

GREATER MANCHESTER TRANSPORT COMMITTEE

Date: 9 October 2020

Subject: GMTC 20201009 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 12 months and to set out key actions up to December 2021.

RECOMMENDATIONS:

The GMTC 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:

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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 –

All of 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.

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:

There are two attachments:

Appendix A lists the metrics used to monitor the programme.

Appendix B lists an overview, by district, of schemes delivered in the last 12 months and schemes that will be completed by December 2021.

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 Approvals

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. COMMISSIONER'S FOREWORD

- 1.1. It is now three years since the recommendations in Made to Move were approved by the GMCA. I am immensely proud of what has been achieved working alongside Transport for Greater Manchester (TfGM) and Greater Manchester's 10 local authorities.
- 1.2. Our plans to deliver the UK's largest ever walking and cycling network – the Bee Network – are now coming to fruition. The groundwork has been laid for the building programme throughout 2021 with 26 new routes or junction upgrades, creating 55 miles of world class 'Beeways' – our name for walking and cycling routes that give people the protected space they need to get from A to B on foot or by bike. Early 2021 will also see the launch of Phase One of our GM bike hire scheme with a 1,500 strong initial fleet, including e-bikes.
- 1.3. This is an immensely exciting time to be involved in active travel. One silver lining to the Coronavirus pandemic is that it has made thousands of people fall back in love with the idea of leaving their cars at home, making everyday trips healthier, more pleasant and safer for everyone. The government's recent Gear Change announcement is unprecedented and should pave the way for Greater Manchester to realise its ambition to become a true cycling and walking city-region.
- 1.4. Progress has accelerated following the appointment in January 2020 by TfGM of Dr Richard Nickson as Programme Director for Cycling and Walking. His role is to direct the largest single investment in transport in Greater Manchester and to ensure the successful integration of active travel into the wider Our Network vision.

Chris Boardman
Greater Manchester's Cycling and Walking Commissioner

2. THE FIVE PILLARS

2.1. January 2020 saw the start of a new approach to take forward the action plan that will result in the successful delivery of Greater Manchester's ambition. To enable progress on cycling and walking to be better understood and effectively tracked, [Made to Move's](#) 15 actions have been split into five 'pillars'.

2.2. The pillars are:

1. **Strategy**
2. **Infrastructure**
3. **Access to active travel**
4. **Safety and technical policy**
5. **Activation**

This update report has been structured in this way to provide a broad look at the key achievements of the last 12 months and what the priority actions planned up to December 2021 are.

3. STRATEGY

3.1. Since the publication of the [Bee Network infrastructure proposal](#) in June 2018, the 10 GM local authorities and TfGM have made significant progress in developing an infrastructure network plan and a pipeline of schemes to deliver the Bee Network. In total the 1,800-mile Bee Network, which would connect every neighbourhood of Greater Manchester, will cost £1.5 billion and needs to be delivered by 2028 to meet the 10-year timescale in *Made to Move*.

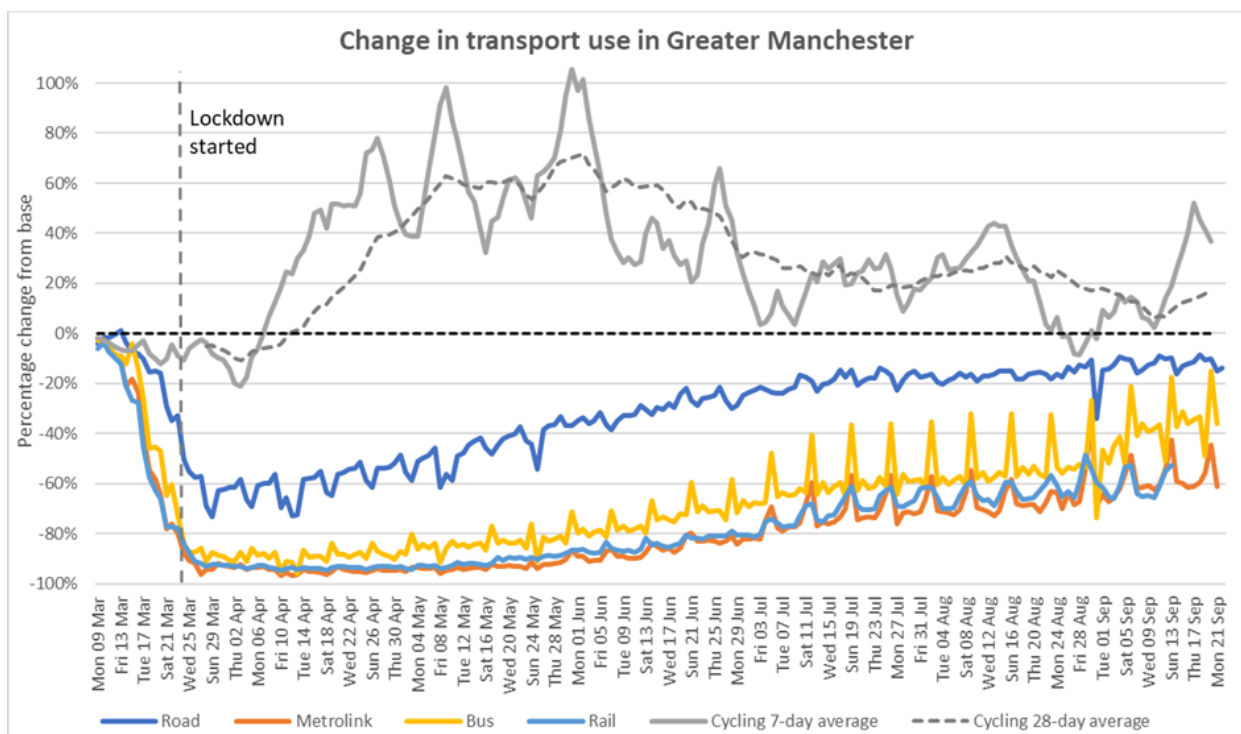
3.2. *Change a Region to Change a Nation*, Greater Manchester's walking and cycling investment plan, published in January 2020, sets out the programme's priorities to the government and how it helps to deliver the *Our Network* vision. This included the £500m of infrastructure schemes which would deliver 420 miles of the network is currently being delivered or developed, of which a further £215m funding is required.

3.3. In July 2020 the Prime Minister launched '*Gear Change: a bold vision for a travel revolution in England's streets, towns and communities*,' backed by a £2 billion funding commitment, a revision of the Highway Code and a new cycling infrastructure design guide. Details of how this funding will be distributed is expected to be announced after the next fiscal event.

3.4. TfGM is also now working on an update of its five-year plan in relation to the 2040 strategy, of which active travel forms an integral part. Early next year, a *Streets for All* strategy will also be published by TfGM, including the outcome of the orbital corridor studies that were commissioned.

