

# GREATER MANCHESTER TRANSPORT COMMITTEE

## ACTIVE TRAVEL SUB COMMITTEE

Date: Friday 28<sup>th</sup> October 2022

Subject: Active Travel Programme Update

Report of: Richard Nickson, Active Travel Programme Director, TfGM

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### PURPOSE OF REPORT:

To provide an update on the Greater Manchester (GM) Active Travel programme, and its key activities, following the first ten months of 2022. To highlight forthcoming workstreams and to note progress across GM, particularly in terms of capital delivery.

### RECOMMENDATIONS:

The Sub-committee is requested to:

1. Note the current status and delivery performance of the Mayor's Challenge Fund (MCF) and Active Travel Fund (ATF) capital programmes as at the end of September 2022 and the intention to continue to develop the Active Travel capital pipeline.
2. Note the agreed approach to reallocating ATF2 funding, following a series of scheme withdrawals from the programme (see section 3).
3. Note the emergence and role of Active Travel England, and the timescales expected for submitting a GM bid to the fourth round of the national Active Travel Fund

4. Note the recent submission of an Active Travel self-assessment to Active Travel England, and the resultant classification of GMCA as a 'Level 3' authority by Active Travel England.
5. Note the progress made with the continued roll-out of the GM Cycle Hire scheme across the Regional Centre, and the revised timeframes for the full public launch.
6. Note the approach to delivery outlined in the report, including to that of behaviour change.

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## **Equalities Implications**

The schemes and initiatives, which are developed and delivered through Greater Manchester's Active Travel Programme, are subject to detailed local engagement and consultation to ensure that the needs of all users are considered in producing designs which provide equity of access. All capital scheme proposals also undergo a detailed design assurance process which takes into account national design guidance as well as Greater Manchester's own interim cycling and walking design guidance, which itself has been the subject of discussion with TfGM's Disability Design Reference Group.

## **Climate Change Impact Assessment and Mitigation Measures**

The Active Travel programme has been designed to support and expedite delivery of a network which is designed to facilitate a switch from a mechanised mode to walking, wheeling or cycling, which will see a reduction in both local pollutants and greenhouse gases. By 2040 at least 130,000 daily trips are expected to switch to active travel from private car and taxi use. This equates to around 735,000 less vehicle kilometres being driven per day, with the resultant environmental benefits.

## **Risk Management**

The recommendations of this report will directly support active travel capital delivery, deliver behavioural change and enhance access to cycles. This will directly assist in mitigating the programme risk of not delivering the active travel ambitions of the GM Bee Network. A programme risk register is maintained and updated by the TfGM Active Travel 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**

Revenue consequences are set out in section 3 of this report.

## **Financial Consequences – Capital**

Financial consequences are set out in section 3 of this report.

**Number of attachments to the report: 0**

## **Comments/recommendations from Overview & Scrutiny Committee**

N/A

## **Background Papers**

### **GMCA**

- 11 February 2022 – GMCA Revenue and Capital Programme Budget 2022/23
- 25 March 2022 – Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 27 May 2022 – Mayor’s Challenge Fund Cycling and Walking Financial Approvals
- 29 July 2022 – Mayor’s Challenge Fund Cycling and Walking Financial Approvals

### **GMTC**

- 20 August 2021 – Active Travel Programme Update
- 20 December 2021 – Active Travel Update: Over 50’s and children & young people
- 12 August 2022 – Active Travel Programme Update.

## **Tracking/ Process**

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** N/A

**Overview and Scrutiny Committee** N/A

# 1. Active Travel Overview

## What is active travel?

- 1.1 'Active Travel' can be any form of sustainable transport that is predominantly 'human powered' – walking and cycling being the classic 'Active' modes. Those using mobility aids are also travelling actively – collectively described as 'wheeling'. Equally, 'assisted' active travel – 'micro mobility'; such as 'e-scooters' and 'e-bikes' – provides positive means for people to be more active, more often. Therefore, when providing for active travel we need to consider and cater for not only those on foot as pedestrians and riding traditional bikes but also adapted and specialist active modes, such as: self-propelled and electrically assisted mobility aids, trikes, cargo bikes and similar vehicles. Walking also includes the use of guide dogs and other forms of accompanied mobility. In this way we will support inclusive and accessible active travel for all.
- 1.2 Active Travel enables trips for any purpose (i.e. not only utility trips such as 'commuting') and significant benefits for health, well-being and the environment can be accrued with more active travel. Hence, active travel supports wider GM objectives for Healthy Active lives and includes walking, wheeling and cycling for leisure as well as running and rambling.
- 1.3 Active travel can support public transport (bus, tram, train) usage; in order for it to do so, routes to and from public transport have to be accessible to all and access points conveniently distributed within reasonable distances of homes/destinations. When undertaking active travel it is important to feel and be safe, and provision for resting is equally important as provision for moving. Active Travel is hence intrinsically supportive of place- and people-centred design: a bench and somewhere pleasant to pause is a pedestrian's 'service area'. Cycle parking (that is accessible to all users and all types of cycles) is essential at destinations and along routes. Dropped kerbs are vital for those wheeling – or better still raised road

surfaces to give those wheeling greater priority, especially at side roads in keeping with the Highway Code.

