



## Bee Network Committee

Date: Thursday 27 June 2024  
Subject: Transport Capital Programme Report  
Report of: Chris Barnes, Network Director Infrastructure, TfGM

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### Purpose of Report

This report asks members to note the current position on the Greater Manchester Transport Capital Programme and consider a number of recommendations to support the continued development and delivery of the programme.

### Recommendations:

The Committee are requested to:

1. Note the current position in relation to CRSTS1 and CRSTS2;
2. Note the CRSTS drawdowns as approved by the Chief Executive TfGM and GMCA under delegated authority;
3. Approve the drawdown and reallocation of CRSTS funding and associated scheme progression as follows:
  - City Centre Bus Strategy Phase 1: £1.25m;
  - Metrolink Next Generation Vehicles / Tram-Train Pathfinder: £1.547m;
  - Tameside: A560 Stockport Road / Hattersley Viaduct Refurbishment and Widening: £0.81m
  - SWANI (Sale West to Altrincham Network Improvements): Full Business Case approval and £0.18m;
  - Stockport: Hempshaw Lane: Full Business Case approval and £1.05m; and endorse the reallocation of £246k from the Stockport: A6/Manchester Road/School Lane scheme to support delivery of the scheme; and
  - Stockport: Woodley to Bredbury Parkway Improvement Scheme (formerly, Bredbury Economic Corridor Improvement (BECI) Package): Full Business Case approval and £0.83m

BOLTON  
BURY

MANCHESTER  
OLDHAM

ROCHDALE  
SALFORD

STOCKPORT  
TAMESIDE

TRAFFORD  
WIGAN

4. Approve the drawdown of Active Travel delivery funding as follows:
  - Trafford A56 Phase 2: £2.07m (CRSTS funding through the MCF programme);
  - Manchester Yellow Brick Road: £1.5m (Active Travel Fund Round 4 (ATF4) funding);
  - Stockport Heaton's Link Phase 2: £2.7m (ATF4 funding);
  - Stockport Ladybrook Valley Phase 2: £2.3m (ATF4 funding);
  - Stockport Romiley to Stockport: £3.4m (ATF4 funding);
  - E-Cycle Pilot: £0.5m (Revenue Grant); and
  - Capability Fund Extension £1.7m (Revenue Grant).
5. Note that £13.8m of the bus franchising capital transition budget has been allocated to fund and deliver ongoing renewal of depot infrastructure and associated assets and that approval for the inclusion in the Capital Programme of the forecast expenditure for renewals works that are anticipated in 2024/25 will be included in the "GMCA 2024/25 Capital Update – Quarter 1" report in July 2024.

## Contact Officers

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# Equalities Impact, Carbon and Sustainability Assessment:

**Recommendation - Key points for decision-makers**

*Insert text*

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**Impacts Questionnaire**

Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion	G	
Health	G	
Resilience and Adaptation	G	
Housing		
Economy	G	
Mobility and Connectivity	G	
Carbon, Nature and Environment	G	
Consumption and Production		

Contribution to achieving the GM Carbon Neutral 2038 target

**Further Assessment(s):** Equalities Impact Assessment and Carbon Assessment

<b>G</b> Positive impacts overall, whether long or short term.	<b>A</b> Mix of positive and negative impacts. Trade-offs to consider.	<b>R</b> Mostly negative, with at least one positive aspect. Trade-offs to consider.	<b>RR</b> Negative impacts overall.
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**Carbon Assessment**

**Overall Score**

Buildings	Result	Justification/Mitigation
New Build residential	N/A	
Residential building(s) renovation/maintenance	N/A	
New build non-residential (including public) buildings	N/A	

**Transport**

Active travel and public transport	<span style="background-color: #0070C0; width: 20px; height: 10px; display: inline-block;"></span>	
Roads, Parking and Vehicle Access	<span style="background-color: #0070C0; width: 20px; height: 10px; display: inline-block;"></span>	
Access to amenities	<span style="background-color: #00B050; width: 20px; height: 10px; display: inline-block;"></span>	
Vehicle procurement	N/A	

