

Meeting: Strategic Commissioning Board			
Meeting Date	02 December 2019	Action	Consider
Item No	7	Confidential / Freedom of Information Status	No
Title	Walking and Cycling - GM Mayor's Challenge Fund		
Presented By	David Brown, Interim Director of Operations		
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Clinical Lead	TBA		
Council Lead	Cllr Quinn, Cabinet Member - Environment		

Executive Summary
<p>In June 2018 the Greater Manchester Mayor's Cycling and Walking Commissioner, Chris Boardman, published 'Beelines - a walking and cycling infrastructure proposal'. It proposed new standards in highway infrastructure and a walking/cycling network of 1,000 miles, including 75 miles of segregated routes and 1,400 new crossings.</p> <p>The Greater Manchester Mayor has allocated £160 million to begin constructing the network. This report details how Bury has engaged with the Mayor's Challenge Fund programme, explains the bidding process, and outlines the schemes that are currently in development.</p>
Recommendations
<p>It is recommended that the Strategic Commissioning Board:</p> <ul style="list-style-type: none"> • Notes and provides any comments in relation to the contents of this report.

Links to Strategic Objectives/Corporate Plan	Choose an item.
Does this report seek to address any of the risks included on the Governing Body / Council Assurance Framework? If yes, state which risk below:	Choose an item.
<p>The emerging vision for Bury 2030 includes:</p> <ul style="list-style-type: none"> • The aspiration to be the City region eco-leaders, well- progressed to carbon neutrality through innovative ideas. • Bury towns have great transport connections which will be further improved and be less congested by 2030 with investment in highways, walking and cycling routes as part of the Bee Network initiative. 	

Implications						
Are there any quality, safeguarding or patient experience implications?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	N/A	<input type="checkbox"/>
Has any engagement (clinical, stakeholder or public/patient) been undertaken in relation to this report?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	N/A	<input type="checkbox"/>
Have any departments/organisations who will be affected been consulted ?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Are there any conflicts of interest arising from the proposal or decision being requested?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Are there any financial implications?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Are there any legal implications?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Are there any health and safety issues?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	N/A	<input type="checkbox"/>
How do proposals align with Health & Wellbeing Strategy?	Bury Moving Strategy objective: create active environments					
How do proposals align with Locality Plan?	Tackling the wider determinants of health: we will maximise opportunities for Active Travel, including by increasing cycle facilities and infrastructure within the borough.					
How do proposals align with the Commissioning Strategy?	N/A					
Are there any Public, Patient and Service User Implications?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
How do the proposals help to reduce health inequalities?	N/A					
Is there any scrutiny interest?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>
What are the Information Governance/ Access to Information implications?	None					
Has an Equality, Privacy or Quality Impact Assessment been completed?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	N/A	<input type="checkbox"/>
Is an Equality, Privacy or Quality Impact Assessment required?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	N/A	<input type="checkbox"/>
Are there any associated risks including Conflicts of Interest?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	N/A	<input type="checkbox"/>

Are the risks on the CCG /Council/ Strategic Commissioning Board's Risk Register?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Additional details	<i>NB - Please use this space to provide any further information in relation to any of the above implications.</i>					

Governance and Reporting		
Meeting	Date	Outcome
Overview and Scrutiny	16/07/2019	Noted

Greater Manchester Mayor's Challenge Fund

1. Introduction

- 1.1. In June 2018, the Greater Manchester Mayor's Cycling and Walking Commissioner, Chris Boardman, published 'Beelines - a walking and cycling infrastructure proposal'. It was a response to serious problems of obesity, poor air quality, and congestion in Greater Manchester – and the limited progress made in changing people's travel behaviour.
- 1.2. It proposed new standards in highway infrastructure and a walking/cycling network of 1,600 kilometres (1,000 miles), including 120 kilometres (75 miles) of segregated routes and 1,400 new crossings. It mapped a first draft network of routes and also reported the Greater Manchester Mayor's decision to allocate £160 million to begin constructing the network. The total cost of all the proposed improvements will be over £1bn and will take many years to complete.
- 1.3. In order to tap into this funding stream, Greater Manchester Local Authorities needed to submit pro forma application forms outlining details of their proposals. The "windows" for such submissions come around every quarter and are called tranches.

2. Background

- 2.1. Upon a successful pro forma submission, the status of "initial programme entry" is awarded to the submitted scheme. This is, in essence, a green light to undertake more design work up to such a point that either the scheme is determined no longer viable subsequent to more detailed analysis and dropped or a business case is submitted containing, among other things, a value for money appraisal. Business cases such as these are appraised by a cycling team at the Greater Manchester Combined Authority and approval at this stage will grant a scheme "full programme entry".
- 2.2. Council's incurred costs can be recovered for the period between initial and full programme entry irrespective of whether or not the scheme gains Greater Manchester Combined Authority approval or is abandoned.

