

Report to: EXECUTIVE CABINET

Date: 27 November 2019

Executive Member: Cllr Allison Gwynne - Executive Member (Neighbourhoods, Community Safety and Environment)

Reporting Officer: Emma Varnam - Assistant Director (Operations and Neighbourhoods)

Subject: **MAYORS CHALLENGE FUND – WALKING AND CYCLING UPDATE REPORT**

Report Summary: The purpose of this report is to provide an update on the Mayor's Challenge Fund Walking and Cycling Programme. The report focuses on the on-going work to raise the profile of the programme in order to promote the clear benefits that will be gained from this initiative. The report also provides a high level programme of the first schemes which could be delivered if approved.

Recommendations: It is recommended that Executive Cabinet:

- (i) Agree, in principle, to adopt the design approach set out in section 5 for all future walking and cycling schemes.
- (ii) Agree to launch the programme of consultation as set out in section 6.
- (iii) Agree to the high level programme set out in section 7.

Corporate Plan: The schemes set out in this report support the objectives of the Corporate Plan.

Policy Implications: In line with policy.

Financial Implications: This report provides an overview of the Mayor's Challenge Fund Walking and Cycling Programme. Delivering the Cycling and Walking Schemes with funding through the GM Mayor's Challenge Fund will contribute to a number of the Council's corporate priorities and objectives, in particular the Health and Wellbeing of Tameside's Residents. Delivery of cycling and walking schemes in Tameside directly relates to the delivery of the GM Cycling and Walking Commissioner's "made to move" report and TfGM's 2040 Transport strategy.

The combined value of Schemes approved at Programme Entry is £12.5m (with one Scheme still awaiting approval valued at £2.2m, which if approved takes total value to £14.7m).

The combined value of the 11 schemes at Programme Entry level is £12.5m, which includes total estimated MCF funding of £9.257m and total estimated match funding of £3.243m. The match funding for each scheme and criteria followed for identifying and reprioritising match funding for each scheme is yet to be established and work is currently underway for this. The assumption made is that match funding will come from existing corporate budgets and grants already on the approved capital programme. Work is also being carried out to establish a clear audit trail of funding sources for each scheme with no additional

corporate funding currently being requested.

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

The Council has a statutory duty to deliver services efficiently and effectively within budgets. These projects will need to be carefully managed as they require match funding with the expectation that there will be no call on corporate funding. Nevertheless there needs to be clear understanding as to where these budgets are coming from.

Risk Management:

Key risks are highlighted in section 8 of the report.

Access to Information:

The background papers relating to this report can be inspected by contacting Lee Holland, Head of Design and Delivery.



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1. INTRODUCTION

- 1.1 The purpose of this report is to provide an update on the Mayor's Challenge Fund Walking and Cycling Programme. The report focuses on the work which is underway to raise the profile of the programme in order to promote the clear benefits that will be gained from this initiative. The report also provides a high level programme of the first schemes which could be delivered if approved.

2. BACKGROUND

- 2.1 The Mayor's Walking and Cycling Challenge Fund (MCF) was established in 2018 and the ten Greater Manchester local authorities were first asked to submit programme entry funding bids in June 2018.
- 2.2 £160 million was made available over four financial years (2018 to 2022) to fund walking and cycling infrastructure schemes.
- 2.3 The aim of the programme is to kick start the delivery of the Greater Manchester Walking and Cycling Commissioner's Made to Move strategy and to make Greater Manchester (GM) a city region where walking and cycling are the natural choices for shorter journeys.
- 2.4 The Made to Move strategy sets out a 15-step plan to transform GM and was adopted unanimously by Greater Manchester Combined Authority (GMCA) in January 2018.
- 2.5 The Bee Network is GM's proposed new walking and cycling network which aims to connect every neighbourhood across all ten local authority areas in GM. The plan shows GM's ambition for walking and cycling and should help guide GM's delivery of related infrastructure over the coming years – some of which will be via the MCF.
- 2.6 Tameside Council has actively sought to secure funding through a number of tranches of the MCF.
- 2.7 To date Tameside Council has successfully secured Programme Entry Status for schemes submitted at Tranches 1, 4 and 5 of the MCF and is currently awaiting a decision on a scheme submitted for Programme Entry at Tranche 6.
- 2.8 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.

3. FUNDING UPDATE

- 3.1 **Appendix 1** sets out those schemes which currently have Programme Entry Status. The combined estimated value of these 11 schemes is:

Total Estimated MCF Funding	£9,257,603
Total Estimated Match Funding	£3,243,187
Total Estimated Scheme Cost	£12,500,790

- 3.2 Additionally the Council is awaiting a decision on the outcome of a Tranche 6 submission for a scheme which has an estimated value of circa £2.2m. This decision is expected on the 29 November 2019.
- 3.3 There is an expectation that further schemes will be submitted, for Programme Entry Status, in the future.

