

Mayor's Cycling and Walking Challenge Fund

Tranche 5: Urmston Active Neighbourhood
Scrutiny Committee Update Report

Document Control

Author:	Mark Ford	Date & Signature:	16.09.22 <i>Mark Ford</i>
Checker:	Shannon McCartan	Date & Signature:	16.09.22 <i>Shannon McCartan</i>
Authoriser:	Gary Hugill	Date & Signature:	16.09.22 <i>Gary Hugill</i>
Revision:	V0.2	Status:	Final

Contents

1. Introduction	3
1.1 Background	3
1.2 Project Launch	3
2. Project Proposals	4
3. Summary and Next Steps	6
4. Project Budget	8
5. Going Forward	11

1. Introduction

The purpose of this report is to provide an update on the Urmston Active Neighbourhood project inclusive of current position and forward programme.

1.1 Background

A bid by One Trafford Partnership to introduce an Active Neighbourhood in the Urmston area received approval in June 2019 from Transport for Greater Manchester (TfGM) and Greater Manchester Combined Authority (GMCA) with the proposed works to be funded by the Mayor's Challenge Fund (MCF).

MCF operates a stage gated funding model, where funding is awarded by meeting funding criteria. The proposal was to deliver a community-led approach to develop and deliver a flagship Active Neighbourhood project across the wards of Urmston, Flixton, Davyhulme East and Davyhulme West.

The commission for this first phase of the project (Concept Design) was to undertake a comprehensive consultation to obtain detailed knowledge about barriers to walking in cycling in the community and to develop concept options for delivering a project which meets the criteria of the MCF, which include the Greater Manchester Interim Active Travel Design Guide and the Local Transport Note 1/20, Cycle Infrastructure design.

1.2 Project Launch

A launch event was held in January 2020 to kick-start the consultation of the Urmston Active Neighbourhood:

- Local people were invited to attend and have their say on the objectives which were outlined with the aim of improving Urmston as a place to live, work and visit.
- Approx. 600 people attended the event.
- In tandem an engagement commonplace platform was launched via a website
 - o Used to gather feedback from the community on the changes that they wanted in their local wards.
 - o Approx. 3,400 comments were received which have been analysed by the project team.

2. Project Proposals

Following consultation, seven separate routes across Urmston have been generated. These proposals consist of one major route (spine road through Urmston) and six minor routes.

All proposals incorporate solutions (where feasible) to problems which were raised as part of consultation and drop-in sessions. Figure 1 (below) shows the key which is associated to the overview plan shown in Figure 2 which displays all routes which have been developed utilising the feedback from consultation.

