

Report to:	EXECUTIVE CABINET
Date:	29 March 2023
Executive Member:	Councillor Jan Jackson, Executive Member for Planning, Transport & Connectivity
Reporting Officer:	Emma Varman, Assistant Director of Operations & Neighbourhoods
Subject:	ACTIVE TRAVEL FUND 2 – FULL SCHEME DELIVERY APPROVAL
Report Summary:	<p>Subject to approval of the Active Travel Fund 2 (ATF2) Delivery Plan this report seeks approval to enter into the relevant ATF2 funding agreement between the Council and TfGM in order to secure and allow draw down of active travel grant funding to support delivery of the four prioritised ATF2 schemes located at:</p> <ul style="list-style-type: none"> • Oldham Road (Ashton-under-Lyne) • Newman Street (Ashton-under-Lyne) • Stockport Road (Ashton-under-Lyne) • Guide Lane (Audenshaw)
Recommendations:	<p>That Executive Cabinet be recommended to agree that:</p> <ol style="list-style-type: none"> (i) The four Active Travel Fund 2 (ATF2) schemes detailed in the report are approved after having given careful consideration to the outcome of public consultation, which was undertaken between the 5 September 2022 and 14 October 2022. (ii) Subject to Transport for Greater Manchester's (TfGM) approval of the Council's ATF2 Delivery Plan, authorise entering into the relevant funding agreement to secure the allocated ATF2 grant funding to add to the Council's capital programme. (iii) Subject to approval and satisfactory completion of statutory processes, authorise the construction of the four ATF2 schemes located at: <ul style="list-style-type: none"> • Oldham Road (Ashton-under-Lyne) • Newman Street (Ashton-under-Lyne) • Stockport Road (Ashton-under-Lyne) • Guide Lane (Audenshaw).
Corporate Plan:	The schemes set out in this report support all eight objectives of the Corporate Plan, with a particular focus on 'Infrastructure and Environment', 'Nurturing Communities' and 'Longer and Healthier Lives'.
Policy Implications:	In line with existing policy

Financial Implications:
**(Authorised by the statutory
Section 151 Officer)**

The current cost estimates for the schemes outlined in this report exceed the grant allocation by £61,000. If these estimates cannot be reduced, a prioritisation exercise will take place to ensure that work only starts on the delivery of schemes that are affordable within the allocated grant funding package.

It should be noted that there is currently no requirement for match funding to be made available for these schemes from existing Council budgets.

Monthly update reports will be provided to TfGM in accordance with the grant conditions. These updates outline key milestones and expenditure summaries. In addition to this, grant claims will be submitted on a quarterly basis. Scheme progress and associated expenditure will be monitored closely via the Councils Capital Monitoring process to ensure that key milestones are being met and that expenditure remains within the allocated funding envelope.

Legal Implications:
**(Authorised by the Borough
Solicitor)**

As set out in the main body of the report, consultation has been undertaken on the schemes.

The feedback from the consultation has been given careful consideration by the service when preparing the details of the four schemes.

The feedback from the consultation is also set out in the main body of the report so that Members can review and consider the same as part of this decision making process.

If the schemes are approved then the council will be required to enter into a funding agreement. Advice will be provided by legal services as the terms of that agreement.

Risk Management:

As set out in Section 6 of this report.

Background Information:

Appendix 1	TMBC Active Travel Tranche 2 Oldham Road / Newman Street Consultation Plan.
Appendix 2	TMBC Active Travel Tranche 2 Stockport Road, Ashton Consultation Plan.
Appendix 3	TMBC Active Travel Tranche 2 Guide Lane, Audenshaw Consultation Plan.

The background papers relating to this report can be inspected by contacting Lee Holland – Head of Environmental Services.



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1. INTRODUCTION

- 1.1 On the 29 January 2021, the Council secured £985,000 of grant funding, in principle, from the Active Travel Fund 2 (ATF2) programme. The majority of the funds are subject to the submission and approval of a successful Delivery Plan.
- 1.2 The objectives of the ATF2 programme are to help create an environment that is safe and attractive for both walking and cycling to replace journeys previously made by car and public transport. Longer term the plans will also help to deliver significant health, environment and congestion benefits by contributing to the development and roll out of the Greater Manchester Bee Network.
- 1.3 A report providing details of the Council's Active Travel Fund prioritisation programme was approved by the Council's Executive Cabinet in July 2022. Since this time the four prioritised ATF2 schemes have been progressed through the design and development process in consultation with TfGM. The schemes are located at:
- i. Oldham Road (Ashton-under-Lyne)
 - ii. Newman Street (Ashton-under-Lyne)
 - iii. Stockport Road (Ashton-under-Lyne)
 - iv. Guide Lane (Audenshaw).
- 1.4 This report seeks approval to enter into the relevant funding agreement with TfGM to secure grant funding required to support delivery of the four schemes listed above.

