

Date: 29 March 2019

Subject: Mayor's Cycling and Walking Challenge Fund

Report of: Andy Burnham, Mayor of Greater Manchester, Portfolio Lead for Transport and Eamonn Boylan, Interim Chief Executive, TfGM

PURPOSE OF REPORT

To provide an update on progress and to approve the fourth tranche of schemes for Programme Entry for the Mayor's Cycling and Walking Challenge Fund (MCF); and to approve the associated delivery budgets.

RECOMMENDATIONS:

Members are recommended to:

- (i) note the progress of the first three tranches previously granted Programme Entry for inclusion in the MCF, as set out in section 2 of the report;
- (ii) approve that the fourth tranche of cycling and walking schemes, as set out in section 3 of the report, be granted Programme Entry for inclusion in the MCF;
- (iii) note that the schemes will be further developed; and will be subject to subsequent approval by the CA, as appropriate, as set out in section 3 of the report;
- (iv) authorise the GMCA Treasurer to make appropriate grants to cover forecast Tranche 4 development costs incurred by scheme promoters in 2019/20 up to a value of £5.4 million (as currently forecast);
- (v) approve the release of up to £1.5 million funding to fund programme management and associated costs in 2019/20; and authorise the GMCA Treasurer to make the necessary capital-revenue 'switch' as set out in section 4 of this report; and
- (vi) approve £0.26 million for the GM side-road zebra research commission, as set out in section 4.3 of this report, and authorise the GMCA Treasurer to make the necessary capital-revenue 'switch' as set out in section 4 of this report; and,
- (vii) note that schemes requiring a GMCA contribution of over £0.5 million will be brought to GMCA for individual approval.

- (viii) approve the delegated authority to the Chief Executive of the CA, in consultation with the Mayor, to approve schemes where the GMCA contribution is less than £0.5 million, approve consequent grant awards (including for development costs) and agree variations to funding provided the total funding remains below £0.5 million.

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Comments and/or recommendation from the relevant Overview and Scrutiny Committee

Risk Management – see paragraph 3.8

Legal Considerations – N/A

Financial Consequences – Revenue – N/A

Financial Consequences – Capital – see paragraphs 3.8. – 3.9

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; and
- 14 December 2018- Mayor’s Cycling & Walking Challenge Fund.

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 AGMA Scrutiny Pool on the grounds of urgency?		No
TfGMC	Overview & Scrutiny Committee	
N/A	N/A	

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 proposed funding profile for the £160 million, (prior to the development of the programme pipeline and the provision of profiled delivery costs by scheme promoters, was £10 million in 2018/19 and £50 million per annum thereafter for three years). The fund is designed to kick-start the delivery of "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 The governance of the £160 million MCF was approved by GMCA on 25 May 2018.

2 TRANCHE 1, 2 and 3 PROGRESS

- 2.1 On 27 July, 28 September and 14 December 2018, GMCA approved tranches 1, 2 and 3 comprising a total of 24 cycling and walking schemes with a current forecast total funding requirement from the MCF of £39.4 million.
- 2.2 TfGM has been working closely with scheme promoters to set up and progress the projects, in line with the agreed governance arrangements; and has established a Cycling and Walking Infrastructure Support Team to provide collaborative support to District Partners to ensure that there is a consistent pipeline of high quality cycling and walking schemes that are developed and delivered in accordance with the agreed governance.
- 2.3 Of the 24 schemes approved for Programme Entry by GMCA previously, four are classed as "major" having a cost of over £5 million. The remainder are classed as "minor" having a cost under £5 million.

Current Majors

- 2.4 **Manchester to Chorlton** – Designs have progressed further following an extensive public consultation exercise which concluded on 25 January 2019.
- 2.5 **SBNI – Swinton and Walkden** - Salford City Council is progressing designs for the Swinton element of the scheme with a focus on reducing the impact of vehicular traffic and enhancing cycling and walking measures. With regards to the Walkden element, design options are being refined to incorporate high quality pedestrian and cycle facilities. A business case is anticipated to be received from Salford City Council in autumn 2019.

- 2.6 **Chapel Street East Phase 1:** Demonstrator Project - Salford City Council is progressing detailed design, and a business case is currently anticipated to be submitted to TfGM in spring 2019.
- 2.7 **Trafford Road** - Salford City Council continue to progress scheme development activities, including design.

Current Minors

- 2.8 District partners are currently progressing design and development activities for the 20 minor schemes that have previously been approved for Programme Entry. To date one full business case has been submitted. This was for the Tranche 3 Wigan Bridgewater Canal towpath improvements scheme which is forecast to start on site in spring 2019.
- 2.9 In addition to this, based on current reporting by scheme promoters it is currently estimated that 13 minor schemes will start on site in spring/summer 2019, with another four scheduled to start before the end of 2019.

