

Greater Manchester Combined Authority

Date: 27th January 2023

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 Town Centre West Street/Cheapside and Wigan to Standish Phase 1 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 £2.15 million of MCF delivery funding for the Oldham Town Centre West Street/Cheapside scheme.
2. Approve the release of up to £1.3 million of MCF delivery funding for the Wigan to Standish Phase 1 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				
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

N/A

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
- 16 December 2022 – Greater Manchester Active Travel Programme

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 (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 12th January 2023, for subsequent funding approval by GMCA.

Oldham Town Centre West Street/Cheapside

- 2.3 Having previously received MCF Programme Entry, the Oldham Town Centre West Street/Cheapside scheme is now recommended for Full Approval and subsequent delivery, requiring a total MCF contribution of £2,144,079, which represents the full scheme cost.
- 2.4 The scheme was subject to a full business case review, undertaken by the MCF Programme Team, which concluded that it fulfilled the required five-case criteria (Strategic, Economic, Management, Financial and Commercial). The scheme is forecast to return 'medium' value for money.
- 2.5 The Oldham Town Centre West Street/Cheapside scheme will deliver new and improved walking, wheeling and cycling infrastructure between Oldham's West Street and Cheapside bus stations, and the leisure and education facilities on Rochdale Road and King Street. Key deliverables include widened footways, segregated cycle paths and a new cycle parking hub.

Wigan to Standish Phase 1

- 2.6 Having previously received MCF Programme Entry (whilst referred to as Wigan Central Crossings), Wigan to Standish Phase 1 is now recommended for Full Approval and subsequent delivery, requiring a total MCF contribution of £1,300,000, which represents the full scheme cost.
- 2.7 The scheme was subject to a full business case review, undertaken by the MCF Programme Team, which concluded that it fulfilled the required five-case criteria

(Strategic, Economic, Management, Financial and Commercial). The scheme is forecast to return 'medium' value for money.

- 2.8 Standish to Ashton Phase 1 connects the Beech Hill Area of North West Wigan to Wigan Town Centre and Wigan & Leigh College to, and through, Mesnes Park. Delivery of the scheme will reallocate road-space to create a walking and cycling connection under the West Coast Mainline and introduce new crossing facilities on the B5376, and Spencer Road.
- 2.9 Full Approval of the funding required for these 2 schemes would result in a total of 46 MCF work packages having secured full funding approval, with an associated total full approval commitment of £108,031,538 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