

GREATER MANCHESTER TRANSPORT COMMITTEE

Date: Friday 12th August 2022

Subject: Active Travel Progress and Programme Update

Report of: Richard Nickson, Cycling and Walking Programme Director, TfGM

PURPOSE OF REPORT:

To provide an update on the GM Active Travel programme, and its key activities, following the first six months of 2022. To highlight forthcoming workstreams and to note areas of challenge across GM, particularly in terms of capital delivery.

RECOMMENDATIONS:

The Greater Manchester Transport 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 Quarter 1 2022/23, and the intention to explore MCF funding reappportionment across GM;
2. Note the 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 for submitting a GM bid to the 4th round of the national Active Travel Fund;
4. Note the planned submission of an Active Travel self-assessment form to Active Travel England, on behalf of Greater Manchester; and

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.

CONTACT OFFICERS:

Richard Nickson Cycling and Walking Programme Director richard.nickson@tfgm.com

David Budd Senior Programme Manager david.budd@tfgm.com

Equalities Implications

The schemes and initiatives, which are developed and delivered through Greater Manchester's Active Travel Capital 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 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 or cycling, which will see a reduction in both local pollutants and greenhouse gases. By 2040 130,000 daily trips are expected to switch to cycling and walking 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 bikes. 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

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. GM Active Travel Overview

- 1.1 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, and pertaining to the action plan set out in the original Made to Move document.
- 1.2 The pillars cover strategy and policy development; the infrastructure programmes that deliver the physical network; enhancing access and opportunity to active travel; behavioral change (activation) and safety and road danger reduction. These pillars operate GM-wide, with TfGM typically performing a programme management and assurance function, with onward reporting to both 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.

2. Strategy and Policy Development

- 2.1 The Greater Manchester Transport Strategy 2040 aims to improve our transport system such that by 2040 50% of all journeys in Greater Manchester are made by active travel or public transport. This would mean a corresponding reduction in car use to no more than 50% of daily trips. This target would create one million more active and sustainable journeys every day in Greater Manchester by 2040, enabling us to deliver a healthier, greener, and more productive City-Region. We call this the Right Mix.
- 2.2 Achieving the Right Mix is expected to lead to zero net growth in motor vehicle traffic in Greater Manchester as we move towards 2040. As part of this, we are taking co-ordinated action to incentivise active travel and public transport use, including through improving the quality of our travel offer; influencing travel behaviour and better spatial planning (as shorter distances between where people live and work, for example, mean that more trips can easily be walked or cycled).
- 2.3 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 optimization, and
- 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, utilizing the existing active travel infrastructure pipeline).

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 approach to active travel capital delivery and building the network.
- 3.2 To enable the creation of an active travel infrastructure pipeline, the Mayor's Challenge Fund was overprogrammed, and on the 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.
- 3.3 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 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 ATF 4 (see section below).
- 3.4 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. 39 schemes have received full delivery funding approval from the GMCA to date, with a combined value of circa £89 million. Spend to date over the lifetime of the programme is £77.5 million, which includes programme management costs.
- 3.5 19 MCF schemes are now complete, whilst there are a further 13 under construction, with the balance either under development or at mobilization 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.
- 3.6 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 June 2022 can be found at Appendix A.

- 3.7 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 continued slippage in approval and delivery milestones representing a persistent issue.
- 3.8 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 this is currently being developed.

Active Travel Fund (ATF)

- 3.9 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).
- 3.10 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.
- 3.11 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 have been withdrawn from the programme. Currently only 17 schemes remain, with the effect that circa £1.7m budget is unallocated. This position represents a reputational risk for the Region, with delivery performance having been identified by Active Travel England as a key metric when considering future funding.
- 3.12 To address this position, a process for requesting and assessing infrastructure proposals seeking additional ATF2 funding was set up and approved by Chief Executive Officers (through Wider Leadership Team) on 13 April 2022. This process is based on a series of principles which are designed to prioritise the most deliverable and mature proposals - noting the short remaining term of the funding window. In total 15 submissions were received from 7 GM local authorities. The schemes recommended for funding will be agreed at the Cycling and Walking Programme Board on 4 August 2022. The value of the submissions received,

exceed the available unallocated budget, and so the most deliverable proposals will be selected.