KEY

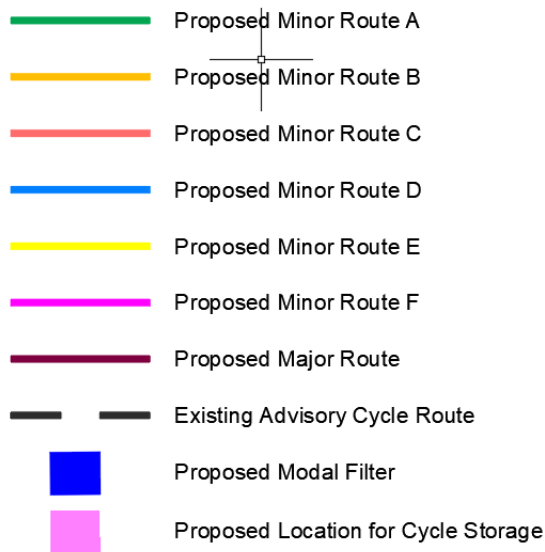


Fig 1 – Key for the Urmston Active Neighbourhood Overview Plan

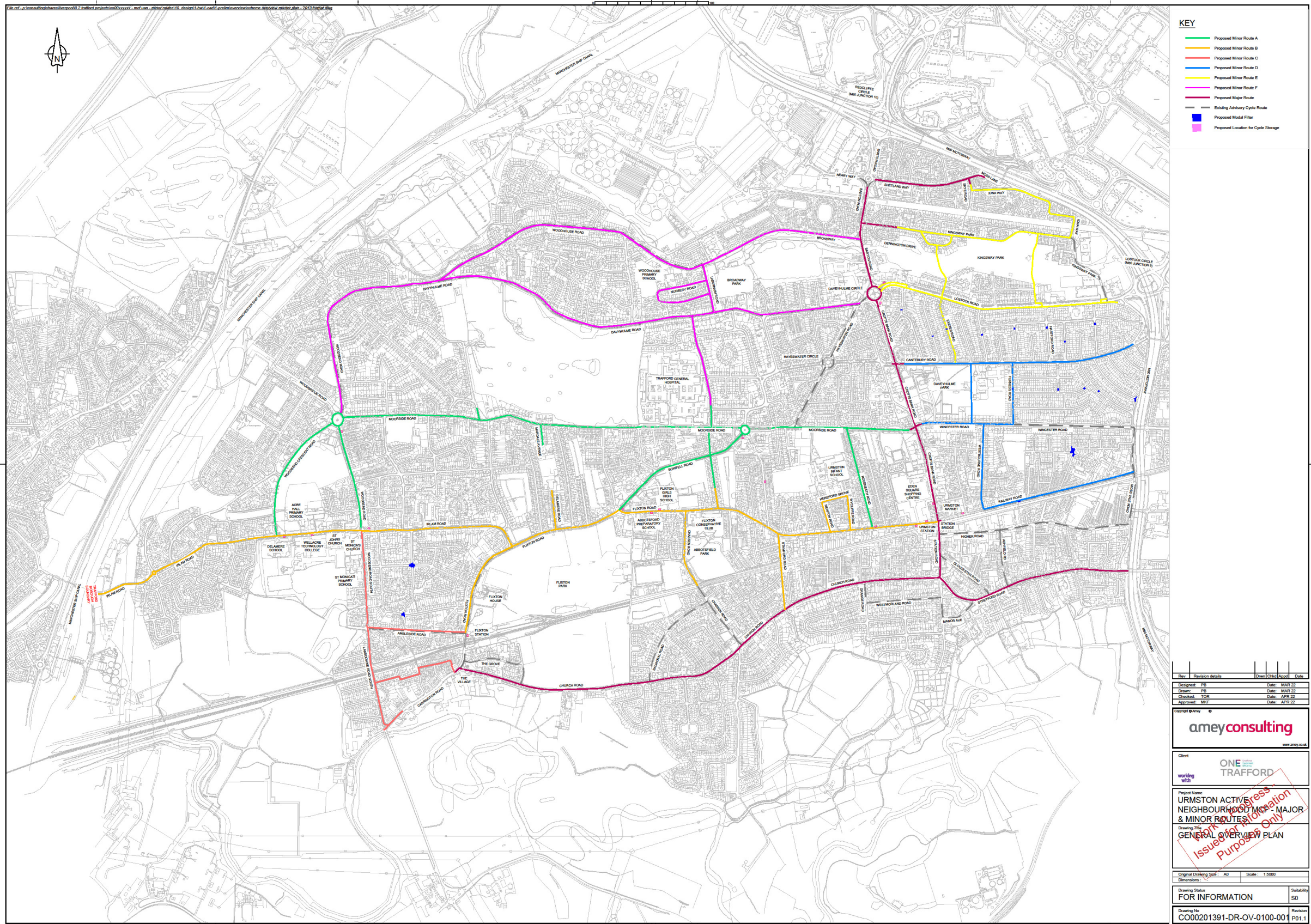


Fig 2 – Proposed Urmston Active Neighbourhood Routes

3. Summary and Next Steps

Major Route [Maroon]:

Barton Road (from Neary Way Roundabout), Crofts Bank Road, Station Road. Stretford Road extends to the junction of Moss Vale Road. Church Road extends to the junction of Carrington Road and consists of the following:

- 4.9km of two-way full segregated cycle facilities,
- 4 x Cyclops style signalised junctions,
- 5 x zebra crossings,
- 86 uncontrolled crossings,
- 4 x puffin crossings,
- 1 x Dutch roundabout (a roundabout with one way cycle track and parallel zebra crossings)

The main aspect of this route is to link with Trafford Park, providing fully segregated cycle facilities north and south of Urmston as well as linking the southern section of Urmston to Carrington and Eastern section of Urmston to Stretford. The Major Route is understood to act as the spine of Urmston.