3.5. The response to Covid-19 has accelerated interest in and investment available for active travel, to help the work on ensuring we Build Back Better and to support Safely Reopening GM. GM residents have told us in surveys that they want to walk and cycle more as a result of the lockdown and Greater Manchester has been able to secure further investment rapidly to install pop-up protected space on roads, while also supporting public transport, to assist people to get about without cars.

3.6. March 2020 onwards saw a significant rise in the numbers of people cycling for short journeys in response to the nationwide lockdown due to the coronavirus pandemic (see graph 1). Greater Manchester residents took to their bikes in large numbers, almost double pre-lockdown levels, with up to 250,000 trips in a single day. At the same time, all other modes reduced the number of trips between 80% and 95%. During August there was a return to typical levels of cycling trips at this time of year, although there are signs of strong growth again in recent weeks



Graph 1

3.7. TfGM’s Covid Recovery Survey revealed that three in ten respondents said they found walking and cycling a good way to get around during lockdown; a fifth said they feel safer walking and cycling, due to less traffic in their area; nearly half claimed that the experience of walking and cycling during lockdown will prompt them to do so more often as restrictions ease; and one in ten also said they’ve either recently bought or are considering buying a bike.

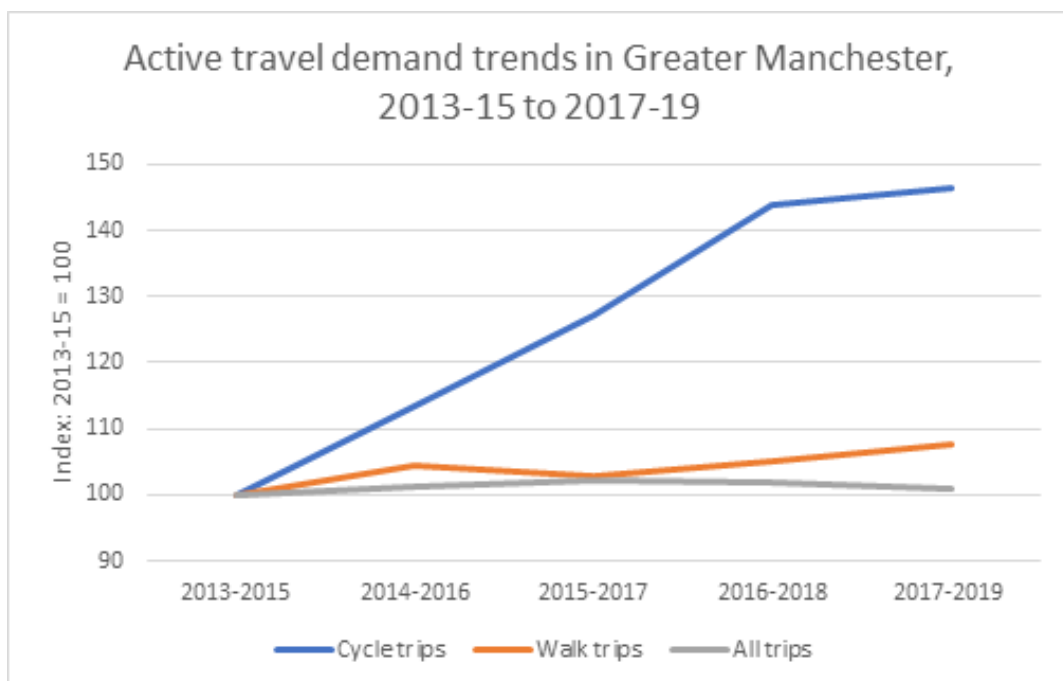
3.8. The week ending Sunday 20 September 2020 (table 1) saw an additional estimated 1.5 million trips on the GM transport network. This increase in trips was driven by an increase in active travel with the largest contribution in terms of trip number coming from walking,

followed by cycling. Cycle activity was an estimated 15% up and walking activity was an estimated 11% up.

Main Mode	Typical Week		Week ending Sun 20 Sep		Change
	Estimated Trips	%	Estimated Trips	%	
Highway	34,841,000	67%	30,725,000	67%	-12%
Walk	10,438,000	20%	11,365,000	25%	9%
Bus	3,581,000	7%	2,312,000	5%	-35%
Bicycle	857,000	2%	982,000	2%	15%
Train	1,121,000	2%	431,000	1%	-62%
Metrolink	849,000	2%	339,000	1%	-60%
Total	51,687,000		46,153,000		-11%

Table 1: Main mode estimated trips

- 3.9. Localised data shows that where investment has been made in safer infrastructure it is showing strong growth. On the Bridgewater Canal, workday cycle volumes during September are 13% above the average for August. During the period 07:00 to 09:00 they are 56% above the same period in August. There has been week-on-week growth in cycling activity on the Oxford Road corridor with average workday volumes for September to date 28% above average workday volumes during August.



Graph 2

- 3.10. Based on three-year rolling average data from the Greater Manchester Travel Diary Survey, in the past four years, cycling trips made by Greater Manchester residents have

increased by 46% whilst walking trips have increased by 8%. This compares with an increase in trips by all modes of around 1% (graph 2).

- 3.11. To help ensure that our approach remains insight-led, TfGM has developed a monitoring and evaluation plan for Greater Manchester's investment in walking and cycling. This will track progress across the whole city-region on key metrics including infrastructure delivery, cycling and walking levels, attitudes and perceptions, and key safety metrics. Appendix A lists the key metrics which will be tracked. Scheme-level evaluation will also be used to measure the success of specific interventions at a local level.

4. INFRASTRUCTURE

Building the Bee Network

- 4.1. The creation of the UK's largest cycling and walking network – the Bee Network – will address the principal barrier to active travel which is a lack of safe space on the road, enabling millions more daily journeys to be made on foot or by bike.
- 4.2. Key projects completed in the last 12 months include the Bridgewater Canal Improvement scheme in Wigan, and the GM-designed Cycle Optimised Protected Signals (CYCLOPS) junction which maximises the opportunities for safe cycling and walking whilst optimising the overall junction performance for all transport modes at Royce Road, part of Manchester's Chorlton Beeway. The new cycling and walking routes across the Princess Road/Mancunian Way roundabout in Hulme are nearing completion.
- 4.3. Delivery of Bee Network walking and cycling routes is set to increase rapidly in 2021 with local authorities entering a very busy time. See Fig 1.