- 3.13 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 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.
- 3.14 The bidding process for the fourth round of funding (ATF4) is set to commence in September 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.
- 3.15 Additionally, Greater Manchester was successful in being shortlisted to develop a Mini-Holland proposal – following an Expression of Interest (EoI) process presented to DfT. GM have received £79,000 of revenue funding to develop the proposal, which if successful, would receive a capital funding award for delivery. GM originally submitted five EoIs on behalf of local authority partners, and so a shortlisting exercise is now being carried out to identify the preferred location for development.

Active Travel England

- 3.16 The DfT have 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 are still undergoing a period of mobilisation but will have a crucial role in managing the national Active Travel Fund (ATF) as referenced above.
- 3.17 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.
- 3.18 ATE have also recently launched an Active Travel self-assessment tool, which is in the process of being completed on behalf of the Region and requires that GM grades itself on a scale of 1-4. ATE advise that the tool will assist in providing targeted funding and support to help authorities maximize the impact of their funding to deliver schemes.
- 3.19 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. GM's self-assessment will be submitted in early September 2022.

Network Development

- 3.20 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.
- 3.21 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 realize the first parts of the network.
- 3.22 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 able to be used by an unaccompanied 12-year-old on a bike, by a parent pushing a double buggy, or by a user of one of the many different types of mobility aids including wheelchairs, mobility scooters and adapted cycles. 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.
- 3.23 There is a large quantum of active travel infrastructure within GM which predates the conurbation's commitment to these design standards. Relatively little data is currently held on the condition and standard of this infrastructure. A major 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 conformity, such that 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 errors 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, and
 - 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.
- 3.24 The Network Audit is currently ongoing and is due to conclude during the autumn.
- 3.25 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

- 3.26 In order to ensure consistency of conformity to design standards, TfGM have established a Design Review Panel (DRP) of technical experts from a variety of disciplines. DRP endorsement must be obtained prior to funding award for a scheme. 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 later this year.
- 3.27 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 bike 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 in 3 areas of Greater Manchester: Oxford Rd, University of Salford and Media City, with 220 bikes on street. The scheme is averaging 350 rides per day in 2022 with over 230,000kms ridden so far. The scheme is being extended to 1,500 bikes (including 300 E-Bikes), commencing the middle of August 2022, and will be completed by December 2022. Docking locations 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 adaptation of introducing a front wheel 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, making this one of the most secure cycle hire schemes in operation.
- 4.4 Additionally, TfGM is leading on a programme of interventions and activities that are intended to further improve access to active travel. This is primarily funded through the ATF2 Complementary Measures programme and the Active Travel Capability Fund. The measures include rolling out a series of community Bike Libraries -

working with community organisations across Greater Manchester to allow people to borrow a bike, just as one would borrow a book. Grants of up to £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 bikes 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 access to bikes linked to the Own the Ride project noted below.
- 4.6 TfGM administered 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 £573k) of which 38 have been successfully delivered. A further 52 Active Travel grants have been allocated (value £233k), with 28 delivered to date.
- 4.7 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. In addition, a range of courses intended to increase active travel participation across the Region have been delivered. 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 – which is a training programme for secondary schools.
- 4.8 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. Provision has also been made for a programme of air quality monitoring. Although nine schools now have School Streets in place (in Wigan and Stockport), generally progress has been very slow.

5. Safety and Technical Policy

- 5.1 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.
- 5.2 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.
- 5.3 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.

- 5.4 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 would also create safer roads for children to play and lead to a more equal and accessible environment for residents.
- 5.5 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.
- 5.6 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.

