

TRAFFORD COUNCIL

DELEGATED EXECUTIVE MEMBER DECISION REPORT

Report to: Executive Member for Climate Change
Date: 2nd June 2023
Report for: Decision
Report of: Corporate Director of Place

Report Title

Approval of Talbot Road Active Travel Scheme as part of the Mayors Challenge Fund Programme (MCF)

Summary

1. To approve and accept the MCF funding to deliver the Talbot Road Active Travel Scheme and to note the programme of works for 2023/24.

Recommendation(s)

The Executive Member is recommended to:

- a) Approve the acceptance and spend of the £4,751,389 Mayoral Challenge Fund (MCF) funding allocation for the implementation of the Talbot Road Active Travel Scheme
- b) Delegate authority to the Corporate Director of Place to negotiate and finalise the grant agreement, construction contract and any other contract or document required to implement this decision.
- c) Delegate authority to the Corporate Director of Place, in consultation with the Executive Member for Climate Change to award the contract to the recommended Contractor for the Scheme once an agreed delivery agreement is in place.
- d) Delegate authority to the Director of Legal and Governance to enter into any contracts or other documents required to implement this decision.
- e) Note the indicative programme of works for 2023/24 which would achieve the delivery of the Talbot Road Active Travel Scheme.
- f) Approve the urgency provisions in respect of this decision as detailed in the report; and
- g) Approve, based on the urgency provisions that this decision shall not be subject to the call-in process.

Contact person for access to background papers and further information:

Name: Douglas Cohen / Sharon Walls
 Telephone No: 07977 645308
 Background Papers Active Travel Fund (ATF) Tranche 2
 Implications:

Relationship to Policy Framework/Corporate Priorities	Alignment with the approved Council's strategy to increase the numbers of people walking, wheeling, and cycling across Trafford through the development and delivery of improved, accessible, and safer cycling and walking infrastructure. By providing alternative forms of travel and having effective and efficient transport infrastructure also supports the corporate objective of Supporting People out of Poverty and Addressing our Climate Crisis.
Relationship to GM Policy or Strategy Framework	The provision of improved and safer active travel infrastructure aligns with the Greater Manchester Transport 2040 Strategy, delivers on Greater Manchester's Active Travel Mission through the Mayor's Challenge Fund
Financial	The funding to support the implementation of the active travel schemes is through the MCF funding from GMCA via TfGM. The Council's approved capital programme includes an indicative allocation of £20m funded through MCF. The individual schemes will be drawn down following specific Executive approvals.
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 seek to address inequalities by providing inclusive access to Active Travel and 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 will encourage more people to make more sustainable choices in the ways that they travel within the borough, therefore contributing towards wider sustainability objectives by encouraging residents to walk, wheel or cycle particular potential in relation to

	short journeys to replace journeys currently undertaken by car – having benefits for carbon reduction.
Resource Implications e.g., Staffing / ICT / Assets	The proposed schemes will be delivered on Trafford’s highways and will be overseen by both Client and Amey staff within the One Trafford Partnership Team.
Risk Management Implications	Risks associated the development and delivery of active travel infrastructure include ensuring a robust design and safety inspection process, the impact of construction risks including inflation monitoring of delivery information (time, cost, and quality) and ensuring proactive impact on safety and availability the public of the highway network.
Health & Wellbeing Implications	The delivery of 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 by increasing physical activity levels and contributing to clean air, 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, including with local transport note (LTN) 1/20 which provides guidance to local authorities on delivering high quality, cycle infrastructure.
Carbon Reduction	Well maintained infrastructure will directly contribute to carbon reduction by providing an efficient highway and transport network that supports alternative forms of transport such as cycling and walking that has potential in relation to short journeys to replace journeys currently undertaken by car – having benefits for carbon reduction

1 Background

- 1.1 As part of the development of Trafford’s Active Travel programme, indicative funding for associated infrastructure works was previously secured through the Mayor’s Challenge Fund (MCF) bidding process supported by Transport for Greater Manchester (TfGM) with indicative funding allocations approved by Greater Manchester Combined Authority (GMCA).
- 1.2 Trafford’s original MCF programme was based on a set of seven schemes which secured programme entry through the MCF Tranche application process during 2019/20. The Council’s approved capital programme includes an indicative allocation of £20m funded through MCF. The individual schemes will be drawn down following specific Executive approvals.

