

TRAFFORD COUNCIL

Report to: Executive
Date: 29th October 2018
Report for: Decision
Report of: Executive Member for Environment, Air Quality and Climate Change.

Report Title

The GM Mayor's Cycling and Walking Challenge Fund - Update

Summary

The Mayor's Cycling and Walking Challenge Fund (MCF) aims to kick start the delivery of the GM Cycling and Walking Commissioner's *Made to Move* strategy to make Greater Manchester (GM) a city region where walking and cycling are the natural choices for shorter journeys.

This report sets out progress in Trafford to date in relation to the MCF and also to seek approval to the schemes identified in Trafford for the next tranche of bids to the MCF, and to set out the governance process in Trafford for approving any future bids to the MCF.

Recommendation(s)

That the Executive:

- 1. Note the schemes in Trafford which have been granted "Programme Entry" status through the MCF (Appendix 1, Table 1);**
- 2. Approve the schemes in Appendix 1, Table 2 for submission to the third tranche of the MCF in January 2019;**
- 3. Note the potential schemes for future tranches of the MCF (Appendix 1 Table 3);**
- 4. Approve the process for submitting future schemes to the MCF as identified in section 8.4.**

Contact person for access to background papers and further information:

Name: Stephen James
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Background Papers: None

Implications:

Relationship to Policy Framework/Corporate Priorities	Delivering schemes through the GM Mayor's Challenge Fund (MCF) will contribute to a number of the Council's Corporate Priorities, in particular Economic Growth and Development; Safe place to live - fighting crime and; Services focussed on the most vulnerable people.
Relationship to GM Policy or Strategy Framework	The delivery of schemes through the MCF in Trafford directly relates to the delivery of the GM Cycling and Walking Commissioner's "Made to Move" report and therefore the decisions in this report relate directly to the delivery of GM Policy.
Financial Implications:	The MCF funding is expected to cover the costs of the design work and the implementation of the schemes. There is an element of risk regarding the design costs should the schemes not be successful through the bidding process.
Legal Implications:	There will be a need for Delivery Agreements (DAs) to be in place at the point that FBCs are approved. TfGM are currently preparing a number of standard DAs which will be agreed by the GMCA following consultation/agreement by all GM LA legal teams. The Council would need to ensure that the legal frameworks for these schemes, for example traffic orders, are put into place if they aren't in place already.
Equality/Diversity Implications	Schemes for improving the cycling and walking provision will include provisions for improving accessibility within the borough, including the provision for those with disabilities and/or mobility issues.
Sustainability Implications	Delivering improved quality and quantity of cycling and walking schemes in Trafford through the MCF will encourage more people to make more sustainable choices in the ways that they travel within the borough, therefore contributing towards wider sustainability objectives.
Resource Implications e.g. Staffing / ICT / Assets	Work in relation to delivering the Made to Move report, including submissions to the MCF will be carried out by staff within the existing Strategic Growth Service, with support from staff in the One Trafford Partnership. The "Beelines" map which illustrates a network of existing and potential cycling and walking schemes across GM is available to view electronically via the GMCA website. Most of the proposed schemes will be delivered on Trafford's highways.

Risk Management Implications	See financial implications section
Health & Wellbeing Implications	Delivering improved quality and quantity of cycling and walking schemes in Trafford through the MCF will encourage more people to make healthier choices in relation to travelling in the borough, therefore contributing towards improving the health and wellbeing of Trafford's residents.
Health and Safety Implications	All schemes funded through the MCF will be designed to an approved standard which will meet all required safety standards.