**Land Use**

Land use	TBC	
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No associated carbon impacts expected.	<span style="background-color: #00B050; width: 20px; height: 10px; display: inline-block;"></span> High standard in terms of practice and awareness on carbon.	<span style="background-color: #0070C0; width: 20px; height: 10px; display: inline-block;"></span> Mostly best practice with a good level of awareness on carbon.	<span style="background-color: #FFC000; width: 20px; height: 10px; display: inline-block;"></span> Partially meets best practice/ awareness, significant room to improve.	<span style="background-color: #000000; width: 20px; height: 10px; display: inline-block;"></span> Not best practice and/ or insufficient awareness of carbon impacts.
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## Risk Management

The recommendations of this report will directly support Bee Network scheme delivery and enable prioritised infrastructure expenditure. This will directly assist in mitigating the programme risk of not fully expending the available budget. A programme risk register is maintained and updated regularly by TfGM.

## **Legal Considerations**

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

## **Financial Consequences – Revenue**

No specific financial (revenue) consequences.

## **Financial Consequences – Capital**

Referenced throughout the report.

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

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

N/A

## **Background Papers**

- 24 June 2022 – City Region Sustainable Transport Settlement – Final Scheme list
- 30 September 2022 – GMCA CRSTS Governance and Assurance
- 28 October 2022 – GMCA 2022/23 Capital Update – Quarter 2
- 10 February 2023 – GMCA Capital Programme 2022/23 – 2025/26
- 26 May 2023 – GMCA Transport Capital Programme (re-baselined Scheme List)
- 30 June 2023 – GMCA CRSTS Assurance (Outline and Full Business Case stages)
- 26 October 2023 – BNC CRSTS Assurance Updates (Outline and Full Business Case stages)

## **Tracking/ Process**

Does this report relate to a major strategic decision, as set out in the GMCA Constitution

Yes

## **Exemption from call in**

Are there any aspects in this report which means it should be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?

No

## 1. Background

- 1.1. The transport infrastructure pipeline is a key enabler to achieving the Bee Network – Greater Manchester’s vision for an integrated ‘London-style’ transport system.
- 1.2. Following the announcement of the Government’s Network North plan on 04 October 2023, engagement with Department for Transport (DfT) officials regarding the indicative c£2.5bn allocation for Greater Manchester for the period April 2027 to March 2032 that formed part of this announcement is ongoing. When added to GM’s £1.07bn settlement for CRSTS1, which covers the five-year period up to March 2027, this indicative allocation contributes to an overall pipeline to the end of the financial year 2031/32 of c£3.5bn.
- 1.3. The development of GM’s proposals for CRSTS2, which will form part of Greater Manchester’s Single Settlement in due course, will be informed by the Local Transport Plan (LTP) refresh process, which was reported to the October 2023 meeting of BNC and work in relation to which is now underway. Regular updates on progress will be brought to this Committee on an ongoing basis.
- 1.4. Work to develop and deliver the schemes within the Transport Capital Programme continues. To date, 55 out of the original target of 60 CRSTS Strategic Outline Business Cases (SOBCs) have been approved and circa £477m of the £1.27bn CRSTS1 and match funding has been released prior to any releases being requested through this report.

## 2. CRSTS Delegated Draw Downs

- 2.1. The Committee is asked to note the following CRSTS funding drawdowns below £500,000 as approved by the Chief Executive TfGM and GMCA under delegated authority.

<b>Scheme</b>	<b>Drawdown approved £'000</b>	<b>Date</b>
Stockport: Town Centre West	366	28 Feb 2024
ZEB Funding Reallocation	495	28 Feb 2024

Wigan: A577 Complementary Works	400	27 Mar 2024
Rapid Transit Integration Programme: Tyldesley Travel Hub/P&R	250	27 Mar 2024
Rapid Transit Integration Programme: Travel Hubs inc. P&R	425	27 Mar 2024
Bolton: De Havilland Way	440	29 May 2024
Wigan: A580 Lane Head	475	29 May 2024

### 3. CRSTS Drawdowns for Approval

3.1. Following a review of the scheme business case (SOBC, OBC or FBC as appropriate) undertaken by an independent TfGM officer review panel, the schemes outlined below have been deemed to have demonstrated the appropriate strategic case, value for money and deliverability.