- 1.3 In May 2020, two separate schemes referred to as the T1-A5014 and T2-A56 Talbot Road schemes were combined into one scheme and one business case submission as part of a reprioritisation exercise to focus on fast tracking delivery and making best use of Trafford’s MCF funding allocations.

2 Combined Talbot Road Scheme

- 2.1 The Talbot Road scheme is now a combined scheme that will deliver three upgraded ‘Cyclops’ junctions at the junction of Talbot Road and White City Way, Great Stone Road, and A56/Chester Road, thus providing priority to those walking, wheeling, or cycling long this route in a seamless journey.

The scheme is of key strategic importance within Trafford and forms a major component of planned Active Travel infrastructure which will provide a central spine enhancing connectivity between Trafford’s Civic Quarter, key development sites and Manchester City Centre.

- 2.2 The scheme also forms part of the long-term vision for the North Corridor (a route spanning from the M60 Junction 7 via Talbot Road through to Salford and onto Manchester via the A56 Old Chester Road to the Cornbrook Junction). A phased delivery approach to this vision will include upgrading all the light segregation with fully permanent segregated cycle lanes to integrate and complement the public realm works in Stretford and along Talbot Road subject to future funding allocations.
- 2.3 Having previously received MCF Programme Entry in November 2019 for a range of active travel improvements the combined Talbot Road Scheme was submitted to GMCA for Full Approval in May 2023.

3 MCF Grant Funding

- 3.1 The scheme delivery costs in total require MCF funding contribution of £4,751,389 and all funding for the scheme has been secured from the initial two tranches of the Mayor’s Challenge Fund (MCF), as outlined in the table below.

Expenditure Profile	Tranche 1	Tranche 2	Combined Total
Development Cost	£165,416	£301,366	£466,782
Construction	£888,219	£1,850,327	£2,738,545
Management and supervision	£163,461	£326,922	£490,383
Statutory Undertakers and Third-Party Fees	£145,168	£415,747	£560,915
Land or Property	£0	£0	£0
Activation Planning/Monitoring and Evaluation	£74,500	£149,001	£223,501
Risk Allowance	£86,993	£184,269	£271,262
Total Cost	£1,523,757	£3,227,632	£4,751,389
Total Cost excluding Development Costs	£1,358,341	£2,926,266	£4,284,607

- 3.2 The MCF grant funding will be made available and secured through a signed Delivery Agreement between TfGM and Trafford Council.
- 3.3 Thereafter expenditure will be fully managed and accounted for by Trafford to ensure the scheme in its entirety can be delivered within the available funding.
- 3.4 Expenditure will be fully audit compliant both for Trafford Council and for TfGM, with the MCF Programme Manager responsible for ensuring that all financial reporting is undertaken in line with the terms of the MCF governance framework and in accordance with Trafford Council's own financial reporting.

4 Scheme Delivery Schedule

- 4.1 The scheme has an expected 9-month delivery period, dependent on start date. Indicative dates are outlined in the table below.

Task	Estimated Start	Expected End
GMCA Approval and Call in Period	24/05/2023	02/06/2023
TMBC/TfGM Agreement Tender Award	16/06/2023	16/06/2023
Construction (Anticipated)	Mid-June 2023	April 2024
Mobilisation	Mid-June 2023	Mid July 2023
Start on Site	Mid July 2023	Mid July 2023
Construction Completion	March 2024	April 2024