- 1.4 The Greater Manchester Active Travel Programme comprises a broad and extensive range of workstreams and activities which can be broadly split into five 'pillars' of work relating to delivery of the Active Travel components of the GM Bee Network, as set out in the original 'Made to Move' document.
- 1.5 These pillars are explained in the following sections and include strategy and policy development; infrastructure programmes; access and opportunity to active travel; behavioural change (activation); and safety and road danger reduction. These pillars operate GM-wide, with TfGM typically performing programme management, commissioning and assurance functions, with onward reporting to the GMCA, the DfT and Active Travel England (as appropriate). The following sections highlight the key areas of progression, and, where appropriate, challenge, as regards these core elements of GM's overall active travel programme.
- 1.6 Dame Sarah Storey was appointed as Active Travel Commissioner in May 2022 and had been reviewing the approach to Active Travel in GM since then and will present her recommendations to the Big Active Conversation event in Wigan on 1<sup>st</sup> November 2022.
- 1.7 The Big Active Conversation is organised by GM Moving and TfGM to support widening the contribution to the development of active travel across GM; it occurs quarterly. In addition, a newly formed partnership of Voluntary Community and Social Enterprise (VCSE) groups has been separately established including Cycling UK, British Cycling, Wheels for All, Living Streets, Sustrans, Walk Ride GM, Ramblers, GM Moving/Greater Sport and TfGM.

## **2. Strategy and Policy Development**

- 2.1 Through the GM Transport Strategy 2040 (GMTS 2040), Greater Manchester has articulated a transport strategy that looks to build on the success of the past 20 years in focusing on improving and integrating public transport and active travel modes to offer a healthy and sustainable alternative to car travel.
- 2.2 This has been an effective strategy, where GMCA and Districts have invested in a range of successful schemes, such as the Metrolink expansion programme, the Leigh Salford Manchester busway and the progressive programmes of Active Travel interventions. This has resulted in a significant growth in travel by non-car modes, particularly commuter and leisure travel to the Regional Centre.
- 2.3 Our 'Right Mix' vision for 2040 provides a clear set of targets for the mix of non-car travel needed at future stages of development in Greater Manchester. The current Right Mix vision is to achieve a travel offer whereby no more than 50% of daily trips are made by car, with the remaining 50% made by public transport, walking and cycling. This will mean approximately one million more trips each day using active travel or public transport in Greater Manchester by 2040, with no net growth in motor vehicle traffic.
- 2.4 Achieving this target will not just be about delivering the right transport interventions; it will rely on changes in land use patterns (as reflected in the Places for Everyone Joint Development Plan Document), for example, to enable people to access day to day services and leisure opportunities more locally, or within our Regional Centre and other key centres, to reduce the numbers of long car trips. Similarly, improvements to digital infrastructure and access to services could also reduce the need to travel and therefore support carbon reduction targets.
- 2.5 The GMTS 2040 refers to a target of reducing carbon emissions by 80% from 1990 to 2050, reflecting the Climate Change Act 2008. The declaration by the GMCA of a

Climate Emergency and the adoption of a much more ambitious target of zero carbon emissions by 2038 (see above) means that we are undertaking further analysis to understand the relationship between our Right Mix targets and pathways and GM's carbon reduction commitments.

2.6 In alignment with national government strategies, GM's strategy and policy development work is currently focused on the following areas of GM's overall active travel programme:

- Progressing Streets for All priority pipeline schemes (focusing on major corridor and regional centre proposals)
- Embedding a Streets for All approach in Local Implementation Plans (LIPs), sub-strategies and in ways of working, including through the development of a Streets for All Design Guide
- Ensuring the integration of the Active Travel Bee Network with spatial planning
- Ongoing support for the Active Travel programme to ensure analysis and appraisal tools are used to appropriately support programme optimisation
- Supporting funding being secured from a number of pots, including Levelling Up Fund Round 2 (GM's developed bid is heavily focused on active travel, utilising the existing active travel infrastructure pipeline). Decision awaited on LUF2.

### **3. Infrastructure**

#### **Mayor's Challenge Fund (MCF)**

3.1 On 29 March 2018, GMCA agreed to allocate £160 million of Greater Manchester's £243 million Transforming Cities Fund (TCF) to develop a Mayor's Cycling and Walking Challenge Fund (MCF). The fund had an initial four-year timeframe, running until the end of 2021/22. The MCF programme has now been extended into a fifth year, as part of an ongoing pipeline development approach to active travel capital delivery and building the network. To enable the creation of an active travel infrastructure pipeline, the Mayor's Challenge Fund was overprogrammed, and on



the 5 May 2020 GMCA approved a prioritised block of schemes for development, based on identified local authority priorities. This priority phase had a forecast value of £217 million and represents the summation of a series of ceiling MCF budgets for each GM local authority.