Fig. 1 The infrastructure that will be delivered by December 2021 (both permanent and pop-up)

- 4.4. Over 2021, a further 26 cycling and walking routes or junction upgrades will be delivered across Greater Manchester, delivering 55 miles of new, high-quality routes.
- 4.5. Over £20m of scheme approvals have been granted to date with a further £95 million expected to be approved over the next six months. This follows useful feedback and lessons learned from the programme to date which are intended to speed up the approvals process.
- 4.6. Planned Bee Network scheme delivery by financial year (to 2023):
- By April 2021: 4 miles
 - By April 2022: 88 miles
 - By April 2023: 126 miles
- 4.7. Appendix B includes a district-by-district breakdown of scheme progress.
- 4.8. Several schemes are GM-wide and are managed by TfGM in collaboration with Greater Manchester councils. This includes the GM-wide Active Neighbourhoods scheme – the delivery of low-traffic neighbourhoods – which is being progressed by commissioning a specialist resource to develop one active neighbourhood in each district by trialling innovative, community-led approaches to scheme design. Engagement work will start in Autumn 2020. This will complement the other 12 district-led Active Neighbourhoods that have programme entry – including Salford, who over the summer started the first Active Neighbourhood trials in Greater Manchester in response to the coronavirus pandemic.
- 4.9. The GM Bee Network Crossings Programme will deliver safe crossings for people walking and cycling to connect quieter roads as part of the Bee Network. The first phase of the programme will deliver 18 crossings in Bury and the Harpurhey area of Manchester. Consultation has been completed for the crossings in Bury and construction is due to start in the Autumn. The public consultation will commence in October with construction planned for early in the new year. Discussions have been had with all other eight districts and the proposed crossings locations have been put forward. This project will have a rolling programme of works with the design phase for the next tranche of crossings to commence in the coming weeks and delivery to follow after the work in Manchester has been completed. This is a TfGM-led scheme with our internal team undertaking the design work.

Pop-up walking and cycling facilities

- 4.10. In April 2020, as part of Greater Manchester's response to the coronavirus pandemic, £5m was made available for local authorities from the Mayor's Cycling and Walking Challenge Fund to make it easier and safer to walk and cycle to aid social distancing and to give people an alternative to driving while public transport is limited. This was delivered as part of the Safe Streets Save Lives Campaign.

- 4.11. Greater Manchester was also successful in receiving £3.1 million funding (tranche 1) from the Government’s Emergency Active Travel Fund. The Fund made £250m available to local authorities in England to reallocate road space to walking and cycling quickly using pop-up measures such as point closure, cycle lanes and filtered neighbourhoods.
- 4.12. Dependent on a final funding settlement announcement (tranche 2) from national government, which is expected imminently, Greater Manchester intends to deliver a total of 49 miles of pop-up walking and cycling routes.
- 4.13. Pop-up walking and cycling routes to be delivered:
 - Tranche 1: 25 miles
 - Tranche 2 (Town Centres): 18 miles
 - Tranche 2 (Regional Centre): 6 miles
- 4.14. Key pop-up lanes already in place or underway include the A56 in Trafford and the A635 in Tameside as well as Liverpool Street in Salford. Pop-up low traffic neighbourhoods are also being put in in Trafford Manchester, Bolton and Salford.

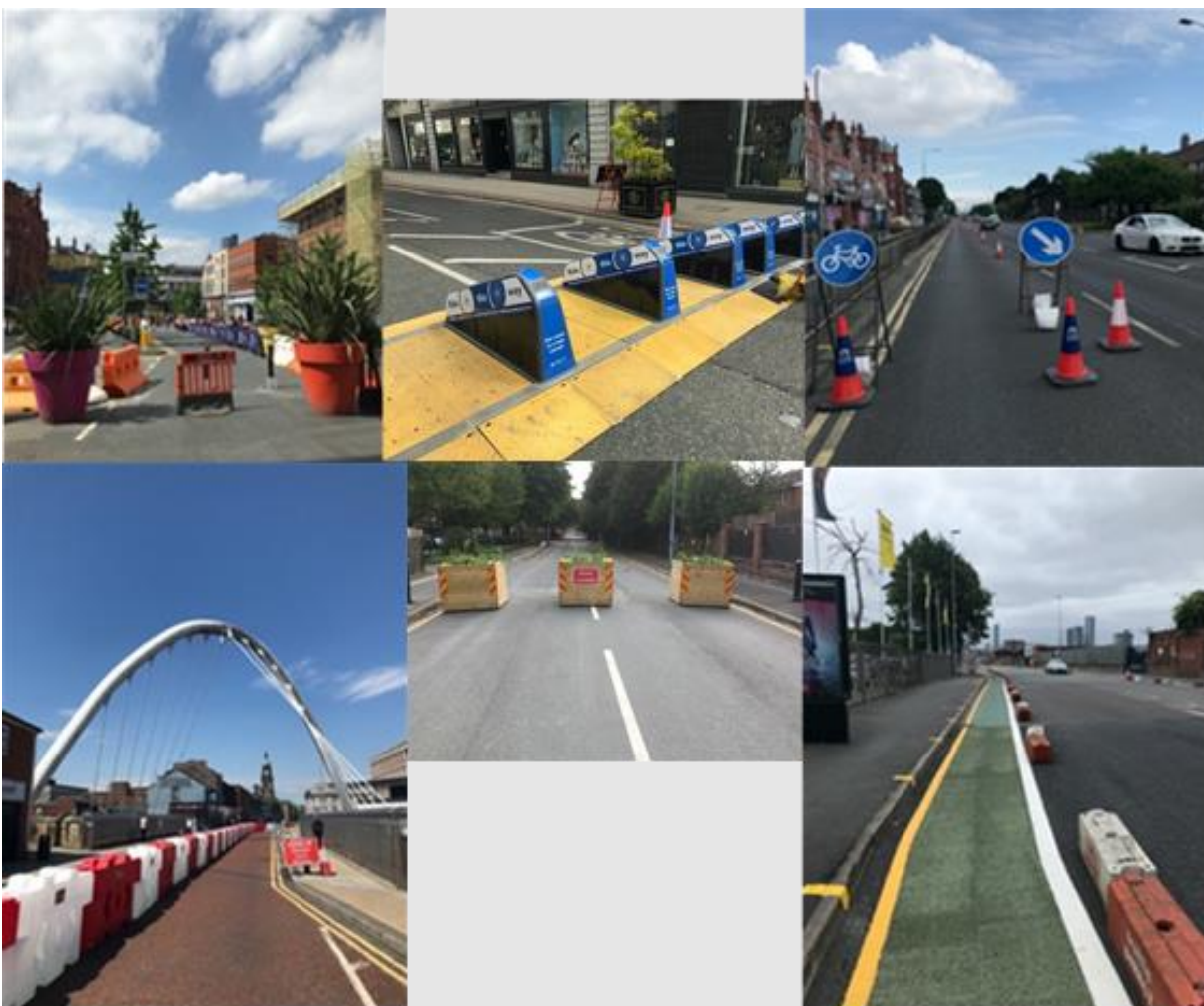


Fig. 2: Pop-up measures in Manchester, Trafford, Bolton and Salford

- 4.15. The pop-up facilities have already delivered significant increases in use. Traffic counts on Trafford Council's scheme on the A56 recorded increases of 200% in levels of cycling. Data from the AI sensor adjacent to the pop-up lanes on Deansgate show that from 1 August 2020, cycling has been 63% above the same period in 2019.

