

GREATER MANCHESTER TRANSPORT COMMITTEE

ACTIVE TRAVEL SUB COMMITTEE

Date: Friday 10th March 2023

Subject: Active Travel Programme Update

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

PURPOSE OF REPORT:

To provide an update on the Greater Manchester (GM) Active Travel programme, and its key activities, as of February 2023. To highlight forthcoming workstreams and to note progress across GM, particularly in terms of capital delivery.

RECOMMENDATIONS:

The Sub Committee is requested to:

1. Note the status of the Mayor's Challenge Fund (MCF) and Active Travel Fund (ATF) capital programmes as at the end of February 2023, set out in paragraphs 3.1 to 3.5 and Appendices A, B and C.
2. Note the progress being made in the wider Active Travel Programme (under each pillar):
 - a. that the GM Levelling Up Fund 2 (LUF2) bid was unsuccessful.
 - b. that a separate paper on Streets for All Design Guide will be presented to this committee on 10 March 2023.
 - c. The bid submitted to ATF4 at Appendix D;
 - d. the outcome of Capability and Ambition Fund (1 and 2) at para 3.17.
 - e. that a feasibility study into Cycle Hire expansion is being developed.
 - f. that a separate paper on Road Danger Reduction is on this agenda and its relation to Active Travel is set out at paragraph 5.3.

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Equalities Implications

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

Climate Change Impact Assessment and Mitigation Measures

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

Risk Management

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

Legal Considerations

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

Financial Consequences – Revenue

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

Financial Consequences – Capital

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

Number of attachments to the report: 0

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

GMCA

- 27 January 2023 – Greater Manchester Active Travel Programme

GMTC

- 12 August 2022 – Active Travel Programme Update

GMTC Active Travel Sub Committee

- 28 October 2022 – Active Travel Programme Update
- 27 January 2023 – Refresh the Mission presentation by Dame Sarah Storey.

Tracking/ Process

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

No

Exemption from call in

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

No

GM Transport Committee N/A

Overview and Scrutiny Committee N/A

1. Active Travel Introduction

- 1.1 'Active Travel' can be any form of sustainable transport that is predominantly 'human powered' – walking and cycling being the classic 'Active' modes. Those using mobility aids are also travelling actively – collectively described as 'wheeling'. Equally, 'assisted' active travel – 'micro mobility', such as 'e-scooters' and 'e-bikes' – provides positive means for people to be more active, more often. Therefore, when providing for active travel we need to consider and cater for not only those on foot as pedestrians and riding traditional bikes but also adapted and specialist active modes, such as self-propelled and electrically assisted mobility aids, trikes, cargo bikes and similar vehicles. Walking also includes the use of guide dogs and other forms of accompanied mobility. We support inclusive and accessible active travel for all.
- 1.2 Active Travel enables trips for any purpose (i.e., not only utility trips such as commuting) and significant benefits for health, well-being and the environment can be accrued with more active travel. Hence, active travel supports wider GM objectives for Healthy Active Lives and includes walking, wheeling and cycling for leisure as well as running and rambling.
- 1.3 Active travel can support public transport (bus, tram, train) usage; for it to do so, routes to and from public transport have to be accessible to all and access points conveniently distributed within reasonable distances of homes/destinations. When undertaking active travel, it is important to feel and be safe, and provision for resting is equally as important as provision for moving. Cycle parking (that is accessible to all users and all types of cycles) is essential at destinations and along routes. Dropped kerbs are vital for those wheeling – or better still raised road surfaces to give those wheeling greater priority, especially at side roads in keeping with the Highway Code.
- 1.4 The Greater Manchester Active Travel Programme comprises an extensive range of workstreams and activities which can be broadly split into five 'pillars' of work

relating to delivery of the Active Travel components of the GM Bee Network, as set out in the original 'Made to Move' document. This programme is working towards the delivery of Local Cycling and Walking Investment Plan (LCWIP) entitled [Change a Region to Change a Nation](#).