Financial Update

- 2.10 The monitoring of the financial position for the MCF programme takes places on an ongoing basis through an established monthly reporting cycle. Scheme promoters are required to provide updated schedules and financial forecasts, which are regularly reviewed and reported to ensure that challenges are identified and mitigated.

3 TRANCHE 4

- 3.1 The MCF application process required the completion of a proforma covering strategic fit, costs, level of service, scheme design, procurement, maintenance and value for money. A total of 25 applications for programme entry were received by the deadline of 25 January 2019.
- 3.2 Applications were scored by a panel of assessors from a multi-disciplinary team, including members of the Cycling and Walking Team, with each criteria independently evaluated against an agreed scoring framework. This approach is consistent with previous tranches of the MCF.
- 3.3 18 of the submitted schemes have been recommended for programme entry by the GMCA. These schemes, and their current forecast costs, are shown in Appendix 1.
- 3.4 The 7 schemes which were not successful in being recommended for Programme Entry status at this stage will be the subject of further discussion with scheme promoters to agree the most appropriate way forward. This may result in resubmission to a future tranche of the MCF.
- 3.5 By securing Programme Entry, scheme promoters are given the confidence to proceed with the development of their schemes in the knowledge that reasonable

development costs will be funded, enabling progression of the necessary powers and consents, prior to securing either Conditional Approval and/or Full Approval.

- 3.6 Collectively, Greater Manchester is working together to continue to bring forward schemes that will deliver the Bee Network through the creation of a cycling and walking infrastructure pipeline. This work is supported by the Commissioner's Cycling and Walking Team and strengthened through bespoke training and development opportunities.
- 3.7 Of the 18 schemes recommended for Tranche 4 Programme Entry 12 are Minor schemes (less than £5 million), whilst 6 are currently considered Major schemes (likely greater than £5 million).
- 3.8 One of the recommended schemes is GM Bike Hire. Development of the scope, operational and commercial models and the potential capital and revenue costs for the bike hire scheme will be developed through a procurement exercise.
- 3.9 The current forecast total cost of these 18 schemes (excluding GM Bike Hire) is £137.3 million, including allowances for scheme development, design and associated activity and risk and contingency. The current forecast total funding requirement from the MCF for these schemes is £76.5 million. To date, the total MCF forecast for the four tranches of schemes is £115.8 million.
- 3.10 Based on the information supplied by scheme promoters through the Tranche 4 bidding process, there is a current forecast spend of approximately £9.2 million (including approximately £3.8 million of implementation costs and £5.4 million, see recommendation iv, of scheme development, design and associated activity), which is required to enable progression of the recommended Tranche 4 schemes in 2019/20.
- 3.11 It is proposed that GM continues to accept and assess further tranche submissions for Programme Entry to a point where the value of the schemes exceeds the current funding available. This will allow for the development of a scheme pipeline against which future funding can be secured, and which will also provide programme resilience in the event that any schemes are unable to proceed and require substitution.
- 3.12 Appendix 1 provides the current forecast total cost, the current forecast local contribution and the current resultant forecast funding requirement from the MCF for Tranches 1, 2, 3 and 4 schemes.
- 3.13 These cost estimates will be reviewed and refined in the coming months through the business case development process to form an agreed budget with promoters. Following full approval, schemes will have a defined delivery budget, which will be set out in the maximum commitment contained within the legal delivery agreement.

4 2019/20 Programme Budget

4.1 In 19/20 TfGM will continue to undertake the programme management role and the activities associated with delivery of the overall programme. As a result (and as previously reported to the GMCA in July 2018), funding of £1.5 million per annum is required in 19/20 to cover the following activities:

- Programme and project development support and advice to scheme promoters (c£0.5 million);
- Core programme management and associated activities (c£0.5 million);
- Programme monitoring and evaluation activities for MCF year 2, (c£0.1 million); and
- Communications and engagement activity (c£0.4 million per annum);

4.2 In addition, and following agreement with GM Highways Group, it is recognised that delivery of the Bee Network is reliant on the ability of highway authorities to introduce zebra crossings at side road junctions. GM Highways Group requested a research commission to gather the necessary evidence needed to assess the risks and benefits of these crossings and to help build a case to change the traffic sign regulations. Following a recent tender process, funding of £0.26 million is required to undertake this work.

