
Report to CABINET

Grant Acceptance: Mayors Challenge Fund (MCF) – Bee Network Crossings

Portfolio Holder: Councillor Amanda Chadderton, Cabinet Member for Regeneration and Housing

Councillor Jean Stretton, Cabinet Member for Neighbourhoods

Officer Contact: Emma Barton, Executive Director for Place & Economic Growth

Report Author: Eleanor Sykes, Transport Policy Officer

21st September 2022

Reason for Decision

Oldham Council has secured additional funding for scheme delivery, on behalf of Transport for Greater Manchester (TfGM), via:

- Mayor's Challenge Fund (MCF)

The purpose of this report is to confirm the value of the grant available to Oldham and to notify Cabinet of the intention to bring this additional resource into the transport capital programme to commence delivery of the schemes in Autumn 2022.

Executive Summary

The Greater Manchester Mayor established a £160M Cycling and Walking Challenge Fund for cycling and walking infrastructure to kick-start delivery of the Greater Manchester Bee Network in June 2018.

The fund is being used to deliver the first phase of the walking and cycling elements of the wider Bee Network, which will transform Greater Manchester's transport system. This network, once complete, will cover circa 1,800 miles and be the longest, integrated, planned network in the country connecting every neighbourhood of Greater Manchester.

TfGM successfully bid to MCF Tranche 6 in November 2019 for the Greater Manchester Bee Network Crossings scheme.

The scheme represents a rolling programme of highway crossing interventions across all districts in GM, designed to reduce severance for walkers and cyclists. Phase 1 is currently delivering a package of crossings in Bury and Manchester.

Phase 2 of the GM Bee Network Crossings scheme will deliver new and upgraded crossing facilities to overcome highway severance at 7 sites located throughout Bolton, Oldham, Stockport, and Wigan.

This Phase 2 package of works has been developed in collaboration with Local Authority partners. The release of the funding for Phase 2 delivery was approved at GMCA on 29th July 2022.

Recommendations

- Accept the grant offer from the Mayor's Challenge Fund (MCF) for delivery of the Bee Network Crossings scheme in Oldham.
- Enter into a Delivery Agreement with TfGM for the proposed scheme.
- Note the intention to bring the additional resource into the transport capital programme in 2022/23 and complete delivery of the schemes in the appropriate timescales.

Grant Acceptance: Mayors Challenge Fund (MCF) – Bee Network Crossings**1 Background**

- 1.1 As identified during the Bee Network mapping exercise, in Greater Manchester (GM) there are a significant number of busy roads that create lines of severance. These points of severance can lead to residents feeling they have no choice but to take the car, even on short trips. If strategically placed crossings were implemented at key locations a substantial portion of the Bee Network could be realised.
- 1.2 Through the above exercise several locations in Oldham were put forward as places where a crossing on the highway would be beneficial to pedestrians and cyclists. In Oldham 5 crossing locations were originally shortlisted to move forward under this project:
- Salmonfields, Royton (at the linear path)
 - Wellyhole Street, Lees (at the linear path)
 - Well-i-Hole Road, Greenfield (at the linear path)
 - Chew Valley Road, Greenfield (at the linear path)
 - Well-i-Hole Road / Manchester Road, Greenfield (fully signalling the junction with provision of pedestrian and cyclist crossing facilities)
- 1.3 All crossings will have pedestrian and cycle facilities, with some also including horse crossing facilities. A short section of path upgrade works will also be undertaken in the vicinity of the crossings to ensure they are 3 metres wide to accommodate all users.
- 1.4 Although TfGM have led on the design of the schemes, in regular consultation with Oldham Council, it is proposed that Oldham Council manage and deliver the construction works on-site as this is our preferred delivery mechanism.

2 Current Position

- 2.1 Following public consultation on Oldham's potential schemes last summer, detailed design packages have been developed and costed for the locations that are being taken forward in Oldham. These, alongside similar schemes for Bolton, Stockport, and Wigan, have been included in the full business case for the Phase 2 package, the total value of which is £2,118,033.
- 2.2 The Phase 2 scheme was subject to a full business case review, undertaken by TfGM's Active Travel Programme Team, who concluded it fulfilled the required five-case criteria (Strategic, Economic, Management, Financial and Commercial).
- 2.3 Full approval at GMCA on 29th July 2022 enables the release of delivery funding via a legal delivery agreement between TfGM and the local authorities in question. In Oldham the value of funding to be released to us for delivery of these schemes is £652,180.
- 2.4 A Delivery Agreement has been prepared and this is making its way through the Legal processes at Oldham Council and TfGM. The wording of the agreement has been pre agreed by the GMCA and all Chief Legal Officers of GM Local Authorities. Oldham has previously agreed to this standard MCF Delivery Agreement. The agreement confirms the maximum commitment for delivery of the Oldham schemes (£652,180.38) based on detailed cost estimates for all elements of scheme design, delivery and contingency and

also includes officer time. This value will be claimed back through quarterly grant claims submitted to TfGM in arrears which is standard practice across the MCF programme.

