

GREATER MANCHESTER TRANSPORT COMMITTEE

Date: 20 August 2021

Subject: GMTC Walking and Cycling Update and Forward Look Report

Report of: Richard Nickson – Programme Director (Cycling and Walking)

PURPOSE OF REPORT:

To provide an update on GM walking and cycling activities over the last 6 months and to set out key actions up to December 2021.

RECOMMENDATIONS:

The active travel programme is meet the GM 2040 transport targets to double and double again the number of trips cycled and increase walking trips by a third. Active travel trips are zero carbon and the most accessible forms of transport with zero or very low costs to entry.

The GM Transport Committee is requested to:

1. Note the progress that has taken place over the last 12 months against the 15 Made to Move steps
2. Note the priorities that have been identified to take forward over the next 12 months.
3. Note the infrastructure, by Local Authorities that will be delivered by December 2021.

CONTACT OFFICERS:

Richard Nickson, Programme Director (Cycling and Walking): richard.nickson@tfgm.com

Equalities Implications:

All temporary and permanent infrastructure will be fully inclusive in its design and development, with the proactive involvement of organisations such as the Disability Design Reference Group (DDRG).

Climate Change Impact Assessment and Mitigation Measures –

1. All the updates and actions in this report relate to reducing carbon emissions and improving air quality as they focus on enabling more people to travel on foot or by bike for everyday journeys. Active travel produces zero carbon, and the programme seeks to provide an attractive alternative to driving short trips so reducing carbon from car trips that have been replaced by active travel.

Risk Management:

The actions detailed in this report will directly support delivery of Made to Move's 15 steps. In relation to infrastructure, a programme risk register is maintained and updated by the TfGM MCF programme team.

Legal Considerations:

Legal Delivery Agreements and legal side-letters will be produced and implemented for full scheme and development cost approvals as appropriate.

Financial Consequences – Revenue:

Not applicable

Financial Consequences – Capital:

Not applicable

Number of attachments to the report: one**Comments/recommendations from Overview & Scrutiny Committee**

Short paragraph to be included here:

BACKGROUND PAPERS:

- December 2017 – Made to Move
- June 2018 – Beelines (renamed Bee Network)
- 29 March 2018 – Transforming Cities Fund report to GMCA
- 25 May 2018 – Cycling & Walking Update
- 29 June 2018 – Transforming Cities Fund report to GMCA
- 27 July 2018 – Transforming Cities Fund report to GMCA
- 8 September 2018 – Mayor's Cycling & Walking Challenge Fund
- 29 March 2019 – Mayor's Cycling & Walking Challenge Fund
- 28 June 2019 – Mayor's Cycling & Walking Challenge Fund

- November 2019 – Change a Region to Change a Nation
- 29 November 2019 – Mayor’s Cycling & Walking Challenge Fund
- 5 May 2020 – Mayor’s Challenge Fund Update and Prioritisation
- 26 June 2020 – Mayor’s Challenge Fund Cycling and Walking Financial

Approvals

- 31 July 2020 – Mayor’s Challenge Fund Cycling and Walking Financial

Approvals

- 2 September 2020 – Mayor’s Challenge Fund Cycling and Walking Financial

TRACKING/PROCESS		[All sections to be completed]
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		No
EXEMPTION FROM CALL IN		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		No
GM Transport Committee	Overview & Scrutiny Committee	
[Date considered at GM Transport Cttee if appropriate]	[Date considered by the relevant Overview & Scrutiny Committee]	

1. INTRODUCTION/BACKGROUND

- 1.1 The Walking and Cycling Programme is split into five 'pillars' of work to enable progress towards achieving [Made to Move's](#) 15 actions. The pillars are, Strategy; Infrastructure; Access to active travel; Safety and technical policy; and Activation.

2. STRATEGY

- 2.1 The growth of active travel seen in 2020 has been maintained, with cycle trips around 20% and walking trips 10% above pre-pandemic levels. Together, active travel carries the most passengers, second only to driving in terms of trip numbers. Greater Manchester's 2040 Transport Strategy requires walking to increase by one third and cycling to double and double again so this increase in trips needs to be maintained and built on.
- 2.2 The Government is also seeking to build on this uptake. The recently published Transport Decarbonisation plan clearly sets out the crucial role active travel, alongside public transport, must play to reach Net Zero. The Government has stated very clearly that active travel design must be integrated into all transport investment from now on, including the *City Region Sustainable Transport Fund* and *Bus Service Improvement Plans*.