- 3.2 The shortfall in funding (between the original £160m TCF funding and the £216.5m prioritised block) is to be funded, in part, by GM's City Region Sustainable Transport Strategy (CRSTS) settlement, with £54 million having been identified for Active Travel. The balance of the required funding will need to form the basis of future active travel funding bid submissions, such as ATF4 (see section below).
- 3.3 At a summary level, the MCF programme now comprises 127 individual infrastructure packages – this number has increased historically as schemes have been split for phased delivery. 41 schemes have received full delivery funding approval from the GMCA to date, with a combined value of circa £94 million. Spend to date over the lifetime of the programme is £81.5million, including programme management costs.
- 3.4 22 MCF schemes are now complete, whilst there are a further 15 under construction, with the balance either under development or at mobilisation stage. As scheme development progresses local authority partners have taken the decision to put some work packages on hold for reasons of affordability and deliverability.
- 3.5 MCF capital delivery performance across GM continues to represent a mixed picture, with varying degrees of progress and approvals between local authorities' individual MCF programmes. A series of summary graphs, showing individual local authority MCF spend and approvals to August 2022 can be found at Appendix A.
- 3.6 A number of GM local authority partners have now fully committed their MCF budget through GMCA scheme approvals, with the effect that work to develop their ongoing scheme pipelines has had to be paused due to insufficient budget.

Conversely, there are Local Authority partners who are still to secure full approval for their first MCF scheme, with slippage in approval and delivery milestones representing a challenge for the programme.

- 3.7 As a consequence, consideration is being given to reappportioning the budgets previously agreed in May 2020 to ensure continued network delivery and to build and maintain confidence in GM's Active Travel delivery capability. The proposed approach to developing this pipeline is currently being developed.

### **Active Travel Fund (ATF)**

- 3.8 In May 2020 DfT announced indicative funding allocations from a new Active Travel fund, to support local transport authorities with delivering cycling and walking facilities. The funding is phased in tranches, with 3 announced to date. For Tranche 1, which was to support the installation of temporary projects during the Covid 19 pandemic, GM received £3.2m. Tranche 1 has concluded with all budget expended, and outputs reported to the Department for Transport (DfT).
- 3.9 Through Tranche 2, GM were awarded £15.87 million in November 2020 (this exceeded the value for the bid, which sought £13.97 million). The ATF2 funding window requires expenditure by March 2023. The ATF2 package comprises a programme of local authority-led active travel infrastructure schemes (including school streets) and a series of supporting complementary measures, including monitoring and evaluation, cycle parking, marketing and behaviour change activities.
- 3.10 The GM ATF2 funding bid set out a delivery programme of 26 schemes, with representation across every local authority area. Due to deliverability issues, including lack of stakeholder support, affordability and design conformity, a number of ATF2 schemes were withdrawn from the programme. This left 17 remaining, with the effect that circa £1.7m budget became unallocated. This position represented a

reputational risk for the Region, with delivery performance being reviewed by Active Travel England and considered with regards to the case for future funding.

- 3.11 To address this position, a process for identifying and assessing alternate ATF2 infrastructure proposals was set up and approved by Chief Executive Officers (through Wider Leadership Team) on 13 April 2022. This process was based on a series of principles designed to prioritise the most deliverable and mature proposals – noting the short remaining term of the funding window. In total 15 submissions were received and assessed, from 7 GM local authorities. The recommended schemes were agreed for funding at the Cycling and Walking Programme Board on 4 August 2022, and the outcome has since been reported to Local Authority partners. A summary chart showing ATF2 progress, inclusive of the additional schemes, is set out at Appendix B..
- 3.12 On 25 March 2022, the Department of Transport (DfT) announced the regional allocations for the latest round (Tranche 3) of the Active Travel Fund with £13.07 million awarded for Greater Manchester. This funding was added to the 2022/23 GMCA Capital Programme at the 27 May 2022 GMCA meeting. This funding will support 6 schemes located across 4 GM local authorities. The ATF3 delivery window extends into the 2023/24 financial year. A summary chart showing ATF3 progress is set out at Appendix C.
- 3.13 The bidding process for the fourth round of funding (ATF4) is expected to commence in October of this year, with bid submissions required by the end of the calendar year. This is expected to be a multi-year settlement, with a national funding pot of circa £500 million. This fund will be managed by Active Travel England.
- 3.14 Additionally, Greater Manchester was successful in being shortlisted to develop a Mini-Holland proposal – this is an area treatment designed to stimulate Dutch levels of cycling, walking and wheeling. Following an Expression of Interest (Eoi) process

presented to DfT, GM has received £79,000 which has been awarded to Wigan MBC to further develop their proposal.