4. SCHEME DETAILS

- 4.1 As part of the MCF programme all ten local authorities have established the desired strategic walking and cycling networks. The MCF provides the opportunity to continue to connect and grow this network known as the “Bee Network” across GM.
- 4.2 Tameside Council are currently developing the following high profile schemes which will help to revolutionise travel on foot or bike throughout the Borough:

Scheme	Concept Proposals
Ashton North	Shared streetscape scheme to improve linkages into the town centre, reduce through traffic on the A6043 Wellington Rd / Albion Way and provide segregated cycle facilities and improved pedestrian access. Part of the wider £50million Vision Tameside regeneration project.
Ashton South	The Council are considering options to trial pocket parks in Ashton Town Centre.
Crown Point, Denton	Complex 4-way traffic junction improvement and introduction of cycle lanes.
A57 – East / West connectivity from Manchester to High Peak	Super highway improvements.
Chadwick Dam	Early implementation of improved walking and cycling connectivity to connect residential areas to Tameside Hospital and local schools.

- 4.3 **Appendix 1** contains a complete list of all schemes which have currently secured Programme Entry status.

5. DESIGN PRINCIPLES

- 5.1 In order to ensure the Council’s bids are successful and compliant with MCF requirements a strong working relationship has been established between TfGM, MCF and officers from the Council’s Design and Delivery – Walking and Cycling Project team.
- 5.2 Design in the highway and traffic engineering sector is dominated by the need to comply with standards and guidance. Some requirements are standards and guidance, whilst some requirements are legal, hence obligatory, and some requirements are stipulated by individual highway authorities.
- 5.3 In order to comply with MCF requirements it is important that schemes are designed to best meet the needs of all users.
- 5.4 A key principle of the MCF is that walking and cycling should be viewed as a mainstream transport option. It is important that we therefore take walking and cycling seriously and do not consider them a delay-inducing factor on motor traffic or an ambient benefit.
- 5.5 The eight key principles to be considered during the design development process for MCF schemes are as follows:
- (i) Streets should be places where people choose to spend time socialising rather than just save time passing through
 - (ii) Street design should focus on moving people rather than traffic
 - (iii) Dedicated separate space should be provided for walking and for cycle traffic
 - (iv) People should feel safe, relaxed and secure on the street and not just in the car

- (v) People should feel they can stroll without delay and linger without issue
- (vi) Protection and priority should be given to people cycling and walking at junctions
- (vii) Health benefits should be highlighted and quantified for all street improvements
- (viii) Walking, cycling and public transport should go hand in hand.

5.6 In order to deliver consistent and high quality schemes the Council intends to embed this approach to design, where appropriate, in delivery of all future walking and cycling schemes.

6. STAKEHOLDER ENGAGEMENT

6.1 Increased promotional activity is underway to help raise the profile of the MCF across the borough. This work includes the development of a new website, increased activity on social media and presentations at various community forums.

6.2 Engagement with local residents and stakeholder groups is necessary to consider the potential benefits and impacts that could be associated with schemes.

6.3 The engagement process is an opportunity to ensure that schemes meet the needs of existing and potential new users to ensure a successful outcome in terms of the number of future users.

6.4 It is anticipated that the scale and method of communication will vary for the different schemes being developed. Consideration will be given to the nature of the scheme, location, impact on neighbours and classification of the public highway impacted upon.

6.5 In order to support the timely delivery of the MCF programme the Council intends to hold a series of stakeholder consultation events at a number of local venues. The purpose of these events will be to ensure stakeholders have an opportunity to comment on the concept designs for individual MCF schemes. A DRAFT consultation leaflet is attached at **Appendix 2**.

6.6 These events will also help provide useful information about the benefits of walking and cycling and actively promote other projects and resources available to stakeholders. This approach will help to promote a greater interest in the MCF, help start to change behaviours and the culture of walking and cycling in the borough.

6.7 The Council will also organise a Members' Development briefing to ensure all local members are fully aware of the walking and cycling initiatives being developed.

7. PROGRAMME

7.1 The designs for 2 of the MCF schemes are well advanced. These two schemes are Chadwick Dam and Hill Street.

7.2 Subject to agreement from TfGM, and successful consultation and publication of TRO's, we could see the first Tameside MCF schemes on site in April – June 2020 as shown in Table 1.

Table 1

Milestone	Target Date
Concept designs complete	November 2019

Consultation	January 2020
Detailed designs complete	February 2020
TRO's complete	February 2020
On site	June 2020

- 7.3 In addition concept designs are largely complete for two further schemes (Ross Lave Lane and Rayner Lane) which, subject to landowner approval, could potentially be on site by July – September 2020.

8. RISK MANAGEMENT

- 8.1 Following completion of a successful Programme Entry submission a Risk Potential Assessment is carried out for each MCF scheme, to determine an appropriate appraisal process for the business case. This ensures that full scrutiny can be given to major, high-risk schemes, whereas a simplified process can be applied to minor, low-risk schemes.
- 8.2 Failure to deliver the programme after securing funding could impact on the future success of bids from the MCF. Robust monitoring processes and procedures have therefore been put in place in order to comply with TfGM's grant funding regime.
- 8.3 Failure to engage effectively with all relevant stakeholders is a potential reputational risk. In addition failure to promote the benefits of walking and cycling could lead to an underuse of the new provision and failure to maximise the benefits delivered by the programme.

9. CONCLUSION

- 9.1 It is important that MCF schemes are developed with community support and engagement, therefore local member involvement is key to establish a successful outcome.
- 9.2 In order to maximise the benefit of walking and cycling it is important that the design principles set out in Section 5 are applied, where appropriate, to any future schemes.
- 9.3 Future funding opportunities should be exploited in order to maximise the benefits of walking and cycling for our communities.

10. RECOMMENDATIONS

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