

Report to:	EXECUTIVE CABINET
Date:	23 November 2022
Executive Member:	Councillor Janet Jackson, Executive Member, Planning Transport and Connectivity
Reporting Officer:	Emma Varnam, Assistant Director, Operations and Neighbourhoods
Subject:	THE MAYOR'S CHALLENGE FUND – TRANCHE 1 ((PHASE 2) PROGRESS UPDATE
Report Summary:	<p>This report provides an update on the walking and cycling schemes previously approved, in principle, as part of the MCF programme – Tranche 1 (Phase 2). The schemes are located at Rayner Lane (Droylsden), Stamford Drive (Stalybridge), Clarendon Road (Audenshaw) and Ross Lave Lane (Denton).</p> <p>The purpose of this report is to obtain approval to undertake public consultation on the proposed schemes and to approve the de-prioritisation of the Ross Lave Lane, Denton scheme at this time. These decisions will ultimately support the MCF business case approval process, which if successful, will result in the approval of MCF construction funding.</p>
Recommendations:	<p>Executive Cabinet determine that:</p> <ol style="list-style-type: none"> 1. The plans to undertake public consultation, for a 4-week period, on the Mayor's Challenge Fund (MCF) Tranche 1 (Phase 2) schemes be approved. 2. The de-prioritisation of the development of the Ross Lave Lane scheme in Denton be approved, due to affordability within the overall MCF programme and due to technical challenges associated with agreeing a Bee Network compliant scheme with stakeholders.
Corporate Plan:	<p>Longer and healthier lives with good mental health through better choices and reducing inequalities -Increase levels of physical activity</p> <p>Modern infrastructure and a sustainable environment that works for all generations and future generations - Increase journeys by sustainable transport / non-car</p>
Policy Implications:	In line with council policy.
Financial Implications: (Authorised by the statutory Section 151 Officer)	<p>The estimated cost of the proposed schemes outlined in this report is £970,000. Subject to business case approval, all costs will be funded by the MCF Grant and expenditure will be closely monitored in accordance with grant conditions, with periodic updates provided to the grant body. There is no requirement for the Council to provide match funding for the three proposed schemes.</p> <p>If the Full Business Case is approved and grant funding confirmed an Executive Decision Notice will be required in accordance with the Council's Financial Regulations in order to gain approval to formally accept the grant.</p>

Legal Implications:
(Authorised by the
Borough Solicitor)

This report sets out the next phase of the consultation relating to the Bee Network and provides a general update.

As this phase of the consultation is for four weeks only it is critical that all interested parties are made aware of the consultation.

The outcome of the consultation will form part of the final decision making and should be subject to careful consideration.

Risk Management:

Effective consultation and communication will ensure these schemes are successful.

Background Information:

The background papers relating to this report can be inspected by contacting Lee Holland, Head of Engineering Services



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1. INTRODUCTION

- 1.1 On 29 March 2018, the Greater Manchester Combined Authority agreed to allocate £160 million of Greater Manchester's £243 million Transforming Cities Fund to develop a Mayor's Challenge Fund Programme (MCF). The fund is being used to deliver the Bee Network, which is the walking and cycling element of the Our Network plan to transform Greater Manchester's transport system.
- 1.2 The Bee Network, once complete, will cover circa 1,800 miles and be the longest, integrated, planned network in the country, connecting every neighbourhood and community across Greater Manchester. The initial network plan was contained in Greater Manchester's cycling and walking infrastructure proposal (adopted by GMCA in June 2018), as part of a GM Streets for All Highways Improvement programme.
- 1.3 The purpose of this report is to provide an update on the four remaining MCF Tranche 1 (Phase 2) schemes at Rayner Lane (Droylsden), Stamford Drive (Stalybridge), Clarendon Road, (Audenshaw) and Ross Lave Lane (Denton), which all facilitate routes on the proposed Bee Network.

2. MAYOR'S CHALLENGE FUND PROGRAMME

- 2.1 Previous reports on the MCF Programme have highlighted that the Council has successfully secured Programme Entry Status, from the Greater Manchester Combined Authority, for a number of cycling and walking schemes within the MCF programme.
- 2.2 Programme Entry status means approval "in principle" with the majority of the funds still subject to the submission and approval of a successful business case.
- 2.3 Advanced Funding Agreements have been approved for the development costs associated with all of the proposed Bee Network schemes in Tameside. The total value of the approved development cost funding is £1,937,125. This information has previously been reported and included within the Council's capital programme.
- 2.4 The approval of development cost funding has enabled the Council to develop the majority of the Council's MCF schemes.
- 2.5 Chadwick Dam, Ashton / Stalybridge and Hill Street, Ashton were the subject of a Tranche 1 (Phase 1) business case submission. This business case was approved in 2020, with a funding allocation of £686,951. Delivery of these two Bee Network schemes was successfully completed in December 2021. Complementary "activation" initiatives were also funded within the business case and work is ongoing to help raise the profile of the first two MCF schemes and the benefits generally of active travel.