5. ACCESS TO ACTIVE TRAVEL

- 5.1. Safe space on the road is just one part of providing a comprehensive offer to enable active travel as part of an integrated GM transport system. A lack of the right equipment, skills or confidence can also be a barrier. Access to a good quality bike is another. Only 26% of GM households have access to a bike and this drops to just 16% for those living in flats.
- 5.2. Therefore, during the height of the pandemic, following unprecedented levels of enquiries, TfGM made 450 loan bikes available to NHS workers so they could continue to do their vital work. Work is underway to understand how we can best improve access to bikes across a range of audiences in Greater Manchester with further investment.
- 5.3. The GM Bike Hire project has made good progress and is on track to launch phase 1 the scheme in the Regional Centre in Spring 2021 with an initial fleet of 1,500 bikes, including e-bikes. Docking locations will be within a five-minute walk of around 100,000 households, providing convenient and affordable access to bikes. Subsequent phases will see the scheme expand to the rest of Greater Manchester. A formal Invitation to Tender has now been issued with four operators in the running.
- 5.4. GM Walking is an information hub and helps to deliver the walking elements of GM Moving. In collaboration with Greater Manchester Centre for Voluntary Organisations, a total of £225,000 in grants has been allocated to voluntary, community and social enterprise organisations to support increased walking. It will also deliver the first virtual festival, the Let's Walk Fest, which will allow people to take part in walking events while Covid restrictions are in place; it will run from the 12th to the 25th October 2020. Last year's festival saw 5,864 people taking part across the 429 activities. The Greater Manchester Way also launched in August 2020 and will continue through the autumn; it is our campaign to bring stories, poetry and colour to the streets of Greater Manchester to encourage people to walk (see Fig. 3).

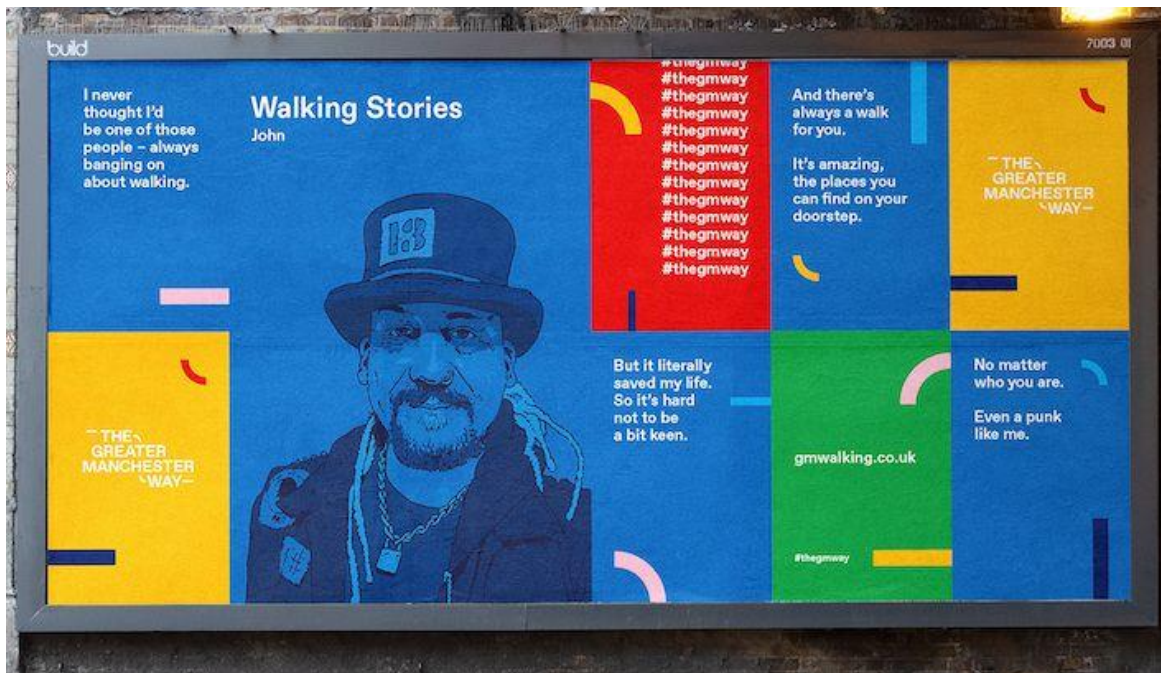


Fig. 3: Greater Manchester Way poster

- 5.5. In August 2020, TfGM announced that it had been awarded a £1 million grant from the London Marathon Charitable Trust to inspire people across Greater Manchester to walk or cycle more, with a particular focus on BAME communities, women and children. The project will work with 10,000 people in schools and community organisations to increase levels of physical activity through active travel by delivering skills sessions, providing new equipment, delivering group rides and running inspirational event in communities across Greater Manchester.
- 5.6. Due to the coronavirus pandemic, the TfGM cycle training programme was suspended from March to June, but since restarting, demand for 1-2-1 and family sessions has been unprecedented, with a 400% increase year on year.

6. SAFETY AND TECHNICAL POLICY

- 6.1. The perception of safety is an important measure for cycling take-up, as seen with an increase in the propensity to cycle during the lockdown. TfGM measures this every two years. The latest data reveals that only 31% of GM residents agree that "Greater Manchester's transport network encourages you to walk or cycle as part of your trips". Satisfaction of people who walk with 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.
- 6.2. People walking and cycling in Greater Manchester are exposed to a greater level of risk of fatal and serious injury than people in cars and vans. The total distance walked and cycled in Greater Manchester each year is approximately 7% of the total distance travelled on the

road yet makes up on average 50% of fatal and serious injuries. Reducing the real and perceived risk is vital to meeting targets to increase levels of active travel.

- 6.3. The latest killed and serious injury (KSI) data shows little progress in recent years to reduce the numbers of people killed and seriously injured on Greater Manchester’s roads (table 2). Early KSI data during the lockdown has shown a concerning increase in serious injury although this data is still to be validated. The intention is to publish a rate-based figure for active travel which takes into account the level of exposure; however, before this is done, improvements still need to be made about the reliability of capturing the total distance travelled.