3.2. The Committee is requested to approve the drawdown and reallocation of £5.913m CRSTS funding as follows:

#### **City Centre Bus Strategy (Phase 1)**

3.3. The City Centre Bus Strategy programme was originally identified within CRSTS as the first phase of a multi-year programme of schemes to strengthen the Bee Network by delivering street improvements that enhance the customer experience of taking the bus to, from and within Manchester City Centre up to 2040. The programme has initial funding through the CRSTS Bus Programme of £5m to deliver highway improvements for bus up to March 2027.

3.4. A 'sift' process has been undertaken with Manchester City Council (MCC) and Salford City Council (SCC) to establish schemes that meet the programme objectives and that are affordable and deliverable. This process has recommended a Phase 1 scheme which comprises of Bus Stop and Pedestrian Environment Improvements on the A34 (Mosley St – Portland St), for which a SOBC has been prepared and

approved in line with the local assurance framework. The Committee is therefore requested to approve the drawdown of £1.25m of CRSTS funding to commence and complete the development of a combined final proposal and business case for this scheme.

- 3.5. A second scheme, supporting bus movements on Chapel Street, will form Phase 2 of the City Centre Bus Strategy. This scheme is at an earlier stage of pre-development and a request for development funding drawdown is expected later in 2024, subject to SOBC approval.

### **Metrolink Next Generation Vehicles (NGV) & Tram-Train Pathfinder**

- 3.6. NGV and Tram-Train Pathfinder sits within the Future Rapid Transit Programme of Greater Manchester's CRSTS and is a key element of this plan. The scheme will enhance connectivity between the GM's North-East Quadrant's three key centres of Bury, Rochdale and Oldham and restore connectivity to the mainline railway. It will also deliver an NGV contract and unlock a future tram-train network by providing the proof of concept in GM.
- 3.7. A total of £6.23m has been drawn down to date (£0.77m approved in February 2022, £2.72m approved in February 2023 and £2.76m in May 2023) to support development work including securing SOBC approval and part-funding of the first 12 months for OBC development work. The BNC is now requested to approve a further drawdown of £1.547m to cover ongoing development activities, including the development of an outline business case, operational modelling, multi-disciplinary design, requirements definition, and associated activities.
- 3.8. This funding will cover costs through to March 2025. Subject to approval, the total drawdown to date on NGV / Tram-Train Pathfinder would amount to £7.027m.

### **Tameside: A560 Stockport Road / Hattersley Viaduct Refurbishment and Widening**

- 3.9. The A560 Stockport Road / Hattersley Viaduct Refurbishment and Widening scheme covers the delivery of streets for all improvements to the A560 between Hattersley Roundabout and Green Lane and the completion of maintenance works to the Hattersley viaduct.

- 3.10. The proposals will significantly improve the Bee Network's pedestrian, cycling and local bus infrastructure along the A560 between Hattersley Roundabout and Green Lane. It will improve access to Hattersley, local services and the recently upgraded train station, reduce severance caused by the existing highway network and improve safety. It forms an important part of the local active travel strategy and involves introducing segregated cycleways alongside the A560, widening footpaths and improving crossing points alongside enhancing the Hattersley viaduct section. Linking into the Mottram Bypass proposals and Trans-Pennine trail it will directly support the Godley Green development and the Places for Everyone allocation (which has planning approval) located adjacent to the corridor, through providing the sustainable travel infrastructure that will improve access to Hattersley and help manage its travel impact.
- 3.11. In line with the local assurance framework, following a review of the SOBC undertaken by an independent TfGM officer review panel, the scheme is deemed to demonstrate the appropriate strategic case, value for money (Medium) and deliverability. As such, the Committee is requested to approve CRSTS funding of £0.81m to progress the scheme to a final business case and contract award.

#### **Sale West to Altrincham Network Improvements (SWANI)**

- 3.12. Sale West to Altrincham Network Improvements (SWANI) comprises a package of measures that seek to extend the Bee Network through enhancing connectivity by sustainable modes between existing and new communities in Sale West and Carrington to town centres and the rapid transit network. The scheme will provide initial enabling works to support the delivery of the New Carrington Places for Everyone allocation. It will actively contribute to the delivery of Greater Manchester's overall ambition for bus travel as set out in Greater Manchester's Bus Service Improvement Plan and in the GM Bus Strategy and will address key barriers to bus travel including journey time, reliability, comfort, and perception of safety at stops.
- 3.13. In advance of the main scheme proposals being brought forward, and to enable early benefits realisation, an initial package of measures to improve the reliability of bus services operating on this corridor has been developed, including the introduction of signal priority for late running buses at up to eleven junctions on the corridor,



installation of permanent automatic traffic counters (ATCs) at two locations, and Closed-Circuit Television (CCTV) installations at four locations.