1.0 Background

- 1.1 The Mayor's Cycling and Walking Challenge Fund (MCF) aims to kick start the delivery of the GM Cycling and Walking Commissioner's Made to Move strategy to make Greater Manchester (GM) a city region where walking and cycling are the natural choices for shorter journeys. The Made to Move strategy sets out a 15-step plan to transform GM and was adopted unanimously by GMCA in January 2018.
- 1.2 Since the adoption of the Made to Move strategy, TfGM and the GM Cycling and Walking Commissioner's Team (CWCT) have been working on the "Beelines" project: <https://www.tfgm.com/made-to-move/beelines> which is the mechanism by which the Made to Move strategy will be implemented. The vision for the Beelines' project is for GM to become the very first city region in the UK to have a fully joined up cycling and walking network with a single identity. Its focus is to enable the two thirds of people who currently use their car as their main mode of transport to walk or cycle a network covering 1,000 miles.
- 1.3 The MCF has £160m available over four financial years (2018 to 2022) with £10m in the first and £50m in the subsequent three years. Formal governance arrangements for determining bids for funding through the MCF are based on a rolling quarterly decision making programme.
- 1.4 Trafford has been engaged in the process from the start and has made successful bids to both the June and September 2018 funding "windows". These schemes relate to enhancements of the Stretford Cycle Way, which is currently on site along Talbot Road. The additional elements which would be funded through the MCF will greatly improve the operation of the scheme. The first additional element relates to a stretch of the route from White City Way to Seymour Grove. The second and third elements relate to improving two junctions along the route for both pedestrians and cyclists: firstly at the Talbot Road/Chester Road Junction and secondly at the junction of Talbot Road and Greatstone Road. Following these successful bids, it is proposed to develop a rolling programme of active travel neighbourhoods across the borough, starting in Urmston and dedicated cycling and walking schemes for submission for funding through the MCF. Further details of the approved schemes and proposed future bids can be found in Section 6 and Appendix 1 of this report.

2.0 Trafford's Involvement in Developing the Beelines' Network

- 2.1 The CWCT met with all ten GM local authorities (LAs) in March/April 2018 to hold cycling and walking network planning sessions.
- 2.2 Trafford's cycling and walking network planning session was held on 27th March 2018 and was attended by:

- Three representatives from the CWCT
- Cllr. M. Cordingley,
- The Local Highway Authority
- The Strategic Planning and Growth Team
- Three representatives from Trafford’s Cycle Forum

2.3 The outcome of that session was the draft Network Planning Map illustrated in Figure 9 in the [Beelines](#) report. It shows routes for major interventions, routes for minor interventions, and proposed crossings. It represents a comprehensive first take on where crossings, infrastructure interventions and routes could be located in Trafford. Over the summer stakeholders have been invited to provide comments on the routes and crossings identified and to also propose additional routes and crossings, which together will ensure a fully comprehensive network of active travel routes. The interactive map can be viewed via this link: <https://mappinggm.org.uk/beelines/> .

3.0 The MCF Selection Criteria for Bids

3.1 The MCF has two key areas of focus for investment:

- Active Centres and Corridors - Strategic walking and cycle route connections between and across town and city centres – “big ticket” schemes
- Active Neighbourhoods - Improving neighbourhood walking and cycling access from residential areas to local jobs, schools, colleges, health facilities and public transport.

3.2 The application process requires the completion of a comprehensive proforma which covers a range of criteria, including strategic fit, costs, level of service, scheme design, procurement, maintenance and value for money.

3.3 Following submission, applications are scored by a team of assessors from the CWCT against 23 criteria using an agreed scoring framework. The evaluation panel recommend to the Cycling and Walking Delivery Board who in turn make recommendations to the GMCA as to which schemes should be approved.

4.0 Schemes in Trafford submitted for funding through the MCF

4.1 Following the production of the draft Network Planning Map, the CWCT opened the bidding process (in May 2018) for the first tranche of spending through the MCF with a subsequent bidding “window” opened in August 2018. As a result of the very tight timescales for these initial bidding “windows”, schemes were submitted which were complementary with Council priorities and emerging longer term GM transport priorities for the GM active travel corridors, the potential “big ticket” schemes.