Road User (groups)	2013	2014	2015	2016	2017	2018	2019
Pedestrian	242	267	230	263	260	254	227
Pedal Cyclist	92	105	75	92	145	123	87
Other	16	11	9	6	16	16	13
Motorcyclist	143	152	140	135	161	181	114
Goods/Van Occupant	6	6	8	6	8	10	1
Car Occupant	157	176	191	176	198	164	241
Total	656	717	653	678	788	748	683

Table 2: Number of people killed and seriously injured on GM roads by mode

- 6.4. Removing the source of danger is the only way of reducing risk while also increasing levels of active travel. Greater Manchester’s Streets for All design guide – a manual for how streets should be designed – will soon be published in a series of chapters starting early in 2021. The aim of the document is to ensure a more consistent approach to highway design across Greater Manchester and to ensure that minimum standards are met for all schemes where people walk and cycle.
- 6.5. The design guide will cater for all modes of transport and will focus on raising the level of service and ensuring critical collision risks are removed. It will also develop place centred design so people have the confidence to be able to relax and rest outside, which can help promote good mental health and is more sensitive for people with dementia.



Fig. 4: Example of recent highway schemes in Bolton and Manchester that have incorporated Bee Network standards from non-active travel funding

- 6.6. A priority for the programme is to improve safety for pedestrians. The Transport Research Laboratory (TRL) was commissioned by TfGM to do a trial of its side-road Zebras proposal in November 2019. The proposal is to use cost-effective treatment for side roads giving pedestrians greater priority using road markings only, an approach that is already used in most European cities. Due to the impact of coronavirus, the study has been delayed but it is hoped that TRL will report in December 2020. Early results from the study show a good level of public understanding of the use of zebra markings at side roads.
- 6.7. Reducing the risk of collision near new cycling and walking schemes is vital to persuade more trips, so safety cameras will be prioritised on assets that are linked to the Bee Network to enhance safety and support growth in cycling and walking. Work to draft the outline business case for the upgrade of GM safety camera housings has begun. Subject to approval and procurement, this project will upgrade older local authority safety camera technology with the latest digital cameras; and provide an opportunity to future proof equipment using Automatic Number Plate Recognition (ANPR) based platforms where appropriate.
- 6.8. TfGM is working on joint responses with Greater Manchester local authorities to the government's pavement parking and Highway Code consultations. Both consultations are focusing on bringing benefits to pedestrians by keeping pavements clear of parked vehicles and enhancing priority at junctions. Both consultations appear to support approaches already being taken by Greater Manchester, but further work will be required to review the impact these proposals have prior to making a response.

7. ACTIVATION

- 7.1. Work is underway to create a GM-wide one-stop shop for cycling and walking activity. Possibly hosted on TfGM's website in partnership with Greater Manchester's 10 districts and GM Moving, the web platform will inspire people to travel on foot and by bike, inform them about what is happening where they live and work and will also be a practical tool to book activities like cycle training or respond to a local consultation. The new web platform will be launched this winter.
- 7.2. In September 2020, TfGM partnered with *Love to Ride* – an online intervention aimed at inspiring people to cycle more.
- 7.3. *Love to Ride* uses registration information to deliver bespoke messages of encouragement to individuals and businesses, amplified by incentives and prizes for participation and personal/organisational achievement.

- 7.4. To date, more than 160 GM organisations and businesses have logged cycle rides, with more than 2,000 individuals registering to take part, including occasional and new/returning cyclists. One of the local business Cycle Champions, Andy Wilson, Carbon Literacy Consultant, Great Places Housing Group, has fed back: “I can't get enough of *Love to Ride* – it's such a powerful engagement tool for organisations to get more people in the saddle. For better or worse, internal and external competition is a proven way to motivate people to getting involved.”
- 7.5. Safe Streets Save Lives campaign is a marketing and communications approach to support all Greater Manchester local authorities to communicate why emergency active measures are needed in helping to support those with no access to a car and easing the pressure on the public transport system at a time of social distancing. The campaign is also enabling local authorities to talk about promoting active modes more broadly and the wider benefits this delivers and enables.
- 7.6 The campaign is being delivered under the umbrella of one shared identity across Greater Manchester but tailored locally to the specific locality using a flexible, adaptable suite of resources to be used on social media, and printed ‘on site’ messaging to sit alongside the temporary measures.

Richard Nickson
Programme Director, Cycling and Walking

APPENDICES

APPENDIX A: Monitoring and evaluation plan

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

APPENDIX A

Proposed metrics to track the progress of the delivery of Greater Manchester's walking and cycling ambitions – draft

Outputs

Bee Network Delivery
Km of route delivered <i>[potential to split by Beeway and Busy Beeway – TBC]</i>
Number of crossings delivered
Areas unlocked <i>[to be measured by quantity of areas, km2 or residential population living within each area – TBC what is feasible]</i>
Green infrastructure delivered through MCF <i>[TBC whether this is feasible]</i>
Bike Hire
Number of bikes available
Number of docking stations
Availability of bikes
GM population with access to public bike hire <i>[total number of residents, or proportion of the population – TBC, and feasibility TBC]</i>

Outcomes and Impacts

Travel behaviour – trip volumes, kilometres walked and cycled, and mode share by trip distance and overall
Total annual cycle trips
Total annual walk trips
Total annual multi-modal trips which include a walk or cycle stage
Total annual car trips (driver and passenger) – for context
Total annual public transport trips (bus, tram, train) – for context
Total annual cycle km
Total annual walking km
Total annual car km (driver and passenger) – for context
Total annual public transport km (bus, tram, train) – for context
Number of cycle trips per person per year
Number of walk trips per person per year
Number of car trips (driver or passenger) per person per year – for context
Number of public transport trips (bus, tram, train) per person per year – for context

Cycling as a proportion of all trips up to 1km
Cycling as a proportion of all trips up to 2km
Cycling as a proportion of all trips up to 5km
Cycling as a proportion of all trips up to 10km
Cycling as a proportion of all trips (all lengths)
Walking as a proportion of all trips up to 1km
Walking as a proportion of all trips up to 2km
Walking as a proportion of all trips up to 5km
Walking as a proportion of all trips (all lengths)
Multi-modal trips which include a walk or cycle leg as a proportion of all trips
Car use (driver and passenger) as a proportion of all trips up to 1km – for context
Car use (driver and passenger) as a proportion of all trips up to 2km – for context
Car use (driver and passenger) as a proportion of all trips up to 5km – for context
Car use (driver and passenger) as a proportion of all trips up to 10km – for context
Car use (driver and passenger) as a proportion of all trips - for context
Public transport use (bus, tram, train) as a proportion of all trips up to 1km – for context
Public transport use (bus, tram, train) as a proportion of all trips up to 2km – for context
Public transport use (bus, tram, train) as a proportion of all trips up to 5km – for context
Public transport use (bus, tram, train) as a proportion of all trips up to 10km – for context
Public transport use (bus, tram, train) as a proportion of all trips for context
Proportion of people who walk to places in their neighbourhood
Proportion of people who cycle to places in their neighbourhood
Travel behaviour - travel to work and education
Proportion of residents who cycle as their main mode of transport to work
Proportion of residents who walk as their main mode of transport to work
Proportion of residents who cycle as their main mode of transport to education
Proportion of residents who walk as their main mode of transport to education
Demographics
Proportion of women who cycle at least once a year
Proportion of men who cycle at least once a year
Proportion of children who cycle at least once a year
Proportion of people with a disability who cycle at least once a year
Proportion of women who cycle at least once a week
Proportion of men who cycle at least once a week
Proportion of children who cycle at least once a week
Proportion of people with a disability who cycle at least once a week