Route A [Green]:

Moorside Road from Crofts Bank Road junction to Woodsend Crescent and consists of the following:

- Uncontrolled crossings at most side roads along Moorside Road,
- Side road enhancement,
- One Dutch roundabout (a roundabout with one way cycle track and parallel zebra crossings), and
- Puffin crossing.

This route enhances how cyclists use the roundabout near Woodsend Crescent Road. The existing geometry prevents segregated facilities being possible to include and traffic volumes do not make this route suitable for a mixed traffic route. This route does provide a significant level of pedestrian enhancement.

Route B [Amber]:

Flixton Road from Urmston Station to Flixton Station and Irlam Road from Flixton Road junction to Manchester Ship Canal and consists of the following:

- Provision of 0.9km segregated facilities along 'Busy Bee' section of Flixton Road (to provide this, widening into the footways will be required),
- 2 x signalised junction upgrades to CYCLOPS junctions,
- Provision of Zebra and Puffin crossings and
- 9 x continuous crossings.

This route provides full segregated facilities along the 'Busy Bee' section of Flixton Road with mixed traffic routes for the remaining section of Flixton Road and Irlam Road.

Route C [Red]:

Woodsend Road South from the junction of Irlam Road to Lansdowne Road North to Carrington Road junction and consists of the following:

- 4 x modal filters (two large),
- 5 x speed tables,
- 1 x puffin crossings,
- side road build outs and
- 1 x School street

Ultimately provides quiet streets and mixed traffic routes for cyclists as well as enhanced pedestrian facilities.

Route D [Blue]:

Canterbury Road, Railway Road, and Winchester Road intersecting with Crofts Bank Road. North South linkages via Westbourne Road and Furness Road and consists of the following:

- Large modal filters,
- 16 x speed tables,
- 1 x puffin crossing and
- 15 x uncontrolled crossings.

Ultimately provides quiet streets and mixed traffic routes for cyclists as well as enhanced pedestrian facilities.

Route E [Yellow]:

Lostock Road from Daveyhulme Circle to M60 junction 9. Two linkages via Kingsway Park and consists of the following:

- Enhancement of existing segregated facilities,
- 6 x Modal Filters,
- 4 x priority crossings,
- 5 x continuous crossings,
- side road build outs and
- provision of two separate segregated shared use paths across Kingsway Park.

Main aspect of this route is to maintain and enhance cycle infrastructure along Lostock Road whilst providing linkages to the shared use bridge to the Trafford Centre at Shetland Way via Kingsway Park.

Route F [Pink]:

Woodsend Road, Daveyhulme Road to Daveyhulme Circle and Woodhouse Road and Broadway to Barton Road and consists of the following:

- 6 x zebra crossings,
- 2 x modal filter,
- 25 x uncontrolled crossings,
- 38 speed tables and
- Build outs to side roads to widen footways and reduce carriageway width

Key aspects of this route is to make Daveyhulme Road and Woodsend Road suitable for mixed traffic.

4. Project Budget

High level construction cost estimates have been developed for each route and are estimated to exceed £18.5m for the full delivery of all routes. The current approved commercial budget is £6.5m and this funding is not secured and is dependent on the design being accepted at various stages of the project development.

One Trafford were commissioned to develop the project to Concept design, which is now concluded. This design has been shared with both One Trafford Partnership officers and Ward Councillors. The design has also been presented to TfGM as part of the Design Review Panel (DRP). The concept design has been approved by all parties.

Due to the full project exceeding the current available budget, it is proposed that the project is delivered in phases, and this was agreed during the design review panel / workshop with TfGM. During this meeting, TfGM highlighted their preference of which routes should be prioritised and therefore developed at preliminary design stage as part of the first phase of this project. These routes were as follows:

- A section of the major route [Maroon route] (starting at Daveyhulme Circle and running south to the junction of Crofts Bank Road / Stretford Road).
- Route D [blue route]
- Route E [yellow route]

TfGM's suggested routes are focused on building links to the Trafford Centre across the M60 Motorway and are focused primarily to the East of Urmston.

