and cycle to services, local centres and opportunities.	
Health	G	The scheme proposed for delivery in full will provide the infrastructure required to support and enable active, healthy travel - supporting both physical and mental health improvements. The scheme proposed for delivery in full will provide the infrastructure required to support and enable active, healthy travel - supporting both physical and mental health improvements The scheme proposed for delivery in full will provide the infrastructure required to support and enable active, healthy travel - supporting both physical and mental health improvements The scheme proposed for full approval and subsequent delivery will provide high quality cycling and walking infrastructure in support of access to services, including healthcare.	
Resilience and Adaptation			
Housing			
Economy			
Mobility and Connectivity	G	The Active Travel capital programme will deliver the Active Travel Bee Network, enhancing access and connectivity by foot and cycle to services, local centres and opportunities. The Active Travel Capital programme will deliver the Active Travel Bee Network, enhancing access and connectivity by foot and cycle to services, local centres and opportunities.	
Carbon, Nature and Environment	G		
Consumption and Production			
Contribution to achieving the GM Carbon Neutral 2038 target			
Further Assessment(s):		Carbon Assessment	
<div></div>	Positive impacts overall, whether long or short term.	<div></div> Mix of positive and negative impacts. Trade-offs to consider.	<div></div> Mostly negative, with at least one positive aspect. Trade-offs to consider.
			<div></div> 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		<div></div>		
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	<div></div>			
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	<div></div>			
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	<div></div>			
No associated carbon impacts expected.	<div></div> High standard in terms of practice and awareness on carbon.	<div></div> Mostly best practice with a good level of awareness on carbon.	<div></div> Partially meets best practice/ awareness, significant room to improve.	<div></div> 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

Manchester to Chorlton Area 3 – Ongoing maintenance will be undertaken by Manchester City Council as the Local Highway Authority.

Spot-Speed Safety Cameras – Ongoing maintenance will be undertaken by the preferred supplier, and funded through income over expenditure from the Safer Roads Greater Manchester (SRGM) Partnership's 'DriveSafe' function.

Financial Consequences – 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 (last 12 months)

- 26 November 2021 – Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 11 February 2022 – GMCA Revenue and Capital Programme Budget 2022/23
- 11 February 2022 - Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 25 March 2022 - Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 27 May 2022 - Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 29 July 2022 - Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 12 August 2022 – GMTC: Active Travel Progress and Programme Update
- 30 September 2022 - Greater Manchester Active Travel Programme
- 28 October 2022 – Greater Manchester Active Travel Programme
- 25 November 2022 – Delivering the Bee Network, Active Travel Programme Update

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?

N/A

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, wheeling 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 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 an allocation from the City Region Sustainable Transport Settlement, with future pipeline funding planned from the national Active Travel Fund pot (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 recommends delivery funding approval for 2 capital infrastructure schemes, which are being progressed through the Mayor's Challenge Fund for Walking and Cycling.

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 two recommendations set out below were endorsed by the Active Travel Programme Board on the 1st December 2022, for subsequently funding approval at GMCA.

GM Safety Cameras, Spot-Speed

- 2.3 Having previously received MCF Programme Entry in June 2019, the GM Spot-Speed Safety Camera project will enable the renewal and replacement of 91 ageing spot-speed cameras across Greater Manchester, with modern, Home Office Type Approved (HOTA) camera installations, via the appointment of a preferred provider to supply, install and maintain the cameras for a period of up to 5 years (with the option of a further 2). A second future phase to the Safety Camera project will secure a provider for the installation and maintenance of a series of average-speed cameras across GM.
- 2.4 Around seventy-five per cent of the replacement camera locations are to be positioned on the Active Travel Bee Network. The replacement cameras have additional functionality in being capable of bi-directional enforcement, which will expand the 'zone of influence' for speed reduction as the existing assets are only capable of enforcing in one direction
- 2.5 The Spot-Speed camera project was subject to a full business case review, which concluded that it fulfilled the required five-case Green Book criteria (Strategic, Economic, Management, Financial and Commercial). The scheme is forecast to return a low value for money, however there are also a number of wider non-monetised benefits envisaged, including environmental and mode-shift considerations.
- 2.6 GM Spot-Speed Cameras is now recommended for Full Approval, which will enable contract award to the preferred supplier. The Spot-Speed Camera project requires a

total MCF funding contribution of £3,451,000, which includes £235,000 of previously approved development costs.

Manchester to Chorlton, Area 3

- 2.7 Having previously received MCF Programme Entry for the whole Chorlton Cycleway, MCC's Area 3 scheme will complete full delivery of the scheme and is the third of four areas to be delivered through the MCF Programme, with Area 1 having been delivered using Cycle City Ambition Grant funding.
- 2.8 Whilst the full Chorlton Cycleway scheme will connect Chorlton with Manchester City Centre by means of a continuous cycle route, Area 3 will provide a key section from Seymour Grove to Sandy Lane, including Brooks Bar junction – and comprises 2.9km of the overall 5km long scheme. The scheme also provides 4 Cycle Optimised Protected Signal junctions (CYCLOPS), 11 cycle bypasses at bus stops, new and improved crossing facilities and extensive sustainable urban drainage systems.
- 2.9 Chorlton Area 3 was subject to a MCF Major scheme full business case review, which concluded that it fulfilled the required five-case criteria (Strategic, Economic, Management, Financial and Commercial). In isolation the scheme is forecast to return a low value for money owing to the costs associated with 4 major junction upgrades, however when taken as the full corridor, the Cycleway represents a medium value for money return.
- 2.10 Manchester to Chorlton Area 3 is now recommended for Full Approval and subsequent delivery, requiring a total MCF contribution of £7,208,223, which represents the full delivery cost (for Area 3).
- 2.11 Full Approval of the funding required for these 2 schemes would result in a total of 44 MCF work packages having secured full funding approval, with an associated total full approval commitment of £104,587,459 of MCF funding.

3. RECOMMENDATIONS

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

Eamonn Boylan

Chief Executive Officer, GMCA & TfGM