6. Activation

- 6.1 Increasing levels of active travel requires that infrastructure delivery is supported and 'activated' by complementary programmes of behavioural change activity.
- 6.2 Work to date in 2022 includes the supported rollout of new Active Travel schemes across the whole of GM, delivery of community projects including School Streets, Cycle & Stride and Bike Libraries. Photography and video content has been captured of new schemes in Bury and Stockport and these will be used in future promotional activity. At the start of the year, Active Travel was 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.
- 6.3 A Bee Active campaign was delivered in spring 22 with another campaign planned for the summer 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. Looking ahead Active Travel will feature prominently in TfGM's overarching creative campaign, set to launch in September. 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.
- 6.4 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.

- 6.5 The Cycle and Stride project, funded by the London Marathon Charitable Trust continues to work with community groups and schools with the aim of inspiring 10,000 people in Greater Manchester to take up walking and riding for more journeys. Currently there are 34 groups engaged with this project with a further engagement opportunity due in the late summer/early autumn.
- 6.6 TfGM continue to support local authorities with their Activation Plans as required for schemes delivered through the MCF programme. 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 spring/summer to support new/planned infrastructure.
- 6.7 The first phase of the pilot Youth Travel Ambassador project has been delivered in eight Secondary Schools.
- 6.8 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, with a final decision expected at the end of July.

Richard Nickson
Programme Director, Cycling and Walking

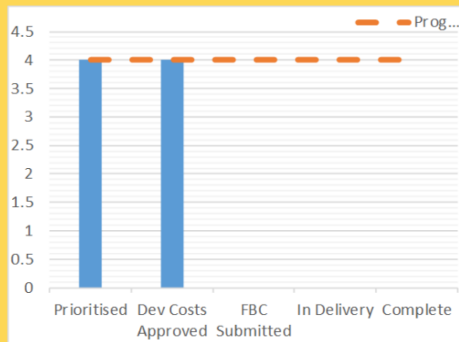
The Mayor's Cycling & Walking Challenge Fund

Appendix A – Local Authority Delivery Performance (June 2022)



Bolton

Total Scheme Summary:

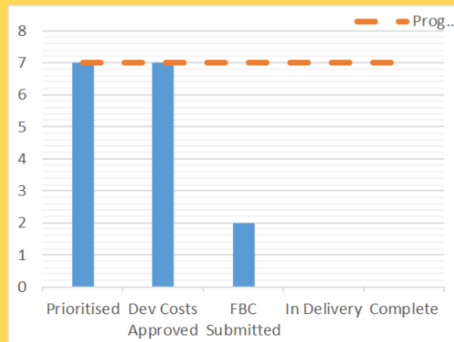


Finance Summary:

	Total (£)
Prioritised Budget	£ 7,600,000
Dev Costs Approved	£ 1,221,000
Full Approval Value	£ -
Reported Scheme Spend	£ 763,430

Bury

Total Scheme Summary:

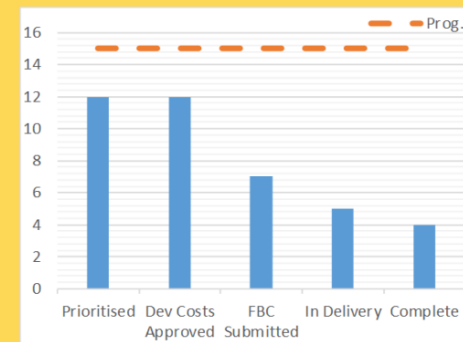


Finance Summary:

	Total (£)
Prioritised Budget	£ 12,000,000
Dev Costs Approved	£ 1,607,305
Full Approval Value	£ 3,495,342
Reported Scheme Spend	£ 857,824

Manchester

Total Scheme Summary:



Finance Summary:

	Total (£)
Prioritised Budget	£ 37,200,000
Dev Costs Approved	£ 6,144,029
Full Approval Value	£ 12,522,204
Reported Scheme Spend	£ 16,389,293