4.3 It is proposed to 'top slice' the £1.5m programme management costs and £0.26m research costs from the MCF; and to authorise the GMCA Treasurer to make the necessary capital-revenue 'switch' for the combined value of £1.76m.

5 MCF Governance Update

5.1 Following a review of governance arrangements and to ensure the process of approving capital expenditure and entering into legal agreements aligns with the GMCA governance, the following updates are proposed for approval:

- Schemes requiring a GMCA contribution of over £0.5 million will be brought to the GMCA for individual approval.
- Schemes requiring a GMCA contribution of less than £0.5 million and consequently grant claims from districts (including for development costs), are to be delegated to the Chief Executive of the CA in consultation with the Mayor for approval; they can also agree variations to funding agreements provided the total funding remains below £0.5 million.

6

Recommendations

6.1 The recommendations are set out at the front of the report.

Eamonn Boylan

Interim Chief Executive, TfGM

Appendix 1- Forecast Costs

Scheme name	Current Forecast MCF contribution	Current Forecast Local Contribution	Current Forecast Total Scheme Cost
Tranche 1- Previously Approved for Programme Entry			
B6226 Chorley New Road	1.6	-	1.6
Metrolink Bury Line - Cycle Parking	1.2	-	1.2
New and Upgraded Crossing Points and Junctions	2.6	-	2.6
Manchester to Chorlton	9.5	4.3	13.8
King Street foot/cycle bridge	0.6	0.1	0.7
Union Street West foot/cycle Bridge	0.2	-	0.2
Castleton Local Centre Corridor	1.2	-	1.2
SBNI – Swinton and Walkden	1.3	3.8	5.1
SBNI - A6 Broad Street / B6186 Frederick Road	0.7	2.6	3.3
Chapel Street East Phase 1: Demonstrator Project	4.5	0.5	5.0
Gillbent Road - Crossing Upgrade	0.1	-	0.1
Welkin Road - Town Centre Severance Package	0.4	-	0.4
Tameside Active Neighbourhoods	0.5	-	0.5
A5014 Trafford Road	0.2	-	0.2
Victoria Street/Warrington Road Junction Improvements	0.7	-	0.7
Tranche 1 Total	25.3	11.3	36.6
Tranche 2 – Previously Approved for Programme Entry			
Trinity Way/Springfield Lane Crossing	0.9	0.0	0.9
Swinton Greenway	3.4	1.2	4.6
Monton Town Centre	1.5	0.1	1.6
Hazel Grove Access Upgrades	0.7	0.2	0.9
Talbot Road A56 Chester Road	1.1	0.0	1.1
Standish Mineral Line	0.7	0.0	0.7
Tranche 2 Total	8.3	1.5	9.8
Tranche 3 – Previously Approved for Programme Entry			
Trafford Road	4.8	15.0	19.8
Bridgewater Canal Towpath	0.2	0.1	0.3
Toucan Crossings – Wigan Central	0.7	-	0.7
Tranche 3 Total	5.7	15.1	20.8
Running Total	39.3	27.9	67.2

Continued on next page.

Appendix 1 - Continued

Scheme name	Current Forecast MCF contribution	Current Forecast Local Contribution	Current Forecast Total Scheme Cost
Tranche 4 - Recommended for Programme Entry			
Manchester: Levenshulme Mini Holland	2.4	0.1	2.5
Manchester: Mancunian Way/Princess Parkway Junction	2.9	7.7	10.6
Manchester: Rochdale Canal Bridge 88-80a	1.3	0.0	1.3
Manchester: Route 86 (Northern Quarter)	10.6	1.0	11.6
Rochdale: Castleton Town Centre Phase 2	10.7	0.0	10.7
Salford: Barton Aqueduct	4.8	0.5	5.3
Salford: Liverpool Street Corridor	3.9	2.5	6.4
Salford: Ordsall Filtered Neighbourhood	2.6	0.2	2.8
Stockport: A6 MARRR Links	1.4	0.0	1.4
Stockport: Bramhall Park to A6	4.1	0.0	4.1
Stockport: Crossings package	0.7	0.0	0.7
Stockport: Heatons Cycle Link	2.2	0.0	2.2
Stockport: Ladybrook Valley	0.8	0.0	0.8
Stockport: Interchange	9.0	48.0	57.0
Tameside: Crown Point	2.5	0.0	2.5
GM Bike Hire*	TBC	TBC	TBC
Trafford: Wharfedale Way	2.7	0.1	2.8
Wigan: Leigh Atherton Tyldesley	13.9	0.7	14.6
Tranche 4 Total	76.5	60.8	137.3
Overall Total	115.8	88.8	204.5

* no confirmed costs at this stage.