- 2.3. With full programme entry comes a commitment for the scheme to be funded from the £160m Mayor's Cycling and Walking Challenge Fund (MCF). This covers construction costs and design/supervision fees.
- 2.4. The cost of the design and project management of this type of scheme is typically around 10% to 15% of the total value. As there is no spare in-house resource an external designer (Atkins) has been appointed through Transport for Greater Manchester's professional services framework.
- 2.5. Atkins are assisting the Council with the preparation of a cohesive walking and cycling plan for implementing the Bee Network in the borough. This includes the following key elements:-
- The identification and design of cycling upgrades in conjunction with required improvements to the highway network taking full account of existing demand, latent demand and safety considerations;
 - Identifying pedestrian and public realm improvements including the opportunity for delivering filtered neighbourhoods¹ ;
 - Providing technical input to ensure the pro forma submissions secure programme entry status; and
 - Producing robust business cases to enable schemes to gain full programme entry and secure the required funding.
- 2.6. The Council has also secured a programme manager resource from Atkins via the Transport for Greater Manchester (TfGM) professional services framework.

3. Schemes

3.1 To date, there have been 6 opportunities for bid submissions since the fund "opened". Bury has made bids in 4 of them (Tranches 1, 2, 5 & 6) and has been successful with Tranches 1 and 5. The Tranche 2 bid was rejected as it was seen as not being in line with Transport for Greater Manchester's cycling and walking ambitions even though the proposals were similar in nature to the Tranche 1 submission. Tranche 6 submissions are currently under consideration and we anticipate a favourable result.

3.2 Tranche 1 – List of Schemes

The Mayor's Cycling and Walking Challenge Fund Tranche 1 submission bid (18 June 2018) for circa £2.2m included the introduction of new crossings to improve walking and cycling routes and road safety for vulnerable users at the following locations:

New signalised Junctions

1. A6044 Rainsough Brow/ Kersal Vale Road, Prestwich
2. Heywood Road/Rectory Lane, Prestwich

¹ Filtered neighbourhoods - A neighbourhood where the movement of people is prioritised over the movement of motor vehicles. Typically this is achieved by creating cul-de-sac style access for cars but allowing through traffic for people walking and cycling. This approach creates spaces to play and socialise and enables more green areas to be created.

3. A667 Ringley Road/Stand Lane, Radcliffe

Upgraded existing signalised junctions

1. A56 Bury New Road/St Anns Road, Prestwich
2. A665 Bury Old Road/Heywood Road, Prestwich
3. A665 Higher Lane/Pinfold Road, Whitefield
4. A665 Higher Lane/Dales Lane, Whitefield
5. A56 Manchester Road/Sunnybank Road, Whitefield
6. A58 Angouleme Way & Manchester Road (1 arm only)
7. Junction 1 M66, Ramsbottom

New Toucan crossings

1. Higher Ainsworth Road x 2, Radcliffe
2. A56 Manchester Road near Gigg Lane, Bury
3. B6213 Bury Road near Darlington Close, Bury
4. B6215 Brandlesholme Road (end of Kirklees trail), Greenmount

Upgraded existing crossing point to a toucan

1. Knowsley Street, Bury

Since gaining Programme Entry status, some of the schemes identified are now being pursued through other initiatives such as Local Growth Deal funding. In addition, feasibility work has led to some rationalisation of the remaining schemes, with the scope of some of them being extended and others being removed as they are not capable of delivering infrastructure to the design specification required by Mayor's Cycling and Walking Challenge Fund. The schemes now being taken forward through the Mayor's Cycling and Walking Challenge Fund Tranche 1 business case are as follows:-

Proposed new Toucan / Shared use crossings

1. A56 Manchester Road near Gigg Lane

Proposed new signalised junction featuring pedestrian and cycling facilities

1. A6044 Rainsough Brow / Kersal Vale Road, Prestwich
2. Heywood Road / Rectory Lane, Prestwich

Proposed upgrade of existing signalised junction for pedestrians and cyclists

1. A665 Bury Old Road / Heywood Road, Prestwich
2. A665 Higher Lane / Pinfold Lane & Higher Lane & A665 Higher Lane & Dales Lane, Whitefield
3. The Town Hall Triangle - A58 Angouleme Way / A56 Manchester Road – junction upgrade, A58 Angouleme Way / Knowsley Street – junction upgrade & Knowsley Street Toucan conversion - Bury East

3.3 Tranche 5 – List of Schemes

The Mayor's Cycling and Walking Challenge Fund Tranche 5 bid for circa £3.6m included for delivering new crossings and route improvements in the Fishpool neighbourhood was submitted on the 05 April 2019. The announcement on Programme Entry status for this scheme was expected on the 28 June 2019. Initial

feedback from Transport for Greater Manchester regarding the development of the submission was very positive.