Age split of people cycling at least once a year
Age split of people cycling at least once a week
Proportion of women who walk at least once a year
Proportion of men who walk at least once a year
Proportion of children who walk at least once a year
Proportion of people with a disability who walk at least once a year
Proportion of women who walk at least once a week
Proportion of men who walk at least once a week
Proportion of children who walk at least once a week
Proportion of people with a disability who walk at least once a week
Age split of people cycling at least once a year
Age split of people cycling at least once a week
Proportion of trips made with an under 5 travelling on foot
Proportion of trips made with an under 5 travelling by bike
Access to bikes
Proportion of Greater Manchester households with access to a bike
Safety - number of casualties, and risk per km travelled
Number of people killed or seriously injured (KSIs) per annum (all modes)
Number of people killed cycling
Number of people killed or seriously injured cycling
Number of people injured cycling (all severities of injury)
Number of people killed walking
Number of people killed or seriously injured walking
Number of people injured walking (all severities of injury)
Number of children (aged 14 or under) killed or seriously injured on the roads in GM
Estimated risk: KSI rate per million km (cycling)
Estimated risk: KSI rate per million km (walking)
Health
Proportion of the GM population walking or cycling for transport at least 20 mins a day
Proportion of the GM population walking for travel at least twice in the last 28 days
Proportion of the GM population walking for leisure at least twice in the last 28 days
Proportion of the GM population walking at least twice in the last 28 days (all walking)
Proportion of the GM population walking for travel in the last year
Proportion of the GM population walking for leisure in the last year
Proportion of the GM population walking in the last year (all walking)

Proportion of the GM population cycling for travel at least twice in the last 28 days
Proportion of the GM population cycling for leisure at least twice in the last 28 days
Proportion of the GM population cycling for leisure and sport at least twice in the last 28 days
All cycling at least twice in the last 28 days
Proportion of the GM population cycling (excluding exercise bike and cycle class) at least twice in the last 28 days
Proportion of the GM population cycling for travel in the last year
Proportion of the GM population cycling for leisure in the last year
Proportion of the GM population cycling for leisure and sport in the last year
Proportion of the GM population cycling in the last year (all cycling)
Proportion of the GM population cycling in the last year (excluding exercise bike and cycle class)
<i>[Above list to be refined following further discussion]</i>
Perceptions
Proportion of people who agree that "Greater Manchester's transport network encourages you to walk or cycle as part of your trips"
Satisfaction of people who walk with feeling safe from traffic during the day
Satisfaction of people who walk with feeling safe from traffic at night
Satisfaction of people who cycle with feeling safe from traffic during the day
Satisfaction of people who cycle with feeling safe from traffic at night
Satisfaction of people who walk with personal safety during the day
Satisfaction of people who walk with personal safety at night
Satisfaction of people who cycle with personal safety during the day
Satisfaction of people who cycle with personal safety at night
Satisfaction of people who cycle with the availability of secure cycle parking
Proportion of people who are satisfied with the condition of pavements
Proportion of people who are satisfied with the condition of cycle routes
Proportion of people who think their local area/city is good or very good to cycle overall
Proportion of people who think cycling safety in their local area/city is good
Proportion of people who think children's cycling safety in their local area/city is good
Proportion of people who think the amount of cycling routes in their local area/city is good
Proportion of people who think the directness of cycle routes in their local area/city is good
Proportion of people who think the condition of cycle routes in their local area/city is good
Proportion of people who think the signposting of cycle routes in their local area/city is good
Proportion of people who think the security of cycle parking in their local area/city is good
Proportion of people with a car choosing to walk rather than drive to places in their neighbourhood
Proportion of people who think it is easy to walk in their neighbourhood
Proportion of people who think it is easy to cycle in their neighbourhood
<i>[Potential to add further metrics from the Neighbourhoods research also in addition to the above]</i>

The Mayor's Cycling & Walking Challenge Fund

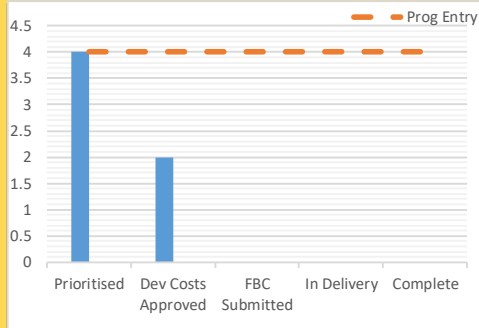


Programme Director's Commentary:

- Welcome to the first issue of the Mayor's Challenge Fund progress checker. The purpose of this look-up chart is to gauge progress on scheme delivery and programme expenditure by district, for TfGM and across GM as a whole.
- Overall the picture presented here – a prioritised programme of £216.5m value, a budget of £160m, with approval to spend sitting at £48.2m (the cumulative total of Development cost approval and Scheme Approval values) – shows that good progress is being made, financially.
- However, the rate of submission to full business case, start on site and completion is challenging. The reasons for this vary by district and programme and dealing with the Covid pandemic has clearly presented challenges to all organisations during 2020. However, the forecast business case submission tracker (final page) indicates that we can expect the value of full approvals to increase rapidly in the next six months.
- To support that, over the past three months, TfGM has been overhauling its procedures and now submits a monthly approval to the CA for funding schemes that have achieved the appropriate review status. Resources have been assigned to increase the capability to handle the volume of business case planned, and a critical friend approach has been introduced to major schemes to assist in more 'first pass' approvals of schemes and reduce reworking of submissions. Where appropriate, the Programme Team has also been working collaboratively with TfGM's Portfolio office to develop progressive, proactive approaches to Gateway Approvals. This is starting to take effect. Districts and TfGM continue to support each other in working towards our common goals.
- The graphs below detail the status of prioritised schemes (left-hand axis) and, in a nutshell, the more complete the blue bars are, the greater progress is being made through the stages to completion. A financial summary illustrates the expenditure planned and reported spend 'to date'. The metrics in the table are driven by the monthly MCF reports submitted by GM district partners.