- 3.14. In line with the local assurance framework, following a review of the Full Business Case (FBC) undertaken by an independent TfGM officer review panel, the scheme is deemed to demonstrate the appropriate strategic case, value for money (Very High), and deliverability. As such, the Committee is requested to approve the FBC and drawdown of £0.18m CRSTS funding to deliver the proposed traffic signal upgrades, automatic traffic counters and CCTV installations.

### **Stockport: Hempshaw Lane**

- 3.15. Hempshaw Lane is a 1.3km distributor route to the east of Stockport town centre that links the A626 Offerton Lane with the A6188 (and onwards to the A6), providing an important through link in the highway network by joining the two strategic routes.
- 3.16. The planned scheme will deliver measures across a 525m section at the eastern end of Hempshaw Lane, between and incorporating its junctions with Banks Lane and Marple Road. The scheme seeks to improve pedestrian access to local amenities and bus stop including the following:
- Remodelling of the Hempshaw Lane / Dialstone Lane / Banks Lane ('Fingerpost') junction including widened footways, enlarged islands, new crossings, and the conversion of its operation to SCOOT control to improve traffic flow.
  - New bus shelter and raised kerbs at the eastbound bus stop near Garth Road, plus upgraded opposing westbound bus stop near Whalley Road. Also, footway builds outs on Sydney Street.
  - New tactile paving on side roads along Hempshaw Lane, with bollards provided to protect the crossings unless the bollards create a pinch point for pedestrians.
  - Remodelling of Hempshaw Lane / A626 Marple Road junction, including built out footways, a tightened turning radii for left turning vehicles into Hempshaw Lane, upgraded tactile paving with areas of connecting shared use footway, and formalised on-street parking bays on Hempshaw Lane and a new Toucan crossing on Marple Road, between Hempshaw Lane and Montagu Road.

- 3.17. The scheme was the subject of public consultation between 30 September and 23 October 2022. The consultation identified broad support for many elements of the planned approach, based on the formative designs which were presented. There were however some concerns raised with the potential loss of on-street parking spaces, with some respondents saying this would negatively impact upon properties, residents and businesses. The Council has amended the scheme design as a result of this feedback.
- 3.18. The scheme benefits from a £150k s106 contribution from an adjacent development, and it is also proposed to reallocate £246k funding from the Stockport: A6/Manchester Road/School Lane Streets for All scheme to support delivery of the scheme.
- 3.19. In line with the local assurance framework, following a review of the Full Business Case (FBC) undertaken by an independent TfGM officer review panel, the scheme is deemed to demonstrate the appropriate strategic case, value for money (High), and deliverability. As such, the Committee is requested to approve the FBC and drawdown of £1.05m CRSTS funding to deliver the scheme and endorse the reallocation of £246k from the Stockport: A6/Manchester Road/School Lane scheme.

**Stockport: Woodley to Bredbury Parkway Improvement Scheme (formerly, Bredbury Economic Corridor Improvement (BECI) Package)**

- 3.20. The Woodley to Bredbury Parkway Improvement Scheme (formerly, the Bredbury Economic Corridor Improvement (BECI) Package) will strengthen the Bee Network by delivering an improved active travel route connecting Bredbury Industrial Estate and the residential area of Woodley.
- 3.21. Bredbury Industrial Estate is one of the largest employment areas in the Stockport borough. It benefits from its proximity to the M60, but, as a result, has a high car mode share for commuting and business journeys amongst workers. The neighbourhood of Woodley is close to the industrial estate, but existing infrastructure means it is not easy for people to walk or cycle between the two areas. To address these issues the scheme will provide:

- Addition of lighting to a section of footpath linking a bridleway to Horsfield Way.
- Resurfacing of an existing public right of way between the recreation ground and Rodney Drive.
- Resurfacing of an existing public right of way between Rodney Drive and the A560.
- A new opening in the fence on Rodney Drive, to enable pedestrians and cyclists to directly access the public right of way, with Rodney Drive to become a cycling quiet street.
- Amendments at the Mill Lane / Rodney Drive / Mill Street junction to improve the general layout and make it more pedestrian-friendly, plus the closure of Mill Street to general traffic at its A560 junction.
- Improved walking and cycling facilities near and around Woodley Precinct, including upgrades to the current crossing of the A560 near to the Precinct to convert it into a Toucan crossing.