3. INFRASTRUCTURE

- 3.1 2021 is the 'Year of Delivery' on the Mayor's Cycling and Walking Challenge Fund. Over £90m of scheme approvals have been granted to date and the scale of spend has increased tenfold in the past 3 years. 100 kilometres of new routes are expected to be completed by the end of the year. This includes a further 26 cycling and walking routes or junction upgrades which will be delivered across Greater Manchester.
- 3.2 The appendix includes a district-by-district breakdown of scheme progress.
- 3.3 In 2020/21, TfGM on behalf of GMCA successfully secured a further £20m as part of the DfT's Active Travel Fund. Work is currently underway to bid for the Active Travel Fund 2021/22 with a deadline of 9 August. It is only a one-year funding settlement so Greater Manchester's bid will focus funding on schemes at an advanced phase of development. It is expected that there will be a multi-year settlement for Active Travel Funding from 2022 onwards for the remainder of the £2bn set out in *Gear Change*.

4. ACCESS TO ACTIVE TRAVEL

- 4.1 Only 26% of GM households have access to a bike and this drops to just 16% for those living in flats. GM Cycle Hire seeks to address this and form part of Greater Manchester's integrated London-style public transport system.
- 4.2 GM Cycle Hire has reached a significant milestone by selecting bike share company Beryl as its preferred supplier. Phase 1 of the scheme in the Regional Centre is due to launch in November 2021 with the start of the roll out of 1,500 bikes, including 300 e-bikes. Docking locations will be within a five-minute walk of around 200,000 residents, providing convenient and affordable access to bikes. Subsequent phases will see the scheme expand to the rest of Greater Manchester.
- 4.3 In addition, TfGM is leading on rolling out a series of community Bike Libraries, working with community organisations across Greater Manchester to allow people to borrow a bike, just as one would borrow a book. Grants of up to £10,000 are available to community groups. The Cycle and Stride project, joint funded by the London Marathon Charitable Trust, continues to work with community groups and schools with the aim of inspiring 10,000 people in Greater Manchester to take up walking and riding more journeys.

5. SAFETY AND TECHNICAL POLICY

- 5.1 Only 31% of Greater Manchester residents agree that "Greater Manchester's transport network encourages you to walk or cycle as part of your trips". Satisfaction of people who walk feeling safe from traffic during the day is 75% and this drops to just 51% of people who cycle. These metrics need improving to meet our transport targets.
- 5.2 The Mayor has committed to publishing a Road Danger Reduction Action Plan, so work is underway to make this a reality. It will require a partnership approach to succeed, with GMP, GMCA, TfGM and local authorities all needing to play a significant part in making our roads feel safe.
- 5.3 Road Danger Reduction is more than reducing collisions. It focuses on reducing the source of danger, just as a business would approach health and safety at work. Creating a 'safe system' approach for use of the roads will not only help achieve our transport targets, but it would also create safer roads for children to play and lead to a more equal and accessible environment for residents.

6. ACTIVATION

- 6.1 Increasing levels of active travel requires more than just infrastructure to make it accessible to all. The Bee Network website was launched providing a one-stop shop for the programme and how to get into walking and riding. This includes information on safe routes, training, programmes, and opportunities to access a bike for free.

- 6.2 It was announced on 31 July 2021 that GMCA was successful in securing £2.9m of revenue funding via the Capability Fund to promote and develop active travel. Local authorities will be provided funding to develop infrastructure schemes to outline business case. Funding will also be used to deliver Greater Manchester-wide behaviour change programmes based on local authority stated priorities. This will include funding for 50 School Streets and cycle parking for businesses.

Richard Nickson
Programme Director, Cycling and Walking

APPENDICES

APPENDIX A: A tabular breakdown of district progress on business case/scheme development/scheme delivery against the approved (prioritized) investment plan, including TfGM-led elements

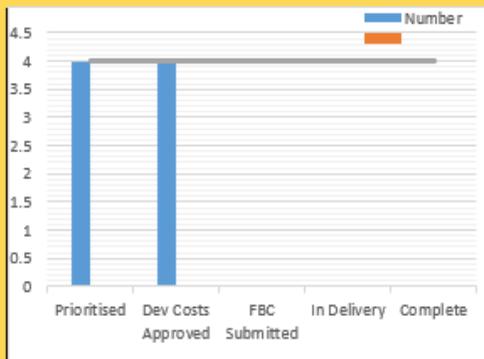
APPENDIX

The Mayor's Cycling & Walking Challenge Fund



Bolton

Total Scheme Summary:

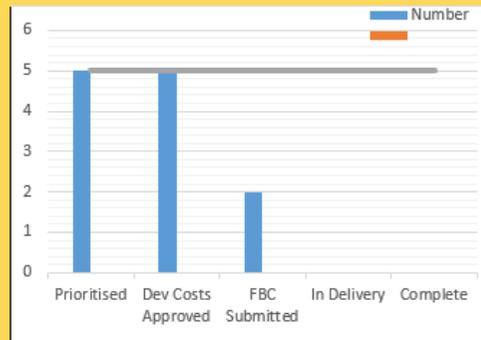


Finance Summary:

	Total (£)
Prioritised Budget	£ 7,600,000
Dev Costs Approved	£ 1,234,000
Full Approval Value	£ -
Reported Scheme Spend	£ 696,500

Bury

Total Scheme Summary:

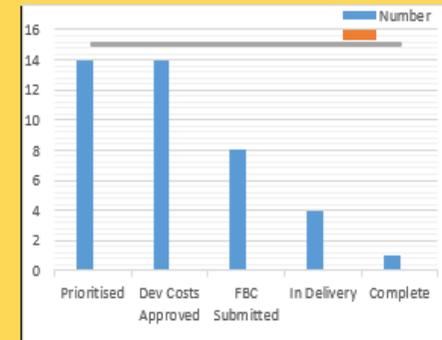


Finance Summary:

	Total (£)
Prioritised Budget	£ 12,000,000
Dev Costs Approved	£ 1,607,305
Full Approval Value	£ 55,317,322
Reported Scheme Spend	£ 698,830

Manchester

Total Scheme Summary:



Finance Summary:

	Total (£)
Prioritised Budget	£ 37,200,000
Dev Costs Approved	£ 6,144,030
Full Approval Value	£ -
Reported Scheme Spend	£ 7,967,648

BOLTON
BURY

MANCHESTER
OLDHAM

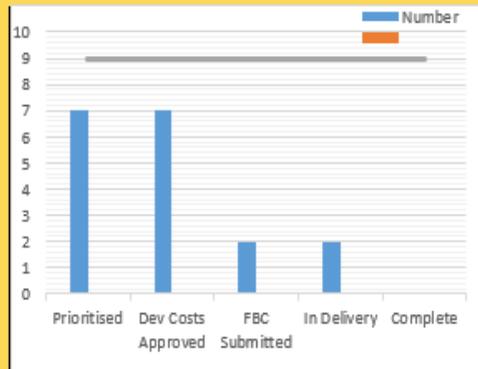
ROCHDALE
SALFORD

STOCKPORT
TAMESIDE

TRAFFORD
WIGAN

Oldham

Total Scheme Summary:

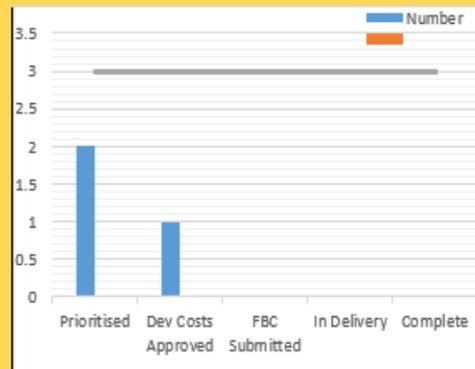


Finance Summary:

	Total (£)
Prioritised Budget	£ 12,600,000
Dev Costs Approved	£ 2,120,515
Full Approval Value	£ 504,086
Reported Scheme Spend	£ 1,198,761

Rochdale

Total Scheme Summary:

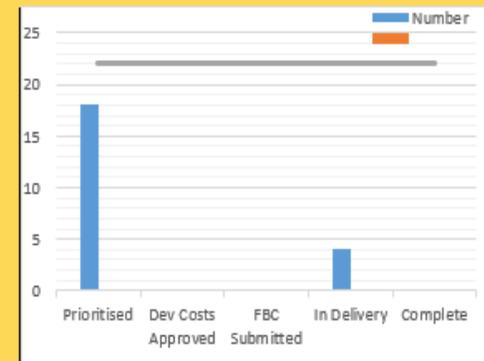


Finance Summary:

	Total (£)
Prioritised Budget	£ 11,900,000
Dev Costs Approved	£ 428,500
Full Approval Value	£ -
Reported Scheme Spend	£ 369,743

Salford

Total Scheme Summary:

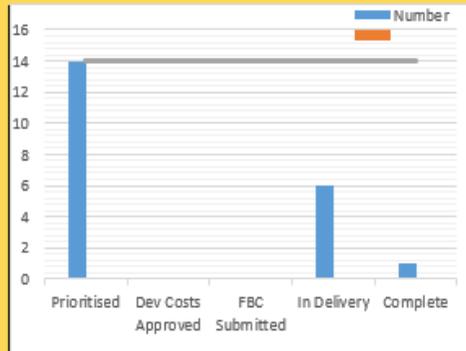


Finance Summary:

	Total (£)
Prioritised Budget	£ 28,300,000
Dev Costs Approved	£ 6,115,905
Full Approval Value	£ -
Reported Scheme Spend	£ 7,741,594

Stockport

Total Scheme Summary:

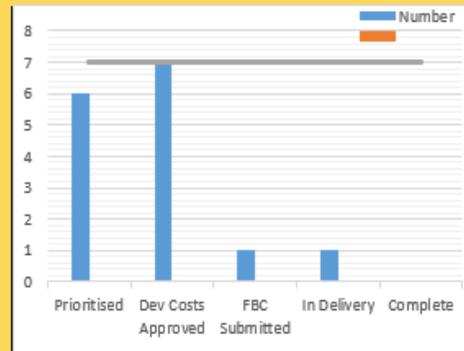


Finance Summary:

	Total (£)
Prioritised Budget	£ 27,500,000
Dev Costs Approved	£ 8,652,680
Full Approval Value	£ 589,775
Reported Scheme Spend	£ 10,401,533

Tameside

Total Scheme Summary:

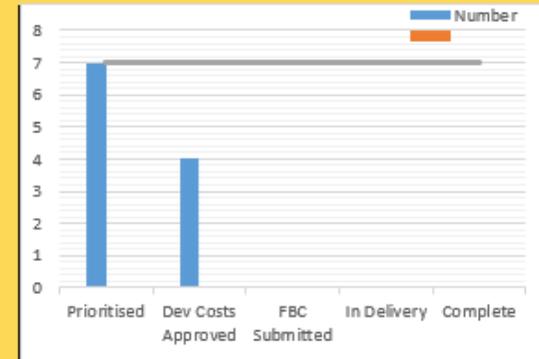


Finance Summary:

	Total (£)
Prioritised Budget	£ 10,300,000
Dev Costs Approved	£ 1,937,125
Full Approval Value	£ -
Reported Scheme Spend	£ 1,084,000

Trafford

Total Scheme Summary:

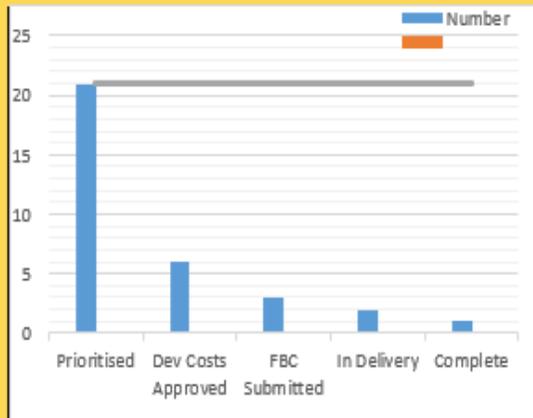


Finance Summary:

	Total (£)
Prioritised Budget	£ 20,000,000
Dev Costs Approved	£ 1,484,150
Full Approval Value	£ -
Reported Scheme Spend	£ 740,600

Wigan

Total Scheme Summary:



Finance Summary:

	Total (£)
Prioritised Budget	£ 19,800,000
Dev Costs Approved	£ 5,034,434
Full Approval Value	£ 1,582,911
Reported Scheme Spend	£ 941,538

Greater_Manchester

Total Scheme Summary:

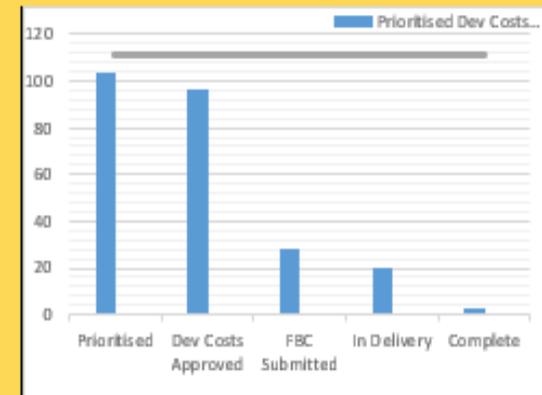


Finance Summary:

	Total (£)
Prioritised Budget	£ 29,300,000
Dev Costs Approved	£ 4,651,345
Full Approval Value	£ 55,317,322
Reported Scheme Spend	£ 2,404,448

MCF Total

Total Scheme Summary:



Finance Summary:

	Total (£)
Prioritised Budget	£ 216,500,000
Dev Costs Approved	£ 39,659,500
Full Approval Value	£ 55,317,322
Reported Scheme Spend	£ 34,959,802
Programme Mngt Spend	£ 4,622,795
Total Spend to Date	£ 39,582,597