Bolton

Total Scheme Summary:

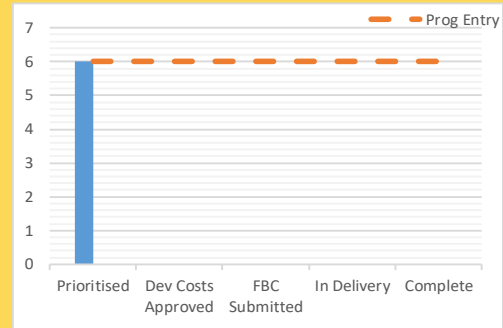


Finance Summary:

	Total (£)
Prioritised Budget	£ 7,600,000
Dev Costs Approved	£ 514,500
Full Approval Value	£ -
Reported Scheme Spend	£ 671,500

Bury

Total Scheme Summary:

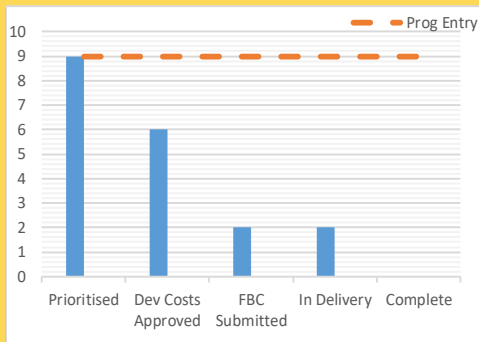


Finance Summary:

	Total (£)
Prioritised Budget	£ 13,200,000
Dev Costs Approved	£ -
Full Approval Value	£ -
Reported Scheme Spend	£ 243,260

Manchester

Total Scheme Summary:

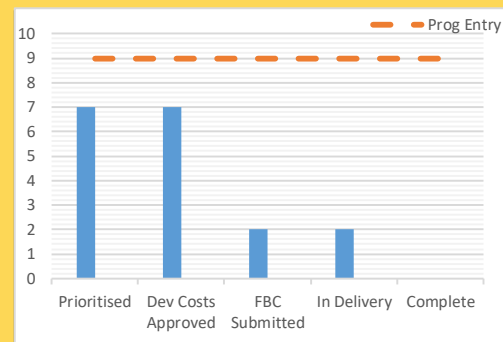


Finance Summary:

	Total (£)
Prioritised Budget	£ 37,200,000
Dev Costs Approved	£ 3,927,571
Full Approval Value	£ 3,250,000
Reported Scheme Spend	£ 3,500,524

Oldham

Total Scheme Summary:

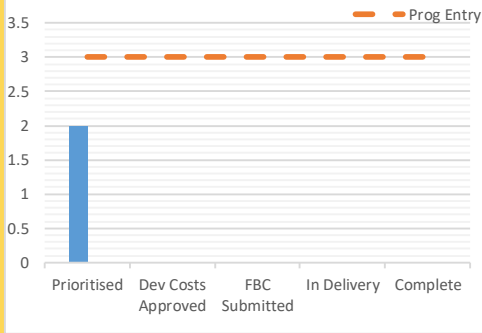


Finance Summary:

	Total (£)
Prioritised Budget	£ 12,600,000
Dev Costs Approved	£ 2,120,515
Full Approval Value	£ 769,450
Reported Scheme Spend	£ 548,761

Rochdale

Total Scheme Summary:

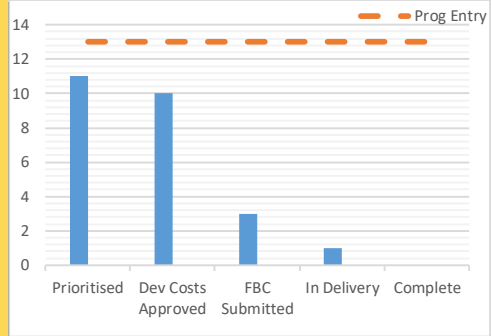


Finance Summary:

	Total (£)
Prioritised Budget	£ 11,900,000
Dev Costs Approved	£ -
Full Approval Value	£ -
Reported Scheme Spend	£ 245,136

Salford

Total Scheme Summary:

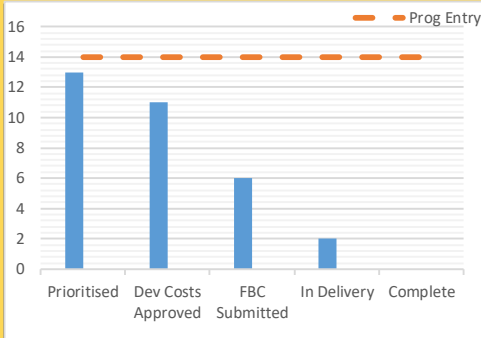


Finance Summary:

	Total (£)
Prioritised Budget	£ 28,300,000
Dev Costs Approved	£ 4,288,348
Full Approval Value	£ 5,108,000
Reported Scheme Spend	£ 2,397,240

Stockport

Total Scheme Summary:

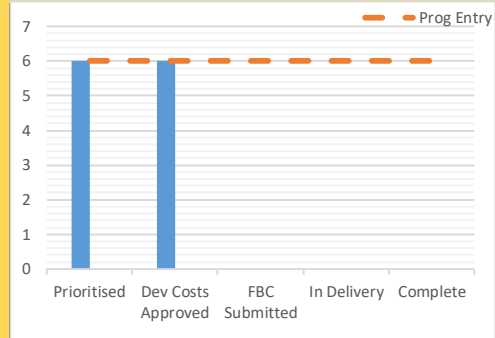


Finance Summary:

	Total (£)
Prioritised Budget	£ 27,500,000
Dev Costs Approved	£ 6,234,435
Full Approval Value	£ 9,967,725
Reported Scheme Spend	£ 2,505,169

Tameside

Total Scheme Summary:

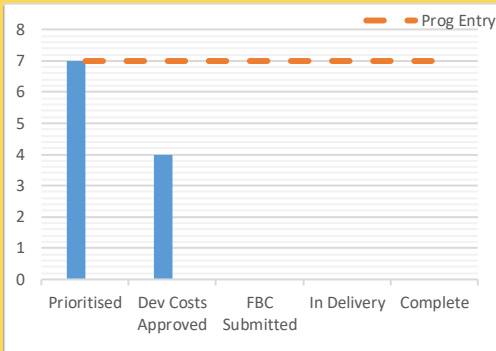


Finance Summary:

	Total (£)
Prioritised Budget	£ 10,300,000
Dev Costs Approved	£ 1,745,965
Full Approval Value	£ -
Reported Scheme Spend	£ 426,190

Trafford

Total Scheme Summary:

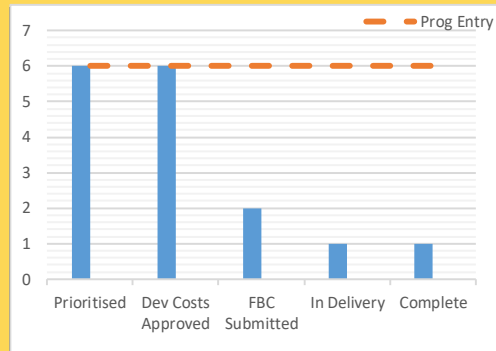


Finance Summary:

