

OFFICER DECISION RECORD (ODR2)

This form records an officer decision and is published in accordance with the Openness of Local Government Bodies Regulations 2014

Date of Decision	24 November 2023
Decision Taker (including Job Title)	Tom Moody (Director of Infrastructure and Highways)
Specific Delegation	<p>6.23 in July 2023 Council Constitution:</p> <p>Directors are authorised, as set out in the Officer Scheme of Delegations, to submit applications for grant funding that align with Council priorities and initiatives in consultation with the relevant Chair, where there will be no net increase in Council expenditure. In the event that an application is successful, the decision-making process for approval of the application, including acceptance of any conditions, will follow that set out in section 2 of the Financial Procedure Rules.</p>
Brief Description of Decision	<p>The Council is progressing a package of schemes in the north of the Borough as identified in the Local Cycling Walking and Infrastructure Plan. This package will connect key settlements such as Wilmslow, Handforth and Alderley Edge, and enable wider connections to the Handforth Garden Village development, Manchester Airport and South Manchester. A key element of this package is the Manchester Road scheme between Wilmslow and Handforth.</p> <p>CEC was allocated £1.29m from Active Travel Fund Tranche 4 for the northern section of the Manchester Road scheme. The section of this scheme south of Wilmslow Cemetery was not funded.</p> <p>Active Travel England have invited CEC to now apply for a subsequent round of funding titled 'Active Travel Fund Tranche 4 Extension' and indicatively allocated £0.673m subject to CEC submitting an application that demonstrates a high quality scheme that offers value for money.</p>

	<p>A design for the middle section of this scheme has been developed to provide continuity of the scheme and deliver a high-quality route for people walking, wheeling and cycling.</p> <p>On the basis of this design a high level cost estimate has been produced estimating the middle section of the scheme to be £1,115,549 inclusive of risk.</p> <p>This ODR is seeking approval of CEC’s funding submission to Active Travel England’s ‘Active Travel Fund Tranche 4 Extension’ round of bidding for the middle section of the Manchester Road scheme in Wilmslow. A £0.673m funding contribution towards the middle section of the scheme is being sought through the funding application.</p> <p>If necessary it would be possible to scale back the scheme to match the funding grant</p>
<p>Reasons for the Decision and alternatives considered</p>	<p>CEC approved the Wilmslow Local Cycling and Infrastructure Plan in that identifies Manchester Road between Wilmslow and Handforth as a priority scheme for delivery. The northern section of this scheme has received funding from Active Travel England and is planned to be constructed in 2024. Securing this additional funding will provide continuity for the adjoining section towards Wilmslow.</p> <p>The option of declining this grant funding and not submitting an application to Active Travel England has been considered. This option would result in a lack of continuity of the scheme and would not lead to the full increases in walking and cycling sought with resultant impacts on benefits such as enabling healthier lifestyles and reducing carbon emissions. For these reasons, this option is not recommended.</p>
<p>Member consultation and interests declared</p>	<p>The scheme design has been developed in consultation with CEC members for the affected wards, Deputy Leader of the Council, and the Walking and Cycling Champion.</p>
<p>Significant Decision</p>	<p>No</p>
<p>Legal Implications</p>	<p>There are no direct legal implications arising out of an application for grant funding and it is understood that a further ODR will be required to accept the funds.</p>

	<p>The Council must be satisfied that it has met the prerequisites of the grant funding before applying.</p> <p>Should the application be successful, and the Council chooses to accept the funding, the Council will need to ensure that it uses the money in accordance with any Funding Agreement or other agreement and within any specified timeframes. Any variations to the scheme which differs from the submission, without the agreement of Active Travel England, may put the funding at risk and may result in that money being clawed back by ATE. If the application is successful and the Council decides to accept the funding those risks should be actively managed throughout the project.</p> <p>Andrew Poynton, Senior Planning and Highways Lawyer, 24/11/2023</p>
<p>Financial Implications</p>	<p>Consideration has been given to phasing of the Manchester Road scheme to develop deliverable sections for which funding strategies can be developed.</p> <p>There are a range of high-level costings that have been prepared at this early stage of scheme development with a significant allowance for risk.</p> <p>In order to deliver the middle section it may be necessary to support the bid with funding from the Local Transport plan – subject to the normal LTP prioritisation process.</p> <p>In the unlikely event LTP funding is not available, the service has advised that the scheme could be cut back to meet the available funding grant. It may be necessary to ascertain what impact that would have on the scheme if it proves a significant proportion.</p> <p>Only LTP capital resources would be considered to fund the difference between the bid and final cost of the scheme.</p> <p>Any ongoing maintenance of the scheme will be met from existing budgets.</p> <p>Steve Reading, Finance, 23/11/23</p>
<p>Confidential/Exempt Information</p>	<p>Not applicable</p>

Background Papers	None
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Signed *Thomas Moody*

Dated 24 November 2023