- 1.5 These delivery pillars are; strategy and policy development; infrastructure programmes; access and opportunity to active travel; behavioural change (activation); and safety and road danger reduction. These pillars operate GM-wide, with TfGM typically performing programme management, commissioning, and assurance functions, with onward reporting to the GMCA, the DfT and Active Travel England (as appropriate). This report highlights key actions that are being progressed in each pillar.
- 1.6 Dame Sarah Storey was appointed as Active Travel Commissioner in May 2022 and has reviewed the approach to Active Travel in GM. The Commissioner has now published her document [Refreshing Greater Manchester's Active Travel Mission](#) and presented that vision to the January 2023 meeting of this committee. Work is underway to respond to those recommendations.

Active Travel Pillar updates (since October 2022):

2. Strategy and Policy Development

- 2.1 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 strategic and spatial planning.
- Ongoing support for the Active Travel programme to ensure analysis and appraisal tools are used to support programme optimisation appropriately.
- Supporting funding bids, including Levelling Up Fund Round 2 (GM's developed bid was heavily focused on active travel, utilising the existing active travel infrastructure pipeline).

2.2 Members are asked to note that the LUF2 bid was unsuccessful.

2.3 Members are also asked to note that a separate paper on the Streets for All Design Guide will be presented to this committee.

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 was extended into, and is now coming to the end of its fifth year, as part of an ongoing pipeline development approach to active travel capital delivery and continue to build the network. To enable the creation of an active travel infrastructure pipeline, the Mayor's Challenge Fund was overprogrammed, and on the 5 May 2020 GMCA approved a prioritised block of schemes for development, based on identified local authority priorities. This priority phase had a forecast value of £217 million and represents the summation of a series of ceiling MCF budgets for each GM local authority.

3.2 The shortfall in funding (between the original £160m TCF funding and the £216.5m prioritised block) is to be funded, in part, by GM's City Region Sustainable Transport Strategy (CRSTS) settlement, with £54 million having been identified for

Active Travel. The balance of the required funding will need to form the basis of future active travel funding bid submissions, such as ATF4 (see section below) and/or be considered as part of an MCF funding reprioritisation exercise across GM.

- 3.3 The MCF programme (combining TCF and CRSTS funding) now comprises 127 individual infrastructure schemes. 47 schemes have received full delivery funding approval from the GMCA to date, with a combined value of circa £112 million. Spend to date over the lifetime of the programme is £96.4million, including programme management costs.
- 3.4 24 MCF schemes are now complete, whilst there are a further 16 under construction, with the balance either under development or at mobilisation stage. As scheme development progresses, local authority partners have taken the decision to put some work packages on hold for reasons of affordability and deliverability.
- 3.5 MCF capital delivery performance across GM continues to represent a mixed picture, with varying degrees of progress and approvals between local authorities' individual MCF programmes. A series of summary graphs, showing individual local authority MCF spend and approvals to February 2023 can be found at Appendix A.
- 3.6 The Active Travel Commissioner has requested a review of the infrastructure pipeline and the network plan, as set out in recommendations 7 and 8 of the Refreshing the Mission document. The TfGM Active Travel team is working to establish that, and the outcomes of that process will be consulted upon and published in due course.

Active Travel Fund (ATF)

- 3.7 The October 2022 report set out the position of Active Travel Funding Rounds 2 and 3. This report provides an update to the progress on each scheme.

- 3.8 A summary chart showing ATF2 progress, inclusive of the additional schemes, is set out at Appendix B.
- 3.9 The ATF3 delivery window extends into the 2023/24 financial year. A summary chart showing ATF3 progress is set out at Appendix C.
- 3.10 The bidding process for the fourth round of funding (ATF4) has concluded with the outcome expected to be confirmed before the end of March 2023. The proposed schemes within the GM bid are enclosed at Appendix D and delivery commitment is forecast by the end of the 2023-24 financial year.

Network Development

- 3.11 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.
- 3.12 The network evolved through extensive consultation with local communities to understand the barriers and opportunities for cycling, walking and wheeling in local areas. The [network map](#) shows those routes which have been identified as future Bee Network active travel routes, and also shows the projects which are currently in the delivery pipeline to realise the first parts of the network.
- 3.13 An important feature of the Bee Network active travel routes is that they come with a promise of meeting a defined infrastructure standard, as set out in Greater Manchester's [Interim Active Travel Design Guide](#) – the standard ensures that the infrastructure is fully inclusive for all ages and abilities. All new active travel infrastructure being constructed in GM 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.

