

TRAFFORD COUNCIL

Report to: Executive
Date: 24 July 2023
Report for: Decision
Report of: Executive Member for Climate Change

Report Title

Update on Trafford Council's Mayoral Challenge Fund (MCF) Active Travel Reprioritisation & Indicative 2023/24 Active Travel Scheme Delivery Programme

Summary

The report summarises priorities, proposals and indicative funding availability from Transport for Greater Manchester (TfGM) Mayors Challenge Fund (MCF) programme.

Included in the report are schemes that have had to be prioritised based on funding availability and will be delivered subject to approved bid processes and also indicates Trafford Council's MCF Active Travel Schemes and the wider proposed active travel scheme pipeline.

Recommendation(s)

The Executive is recommended to:

- a) Note the reprioritisation of MCF funded active travel schemes with a forecast delivery budget of circa £13.01m based on the delivery priorities set out in Sections 2**
- b) Note the inclusion the A56 Phase 2 scheme with an indicative budget allocation of £1.6m into the MCF programme, noting the requirement for the scheme to follow the MCF governance and approvals process to secure MCF funding.**
- c) Note the indicative active travel programme of works for 2023/24 which would achieve the delivery of four active travel work schemes.**
- d) Note the implications of the reprioritised development programme together with the wider proposed active travel scheme pipeline as set out in Section 3 of this report.**
- e) Delegate authority to the Corporate Director of Place, in consultation with the Director of Finance and Systems, to accept and spend Mayoral Challenge Fund (MCF) funding allocation, on a scheme-by-scheme basis, for the implementation on the delivery and development priorities**

as set out in Sections 2 and 3 of this report.

- f) Delegate authority to the Corporate Director of Place, in consultation with the Director of Legal and Governance, to negotiate and finalise the grant delivery agreements, construction contracts and any other contracts or documents required to implement this decision.
- g) Delegate authority to the Corporate Director of Place, in consultation with the Director of Legal and Governance, to award a contract to a recommended contractor for each Scheme once an agreed delivery agreement is in place.
- h) Delegate authority to the Director of Legal and Governance to enter into any contracts or other documents required to implement this decision.

Contact person for access to background papers and further information:

Name: Douglas Cohen
 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, stemming from the reprioritisation, will be drawn down following specific Executive approvals. Post implementation, Trafford is responsible for including this active travel infrastructure as part its Highways Infrastructure Asset Management Plan (HIAMP) and providing for an annual level of highways maintenance capital investment.

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, funding 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). Subsequently, the Department for Transport (DfT) also made tranches of Active Travel Funding (ATF), available to local authorities through a bidding process, within GM, these funding allocations are managed by TfGM.
- 1.2 Trafford's original MCF programme was based on a set of seven schemes which secured programme entry through the MCF Tranche process. These seven schemes Trafford's were reprofiled by GMCA in May 2020 with an indicative MCF budget of £20m, as part of the GM-wide £217m fund.
- 1.3 To begin the work on these schemes, Trafford Council were approved an initial £2.9m of development funding as summarises in the table below with spend until April 2023.

Scheme Name	Funding Approval Date	Approved Development Budget	% Claimed (Apr 2023)	Development Funding Balance (+/-)	TfGM Milestone achieved to date
A5014 Talbot Road & Talbot Road A56 Chester Road	29/11/2019	£173,500	100%	£0	GMCA Approval (26/5/23)
	29/11/2019	£293,500			
Wharfside Way - Moss Road	02/09/2020	£477,200	80%	£65,000	Initial Design Review: 19/11/21 (Approved) Stakeholder Consultation: June/July 2022 (Actualised)
Sale - Sale Moor - Sale Water Park	10/09/2021	£641,000	29%	£390,000	Concept design phase (DRP approved 25/1/23)
Urmston Area Active Neighbourhood	05/05/2020	£539,950	100%	£0	Consultation and Preliminary Design (Actualised)
Seymour Grove	10/09/2021	£255,000	47%	£105,000	Initial Design Review: 22/2/23 (Approved)
North Altrincham Bee Network	24/09/2021	£542,698	8%	£487,000	Concept Design Only
Totals		£2,922,848	57%	£1,048,000	

- 1.4 Since the original programme entry, there have been several changes on the schemes, these include:

- The two A5014 and A56 Talbot Rd schemes were combined into one scheme and one business case submission.
- In April/May 2022 conceptual designs for Urmston Area Active Neighbourhood were presented to Trafford Council, Ward Councillors and TfGM. In June 2022 Design Review Panel agreed to split the scheme into phases with minor routes due to affordability, as the full active scheme could not be funded within the indicative budget.
- The Seymour Grove scheme was split into a prioritised Phase 1 – the junction of Talbot Road and Seymour Grove and a de-prioritised Phase 2 – South along Seymour Grove to Upper Chorlton Road.