## **Active Travel England**

- 3.15 The DfT has now set up their new Executive Agency, Active Travel England (ATE), which is being led by the new national Active Travel Commissioner, Chris Boardman. ATE continue a period of mobilisation but will have a crucial role in managing national Active Travel Funding and design standards. ATE will undertake design assurance checks and inspect finished schemes and have stated that they will request that funds be returned for any which have not been completed in accordance with the agreed designs. ATE will also be a statutory consultee on major planning applications to ensure that the largest new developments properly cater for active travel for those on foot, wheeling and riding.
- 3.16 ATE have also recently launched an Active Travel self-assessment tool. TfGM completed the GM level assessment on behalf of GMCA, which has recently been confirmed as having achieved a level 3 moderated outcome.
- 3.17 The assessment is based on a range of key criteria, including local plan and policy alignment, track record of delivery (including bidding, delivery and reporting), support and commitment from local leaders, officer capability and community engagement. Only four other Authorities were awarded level 3 (none achieved the maximum level 4); this will enable GMCA to access a greater range of funding for capital and revenue schemes from Active Travel England.

## **Network Development**

- 3.18 Greater Manchester has an adopted plan for a fully-joined-up active travel network – our Local Cycling and Walking Investment Plan (LCWIP) entitled [Change a Region to Change a Nation](#). This articulates a long-term vision to deliver an active

travel network which links up every community in Greater Manchester with high quality cycling and walking infrastructure capable of delivering large-scale modal shift to cycling and walking.

- 3.19 The network evolved through extensive consultation with local communities to understand the barriers and opportunities for cycling, walking and wheeling in local areas. The [network map](#) shows those routes which have been identified as future Bee Network active travel routes, and also shows the projects which are currently in the delivery pipeline to realise the first parts of the network.
- 3.20 An important feature of the Bee Network active travel routes is that they come with a promise of meeting a defined infrastructure standard, as set out in Greater Manchester's [Interim Active Travel Design Guide](#) – the standard ensures that the infrastructure is fully inclusive for all ages and abilities. All new active travel infrastructure being constructed in Greater Manchester must conform to this standard (as previously agreed by GMCA and in accordance with DfT national requirements) and is a development process overseen by TfGM's Design Review Panel and covered in the 'Design Assurance' section below.
- 3.21 There is a large amount of existing active travel infrastructure within GM which predates the commitment to these design standards. Relatively little data is currently held on the condition and standard of this infrastructure. A Network Audit is therefore underway to understand the extent to which the conditions on the existing network conform to the above design standards, and what work needs to be done to bring sections of it up to standard, so it can be designated as Bee Network. Consultants have been commissioned to undertake this work, and will deliver three key outputs:
- An updated network plan for the active travel elements of the Bee Network, which eradicates identified issues and duplications in previous versions and updates it to reflect more recent work

- An audit of key parts of the network, to confirm whether they meet Bee Network standard and can be signed
- Identification of packages of measures which could be funded to facilitate rapid network delivery, for example through packages of new crossings to link existing quiet streets and traffic-free routes

3.22 The Network Audit is currently ongoing and is due to conclude by the end of the year.

3.23 Alongside the audit, a parallel stream of work is underway to quantify the network delivery impact of all current infrastructure schemes (from all funding sources) and enable TfGM and local highway authorities to identify schemes which will build on these and maximize network delivery over the next two years. Both pieces of work are timed to inform funding submissions which are anticipated around the end of the calendar year 2022.

## **Design Assurance**

3.24 In order to ensure consistency of conformity to design standards, TfGM has established a Design Review Panel (DRP) of technical experts. DRP endorsement must be obtained prior to funding award for an active travel scheme from GMCA. The Panel applies a range of design guidance, including the national standard for cycling infrastructure, [Local Transport Note 1/20](#), the locally adopted Greater Manchester [Interim Active Travel Design Guide](#), and Manual for Streets. Members of DRP are currently engaged in producing the wider Greater Manchester Streets for All Design Guide which will become the primary design code for all transport schemes in Greater Manchester when published in early 2023.

3.25 The experience learned in Greater Manchester from establishing the Active Travel DRP is now being used to establish similar mechanisms for broader transport infrastructure programmes, in order to give assurance to GMCA that centrally

funded schemes are delivering high quality streets which will make Greater Manchester a better place to live, work and visit.

## **4. Access to Active Travel**

- 4.1 Only 26% of GM households have access to a cycle and this drops to just 16% for those living in flats. The GM Bee Network Cycle Hire scheme seeks to address this and forms part of Greater Manchester's integrated London-style public transport system.
- 4.2 Bee Network Cycle Hire has been live since 18 November 2021, recently extending from the initial three areas of Greater Manchester: Oxford Road, University of Salford and Media City to areas such as Manchester City Centre, Ancoats, Chorlton and Hulme with over 460 bikes currently on street. The scheme has averaged around 2 rides per bike per day throughout the recent expansion, totalling over 130,000 rides and 340,000kms ridden so far. The current extension will lead to a full fleet of 1,500 bikes (including 300 E-Bikes) and will be completed by December 2022. Over 180 Stations and approx. 3000 stands will be within a five-minute walk of circa 200,000 residents, providing convenient and affordable access to bikes. If successful, subsequent phases will see the scheme expand within Greater Manchester.
- 4.3 The Cycle Hire scheme has recently seen the introduction of a front lock, phased in from the 18 July 2022, which prompts users to lock the bike to a stand as well as securing the existing rear wheel lock. This additional feature offers more security but maintains the current ability to park bikes in 'overflow' at stations where free stands are not available.
- 4.4 Additionally, TfGM is leading on a programme of interventions and activities that are intended to improve access to active travel further. This is primarily funded through the ATF2 Complementary Measures programme and Active Travel England