5 Procurement

- 5.1 In developing the procurement strategy for the schemes Trafford have worked with Star Procurement. STAR is the shared procurement service between Rochdale, Stockport, Tameside, and Trafford Councils, Tameside & Glossop CCG, and Trafford CCG. To maximise value for money Trafford have utilised Stockport and Bury Councils' existing Highway Frameworks.
- 5.2 A mini competition was set up using the frameworks which allows the contractors on them to bid for the contract to construct the T1 and T2 schemes. This resulted in a competitive tendering process rather than a direct award and helped to ensure that the prices quoted offered value for money and are competitive. Contractors on these frameworks are experienced in delivering this type of work and have also been through a PQQ process to secure a place on the frameworks. The works will be delivered using an NEC3/NEC4 contract.
- 5.3 Star Procurement have managed the tender process and returns were received and assessed in September 2022, whereby a preferred supplier was identified and approved by Trafford Council subject to agreed funding being secured. As the price was only held for 90 days, the cost estimates have been calculated based on this tender return value for the civils work, including a price uplift provided by the

preferred contractor in February 2023. The BCIS construction inflation factor is 3.7% for 2022 to 2023. As the scheme is due to start being constructed in June 2023, approximately halfway through the calendar year, this is deemed to be a reasonable and cautious uplift.

- 5.4 Whilst a preferred bidder has been identified the contractor can only be appointed once the construction delivery funding is approved by TfGM and service agreements are in place between Trafford Council and TfGM/GMCA.
- 5.5 Once the preferred bidder is on site Amey will provide NEC supervision services to ensure that the contract is managed correctly and that the works are constructed in accordance with the design.

6 Other Options

- 6.1 The alternative option would be to not accept the MCF grant funding and risk having incomplete, non-compliant cycle schemes. In addition, it would be a missed opportunity to achieve the outcomes as stated in the councils Walking, Wheeling, and Cycling strategy of improved infrastructure and support towards reducing carbon emissions. This would also impact on Trafford's reputation for securing future funding bids for other MCF grant Active Travel opportunities.
- 6.2 If the approval of the funding agreed is delayed, then the construction cost may further increase.

7 Consultation

- 7.1 The combined Talbot Road Active Travel Scheme has undergone an extensive public consultation period, with the results available on the Trafford website.
- 7.2 Further engagement and communication will be undertaken with affected resident and businesses prior to and throughout the delivery period.

8 Urgency

- 8.1 The report is submitted to the Executive Member for Climate Change on an urgent basis.
- 8.2 A decision will be urgent if any delay likely to be caused by the call-in process would seriously prejudice the Council's or the public's interests.
- 8.3 This report should be considered as 'urgent business' and the decision exempted from the 'call-in' process for the following reason(s):-
 - 8.3.1 GMCA have just approved £4.75m of Mayors Challenge Fund funding for the Talbot Road Active Travel scheme. The Council has already been through a

procurement process for a contractor and are aiming to make a start on site in June/July to minimise any further inflationary pressure on the tender price.

8.3.2 The Council has now received the full approval from the GMCA to the funding. Waiting a further 28 days will increase inflationary pressure on the works contract and delay the start on site on three critical junctions on the Talbot Road active travel corridor.;

8.3.3 Any delay likely to be caused by the call-in process would seriously prejudice the Council's or the public's interests;

8.4 The report and urgency of the key decision have been reviewed by the Chair of the Scrutiny Committee on 27 May 2023 who has agreed that the decision should not be delayed until the next meeting of the Executive and not subject to call-in.

8.5 It is proposed therefore, that the decision contained in this report is therefore deemed to be urgent and cannot be reasonably deferred. It is also proposed that the decision, based on urgency provisions, is not subject to call-in to allow the Council to start the works without any delay.

9 Reasons for Recommendation

9.1 It is recommended that the acceptance of the MCF grant funding will allow the implementation of the combined Talbot Road scheme to commence and for Trafford to provide alternative sustainable active travel modes of transport being used across the Borough that will benefit health and wellbeing and air quality.

Key Decision Yes

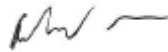
If Key Decision, has 28-day notice been given? **No** – Urgent decision

Reports will not be accepted without completion of the following section - THE EXECUTIVE MEMBER AND DIRECTOR MUST CLEAR ALL REPORTS before they are sent to Democratic Services.

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.