1.5 Trafford has received two different tranches from Active Travel Funding (ATF).

- Tranche 1 was known as the Emergency Active Travel Fund (EATF) and included funding primarily supported the installation of temporary projects for the COVID-19 pandemic that were completed in October 2020.
- ATF Tranche 2 (ATF2) supported the creation of longer-term projects and Trafford secured £605k in November 2020 for four schemes. The table below summarises Trafford’s schemes with ATF2 development funding until April 2023.

Scheme Name	EATF Scheme	ATF2 Budget	% Claimed (Apr 2023)	Funding Balance (+/-)	Scheme Status / Milestone achieved
A56 Corridor	Yes	£545,000	100%	£0	A56 Phase 1 A5014 Chester Road implemented (April 2023) A56 Phase 2 – paused to secure additional funding
Edge Lane, Stretford	Yes	£30,000	17%	£24,000	Scheme withdrawn / to form part of a future scheme
Oxford Road, Altrincham	No	£10,137	100%	£0	Scheme withdrawn post consultation
Longford Park Area LTN	No	£19,863	100%	£0	Scheme implemented
Totals		£605,000	96%	£24,000	Remaining funding to be returned to TfGM

1.6 Since the original ATF2 submission, there have been several changes on the schemes, these include:

- A56 Corridor schemes comprise Phase 1 A5014 Chester Road and Phase 2 A56 from M60 Junction 7 to Talbot Road.

1.7 The implementation of the A56 Phase 1 (A5014 Chester Road) in March/April 2023 concluded the implementation of Trafford’s funded ATF2 schemes. There was not sufficient ATF2 funding to finalise the design and delivery of A56 Phase 2 (M60 Junction 7 to Talbot Road) but remains a Trafford Council priority to secure funding and hence was put forward as part of Trafford MCF’s Reprioritisation Programme – see section 2 below.

- The Council originally anticipated the inclusion of Edge Lane within Phase 2 of the A56 design.
- However, due to highway space limitations and structural issues with the bridge over the Metrolink and the Bridgewater Canal, as well as limited funding, the Council paused this scheme.
- When the design and funding issues are finalised, the A56 / Edge Lane Junction and Edge Lane, could form part of permanent but stand-alone schemes.

1.8 In conjunction with the Executive approval of Trafford Council's Walking, Wheeling and Cycling Strategy (WWC), a MCF reprioritisation exercise focused delivery priorities and ensure most effective use of Trafford's MCF funding allocations, this included:

- Converting all existing emergency schemes, specifically the traffic cones A56 Phase 1 and 2, to more permanent solutions.
- Accelerating delivery of the priority MCF schemes.

2 Trafford MCF's Reprioritisation Programme

2.1 Trafford's priority in the 2023/24 financial year is on securing MCF funding for scheme delivery. Therefore, the focus from Trafford is to secure MCF full business case (FBC) approval, prior to March 2024, on four key MCF schemes, with the actual delivery thereafter. The Trafford reprioritised MCF programme is outlined the table below:

Scheme Name	Additional MCF Development Funding Proposed	Current scheme Status	Forecast FBC submission	Forecast Total Cost (Development & Delivery)
Talbot Road (combined 1 & 2 Talbot Road)	N/A	GMCA Approval (26/5/23)	GMCA Approved in May	£4,751,389 (As per delivery agreement)
Urmston Active Neighbourhood Phase 1 (Flixton West – route C and Dayhulme Park – route D)	£345,000	Preliminary designs approved (8/6/23) Preparing for consultation, appraisal, and detailed design.	11/01/2024	£2,393,474
A56 Phase 2	£300,000	Preliminary design approved (14/2/23 & 21/3/23) Preparing for consultation	14/11/2023	£1,600,000
Seymour Grove (Phase 1)	£225,000	Out for public consultation: 22/5/23-18/6/23	17/11/2023	£4,355,287
Total Costs	£870,000			£13,100,150

2.2 In terms of the four prioritised schemes:

- Talbot Road - Subject to finalising and agreeing the programme with appointed contractor, works are forecast to begin in July 2023.

- Urmston Active Neighbourhood - Will follow a phased progression beginning with interventions along several the minor routes. Phase 1 comprises Route C: Flixton West and Route & D: Davyhulme Park and the intention is to include trials as part of consultation.
- The A56 Phase 2 scheme (M60 junction to Talbot Rd) - was originally intended to be delivered through Trafford's ATF2 programme, however to recent discussions between Trafford and TfGM, this light-segregation based scheme has been included for delivery through Trafford's MCF programme, and as such will need to be progressed in accordance with MCF governance. The proposed scheme has an indicative delivery budget of £1.6m and excludes any junction upgrades or improvements.
- Seymour Grove Phase 1 scope includes the junctions at Seymour Grove; Talbot Road; Chester Rd and Boyer Street.