Capability Funding. The measures include rolling out a series of community Bike Libraries – working with community organisations across Greater Manchester to allow people to borrow a cycle, just as one would borrow a book. Grants of up to £5,000 have been allocated to 27 groups across the region. Ten libraries are now up and running with the rest scheduled to come online in the next few months.

- 4.5 Access to cycles is also being increased through a project partnering with Wheels for All which will see joint working with a number of organisations/individuals across GM, providing a fleet of adaptive cycles along with associated training and support. A further project is also being scoped which will seek to provide bicycle to pupils undertaking training through the Own the Ride project noted below, as well as a co-ordinated standard delivery in every authority area.
- 4.6 TfGM administer two grant schemes which were launched in 2021 to provide cycle parking and active travel facilities (e.g. e-cargo bikes and showers) to workplaces and other organisations. To date 87 Cycle Parking grants have been approved (value £552k) of which 56 have been successfully delivered. A further 50 Active Travel grants have been allocated (value £210k), with 33 delivered to date. In total these grants will provide just over 2,000 additional cycle parking spaces (with over 1,400 spaces already delivered).
- 4.7 Alongside the national Bikeability in Schools programme, delivered by Local Authorities, TfGM continues to deliver a comprehensive cycle training programme across GM to ensure that people have the skills and confidence to start cycling/cycle more. This includes a range of courses (covering both skills and maintenance) open to those aged 12+ and aimed at all levels from complete beginner through to advanced.
- 4.8 A range of courses has been provided to those working in active travel and related areas to increase capacity and longer-term sustainability across the region. To date over 25 courses have taken place (including Ride Leader, First Aid and Accessible



Cycling) with attendance from over 200 people. Delivery has also recently commenced of 'Own the Ride', a training programme for secondary schools. Finally, training is also being delivered, using Safer Roads funding, to HGV drivers to raise awareness of vulnerable road users.

- 4.9 TfGM is also managing funding to local authority partners to deliver School Streets (these are semi/permanent interventions, rather than one day trials). Currently 37 schemes have been approved (in eight GM LAs) covering 40 schools. Although nine schools now have School Streets in place (in Wigan and Stockport), progress has been slowed by the pandemic, and the complex consultation with schools and the local community. Provision has also been made for a programme of air quality monitoring.

## **5. Activation**

- 5.1 Increasing levels of active travel requires that infrastructure delivery is supported and 'activated' by complementary programmes of behavioural change activity.
- 5.2 All infrastructure schemes delivered through the MCF programme are required to provide an Activation Plan within their business case. TfGM continue to support local authorities with these as needed and the Active Travel Team is directly delivering activity on behalf of Tameside, Oldham, Bolton and Trafford Councils. Circa 40 roadshows are taking place across the Region this year to support new/planned infrastructure.
- 5.3 The 'Cycle and Stride for Active Lives' project, funded by the London Marathon Charitable Trust, is working with community groups and schools with the aim of inspiring 10,000 people in Greater Manchester to take up walking and riding for more journeys. Currently there are 33 groups engaged with this project with a further engagement opportunity due in the late autumn.

- 5.4 The first phase of the pilot Youth Travel Ambassador project has been delivered in eight Secondary Schools, with a further ten schools coming on board for the second phase.
- 5.5 At the start of the year, the [Active Travel webpages were rebranded to Bee Active](#), including an updated web presence and refreshed look and feel, a new-look newsletter and a leaflet to be used at events and roadshows. Work to date in 2022 includes the supported rollout of new Active Travel schemes across the whole of GM. New photography and video content has been captured and will be used in future promotional activity.
- 5.6 A Bee Active campaign was delivered in spring/summer 2022 with another campaign planned for the autumn to encourage people to cycle and walk across GM. This activity has also featured promotion of the GM cycle hire scheme with social posts celebrating key usage milestones, as well as a specific push to drive awareness of the expansion of the scheme. A hyperlocal approach is to be adopted targeting areas where new schemes have launched as well as tactical/seasonal activity encouraging people to take up cycling and walking. Looking ahead, Active Travel features prominently in TfGM's overarching creative campaign, Get on Board, which was launched in September.
- 5.7 It was announced on 31 July 2021 that GMCA had secured £2.9m of revenue funding via the Capability Fund to promote and develop active travel. The funding is being used by local authorities to undertake development work for new schemes, to inform future bids for delivery funding. In addition, the funding is being 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.
- 5.8 GM was also successful in being awarded revenue funding from the DfT for the development of a feasibility study to inform a final proposal for a Social Prescribing pilot within an identified GM community. Following a mini-bidding round, Oldham

Council was selected to undertake the feasibility study and the developed proposal was submitted to the DfT in April 2022, unfortunately this bid was not successful; however, the working group in Oldham will still deliver some activity based on their submission.