3.22. The scheme was the subject of public consultation between 30 September and 23 October 2022. The consultation identified broad support for the planned approach, based on the formative designs which were presented. A number of observations were expressed through the consultation in relation to pedestrian and cycling access, vehicle speeds and adjacent congestions issues. To the extent possible, these observations have been addressed in the final design.

3.23. In line with the local assurance framework, following a review of the Full Business Case (FBC) undertaken by an independent TfGM officer review panel, the scheme is deemed to demonstrate the appropriate strategic case, value for money (Medium – High), and deliverability. As such, the Committee is requested to approve the FBC and £0.83m CRSTS funding to deliver the scheme.

## **4. Active Travel Funding Drawdown Requests**

4.1. The Bee Active Network is a fundamental component of an integrated Bee Network within Greater Manchester, enabling active short journeys through the provision of dedicated, safe infrastructure which also supports people in walking or cycling to the bus or tram stop, and back again.

- 4.2. As previously reported to GMCA, following programme entry (or bid approval in the case of Active Travel Fund (ATF) schemes) Local Authority partners can proceed with the development of their Active Travel schemes, including progressing the necessary powers and consents to obtain full approval of their scheme Business Cases and drawdown the necessary delivery funding.
- 4.3. This approach was originally developed for the Mayor's Challenge Fund programme (MCF); however, in July 2022 and May 2023 GMCA approved the use of the established MCF governance processes to provide scheme assurance and secure funding approvals for GM's ATF3 and ATF4 programmes.
- 4.4. The recommendation to provide delivery funding approval for the five schemes set out below was endorsed by the GM Active Travel Programme Board on 16 May 2024, following a review of the Full Business Case (FBC) by TfGM's Active Travel programme team. Full approval will enable the schemes to progress to delivery, by means of an appropriate legal delivery agreement.
- 4.5. In addition to the Active Travel Capital Programme there are revenue grants which require a drawdown approval, These Active Travel revenue grants complement the capital infrastructure delivery and are managed by TfGM's Active Travel team.

#### **Full Approval: Trafford - A56 Phase 2**

- 4.6. The scheme has a MCF programme funding ask of £2.07m and represents the second phase of the overall scheme, the first of which was delivered in 2023 using funding from the ATF2 programme.
- 4.7. The Phase 2 scheme will provide safe, light-segregated walking, wheeling, and cycling infrastructure along a 1.8km stretch of the A56 Chester Road in Stretford. This infrastructure will replace the temporary cones that form the 'pop-up' cycle lanes introduced under the Emergency Active Travel Fund (EATF) during the pandemic, which have been subject to vandalism, theft, and displacement.

#### **Full Approval: Manchester – Yellow Brick Road**

- 4.8. As part of Greater Manchester's successful bid to Active Travel England (ATE) for the fourth round of Active Travel funding (ATF4), there was a capital allocation of £1.5m for Manchester's 'Yellow Brick Road' scheme. Full approval of the £1.5m is now sought to enable scheme delivery by Manchester City Council.

- 4.9. This scheme aims to improve the route quality, safety, and accessibility of the former Stockport Branch Canal, now commonly known as the Yellow Brick Road, which connects the Fallowfield Loop to the Ashton Canal. As well as gateway improvements, upgraded surfacing, and route widening, lighting will be installed along 1.8km of the 2km route which is currently unlit.