- 3.14 There is a large amount of existing active travel infrastructure within GM which predates the commitment to these design standards. Relatively little data is currently held on the condition and standard of this infrastructure. A Network Audit is therefore underway to understand the extent to which the conditions on the existing network conform to the above design standards, and what work needs to be done to bring sections of it up to standard, so it can be designated as Bee Network. Consultants have been commissioned to undertake this work, and will deliver three key outputs:
- An updated network plan for the active travel elements of the Bee Network, which eradicates identified issues and duplications in previous versions and updates it to reflect more recent work.
 - An audit of key parts of the network, to confirm whether they meet Bee Network standard and can be signed.
 - Identification of packages of measures which could be funded to facilitate rapid network delivery, for example through packages of new crossings to link existing quiet streets and traffic-free routes.
- 3.15 The Network Audit is currently ongoing and is due to conclude by the end of the financial year. It will inform the Refresh the Mission recommendation 7.

Design Assurance

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

for All Design Guide which will become the primary design code for all street and transport infrastructure schemes in Greater Manchester when published in 2023.

Capability and Ambition Fund

- 3.17 On 2nd January 2023 Active Travel England (ATE) awarded Greater Manchester revenue grant funding of £3,395,312 from the national Capability Fund, which requires delivery commitment within the 2023-24 financial year. ATE's funding award represented a 10% increase on the initial indicative allocation, owing to the quality of the bid submission.
- 3.18 This is revenue grant funding from Active Travel England and broadly focused on two main aims: firstly, to build the pipeline of designed infrastructure that can be implemented (shovel ready) and secondly, to build supportive measures around infrastructure that increase the uptake of walking, wheeling and cycling.
- 3.19 As such £1.66m of this funding is to be used to progress the development of a GM walking, wheeling, and cycling infrastructure scheme pipeline. The detail is available in Appendix E.
- 3.20 In addition, a further £1.74 million of GM's Capability revenue funding is to be used to deliver centrally coordinated activities associated with the promotion, analysis, management and enablement of active travel across Greater Manchester. Managed and led by TfGM, these initiatives are grouped as shown in the table in Appendix E.

4. Access and Activation for Active Travel

Bee Network Cycle Hire update

- 4.1 Only 26% of GM households have access to a cycle and this drops to just 16% for those living in flats. The GM Bee Network Cycle Hire scheme seeks to address this

and forms part of Greater Manchester's integrated London-style public transport system.

- 4.2 Bee Network Cycle Hire has been live since 18 November 2021, as at end of February 2023 the scheme has enabled over 230,000 rides, more than 565,000km ridden with nearly 43,000 active users. Over 1100 rides occur every day.
- 4.3 Recommendation 4 of the Commissioner's Refresh the Mission aims to publish a plan for the expansion of the scheme to additional areas of GM. The development of a feasibility study has commenced.

Complementary Measures

- 4.4 122 parking/facility grants (via ATF / CF) now complete providing 1,895 cycle parking spaces. £686.4k spent and the project is c.92% complete. A CAF grant programme proposal is currently in development.
- 4.5 Almost 2,000 cycle training sessions have taken place this year, with 346 drivers attending Safe Urban Driver Training (further funding from Safer Roads Partnership has recently been approved for 2 years). As one of the 10 steps in Refresh the Mission, work is underway to understand how we best deliver an improved training offer across the region. CAF funding will allow for an extension of current activity (geographically/demographically) as well as a project to specifically review accessible provision.
- 4.6 33 community groups are currently participating in Cycle & Stride for Active Lives. Applications for the next round closes March 3rd – we have received 80+ EOIs. This project will continue until September 2024.
- 4.7 Education - work continues on the School Streets pilot with schemes being delivered in Bury, Manchester, Stockport and Wigan. Own the Ride secondary school cycle training is being rolled out across GM. CAF funding will be used to

extend delivery of Youth Travel Ambassador (YTA) as well as providing some dedicated support to Districts and schools around Modeshift.

- 4.8 There are now 23 Bike Libraries offering bike loans to their local community, with 6 yet to launch. We aim to re-open applications to this scheme using CAF in the Spring. Bike Buddy pilot with Wheels for All underway.
- 4.9 The team continues to support activation of schemes across the region. A marketing and communication package for 23-24 is in development, to include delivery of further GM Active Travel roadshows as trialled last year.