- 5.9 TfGM submitted a bid for a further £3.1m of Capability & Ambition Funding in September 2022, and we are expecting this to be awarded in Oct/Nov 2022.

## **6. Safety and Technical Policy**

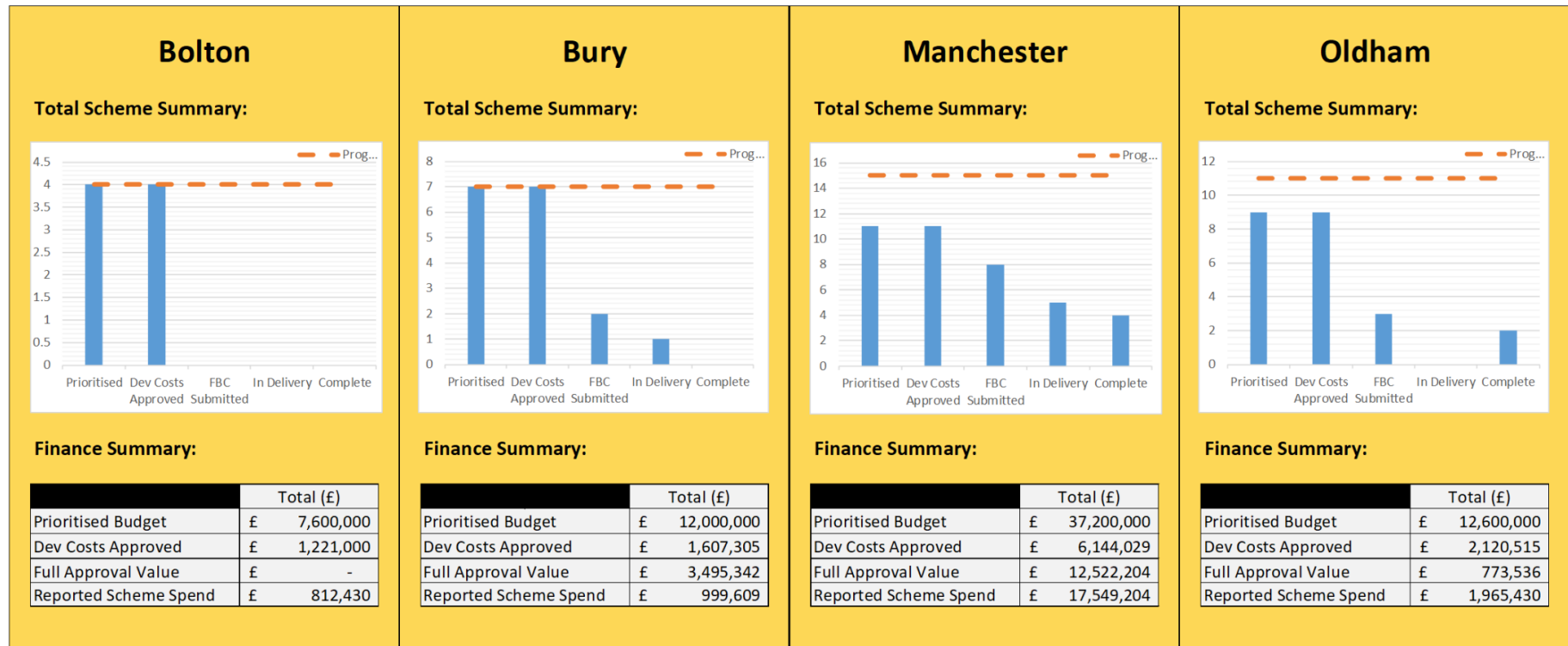
- 6.1 Everyone has a responsibility for road safety; however, it must be acknowledged that the principal source of danger on our streets comes from motor vehicles. Addressing road danger will help to make people feel safer and empower them to make more sustainable travel choices.
- 6.2 Only 31% of Greater Manchester residents agree that “Greater Manchester’s transport network encourages you to walk or cycle as part of your trips”. Satisfaction for people who walk and feel safe from traffic during the day is 75%, and this drops to 51% of people who cycle. These metrics need improving to meet our transport targets.
- 6.3 The GM Mayor has committed to publishing a Road Danger Reduction Action Plan, and work is underway to make this a reality. A partnership approach is required to succeed, with GMP, GMCA, TfGM, National Highways and local authorities all needing to play a significant part in making our roads feel safe.
- 6.4 Road Danger Reduction represents 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 will also create safer roads for children to play and lead to a more equal and accessible environment for residents.