3. SCHEME DETAILS

Rayner Lane, Droylsden (Drawings attached at Appendices 1 to 4)

- 3.1 The proposed scheme will provide an improved off-highway cycle and pedestrian route between the Ashton Moss Metrolink stop on Lord Sheldon Way and Heron Drive in Audenshaw, connecting to the existing cycle and pedestrian facilities, with filtered access points, at both ends. The scheme forms an important linkage in a wider safe and integrated cycle network in the north west of the borough.
- 3.2 Lord Sheldon Way itself currently has a pedestrian only footway on one side and cycle only facilities on the other. Although this achieves full segregation between these active travel modes, it restricts the available movements and connections, and is regularly abused with

both pedestrians and cyclists using the side of the road that is most convenient for their intended journey. The scheme allows for a shared footway / cycleway to be created on both sides of the road. This will provide safe connectivity for all users between Ashton town centre and existing cycle routes towards Droylsden, Audenshaw and Manchester beyond.

Stamford Drive, Stalybridge (Drawings attached at Appendices 5 and 6)

- 3.3 The Stamford Drive scheme aims to improve the environment for neighbourhoods south of the A635 Stamford Street, between Ashton and Stalybridge. It aims to reduce the volume and speed of vehicles on these residential streets, where a significant number of vehicles are currently re-routing to avoid queues on the main road. It also aims to promote cycling by providing safe crossings and a direct route. The scheme extends from Currier Lane to Stamford Drive via Granville Street, Rutland Street, Corkland Street, Frederick Street and Clarence Street.
- 3.4 Road closures are already in place on Currier Lane and Stamford Drive to prevent through traffic, reduce vehicular speeds, and promote pedestrian and cycle priority.
- 3.5 The proposed interventions include:
- A closure of Frederick Street to motorised vehicles at its junction with Clarence Street. Access would be permitted for pedestrians and cyclists only. This will reduce through traffic in this neighbourhood.
 - A new toucan crossing is proposed to improve pedestrian and cycle connectivity between Frederick Street and Stamford Drive. This will improve safety and accessibility for active travel.
 - Improvements at the junction of Granville St, Stamford Square, Currier Lane and Dysart Street to promote pedestrian connectivity. The footways would be widened and the road widths reduced, with tighter junction radii to slow motorised vehicles. These features are aimed at supporting a reduction in traffic volumes and speed on these residential streets.

Clarendon Road, Audenshaw (Drawings attached at Appendices 7 and 8)

- 3.6 The proposals include a new crossing of Audenshaw Road to connect Clarendon Road with Kershaw Lane in Audenshaw. This will prioritise pedestrian and cycle movements across this busy road. By restricting traffic movements, through traffic will be prevented from using Clarendon Road thereby reducing the volume and speed of traffic.
- 3.7 Immediately southwest of the scheme location, Clarendon Road connects onto the Fallowfield Loop, just beyond St Anne's RC Primary school, which provides onward connectivity for active travel modes around the southern side of Manchester city centre. To the northeast of the scheme location is the Ashton canal as well as pedestrian and cycle connections towards the Snipe Retail park and a recently installed crossing to connect Kershaw Lane across Manchester Road, which links towards residential areas on the eastern side of Audenshaw and linking towards the Audenshaw old railway line.
- 3.8 The proposed interventions include:
- Clarendon Road closed at the junction with Audenshaw Road, where currently vehicles can only exit onto the main road.
 - A turning head on Clarendon Road will enable vehicles to turn around just prior to the proposed closure location.
 - It is also proposed to close Kershaw Lane at the junction with Audenshaw Road. This would require Kershaw Lane to be reconnected to Aldwyn Park Road and engagement with local residents is underway to determine the acceptability of this proposal. An alternative solution has been prepared, if necessary, which maintains vehicular access at this location.
 - A new, segregated crossing of the B6390 Audenshaw Road will enable pedestrians and cyclists to cross safely.

Ross Lave Lane, Denton

- 3.9 In recent months efforts have been made to bring all four of the MCF Tranche 1 (Phase 2) schemes to a conclusion. This includes Ross Lave Lane which is part of the wider package of active neighbourhood interventions across the borough.
- 3.10 Unfortunately, following negotiations with the relevant landowners it has not been possible to produce a scheme that balances the Bee Network design requirements, affordability within the current MCF programme budget and the needs of the relevant stakeholders. The main issue is associated with agreeing a suitable surfacing material that would be acceptable to all users, including the landowners and the local community.
- 3.11 Therefore, to enable the remaining three MCF Tranche 1 (Phase 2) schemes to be progressed, further work on the development of a scheme at Ross Lave Lane has been deprioritised. The intention is that the scheme will remain as part of the Council's pipeline of potential Bee Network schemes. Should new surfacing products become available, which might better accommodate the wide range of user groups at this location, then the scheme could be reprioritised when any new funding opportunities arise.