5. Safety and Technical Policy

- 5.1 Everyone has a responsibility for road safety; however, 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 made a commitment to publish a Road Danger Reduction Action Plan with the first plan developed for 2022/23 and the plan for 2023/24 currently being developed. Road Danger Reduction was a key priority in the Active Travel Commissioners Refresh the Mission. Recommendation 3 made a commitment for GM to adopt Vision Zero where the target is no deaths and severe injuries on Greater Manchester’s roads.
- 5.4 A separate paper giving more detail on the approach to Road Danger Reduction is on the agenda for this committee.

- 5.5 A partnership approach is required to succeed, with GMP, GMF&RS, GMCA, TfGM, National Highways and local authorities all needing to play a significant part in making our roads feel safe.
- 5.6 Road Danger Reduction represents more than reducing collisions. It focuses on reducing the source of danger, just as a business would approach health and safety at work. Creating a 'safe system' approach for use of the roads will not only help achieve our transport targets, but it will also create safer roads for children to play and lead to a more equal and accessible environment for residents.
- 5.7 The Road Danger Reduction Action Plan will highlight areas of focus for all partners and stakeholders and will help to monitor delivery of interventions and actions ensuring steady progress in addressing road danger, deaths, and serious injuries on the region's streets.

Richard Nickson

Active Travel, Programme Director, TfGM

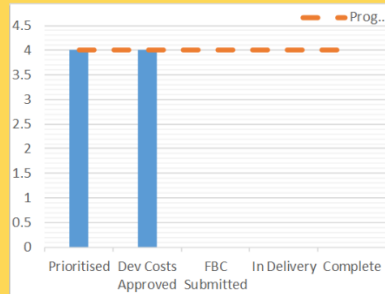
The Mayor's Cycling & Walking Challenge Fund

Appendix A – Local Authority Delivery Performance (February 2023)



Bolton

Total Scheme Summary:

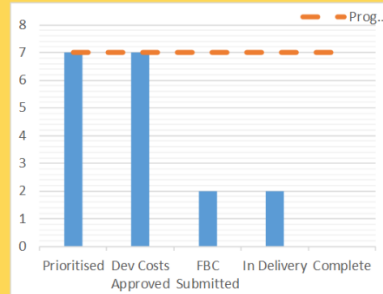


Finance Summary:

	Total (£)
Prioritised Budget	£ 7,600,000
Dev Costs Approved	£ 1,221,000
Full Approval Value	£ -
Reported Scheme Spend	£ 916,330

Bury

Total Scheme Summary:

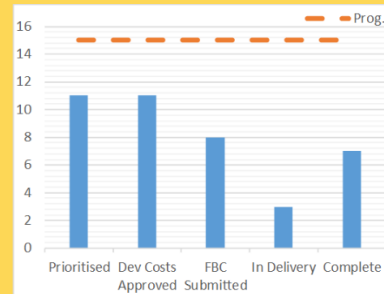


Finance Summary:

	Total (£)
Prioritised Budget	£ 12,000,000
Dev Costs Approved	£ 1,607,305
Full Approval Value	£ 3,495,342
Reported Scheme Spend	£ 2,772,160

Manchester

Total Scheme Summary:

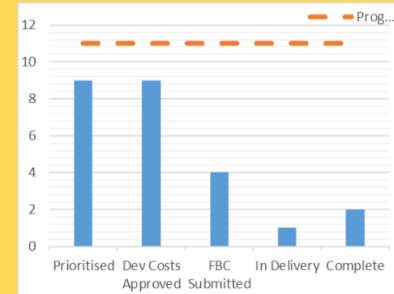


Finance Summary:

	Total (£)
Prioritised Budget	£ 37,200,000
Dev Costs Approved	£ 6,298,449
Full Approval Value	£ 19,730,427
Reported Scheme Spend	£ 20,595,149

Oldham

Total Scheme Summary:

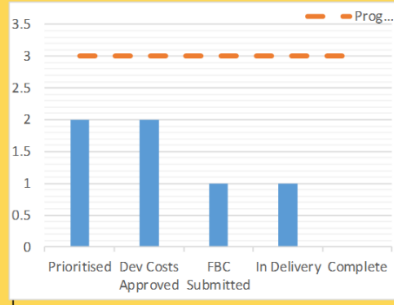


Finance Summary:

	Total (£)
Prioritised Budget	£ 12,600,000
Dev Costs Approved	£ 2,120,515
Full Approval Value	£ 3,661,844
Reported Scheme Spend	£ 2,226,770

Rochdale

Total Scheme Summary:

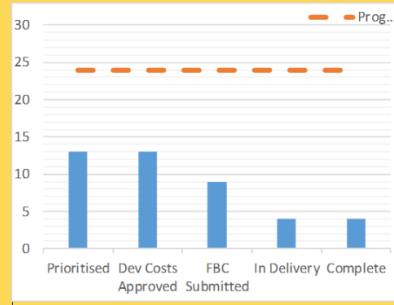


Finance Summary:

	Total (£)
Prioritised Budget	£ 11,900,000
Dev Costs Approved	£ 1,184,700
Full Approval Value	£ 1,975,140
Reported Scheme Spend	£ 1,933,461

Salford

Total Scheme Summary:



Finance Summary:

	Total (£)
Prioritised Budget	£ 28,300,000
Dev Costs Approved	£ 12,437,564
Full Approval Value	£ 22,509,967
Reported Scheme Spend	£ 22,132,719

Stockport

Total Scheme Summary:

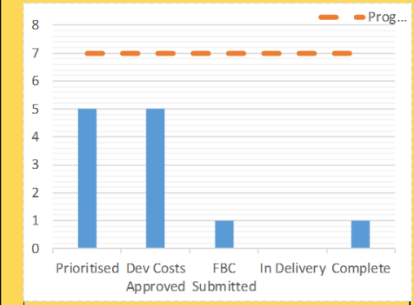


Finance Summary:

	Total (£)
Prioritised Budget	£ 27,500,000
Dev Costs Approved	£ 8,652,680
Full Approval Value	£ 26,577,619
Reported Scheme Spend	£ 20,328,131

Tameside

Total Scheme Summary:

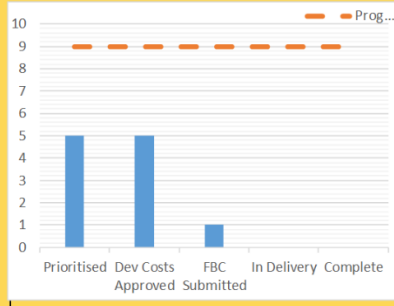


Finance Summary:

	Total (£)
Prioritised Budget	£ 10,300,000
Dev Costs Approved	£ 1,937,125
Full Approval Value	£ 686,951
Reported Scheme Spend	£ 1,753,040

Trafford

Total Scheme Summary:

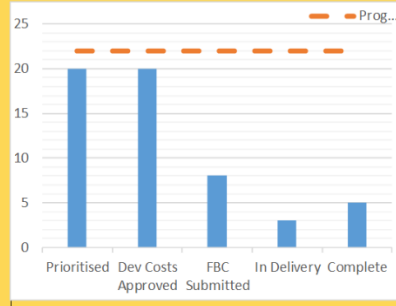


Finance Summary:

	Total (£)
Prioritised Budget	£ 20,000,000
Dev Costs Approved	£ 2,922,848
Full Approval Value	£ -
Reported Scheme Spend	£ 1,776,396

Wigan

Total Scheme Summary:

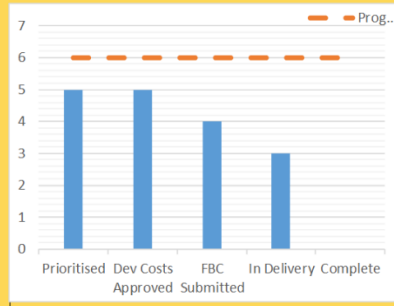


Finance Summary:

	Total (£)
Prioritised Budget	£ 19,800,000
Dev Costs Approved	£ 4,942,010
Full Approval Value	£ 8,394,548
Reported Scheme Spend	£ 4,451,082

GM Wide Schemes

Total Scheme Summary:

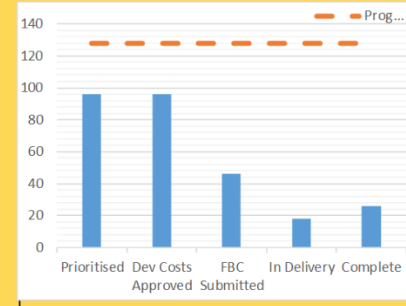


Finance Summary:

	Total (£)
Prioritised Budget	£ 29,300,000
Dev Costs Approved	£ 4,896,857
Full Approval Value	£ 22,040,309
Reported Scheme Spend	£ 9,752,533

Programme

Total Scheme Summary:



Finance Summary:

	Total (£)
Prioritised Budget	£ 216,500,000
Dev Costs Approved	£ 48,221,053
Full Approval Value	£ 109,072,147
Reported Scheme Spend	£ 88,637,770
Programme Mngt Spend	£ 7,755,740
Total Spend to Date	£ 96,393,510

Active Travel Fund, Tranche 2 (ATF2)

Appendix B – Local Authority Delivery Performance



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

A green progress bar indicates that the scheme scope has been delivered.
A yellow progress bar indicates that the scope of the scheme is not yet clear and/or that there is a risk of scheme withdrawal from the Programme.
A blue progress bar means no scheme withdrawal/scope concerns.

Active Travel Fund, Tranche 3 (ATF3)

Appendix C – Local Authority Delivery Performance



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

Appendix D ATF4 scheme bid:

Delivery Authority	Infrastructure Scheme	Capital value £m
Rochdale	Milkstone and Deeplish Active Neighbourhood	1.36
Wigan	Golborne Active Neighbourhood	1.29
Salford	Chapel St East	1.8
Bury	Parkhills Rd/Heywood St Junctions	0.6
Manchester	Parsonage Safer Streets	1.5
Bury	Radcliffe Metrolink Active Access Package	1.25
Stockport	Stockport East - Romiley to Stockport	3.4
Manchester	Manchester Cycleway: Yellow Brick Road	1.5
Manchester	Manchester Cycleway: Cyclops	0.9
Various	Bee Network Crossings Phase 3	5.25
Various	Pedestrian facilities at signal junctions programme	1.75
Salford	City Centre Bee Network – Islington Filtered Neighbourhood	1.44
GM	SMU Helix	3.6
Stockport	Ladybrook Valley Phase 2	2.3
GM	Parking Grant regime (integrated with public transport)	0.5
Stockport	Heatons Link Phase 2	2.7
GM	Parking Grant regime (schools, NHS)	0.85
Salford	Ordsall Chord Riverside Connection	0.228

Appendix E – CAF breakdown

List of Scheme development

<u>Authority</u>	<u>Scheme Name</u>	<u>£000's</u>
Bolton	Bolton Town Centre West	95
Bolton	Farnworth Town Centre East-West Links	133
Bury	Bury Town Centre	100
Manchester	City Centre Movement Strategy	100
Manchester	Whitworth Street – Streets for All Study	50
Manchester	Wythenshawe Active Travel	50
Oldham	Bee Network Connectivity	100
Oldham	Bee Network Audit Scheme Development	75
Rochdale	Hollin Lane / Middleton Road	100
Salford	Islington Active Neighbourhood	206
Stockport	High Lane to Stepping Hill	80
Stockport	Accessibility Improvements/Cycle Access to Non-Inclusive Paths	30
Stockport	Heaton Chapel Active Neighbourhood	50
Tameside	Dowson Road, Hyde	20
Tameside	Hurst Brook Active Neighbourhood	50
Wigan	Saddle Junction Additional Links	100
Wigan	Ashton Town Centre Infrastructure Study	100
GMCA/TfGM	Cycle Hire Expansion	120
		1,659

TfGM led programme:

	<u>£000's</u>
Grants for Workplaces, Schools, Communities	535
Awareness, Engagement and Participation Campaigns	310
Monitoring and Evaluation (Data and Evidence Collection)	275
Cycle /Loan / Share / Training	255
Network Audit / Wayfinding	151
Programme Management	110
Cycling, Wheeling, and Walking to School Programme	100
	1,736