BOLTON
BURY

MANCHESTER
OLDHAM

ROCHDALE
SALFORD

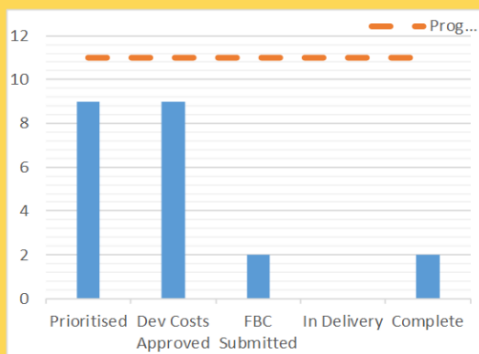
STOCKPORT
TAMESIDE

TRAFFORD
WIGAN

GMCA GREATER
MANCHESTER
COMBINED
AUTHORITY

Oldham

Total Scheme Summary:

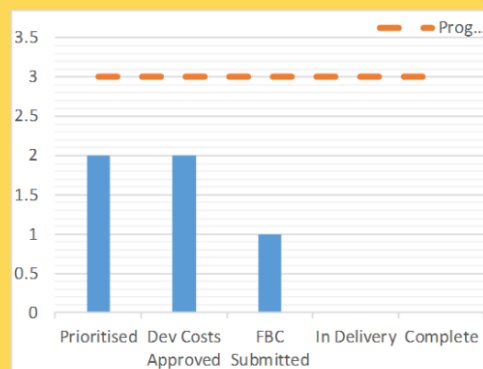


Finance Summary:

	Total (£)
Prioritised Budget	£ 12,600,000
Dev Costs Approved	£ 2,120,515
Full Approval Value	£ 773,536
Reported Scheme Spend	£ 1,891,530

Rochdale

Total Scheme Summary:

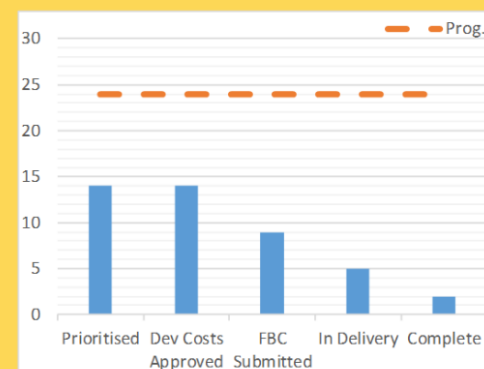


Finance Summary:

	Total (£)
Prioritised Budget	£ 11,900,000
Dev Costs Approved	£ 1,184,700
Full Approval Value	£ 1,975,140
Reported Scheme Spend	£ 682,270

Salford

Total Scheme Summary:

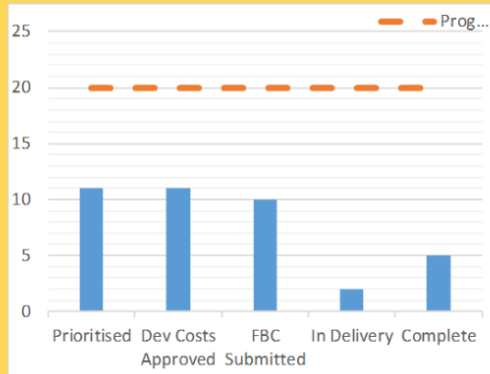


Finance Summary:

	Total (£)
Prioritised Budget	£ 28,300,000
Dev Costs Approved	£ 7,605,634
Full Approval Value	£ 22,509,967
Reported Scheme Spend	£ 19,810,298

Stockport

Total Scheme Summary:

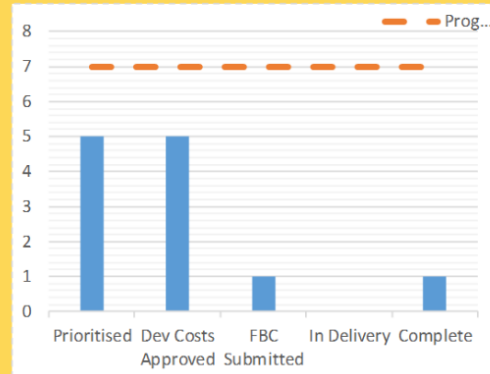


Finance Summary:

	Total (£)
Prioritised Budget	£ 27,500,000
Dev Costs Approved	£ 8,652,680
Full Approval Value	£ 26,577,619
Reported Scheme Spend	£ 17,010,072