4.2 Table 1 and Table 2 in Appendix 1 list the schemes which were submitted for funding through these first two tranches. As part of the first tranche, the following Trafford scheme was awarded “Programme Entry” (PE) status through the MCF:

- Talbot Rd/White City Way/Seymour Grove link (see Appendix 2)

4.3 Following the successful award of PE status for that scheme, and the positive feedback received from the CWCT in respect of the Stretford Cycle Way, the following additional elements of that overall scheme were submitted for PE status through the second tranche of the MCF:

- Talbot Rd/Greatstone Rd Junction (see Appendix 3)
- A56 Talbot Rd Junction (see Appendix 3)

4.4 These schemes were approved at the September 2018 meeting of the GMCA, for PE status. All three schemes represent important additional elements of the Stretford Cycle Way. The Stretford Cycle way is currently on-site along Talbot Road, having originally been awarded funding through the national Cycle City Ambition Grant (CCAG) programme. However, the scheme funded through the CCAG programme was not the full extent of the opportunity and additional elements are required to bring it up to the high standards of the Made to Move strategy. The additional elements approved for PE status of the MCF are therefore designed to enable the delivery of the future phases of this flagship scheme and will provide important elements of a key active travel route in the borough.

5.0 Programme Entry Status

5.1 “Programme Entry” (PE) status does not mean that the Council is in receipt of funds to build these schemes as yet, but instead, it gives a very strong indication from the CWCT that the principle of the scheme has been approved and that, subject to a full business case (FBC) being satisfactorily prepared, the scheme will be successful in being awarded the requested funding. Therefore although it is very likely that the Council will be awarded the full cost of delivering the above schemes, there is an element of risk regarding the design costs should the schemes not be successful through the bidding process.

5.2 In order to ensure a successful bid, the Council has developed, a very strong working relationship between TfGM, the CWCT, One Trafford Partnership and officers from within the Strategic Growth Service, including regular meetings with all parties. The main purpose of this close working relationship is so that TfGM and the CWCT can review progress on the bids, discuss design detail and assist with the FBC submission.

5.3 At the time of awarding the schemes set out in Table 1 PE status, TFGM and the CWCT made it clear that the schemes met the objectives of the Made to Move strategy and therefore they were happy to work with the Council to progress them through to successful FBC stage. Given this feedback, it is considered relatively low risk to instruct colleagues in the One Trafford Partnership to undertake the development/design work because there is a very good prospect of this expenditure being reimbursed by the Challenge Fund.

6.0 Future Bids to the MCF

6.1 The next bidding window is January 2019 for tranche 4. It is important that Trafford has a pipeline of potential schemes ready to submit for PE status and beyond. However it is also important that sufficient time and resources are identified to work up those successful PE status schemes to successful FBC status. Therefore a balance will be struck between identifying new schemes and preparing schemes for FBC.

An Active Neighbourhood Pilot

One of the aims of the Made to Move strategy is to develop “active neighbourhoods”. The delivery of such neighbourhoods in Trafford would be complementary with a number of Council priorities, particularly enabling residents to travel their first and last mile safely by non-car modes; improving road safety close to Trafford’s schools, improving the health and wellbeing of residents and; achieving a more accessible Trafford for those with disabilities. Apart from the issues identified above, targeting schools is also important to reduce congestion and parking problems for local residents caused by the school run. Following discussions with TfGM and the

CWCT, it is proposed to concentrate initially on a pilot project for developing a network of active neighbourhoods across the borough. The active neighbourhood pilot will focus on the Urmston area and will improve crossing points for both pedestrians and cyclists which, in turn will enable a network of quiet walking and cycling routes to be linked up.

6.2 It is proposed that Urmston is the first neighbourhood to focus on as other towns in the borough are seeing further public realm improvements that will benefit both walking and cycling. There will be a focus on schemes which would result in a number of “quiet” walking and cycling routes to and from key attractors such as the town centre, schools, medical facilities and local shopping facilities within the Urmston area being linked together. This will provide a network of routes which will improve the accessibility of Urmston for all users by removing current barriers to movement such as poor quality crossing points for those with mobility issues.

6.3 Subject to funding, this type of network would then be rolled out across other neighbourhoods in the borough. The delivery of a network of active neighbourhoods across the borough will mean that more of Trafford’s residents will be able to travel their first and last miles in a sustainable manner and will make Trafford a more accessible place for all.