- 6.5 Road Danger Reduction is an extension of the safe systems approach. It places a focus on addressing road danger at its source. Reduced casualties and overall improvement in safety are direct consequences of reduction in road danger.
- 6.6 Once adopted, the Road Danger Reduction Action Plan will highlight areas of focus for all partners and stakeholders and will help to monitor delivery of interventions and actions ensuring steady progress in addressing road danger, deaths, and serious injuries on the region's streets.

**Richard Nickson**  
**Programme Director, Cycling and Walking**

# The Mayor's Cycling & Walking Challenge Fund

## Appendix A – Local Authority Delivery Performance (August 2022)



**BOLTON**  
**BURY**

**MANCHESTER**  
**OLDHAM**

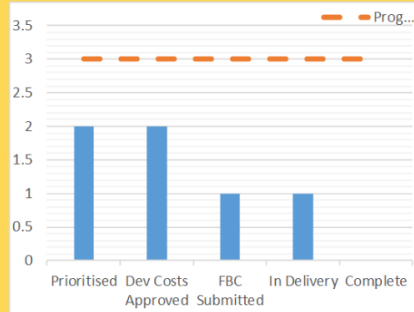
**ROCHDALE**  
**SALFORD**

**STOCKPORT**  
**TAMESIDE**

**TRAFFORD**  
**WIGAN**

## Rochdale

### Total Scheme Summary:

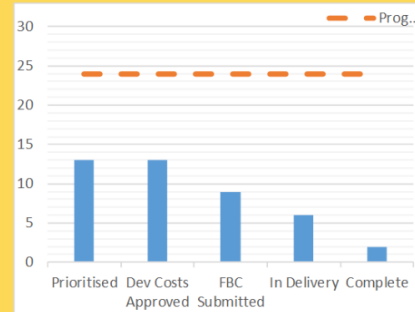


### Finance Summary:

	Total (£)
Prioritised Budget	£ 11,900,000
Dev Costs Approved	£ 1,184,700
Full Approval Value	£ 1,975,140
Reported Scheme Spend	£ 920,636

## Salford

### Total Scheme Summary:

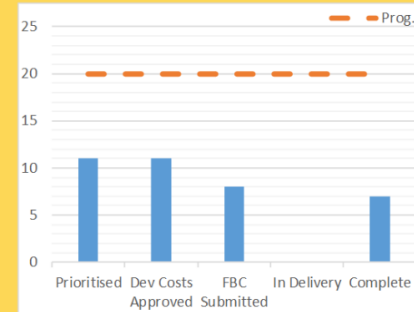


### Finance Summary:

	Total (£)
Prioritised Budget	£ 28,300,000
Dev Costs Approved	£ 7,605,564
Full Approval Value	£ 22,509,967
Reported Scheme Spend	£ 20,491,703

## Stockport

### Total Scheme Summary:

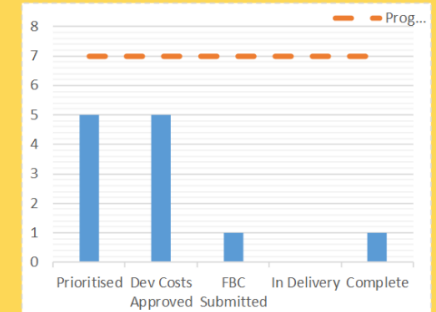


### Finance Summary:

	Total (£)
Prioritised Budget	£ 27,500,000
Dev Costs Approved	£ 8,652,680
Full Approval Value	£ 26,577,619
Reported Scheme Spend	£ 17,771,926

## Tameside

### Total Scheme Summary:

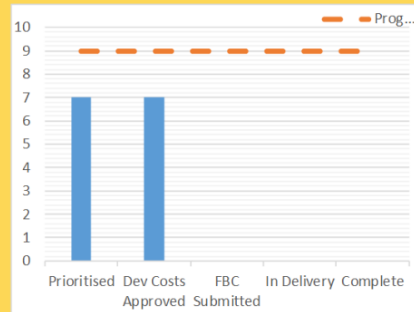


### Finance Summary:

	Total (£)
Prioritised Budget	£ 10,300,000
Dev Costs Approved	£ 1,937,125
Full Approval Value	£ 686,951
Reported Scheme Spend	£ 1,694,924

## Trafford

### Total Scheme Summary:

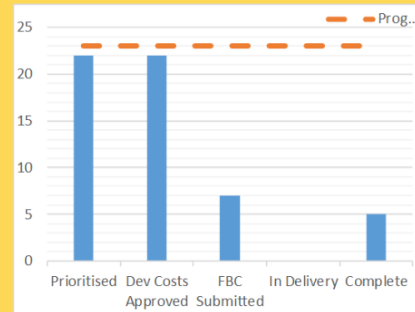


### Finance Summary:

	Total (£)
Prioritised Budget	£ 20,000,000
Dev Costs Approved	£ 2,922,848
Full Approval Value	£ -
Reported Scheme Spend	£ 1,564,258