The outcome of the Design Review Panel Meeting was then shared with One Trafford Partnership Officers and the proposal were not supported. The reason for not supporting TfGM's aspirations were because all proposals offered provisions to the east of Urmston only, which would likely cause significant political implications. It was suggested that the £6.5m funding should be spread throughout Urmston instead.

One Trafford Partnership Officers have ranked all routes based on cost and complexity (low complexity resulting in a swifter design period and construction period). The RAG analysis table is below:

Urmston Active Neighbourhood Scheme Overview

Route	Route Extent	Route Length (km)	Estimated Value (inc. 20% Contingency)	Geographical Relevance	Route Summary (Key Provision)	Complexity Rating (Green= Simple, Amber = Intermediate and Red = Complex)
A	Mooreside Road from Crofts Bank Road junction to Woodsend Crescent	4.3	£1.9 Million	Central Corridor of Urmston running Est to West	Uncontrolled crossings, Side Road enhancement and one Dutch roundabout and one Puffin crossing. This route enhances how cyclists use the roundabout near Woodsend Crescent Road. Geometry prevents segregated facilities and traffic volumes do not make this route suitable for a mixed traffic route. Significant pedestrian enhancement is proposed.	Green
B	Flixton Road from Urmston Station to Flixton Station and Irlam Road from Flixton Road junction to Manchester Ship Canal	5.4	£4.7 Million	South Central corridor of Urmston running East to West	Provision of 0.9km segregated facilities along 'Busy Bee' section requiring widening, 2 x cyclops junctions, zebra and Puffin crossings and 9 x continuous crossings. This route provides full segregated facilities along the 'Busy Bee' Section of Flixton Road with mixed traffic routes for the remaining section of Flixton Road and Irlam Road.	Amber
C	Woodsend Road South from the junction of Irlam Road to Lansdowne Road North to Carrington Road junction	1.3	£375k	Extension of existing cycle route from Carrington (south of Urmston) to Irlam Road (North to South link)	4 x modal filters (two large), 5 x speed tables, 1 x puffin crossings and side road build outs. Ultimately provides quiet streets and mixed traffic routes.	Green
D	Canterbury Road, Railway Road and Winchester Road intersecting with Crofts Bank Road. North South linkages via Westbourne Road and Furness Road	2.9	£620k	Inter-connecting links for the south eastern quadrant of Urmston (connects with existing cycle provision)	Large modal filters, 16 x speed tables, 1 x puffin crossing and 15 x uncontrolled crossings. Mixed traffic and quiet street provision.	Green
E	Lostock Road from Davey Hulme Circle to M60 junction 9. Two linkages via Kingsway Park	2.3	£1.3 Million	Enhancement of existing facilities for east of Urmston, linking to existing facilities in the north eastern quadrant of Urmston	Enhancement of existing segregated facilities, 6 x Modal Filters, 4 x priority crossings and 5 x continuous crossings and side road build outs as well as provision of two separate segregated shared use paths across Kingsway Park. Main aspect of this route is to maintain and enhance cycle infrastructure along Lostock Road whilst providing linkages to the shared use bridge to the Trafford Centre at Shetland Way via Kingsway Park.	Amber
F	Woodsend Road, Davey Hulme Road to Davey Hulme Circle and Woodhouse Road and Broadway to Barton Road	5.4	£1.1 Million	Upgrade and extension of existing cycle links of the northern quadrant of Urmston	6 x zebra crossings, 2 x modal filter, 25 x uncontrolled crossings and 38 speed tables with build outs to side roads. Key aspects of this route is to make Davey Hulme Road and Woodsend Road suitable for mixed traffic.	Green
Major Full	Barton Road (from Neary Way Roundabout), Crofts Bank Road, Station Road, Stretford Road to the junction of Moss Vale Road. Church Road to the junction of Carrington Road	4.9	£8.5 Million	North to South link and southern section of Urmston	4.9km of two way full segregated cycle facilities, 4 x Cyclops style signalised junctions, 5 x zebra crossings, 86 uncontrolled crossings, 4 x puffin crossings and 1 x Dutch roundabout. Main aspect of this route is to link with Trafford Park, providing fully segregated cycle facilities north and south of Urmston as well as linking the southern section of Urmston to Carrington and Eastern section of Urmston to Stretford.	Red
Major Phase 1	Crofts Bank Road from Daveyhulme Circle up to and including the junction of Stretford Road / Church Road	1.3	£5.4 Million	North and South Link	1.3km of two way segregated cycle tracks. One Dutch Roundabout, four cyclops junctions, 13 uncontrolled crossings, 5 zebra crossings and four Puffing type pedestrian crossings.	Red
Major Phase 2	Junction of Crofts Bank Road / Stretford Road up to Moss vale Road and Church Road up to Carrington Road	3.2	£2.9 Million	Southern Link	3.2km of segregated cycle track, 6 x zebra crossings, 4 x Puffin crossings and 53 x uncontrolled crossings.	Red