2.3 An indicative schedule for the reprioritised MCF programme is in the table below:

Scheme Name / Phase Name	Start	Finish
Talbot Road (combined Tranche 1 & 2 Talbot Road)		
Delivery	Mon 17/07/23	Mon 17/07/23
Monitoring and Evaluation	Mon 25/03/24	Fri 07/03/25
Urmston AN Phase 1a Route C & D		
Delivery	Fri 14/06/24	Tue 03/09/24
Monitoring and Evaluation	Mon 02/09/24	Fri 24/01/25
Seymore Grove Phase 1		
Delivery	Fri 16/02/24	Wed 28/08/24
Monitoring and Evaluation	Mon 15/07/24	Fri 06/12/24
A56 Corridor Phase 2		
Delivery	Fri 08/12/23	Wed 06/03/24
Monitoring and Evaluation	Wed 14/02/24	Tue 02/07/24

2.4 To ensure delivery on the above reprioritisation, Trafford is working closely with TfGM on finalising funding reallocation agreements per scheme as well as securing additional TfGM support in developing the economic case for each scheme.

3 Trafford's Proposed Scheme Pipeline

3.1 Trafford's primary focus over the new financial year (2023/24) is to prepare for the delivery of the schemes set out in section 2 above. Beyond these, Trafford Council intend to progress and develop a future Active Travel scheme pipeline (subject to resource and future funding confirmation). This is inclusive of the following schemes:

Scheme Name	Current Status	Remaining Development Budget April (Ex UTC)	Reprioritisation Implications	Pipeline Aspirations (funding dependent)
Wharfside Way - Moss Road	Initial Design Review: 19/11/21 (Approved) Stakeholder Consultation:	94,096 (available for reallocation)	Scheme no longer split but to stay as one scheme, focus is resolving land related issues via compulsory purchase	To finalise detailed design stage (M5) - approval by Oct 2024.

Scheme Name	Current Status	Remaining Development Budget April (Ex UTC)	Reprioritisation Implications	Pipeline Aspirations (funding dependent)
	June/July 2022 (Actualised)		resolution by the Trafford Estates team. Scheme to remain a priority to reactivate later in the programme.	
Sale - Sale Moor - Sale Water Park	Concept design phase (DRP approved 25/1/23)	456,448 (available for reallocation)	Agreement with TfGM to pause at concept design stage. Scheme to be reprioritised to later in the programme. This is due high-cost estimate for full delivery (>£10m) and to allow for alignment with other planning and transport initiatives along the route.	To also split scope into deliverable phases i.e. Phase 1 - Sale Town Centre to Sale Moor aiming for full business case approval by Oct 2024.
Urmston Area Active Neighbourhood	Overall scheme at preliminary design	0	Development activities included both consultation and the completion of a concept designs. Given the budget constraints, approach is to deliver scheme in phases with phase 1 including Flixton West and Davyhulme Park	To continue with phased approach, starting with Phase 2 aiming for full business case approval by Oct 2024.
North Altrincham Bee Network	Concept Design / Optioneering	507,596	Scheme to be split into two phases. Phase 1 scope includes the Altrincham Footbridge Quiet Route and Shared paths away from the highway. Work continuing on land transaction and EIA. Phase 2 scope includes the Barrington Road, Upgrades of minor junctions	To continue with phase 1 aiming for full business case approval by Oct 2024.

3.2 There is insufficient funding available to fund the entire Urmston Area Active Neighbourhood Trafford, hence the decision to progress the scheme in phases of minor routes for example, Phase 2 (routes A & F), Phase 3 (routes B & E) and

Phase 4 (major routes 1 and 2). Additional funding per phase development costs will have to be submitted.

3.3 Similarly, as funding becomes available to further development proposals, there are several schemes that could be taken forward, these include:

- Wharfside Way
- Seymour Grove Phase 2
- North Altrincham Bee Network Phase 2
- Walton Road Active Neighbourhood

3.4 There are several non-MCF funded schemes that would fall within the active travel programme, these include:

- BEE Network Crossings - Gorse Lane (ATF4 funding approved, currently at tender stage with works expected to start by Autumn 2023)
- BEE Network Crossing - Dunham Road
- White City Roundabout
- Carrington Relief Road

4 Other Options

4.1 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.

4.2 If the approval of the funding agreed is delayed, then the construction cost may further increase.

5 Consultation

5.1 All proposed active travel schemes have undergone or will undergo at the required milestone an extensive public consultation period, with the results available on the Trafford website.

5.2 Further engagement and communication will be undertaken with affected resident and businesses prior to and throughout the delivery period.

6 Reasons for Recommendation

6.1 The approval of reprioritisation of Trafford MCF programme and the acceptance of the MCF grant funding will allow the implementation of the active travel schemes 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.

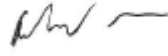
Key Decision Yes

If Key Decision, has 28-day notice been given? 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.