4. PROGRESS UPDATE

- 4.1 The proposed schemes at Rayner Lane, Stamford Drive and Clarendon Road have progressed through the Bee Network design and development process. This approach has ensured that good quality designs, that are compliant with the current design standards, have been produced and that known issues are resolved where possible within the design proposals.
- 4.2 All three schemes have been approved, in principle, by TfGM's MCF Design Review Panel, giving approval to proceed to consultation. Any feedback received during the public consultation exercise will be reviewed and if appropriate design changes will be made to enable the design and development phase to be completed.
- 4.3 Standard scheme procedures have been completed including the collection of traffic monitoring data and the production of cost estimates and delivery programmes.
- 4.4 The Clarendon Road and Stamford Drive schemes are on adopted highway land. The Rayner Lane scheme is on land owned by third parties, although the route is designated as public rights of way, including a footpath, a bridleway and a restricted byway. Landowner negotiations have progressed and agreement in principle has been reached to enable the scheme to be delivered. Further detailed discussions are ongoing with the Council's estates team to ensure that any required legal agreements are put in place.
- 4.5 A draft MCF Tranche 1 (Phase 2) business case has been completed. This will be finalised once the consultation feedback has been analysed and any design changes made. This will then allow final costs and construction programmes to be produced.
- 4.6 Statutory processes will be progressed, including advertising traffic orders and undertaking road safety audits once the consultation exercise is complete. Further governance will be obtained in advance of starting the traffic regulation order process.

5. FUNDING

- 5.1 The table below provides a high level summary of the estimated cost of each of the schemes being progressed as part of the MCF Tranche 1 (Phase 2) business case.
- 5.2 It should be noted that the costs below will remain as estimates until we are able to fix the designs following completion of the public consultation.

Estimated Costs	Rayner Lane	Stamford Drive	Clarendon Road	Total
Development and Delivery Costs	£390,000	£350,000	£230,000	£970,000

5.3 The above costs exclude activation costs, which may be included in the final business case submission.

5.4 There is no requirement to provide match funding for the three proposed schemes and the current estimated costs can be met from within the Council's current MCF programme grant allocation, subject to approval of the business case.

6. CONSULTATION AND ENGAGEMENT

6.1 The engagement process is an opportunity to ensure that schemes best meet the needs of existing and potential new users and the relevant local communities.

6.2 All three schemes were originally presented as part of the MCF consultation programme that ran from 10 February to 8 March 2020. The outcome of the consultation is presented in a consultation outcome report and this information will be considered alongside the feedback received during the next phase of consultation.

6.3 A stakeholder engagement plan has been produced for each scheme to ensure that the identification of residents, businesses and stakeholders accurately reflects those who might reasonably want to input into the consultation process.

6.4 The Rayner Lane scheme does not have any direct frontage onto the scheme area and there are no residential or commercial properties that are directly affected by the proposed works. It is therefore not proposed to consult again on this scheme. For Rayner Lane the engagement with land owners and leaseholders will continue in order to conclude any agreements that are required to support scheme delivery.

6.5 Further consultation is required to support the delivery of the Clarendon Road and Stamford Drive schemes.

6.6 Approval is now required to proceed to public consultation on the proposed Clarendon Road and Stamford Drive schemes. It is proposed that consultation will commence at the earliest possible opportunity following approval. Due to the fact that this is the second round of consultation on these schemes, it is proposed that the consultation will only run for a 4-week period.

6.7 Consultation material will be made available online and will be open to everyone. The residents and stakeholders identified in the stakeholder engagement plan will be contacted directly via letter or email and the consultation will be promoted using the Council's social media channels.

6.8 The Executive Member for Planning, Transport and Connectivity and the relevant ward members will be briefed on the proposals in advance of any public consultation.

6.9 On completion of the consultation an outcome report will be produced to support the decision making process and to determine if changes to the designs are required.

7. RISK MANAGEMENT

- 7.1 A quantitative scheme risk register is maintained by the Council's MCF Project team and an appropriate risk allowance has been included in the estimated scheme costs.
- 7.2 Key risks are discussed and reported on a monthly basis to TfGM's MCF programme team to ensure appropriate mitigation actions are implemented.

8. CONCLUSION

- 8.1 The ambitious MCF programme and the high-quality design standards being applied across the Bee Network should help to increase the number of people choosing active travel modes, which is a key priority for the Council.
- 8.2 Undertaking public consultation on the relevant MCF Tranche 1 (Phase 2) schemes, as detailed in this report, will enable the designs to be finalised and the business case to be completed and submitted to TfGM for the approval of grant funding.
- 8.3 Standard scheme procedures and statutory processes will be followed, including advertising of traffic orders and carrying out of road safety audits.
- 8.4 Subject to approval of the business case, the three MCF Tranche 1 (Phase 2) schemes described in this report, could receive grant funding to cover all of the construction costs.

9. RECOMMENDATIONS

- 9.1 As set out at the front of the report.