Tameside

Total Scheme Summary:

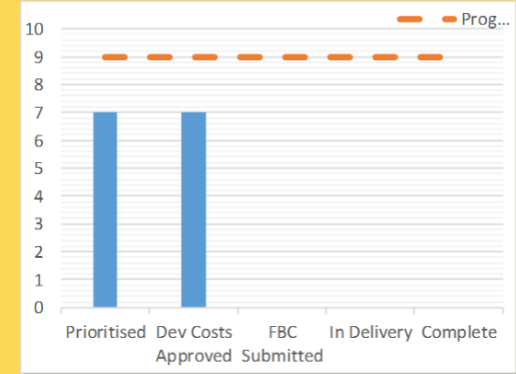


Finance Summary:

	Total (£)
Prioritised Budget	£ 10,300,000
Dev Costs Approved	£ 1,937,125
Full Approval Value	£ 686,951
Reported Scheme Spend	£ 1,681,591

Trafford

Total Scheme Summary:

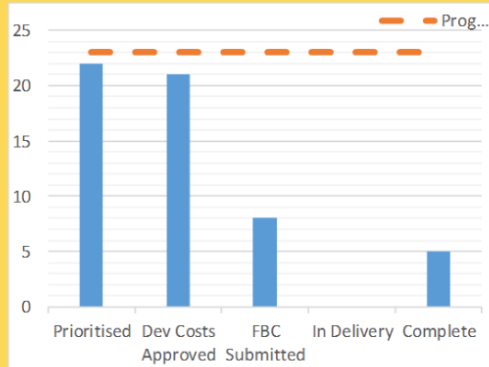


Finance Summary:

	Total (£)
Prioritised Budget	£ 20,000,000
Dev Costs Approved	£ 2,922,848
Full Approval Value	£ -
Reported Scheme Spend	£ 1,450,789

Wigan

Total Scheme Summary:

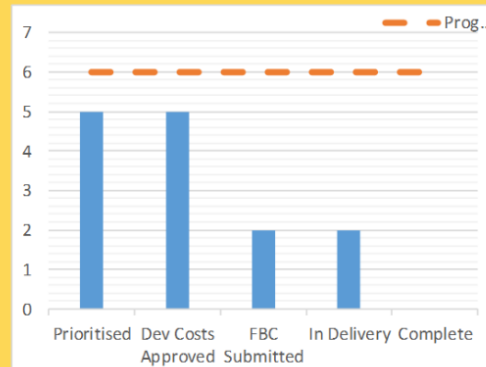


Finance Summary:

	Total (£)
Prioritised Budget	£ 19,800,000
Dev Costs Approved	£ 4,942,010
Full Approval Value	£ 3,674,922
Reported Scheme Spend	£ 4,117,251

GM Wide Schemes

Total Scheme Summary:

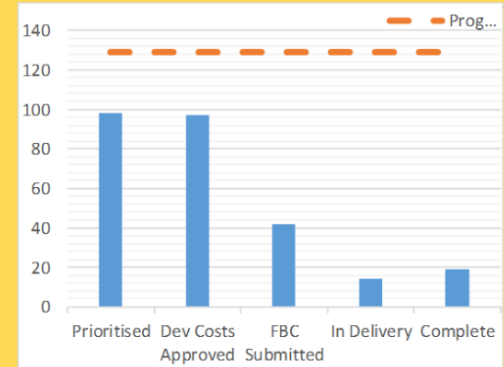


Finance Summary:

	Total (£)
Prioritised Budget	£ 29,300,000
Dev Costs Approved	£ 4,896,857
Full Approval Value	£ 15,480,666
Reported Scheme Spend	£ 6,416,479

Programme

Total Scheme Summary:



Finance Summary:

	Total (£)
Prioritised Budget	£ 216,500,000
Dev Costs Approved	£ 43,234,703
Full Approval Value	£ 87,696,348
Reported Scheme Spend	£ 71,070,826
Programme Mngt Spend	£ 6,492,927
Total Spend to Date	£ 77,563,754