Dedicated Cycling and Walking Schemes

6.4 Alongside establishing a network of Active Neighbourhoods, it is proposed to identify dedicated cycling and walking schemes which will improve specific linkages to areas of employment, town centres, schools or health facilities. The first such scheme, proposed for submission to the fourth tranche of funding is a scheme which will improve access to and through Trafford Park and Wharfside (see Appendix 4). This scheme would utilise, improve and extend existing cycling facilities between Stretford/Gorse Hill and employment opportunities in Trafford Park. Given its ability to provide a safe cycling and walking route from a relatively deprived area of Trafford to and from employment opportunities, it is considered that it meets one of the key objectives of the MCF – creating active neighbourhoods and improving neighbourhood walking and cycling access from residential areas to local jobs.

Stakeholder Engagement

6.5 It will be important that the pipeline of future schemes is developed in consultation with key user groups. Trafford has a very active Cycle Forum which meets quarterly and can therefore make a valuable contribution to the cycling elements of schemes. However, importantly the MCF is about delivering a network of walking **and** cycling schemes, not one or the other. Therefore future proposals will have to be of distinct benefit to both types of users. In order to ensure that key user groups are engaged in the process, it is proposed to use the network of links established by the Council’s Partnerships and Communities Team, starting in Urmston, to other user groups such as disability, age, community groups and schools.

7.0 “Big Ticket” Schemes

7.1 In addition to a large number of relatively small schemes which the Cycling and Walking Commissioner will implement through the Made to Move strategy, it is proposed that a much smaller number of “big ticket” schemes for Beelines on busier roads/key transport corridors and/or in towns will be delivered. This includes schemes that can be delivered on main road corridors providing protected links and junctions for cyclists and area-wide treatments to improve walking and cycling links to town centres. Because these Beelines will be on busier roads, there will be a need

for a higher level of intervention to enable people to cycle and walk safely. Schemes may include full and/or light segregation for cyclists as well as improvements to footways and side road zebra crossings and major interventions at busy junctions. The Made to Move strategy states that at least one corridor per local authority is desired; Appendix 1, Table 4 identifies three potential 'big ticket' corridors in Trafford.

- 7.2 These schemes are currently being assessed in terms of feasibility, deliverability and impact as part of the parallel active travel initiative to develop a GM Local Cycling and Walking Infrastructure Plan (LCWIP) being prepared in conjunction with TfGM and the CWCT. As the evidence behind these "big ticket" schemes is developed, it will be necessary to prioritise these three potential schemes. It is currently anticipated that this assessment work will be completed over the next 6 to 8 months and a draft LCWIP will be published by TfGM at that point.

8.0 Next Steps

- 8.1 With regards the consultation identified in 2.3, TfGM will spend the next few weeks/months collating these comments and sharing them, as appropriate/necessary, with the relevant GM LAs. These comments will help to revise the Network Maps and also to shape future rounds of bidding to the MCF.
- 8.2 The three Trafford schemes which have been successful in achieving "Programme Entry" status (Appendix 1, Table 1) will be developed, in conjunction with TfGM, the CWCT and key partners/consultees to produce a FBC.
- 8.3 The scheme identified in Table 2 of Appendix 1 will be developed for PE status submission in January 2019. At the same time the Urmston Active Neighbourhood Pilot will be prepared for submission to a later tranche of the MCF. Alongside this, a pipeline of appropriate dedicated walking and cycling routes/schemes will be identified. In this way the Council will be in a strong position to bid for future funding over the coming months and years. The development of these schemes will be done in consultation with relevant stakeholders/community groups.
- 8.4 Given the rolling nature of the bidding fund tranches and the tight turnaround for submitting schemes through the MCF, it is proposed to delegate the approval of future schemes for submission for MCF PE and FBC status to the Corporate Director of Place, in consultation with the Executive Member for Environment, Air Quality and Climate Change.
- 8.5 Officers will also continue to work with TfGM and the CWCT to assess the three potential "big ticket" schemes identified in Appendix 1 Table 4 in order to produce a draft GM LCWIP and to develop a programme for its delivery, including an assessment of the necessary consultation. A further report will be brought back to the Executive once sufficient progress has been made in respect of this programme.