## Wigan

### Total Scheme Summary:

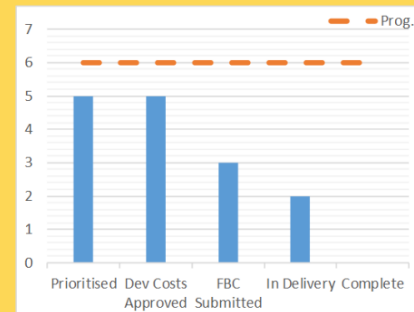


### Finance Summary:

	Total (£)
Prioritised Budget	£ 19,800,000
Dev Costs Approved	£ 4,942,010
Full Approval Value	£ 7,094,548
Reported Scheme Spend	£ 3,788,082

## GM Wide Schemes

### Total Scheme Summary:

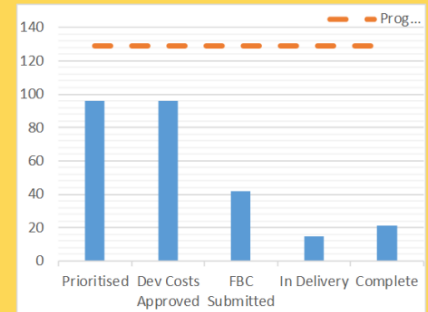


### Finance Summary:

	Total (£)
Prioritised Budget	£ 29,300,000
Dev Costs Approved	£ 4,896,857
Full Approval Value	£ 18,589,309
Reported Scheme Spend	£ 6,872,695

## Programme

### Total Scheme Summary:



### Finance Summary:

	Total (£)
Prioritised Budget	£ 216,500,000
Dev Costs Approved	£ 43,234,633
Full Approval Value	£ 94,224,616
Reported Scheme Spend	£ 74,430,898
Programme Mngt Spend	£ 6,829,900
Total Spend to Date	£ 81,260,797

# Active Travel Fund, Tranche 2 (ATF2)

## Appendix B – Local Authority Delivery Performance



Scheme Information			Scheme Status					
Scheme ref. no.	Authority	Scheme name	Reported next milestone achievement	In Development	Consultation Complete	Delivery Plan Approved	On Site	Complete
BO-ATF-001	Bolton	Manchester Rd corridor Phase 1	Feb-23	[Blue bar]				
BU-ATF-001	Bury	Fishpool & Pimhole AN	Oct-22	[Blue bar]				
MA-ATF-001	Manchester	City Centre Triangle	May-23	[Yellow bar]				
OL-ATF-001	Oldham	Wellington St Modal Filter	Mar-23	[Yellow bar]				
OI-ATF-002	Oldham	Links to Royal Oldham Hospital	Oct-22	[Blue bar]				
OL-ATF-003	Oldham	Oldham Town Centre	Nov-22	[Blue bar]				
OL-ATF-006	Oldham	Chew Valley Road, Greenfield		[Blue bar]				
OL-ATF-007	Oldham	Church Road, Shaw	Jan-23	[Blue bar]				
RO-ATF-002	Rochdale	St. Leonards	Oct-22	[Blue bar]				
RO-ATF-003	Rochdale	New Barn Lane	May-23	[Yellow bar]				
RO-ATF-004	Rochdale	Bury Road/Sandy Lane Junction Upgrade		[Blue bar]				
SA-ATF-002	Salford	Blackfriars Street	N/A	[Green bar]				
SA-ATF-005	Salford	Bury Rd/Moor Lane/Singleton Rd Junction	Nov-22	[Yellow bar]				
ST-ATF-001	Stockport	Historic Markets and Underbanks	Sep-22	[Blue bar]				
ST-ATF-002	Stockport	Edgeley to Stockport Phase 2	Sep-22	[Blue bar]				
ST-ATF-003	Stockport	SMBA Mauldeth Road Roundabout	Jan-23	[Blue bar]				
TA-ATF-004	Tameside	Upgrade of Existing Cycle Lanes	Oct-22	[Blue bar]				
TR-ATF-001	Trafford	A56 Corridor	Feb-23	[Yellow bar]				
TR-ATF-002	Trafford	Edge Lane, Stretford	Feb-23	[Yellow bar]				
TR-ATF-004	Trafford	Longford Park Area LTN	N/A	[Green bar]				
WI-ATF-001	Wigan	Worsley Mesnes Active Neighbourhood	Dec-22	[Blue bar]				



# Active Travel Fund, Tranche 3 (ATF3)

## Appendix C – Local Authority Delivery Performance



Scheme Information									
Authority	Scheme name	ATF3 Award Value (£)	Reported next milestone achievement	Scheme Funding Agreed	Development Costs Approved	FBC Submitted	Delivery Costs Approved	On Site	Complete
Manchester	Alan Turing Way	3,200,000	Oct-22						
Manchester	Traffic Free City Centre Streets	750,000	Oct-22						
Rochdale	Castleton Corridor, Phase 1	2,200,000	Aug-23						
Salford	Oldfield Road Corridor	3,820,000	Jan-23						
Salford	Salford City Centre Bee Network - Irwell Street	1,000,000	Mar-23						
Tameside	A57 Crown Point, Phase 1	1,950,000	Mar-23						