2. SCHEME DETAILS

Oldham Road and Newman Street, Ashton-under-Lyne (See drawing in Appendix 1)

- 2.1 These two schemes will introduce improved and segregated facilities for cyclists on Oldham Road – between Dean Street and Burlington Street and improved and segregated facilities for pedestrians and cyclists on Newman Street – between Oldham Road and Cavendish Street.

Stockport Road, Ashton-under-Lyne (See drawing in Appendix 2)

- 2.2 This scheme will introduce segregated facilities for cyclists on Stockport Road, Ashton, between Hamilton Street and Guide Lane. The scheme includes treatments at bus stops, to allow cyclists to pass behind a bus platform, the replacement of existing, two-stage, pedestrian crossings, to enable people to cross in a single stage and treatments at some side roads to improve cycle and pedestrian priority.

Guide Lane, Audenshaw (See drawing in Appendix 3)

- 2.3 This scheme will introduce segregated facilities for cyclists on Guide Lane, Audenshaw, between Scott Gate and the junction with Stamford Road / Shepley Road. The scheme includes treatments at bus stops, to allow cyclists to pass behind a bus platform and treatments at some side roads to improve cycle and pedestrian priority. The scheme also proposes to change the priorities at the junction of Enville Street and Poplar Street, and to modify the approach to the junction with the B6169 Shepley Road to make this safer for all traffic.

3. PROGRESS UPDATE

Consultation

- 3.1 A detailed consultation and engagement plan was produced for each scheme and public consultation took place between the 5 September 2022 and 14 October 2022. Ward councillors were briefed and involved in the launch of the public consultation programme.

- 3.2 In total, 65 responses were received for the four schemes of which 47% of the responses expressed positive feedback, 28% indicated no preference and 25% of the responses expressed some level of concern with the proposals.
- 3.3 Generally, the positive feedback focused on support for segregation between cyclists and general traffic and the associated safety benefits. The negative feedback was a mix of concerns relating to the impact on pedestrian space or safety, a perceived lack of cycle demand, and the potential impact on traffic, including parking and / or loading.
- 3.4 All of the consultation feedback was analysed and a detailed outcome report produced. Whilst no fundamental design changes are required a number of actions have been progressed to ensure that the scheme designs reflect the requirements of all users.

Design Process

- 3.5 The final scheme designs have been reviewed and approved by TfGM's Design Review Panel.
- 3.6 Standard scheme procedures and statutory processes are being followed, including advertisement of traffic orders and completion of road safety audits.

4. ACTIVE TRAVEL FUND DELIVERY PLAN

- 4.1 It is anticipated that the Active Travel Programme Board will review the Delivery Plan in March 2023. Subject to approval, the intention would be to start work in the first quarter of 2023/2024. A detailed construction programme is currently being developed.

5. FUNDING PACKAGE

- 5.1 The Council has been allocated, in principle, £985,000 from TfGM's Active Travel 2 programme. This funding must be spent by March 2024.
- 5.2 At the end of December 2022, £157,300 had been claimed to support the scheme development process.
- 5.3 The scheme development process included feasibility studies on a further five schemes as set out in the Executive Cabinet report dated 27 July 2022. This work will help to support the development of the Council's pipeline of walking and cycling infrastructure schemes to maximise future funding opportunities.
- 5.4 The cost estimate for the four priority ATF2 schemes, referred to in Section 2 of this report, is currently £61,000 in excess of the available budget. The estimate includes all of the planned works costs as well as allowances for Inflation, for the new financial year, the remaining Design and Development tasks and a Risk allowance.
- 5.5 Work is ongoing to identify value engineering opportunities and discussions are on-going with TfGM to understand if additional ATF2 funding can be made available.
- 5.6 There is currently no requirement for match funding for these schemes from existing Council budgets. If the costs cannot be met from the allocated ATF2 funding envelope, a phasing plan will be introduced to ensure that work only starts on the delivery of schemes that are affordable within the allocated grant funding package.

6. RISK MANAGEMENT

- 6.1 Subject to approval, funding agreements will be issued by TfGM setting out the terms and conditions. Colleagues in legal will be asked to review the draft funding agreement prior to accepting the grant offer to ensure that all terms and conditions can be met.
- 6.2 A quantitative scheme risk register will be maintained by the Council's Project team and an appropriate risk allowance has been included in the estimated scheme costs.
- 6.3 Key risks are discussed and reported to TfGM on a monthly basis to ensure that appropriate mitigation actions are identified and implemented.

7. CONCLUSION

- 7.1 The ambitious ATF 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. This is a key priority for the Council as it will support the delivery of environmental, economic and societal benefits.
- 7.2 Current cost estimates exceed the allocated ATF2 budget. Construction works will only start on all four ATF2 schemes if they are affordable within the approved grant funding envelope. There is currently no requirement to provide match funding from existing Council budgets.
- 7.3 Standard scheme procedures and statutory processes are being followed, including advertising of traffic orders, road safety audits and consultation with residents and key stakeholders.

8. RECOMMENDATIONS

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