Other Options

To not develop the existing PE schemes (Table 1, Appendix 1) to FBC status, would mean that key additional elements of the Stretford Cycle Way would not be completed because insufficient funds would exist without the grant from the MCF. Additionally all resources spent to date on the additional elements of this scheme would not be recoverable because this can only be done once the FBC has been approved.

To not submit the scheme identified in Table 2 of Appendix 1 for PE status would mean that insufficient funds would exist to deliver a key link to important employment opportunities.

To not prepare a pipeline of potential schemes to submit under future tranches of the MCF PE status would result in Trafford not being able to secure any further funds through the MCF. Without securing these funds it is very unlikely that sufficient funding would exist to deliver the required step change in cycling and walking facilities in Trafford.

Consultation

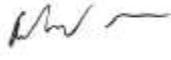
As the pipeline of schemes develops, it will be necessary to consider the level and nature of public consultation required in relation to individual potential schemes. Due to the varied nature of the potential schemes consultation methods will need to vary and therefore as part of the development process, consultation requirements and methods will need to be tailored accordingly. It is proposed to engage with a wide range of stakeholders including those representing people with mobility issues; older people; education facilities and Trafford’s Cycle Forum. The Council’s Partnerships and Communities Service will play a vital role in this community engagement.

Reasons for Recommendation

The recommendations in this report are necessary in order to enable bids to be submitted to the MCF in a timely fashion and to ensure that Trafford Council is able to secure the maximum benefits from the MCF.

Key Decision (as defined in the Constitution): Yes
If Key Decision, has 28-day notice been given? Yes /

Finance Officer Clearance (type in initials)...PC.....
Legal Officer Clearance (type in initials)...TR.....

[CORPORATE] DIRECTOR’S SIGNATURE (electronic) 

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

Appendix 1

Table 1 – Trafford MCF Tranches 1 and 2 Schemes

	Location	Intervention	Status
MCF First Tranche Approval (June 2018)			
1.	Stretford Cycle Way: White City way/Seymour Grove	Part of Stretford Cycle way	PE Approval
MCF Second Tranche Approval (September 2018)			
2.	Stretford Cycle Way: Talbot Rd/Greatstone Rd Junction	Part of Stretford Cycle way (Traffic Signal improvements)	PE Approval, Sept 2018
3.	Stretford Cycle Way: A56 Talbot Rd Junction	Part of Stretford Cycle way (Northbound Right Turn from A56)	PE Approval, Sept 2018

Table 2 – Proposed Trafford MCF Tranche 4 Submission Scheme (January 2019)

	Location	Intervention	Status
4.	Wharfside Way - Europa Way - Moss Road, Stretford	Dedicated Cycle and walking link from Moss Road to Wharfside, Trafford Park	Awaiting submission to MCF fourth tranche submission

Table 3 – Possible schemes for future Trafford bids to the MCF (non-exhaustive list)

	Location	Intervention	Status
5.	A package of new and upgraded crossing points and junctions in the Urmston area	A pilot “Active Neighbourhood” project in Urmston, comprising a package of crossings and junctions which will improve both walking and cycling facilities and which would link a number of quiet routes to deliver a safe and active neighbourhoods.	TBC
6.	A rolling programme of active neighbourhoods across the borough	Develop a network of crossings and junctions which will improve both walking and cycling facilities across the borough.	TBC
7.	Altrincham Cycle Link	A bridge across the Bridgewater has been designed and partly funded through Growth deal, but gap funding is required to deliver the scheme. Advice is to be sought from the CWCT as to whether an appropriate quiet walking and cycling route into Altrincham could be achieved	TBC

	Location	Intervention	Status
		which would meet Made to Move standards.	
8.	A pipeline of dedicated walking and cycling routes/schemes across the borough	TBC	TBC

Table 4 – Proposed “Big Ticket” corridors for investigation as part of LCWIP preparation

	LCWIP Corridors Studies/Beelines on Busier Roads
1.	A56 Talbot Road to Dunham
2.	Urmston to Stretford/Chorlton Border
3.	Sale West to Sale Moor