**Full Approval: Stockport – Heatons Link Phase 2**

- 4.10. As part of the aforementioned bid to ATE for ATF4, there was a capital allocation of £2.7m for Stockport's Heatons Link Phase 2 scheme. Full approval of the £2.7m is now sought to enable scheme delivery by Stockport Metropolitan Borough Council (SMBC).
- 4.11. The Heatons Cycle Link is a 6.5km route connecting the Fallowfield Loop in North Reddish and the TransPennine Trail in Heaton Mersey. The Phase 2 scheme will provide around 2km of off-road path improvements to help create a comprehensive network of routes across the area. These improvements will complement those implemented as part of the Phase 1 scheme, delivered through Stockport's MCF programme between 2021 and 2023.

**Full Approval: Stockport – Ladybrook Valley Phase 2**

- 4.12. A further £2.3m of capital funding was allocated through the ATF4 bid for Stockport's Ladybrook Valley Phase 2 scheme. Full approval of the £2.3m is now sought to enable scheme delivery by SMBC. Previous sections of Ladybrook Valley have been improved through SMBC's MCF programme and GM's Cycle City Ambition Grant 2 programme (CCAG2).
- 4.13. The proposed scheme seeks to upgrade the existing path through the Ladybrook Valley between Bramhall Park Road and Ladybridge Road to create a route in keeping with its new legal status as a bridleway. As well as surfacing improvements, access to the path will also be improved at several locations, and new solar stud lighting will be installed throughout the route.

**Full Approval: Stockport – Romiley to Stockport**

- 4.14. The third and final SMBC scheme successful in being allocated capital funding through the ATF4 bid is the Stockport East: Romiley to Stockport scheme. Full

approval of the capital allocation of £3.4m is now sought to enable scheme delivery by SMBC.

- 4.15. The scheme connects local residential areas, employment, education, retail, and leisure destinations within Romiley, and includes the first phase of a new active travel link between Romiley and Stockport. Specific interventions to be delivered as part of the scheme included a number of new or upgraded crossing facilities, creation of new segregated cycle routes, footpath improvements and introduction of 20mph speed limits on certain roads within the scheme area.

#### **E-Cycle Pilot Revenue Grant**

- 4.16. In February 2024, TfGM submitted a bid on behalf of GM to participate in the Local Authority E-cycle Pilot Fund. This was successful and a funding award was confirmed on 11 March 2024. The allocation of £0.5m will be paid as a revenue grant. This initiative will build on the Making Cycling Easier project currently being delivered by Cycling UK, and funded by ATE. This project will enable the delivery of a pilot public e-bike loan and subsidy scheme.

#### **Capability Fund Extension Revenue Grant**

- 4.17. Capability Funding (CF) from the DfT, now allocated through Active Travel England (ATE), has two tranches - Capability Fund 2021/22 and Capability and Ambition Fund 2022/23. In August 2023, an extension of the Capability and Ambition Fund 2022/23 of £1.7m was awarded to the GMCA. The detailed proposals, which include scheme development, have been approved by GM Active Travel Programme Board in March 2024. See Appendix 1 for details of the proposed distribution.

## **5. Depot Renewals**

- 5.1. A number of bus depots across Greater Manchester have been acquired by GMCA/ TfGM for the delivery of Large Franchise bus operations. £13.8m of the bus franchising capital transition budget has been allocated to fund and deliver ongoing renewal of depot infrastructure and associated assets. This will support the future the operation of the Bee Network by facilitating the renewal of infrastructure and key plant and machinery (e.g. bus washes) and, where relevant, safer and more effective working environments.

- 5.2. The Committee is asked to note that approval for the inclusion in the Capital Programme of the forecast expenditure for renewals works that are anticipated in 2024/25 will be included in the “GMCA 2024/25 Capital Update – Quarter 1” report in July 2024.
- 5.3. The financing strategy for the cost funded by prudential borrowings is matched to the longer-term revenue funding streams of the franchised network and is accommodated within existing revenue budgets and revenue projections.

# Appendix 1 – Active Travel Capability Fund Extension Revenue Grant

## Proposed Funding Breakdown

<b>Scheme / Initiative</b>	<b>Proposed Budget £000's</b>
Local Authority-led scheme development proposals	850
Bee Network Development	124
GM-led Network Monitoring	125
Access to bikes and training	116
Support for schools, businesses, and communities	290
Communications and behaviour change activity	141
Programme Management	52
<b>Total</b>	<b>1,698</b>

BOLTON  
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MANCHESTER  
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STOCKPORT  
TAMESIDE

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