	Total (£)
Prioritised Budget	£ 20,000,000
Dev Costs Approved	£ 1,462,200
Full Approval Value	£ -
Reported Scheme Spend	£ 472,000

Wigan

Total Scheme Summary:

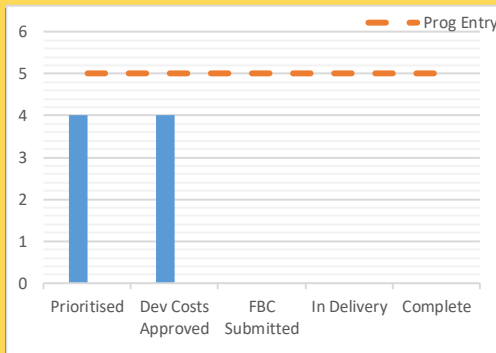


Finance Summary:

	Total (£)
Prioritised Budget	£ 19,800,000
Dev Costs Approved	£ 5,034,432
Full Approval Value	£ 747,042
Reported Scheme Spend	£ 514,612

GM Wide Schemes

Total Scheme Summary:

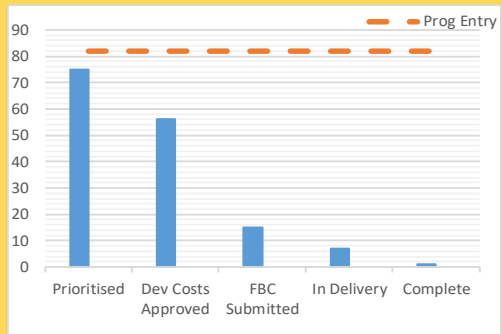


Finance Summary:

	Total (£)
Prioritised Budget	£ 28,100,000
Dev Costs Approved	£ 3,092,550
Full Approval Value	£ -
Reported Scheme Spend	£ 946,127

MCF Total

Total Scheme Summary:



Finance Summary:

	Total (£)
Prioritised Budget	£ 216,500,000
Dev Costs Approved	£ 28,420,516
Full Approval Value	£ 19,842,217
Reported Scheme Spend	£ 12,649,170
Programme Mngt Spend	£ 2,521,736
Total Spend to Date	£ 15,170,906

Mayor's Challenge Fund full business case 6-month look ahead

District	Scheme	Scheme Name	FBC Submission	Estimated Value £000's
Manchester	MA-T1-001	Manchester to Chorlton (Area 2)	SUBMITTED	£ 2,209,000
Salford	SA-T2-002	Swinton Greenway	SUBMITTED	£ 4,631,000
Manchester	MA-T6-001	Beswick Filtered Neighbourhood (Phase 1)	SUBMITTED	
Salford	SA-T5-008	Salford City Centre Bee Network	28/09/20	£ 4,391,000
Manchester	MA-T1-001	Manchester to Chorlton (Area 4)	29/09/20	£ 1,794,000
Tameside	TA-T1-001	Tameside Active Neighbourhoods (Phase 1)	30/09/20	
Salford	SA-T2-001	Trinity Way/Springfield Lane Crossing	02/10/20	£ 900,000
Salford	SA-T5-009	RHS Links	02/10/20	£ 2,604,000
GM-Wide Schemes	GM-T6-002	Bee Network Crossings (Phase 1a)	15/10/20	£ 2,182,000
Salford	SA-T5-007	Oldfield Road Corridor	02/11/20	£ 3,210,000
Stockport	ST-T2-001	Hazel Grove Access Upgrades	06/11/20	£ 1,141,000
Salford	SA-T5-004	Broughton Cycleway Enhancements	09/11/20	£ 3,390,000
Wigan	WI-T5-001	Standish to Ashton	13/11/20	£ 21,770,000
GM-Wide Schemes	GM-T5-002	Safety Cameras	30/11/20	£ 6,113,000
Manchester	MA-T6-001	Beswick Filtered Neighbourhood (Phase 2)	10/12/20	£ 1,998,000
Manchester	MA-T4-004	Route86(Northern Quarter Piccadilly-Victoria) (Area 1)	11/12/20	
Manchester	MA-T4-004	Route86(Northern Quarter Piccadilly-Victoria) (Area 3)	11/12/20	
Tameside	TA-T5-001	Ashton South	14/12/20	£ 1,369,000
Tameside	TA-T5-002	Ashton Streetscape	17/12/20	£ 3,500,000
Stockport	ST-T4-006	Stockport Interchange	18/12/20	£ 11,419,000
Stockport	ST-T6-002	Thomson St Bridge	20/12/20	£ 3,800,000
Wigan	WI-T2-001	Standish Mineral Line	23/12/20	£ 700,000
Tameside	TA-T1-002	Tameside Active Neighbourhoods (Phase 2)	31/12/20	£ 1,656,000
Oldham	OL-T6-003	Chadderton Improvements	01/01/21	£ 612,000
GM-Wide Schemes	GM-T4-001	GM Bike Hire	11/01/21	£ 7,175,000
Salford	SA-T5-002	Gore Street Connection	16/01/21	£ 1,079,000
Manchester	MA-T1-001	Manchester to Chorlton (Area 3)	18/01/21	£ 2,157,000
Wigan	WI-T1-001	Victoria Street/Warrington Road Junction Improvements	18/01/21	£ 1,719,000
Manchester	MA-T4-003	Rochdale Canal Bridge 88-80a	26/01/21	£ 1,300,000
Bury	BU-T1-002	New and Upgraded Crossing Points and Junctions	01/02/21	£ 2,200,000
Stockport	ST-T4-006	Ladybrook Valley	08/02/21	£ 809,000
Salford	SA-T2-003	Monton C&W Scheme	14/02/21	£ 2,260,000
Tameside	TA-T4-001	Crown Point	15/02/21	£ 2,490,000
Manchester	MA-T4-004	Route86(Northern Quarter Piccadilly-Victoria) (Area 4)	17/02/21	£ 10,451,000
Manchester	MA-T6-002	Manchester Cycleway	22/02/21	£ 4,900,000
Manchester	MA-T5-001	Northern and Eastern Gateway	04/03/21	£ 5,786,000
Bury	BU-T6-003	Elton	08/03/21	£ 1,763,000
Bury	BU-T6-001	Raddiffe Central	09/03/21	£ 1,500,000
Wigan	WI-T4-001	Leigh Atherton Tyldesley	15/03/21	£ 13,900,000
Oldham	OL-T6-005	Royton Town Centre Connection	31/03/21	£ 706,000
			TOTAL	£ 139,584,000

Note: Where the estimated value is blank, this forms part of a phased business case submission approach to the overall scheme. The total figure for those schemes has been included in the last phase ie Manchester Route 86 (£10.45m).