

Report to: Executive
Date: 26 June 2017
Report for: Decision
Report of: Executive Member for Highways, Parks and Environmental Services

Report Title

Agreement for the delivery of Cycle City Ambition Grant Works (round 2)

Summary

To seek approval to authorise the signing of the legal document between the GMCA, TfGM and Trafford Council, associated with the implementation of the second round of the Cycle City Ambition Grant.

Recommendation

The Executive are recommended to:

- 1. Authorise the Director of Legal and Democratic Services to execute and complete the necessary Agreement and documentation to enable the delivery of the project.**
- 2. Authorise the Director of Legal and Democratic Services to execute and complete any subsequent Deeds of Variation to enable the delivery of the project**

Contact person for further information:

Name: Paul Bentley
Phone: 0161 672 6529

Background Papers: None

Relationship to Policy Framework/Corporate Priorities	The Cycle City Ambition Grant Works accords to the Trafford Local Plan Core Strategy.
Financial	The project referred to within the report will be funded via the Cycle City Ambition Grant (round 2). The total allocation for Trafford is £1.8m
Legal Implications:	The signing of the document(s) referred to in this report enters the parties into a legal agreement to deliver the project(s)
Equality/Diversity Implications	None
Sustainability Implications	Promotes economic growth whilst cutting carbon emissions through promoting sustainable modes of travel to work
Staffing/E-Government/Asset Management Implications	Staffing for the implementation of the proposed actions will be provided from within existing resources. There are no significant Asset Management implications.
Risk Management Implications	It is not considered that there are any Risk Management implications.
Health and Safety Implications	The proposed actions are aimed at improving the health and safety of road users in Trafford.

Background

- 1.2 In March 2015 the Department for Transport (DfT) awarded £22.1m to Greater Manchester under the second round of the Cycle City Ambition Grant (CCAG2). This grant is to provide cycle infrastructure improvements, as part of a long term cycling strategy aimed at increasing cycling levels by 300%.
- 1.3 The financial allocation for the provisional schemes identified for Trafford is £1.8m, which is fully funded via the grant. In mobilising CCAG2 TfGM has reviewed the delivery process based upon lessons learnt from CCAG1 and there is now a staged delivery process which has been agreed by the GM Transport Growth Group. In essence each scheme has to go through a staged delivery process which has resulted in individual schemes being approved by TfGM at different times.
- 1.4 The first scheme within Trafford to reach the stage where the delivery agreement can be progressed is the Stretford Road/Talbot Road cycle improvement scheme (Stretford Cycleway). The detailed design and cost estimate is £821,079, which is fully funded via the grant. The balance of the grant (£978,921) will fund further schemes yet to be agreed by TfGM. It is proposed that these schemes, when agreed, will be carried out in accordance with the original Agreement, varied via a Deed of Variation between the GMCA, TfGM and Trafford Council.
- 1.5 The Stretford Cycleway scheme will help realise the aspirations of the Greater Manchester Cycling Strategy by replacing a number of existing discontinuous advisory cycle lanes with mandatory cycle lanes, enhance existing mandatory cycle lanes utilising physical cycle lane delineators, and introduce cycle friendly geometry and economical use of green coloured surfacing at high risk locations. The scheme will significantly improve the experience of new and existing cyclists whilst reducing the risk of cyclist and vehicle conflict.
- 1.6 A consultation took place on draft proposals in May 2016 and consideration has been given to the results of the consultation when devising the final scheme. The measures proposed have been developed in accordance with Greater Manchester Cycling Design Guidance and will contribute to TfGM's aim to have 10% of journeys within Greater Manchester to be taken by bike.

- 1.7 Physical segregation is proposed by the use of Orcas, a type of low level segregation which will delineate the edge of the cycle lane and provide a physical boundary limiting vehicle incursion onto the cycleway. A number of locations will include bollards placed within the Orca installation and these will enhance the presence of the low level feature by increasing the effective height of the segregation. The provision of the Orcas and associated bollards are recommended following a workshop undertaken on CCAG schemes and in particular from comments received from users of the Broughton Cycleway. This combination is recommended by the Greater Manchester Cycle Reference Group, Trafford Technical Cycle Forum and TfGM whose role is to ensure that all CCAG schemes provide high quality dedicated cycle routes, segregated from traffic where possible. There will be no loss of available carriageway width for general traffic as a result of these provisions on Talbot Road but some loss on various lengths of Stretford Road. The minimum lane width on Stretford Road over the effected lengths will be 3.2 metres, which is appropriate for a bus route and is supported by TfGM. The orcas and bollards are bolted to the road surface independently and are proven to be extremely durable. The bollards are reboundable and are designed to be driven over several hundred times without damage. The photograph below shows the wand orca installation in-situ on Rochester Way, London.



- 1.8 The project is to be completed on site by March 2018.

2.0 Conclusions

- 2.1 A legal Agreement and subsequent Deed of Variation(s) is required to formalise the working relationship between Trafford Council, Greater Manchester Combined Authority and Transport for Greater Manchester, in relation to the CCAG2 project(s).

3.0 Other Options

- 3.1 The only option is not to proceed with the recommendation which would result in the project not being implemented and the grant fund not being released.
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4.0 Consultation

4.1 There are no specific consultations considered necessary to complete the Agreement however the Stretford Road/Talbot Road project has been the subject of a public consultation exercise and the results of this consultation have been utilised to formulate the final scheme. Ward Members and Traffic Unit Members have been consulted on the final proposals.

5.0 Reasons for Recommendation

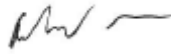
5.1 A legal Agreement is required to formalise the working relationship between Trafford Council, GMCA and TFGM. This will enable the CCAG2 projects to be introduced and for the CCAG2 grant fund to be released.

Key Decision: Yes **If Key Decision, has 28-day notice been given?** Yes

Finance Officer Clearance ...GB..... (Graeme Bentley)

Legal Officer Clearance ...KF..... (Claire Kefford)

DIRECTOR'S SIGNATURE (electronic)



To confirm that the Financial and Legal Implications have been considered and the Executive Member has cleared the report.