2.5 The works will be delivered by our internal Highways Operations team, working alongside TfGM's contractor where new signals are to be installed. This negates the need to go out to tender, saving time and delivering value for money.

3 **Options/Alternatives**

3.1 There are two options:

Option 1: accept the grant offer, enter into the delivery agreement with TfGM for the proposed Oldham schemes and progress the delivery of all schemes in the appropriate timescales.

Option 2: do not accept the grant offer and do not enter into the delivery agreement with TfGM to deliver the schemes.

4 **Preferred Option**

4.1 We are recommending 'Option 1' as this will enable us to deliver the Bee Network Crossings schemes, on behalf of TfGM (the chosen delivery mechanism), in Oldham.

4.2 The alternative, 'Option 2' would be reputationally damaging. We have committed to develop and implement these types of schemes as part of the GM 2040 Transport Strategy (<https://tfgm.com/2040-transport-strategy>).

4.3 In addition these schemes will make the highway network a safer option and encourage travel by active modes at these locations and for onward journeys.

5 **Consultation**

5.1 In the early stages of scheme development TfGM, Greater Manchester Police and Oldham Council officers including highways, parks and transport policy were all involved in scheme development, culminating in a 'General Arrangement' for each scheme which could be used to consult with residents on.

5.2 TfGM produced consultation material in line with the 'Bee Network' brand in the form of hard copies to go to residents in an identified 'catchment area' close to the proposals. The TfGM Active Travel website was also updated with the proposals and offered an opportunity for comment via a survey.

5.3 Following approval by the Lead Member for Highways and Ward Members a public consultation exercise took place between 2nd August and 10th September 2021. This was promoted by both TfGM and Oldham Council by various means. The outcome of the consultation was that the Bee Network Crossing proposals were supported at the following locations:

- Salmonfields, Royton
- Wellyhole Street, Lees
- Huddersfield Road, Greenfield
- Manchester Road / Well-i-Hole Road / Huddersfield Road, Greenfield

Our recommendation to the Lead Member for Highways in December 2021 was that the above proposals progress to the detailed design stage, including formal approvals and advertising, and ultimately delivery.

5.4 A further recommendation was made at this stage to progress no further with the scheme proposed at Chew Valley Road, Greenfield. This was due to concerns about the proposal to relocate the bus stop to outside residential properties on Chew Valley Road, the removal of the shelter and the impact that this could have on elderly and disabled residents utilising the bus stop. Amending the design to negate the need to relocate/remove the bus stop meant the scheme wouldn't comply with the required design standards for MCF schemes and therefore wouldn't attract the funding.

5.5 Ward Councillors were supportive of a crossing of some kind at this or other locations along Chew Valley Road. Since this consultation exercise we've included and secured approval for delivery in 2022/23 of a scheme for a zebra crossing on Chew Valley Road, close to St Mary's Primary School utilising some of our Integrated Transport Block (ITB) allocation (Cabinet Report approved on 25th July 2022: City Region Sustainable Transport Settlement - Transport Capital Programme 2022/23).

6 **Financial Implications**

6.1 The acceptance of the £652k MCF capital grant funding will enable the delivery of the Bee Network crossings listed in the body of the report on behalf of TfGM. The overall costs of the schemes will need to be contained within the available funding.

6.2 The Councils 2022/23 capital programme will be amended to reflect the receipt of the £652k additional grant and planned programme of expenditure.

(James Postle)

7 **Legal Services Comments**

7.1 Provided the terms of the Delivery Agreement are approved and all funds received are expended in accordance with the Delivery Agreement and any relevant procurement rules, there are no known legal implications at this time.

(Sarah Orrell, Commercial and Procurement Solicitor)

8. **Co-operative Agenda**

8.1 Delivery of the GM Bee Network Crossings scheme in Oldham is part of the collaborative approach to active travel schemes which sees the 10 Greater Manchester councils, including Oldham, working in partnership with GMCA and TfGM to improve the city-region's active travel network.

The schemes being delivered through this scheme assist Oldham to meet the mode share targets we have supported as part of the GM 'Right Mix Vision' – for 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport by 2040.

They will also encourage travel by active and sustainable modes, reduce road danger in Oldham and improve the environment and air quality for people living and working in Oldham.

9 **Human Resources Comments**

9.1 None

10 **Risk Assessments**

10.1 The Council in accepting this grant has to determine whether it can comply with the grant conditions and deliver the project. The risks in accepting this grant award are assessed as minimal.

(Mark Stenson)

11 IT Implications

11.1 None

12 Property Implications

12.1 None

13 Procurement Implications

13.1 The works will be delivered by the Councils internal Highways Operations team, and therefore there are no procurement implications on the basis that the recommended approach complies with the funding conditions.

(Dan Cheetham, Procurement)

14 Environmental and Health & Safety Implications

14.1 None

15 Equality, community cohesion and crime implications

15.1 None

16 Equality Impact Assessment Completed?

16.1 No

17 Key Decision

17.1 Yes

18 Key Decision Reference

18.1 NEI-12-22

Signed _____ Cabinet Member (specify whom)	Dated _____
Signed _____ Executive Director/Deputy Chief Executive	Dated _____