The key elements of the Fishpool Neighbourhood Bee Network scheme include two new crossings on the Key Route Network (the name given to the collection of strategic routes within Greater Manchester. Bury's sections of the A56 and A58 fall within the Key Route Network), two new crossings on Market Street (one on a busy route), a new crossing over the River Roch and improvements to route connections for walking and cycling. This will help to cohesively deliver the Bee Network in the Borough, connecting neighbourhoods in south Bury and achieving full permeability through Fishpool to provide access to the town centre and Pilsworth Industrial Estate by walking and cycling. It will also open the potential to connect with two strategic areas of development outlined in the Greater Manchester Spatial Framework (GMSF), Northern Gateway and Elton Reservoir. It also shows the relationships with the committed Growth Deal 2 scheme on Market Street and Mayor's Cycling and Walking Challenge Fund Tranche 1 schemes on the Key Route Network (KRN) (A58 Angouleme Way and A56 Manchester Road) to demonstrate the wider network linkages.

3.4 Tranche 6 – List of Schemes

Several pro formas were submitted to the Mayor's Cycling and Walking Challenge Fund Tranche 6 on the 26 July 2019. These include:

Pimhole Neighbourhood Bee Network

The key elements of the Pimhole Neighbourhood Bee Network scheme include three new crossings on the Key Route Network (A58 Rochdale Road) and a new crossing on the B6219 Heywood Street (a busy route), and improvements to route connections for walking and cycling. This will help to cohesively deliver the Bee Network in the Borough, connecting neighbourhoods north-south in east Bury and achieving full permeability through Pimhole. This will help provide access to the town centre, Pimhole Business Park and Pilsworth Industrial Estate by walking and cycling and the potential to connect to a strategic area of development outlined in the Greater Manchester Spatial Framework (GMSF), Northern Gateway. This scheme is located to the east of the town centre, adjacent to the Mayor's Cycling and Walking Challenge Fund Tranche 5 scheme.

Pilsworth Bee Network

The key elements of the Pilsworth Bee Network scheme include two new crossings on Pilsworth Road (a busy route) and a new crossing at M66 Junction 3. This will help to cohesively deliver the Bee Network in the Borough, connecting the town centre and Bury Interchange with Pilsworth Industrial Estate through increasing permeability by walking and cycling, and the potential to connect to a strategic area of development outlined in the Greater Manchester Spatial Framework, Northern Gateway. This is intrinsically linked to the Mayor's Cycling and Walking Challenge Fund Tranche 5 scheme and provides the remaining proposed crossings to complete this comprehensive scheme.

Radcliffe Central Bee Network

The key elements of the Radcliffe Central Bee Network scheme include a new

crossing over the River Irwell and improvements to route connections for walking and cycling. This will help to cohesively deliver the Bee Network in the Borough, connecting Cross Lane neighbourhood to Radcliffe Metrolink stop and Radcliffe Town Centre by walking and cycling and the potential to connect to a major housing development proposed on the site of the former East Lancashire Paper Mill. This scheme could also potentially provide links to the Elton Bee Network via National Cycle Network Route 6.

M60 Haweswater Underpass – Bee Network Improvements

Highways England has been working with Transport for Greater Manchester to identify where the emerging Bee Network interfaces with the strategic road network, to develop a prioritised list of locations for bids to the Highways England Funds in Roads Period 2 (2020 to 2025). If the bid is successful, together with Mayor's Cycling and Walking Challenge Fund this funding will help to upgrade the facilities at these priority locations and develop a cohesive Bee Network in Bury by addressing key severance points on the network. Highways England and Bury Council are working together to submit a proposal to upgrade Haweswater Underpass which passes beneath the M60 near J18.

Elton Bee Network

The key elements of the Elton Bee Network scheme include a new crossing over the River Irwell and improvements to route connections for walking and cycling between National Cycle Network (NCN) Route 6 at Elton and Bury Town Centre. This will help to cohesively deliver the Bee Network in the Borough and improve connections to the town centre by walking and cycling, and the potential to connect to the strategic area of development outlined in the Greater Manchester Spatial Framework at Elton Reservoir. This scheme would interface with the Mayor's Cycling and Walking Challenge Fund Tranche 1 and Tranche 5 schemes.

4 Associated Risks

- 4.1 "Initial programme entry" is approval to undertake more detailed assessment and design in order to be able to submit a full business case. Approval of this business case would then secure a financial commitment to fund the works. Up to this point, however, there always exists the risk that the scheme may be undeliverable or cannot demonstrate a robust enough business case to be accepted.
- 4.2 The final bidding window, Tranche 6, has seen the £160m Mayor's Cycling and Walking Challenge Fund well oversubscribed. Consequently, Transport for Greater Manchester are undertaking a process of prioritisation: some based on strategic fit and some based on what level of financial contribution can be made by the districts. Depending on the outcome of this process, it may have an impact on some Bury schemes but it is too early to assess.

5 Recommendations

- 5.1 That the contents of this report are noted.

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November 2019