A second meeting was held to review the newly ranked routes and One Trafford Partnership Officers proposed that the following routes were taken forward:

- Route A [route green] (running East to West) centrally,
- Route C [red route] (Southwest of Urmston. Providing continuity from the existing cycle linkage from Carrington, travelling North / South),
- Route D [blue route] (Southeast of Urmston),
- Route F [pink route] (Running East West along the northern hemisphere of Urmston).

A meeting was arranged with all Ward Councillors to discuss the proposals and seek agreement. This meeting was held on 22/08/22 and the conclusion was agreement to proceed with the routes listed above.

One Trafford have a meeting with TfGM on Friday 16/09/22 to counter propose the preferred options to take forward.

5. Going Forward

Once a preferred option has been agreed with TfGM, development costs will be submitted by One Trafford Partnership to TfGM for approval to undertake the Preliminary design for the agreed phase 1. Preliminary design cannot commence until stage gateway approval is obtained which will release funding for the designers to progress.

The submission of the Development Costs requires internal approval by the One Trafford Partnership and Trafford Council before being submitted to TfGM. Once approved by TfGM's Cycling and Walking Board, it is then submitted to the GMCA for approval. The approval process for Development Costs takes 6 to 8 weeks from submission to approval.

As such, given a decision needs to be made in regard to routes being progressed for the first phase, followed by preparing the Development Costs submission, internal approval and then TfGM/GMCA approval. It is currently programmed to begin preliminary design during January 2023. The next stage captured in the Development Costs involve preliminary design followed by consultation, detailed design, invitation to tender, tender evaluation, and business case submission. The submission of the business case will be the final deliverable of the next stage and must include a fully costed appraisal of a proposed project, with a view to unlocking the next stage gateway, which is delivery of a project in the form of construction.

Business Cases are in line with DfT processes and the 2020 Green Book. Central to this is the five-case model, which provides decision-makers and stakeholders with a proven and consistent framework for developing a business case:

Case Model	Requirements
Strategic Case	set out a robust case for change that demonstrates how the proposal has a strong strategic fit organisation's priorities, government ambitions and the area(s) in scope
Economic Case	Demonstrate the value for money and the best choice for maximising social welfare through options appraisal
Commercial Case	Illustrate the commercial viability and supply-side capacity for the proposal
Financial Case	Demonstrate the proposal is financially affordable
Management Case	set out the proposal's deliverability through the effective development of plans, management, and resources to oversee the project from outputs to outcomes

The level of business case to be submitted is dependent on the cost of delivery of the project, in line with national processes. If the cost for delivery of the project is below £5m, a single Full Business Case needs to be submitted and approved before unlocking funding for delivery. However, should the cost of delivery be greater than £5m, an Outline Business Case based on the preliminary design would need to be submitted and approved before progression to detailed design. This could result in additional activities and programming.

Therefore, understanding and agreeing the routes to proceed with is essential to building the programme and submission to unlock the next stage of funding for delivery the Urmston Active Neighbourhood.