



Bee Network Committee

Date: Tuesday 19th August 2025

Subject: Active Travel Funding

Report of: Steve Warrener, Managing Director, TfGM

Purpose of Report

To endorse Active Travel England funding allocations.

Recommendations:

The Committee is requested to:

1. Endorse the allocation of £5.2m revenue funding, consisting of Active Travel Fund 4, Active Travel Fund 5 and the Consolidated Active Travel Fund as follows:
 - Bee Network scheme Development (Local Authority led): £2.22m;
 - Behaviour Change: £1.74m;
 - Cycle Hire: £1m; and
 - Programme Management and Network Monitoring: £0.201m
2. Endorse the allocation of £15.2m capital funding, consisting of Active Travel Fund 5 and the Consolidated Active Travel Fund as follows, noting there is a further £1.5m capital funding to be allocated by GMCA at a later date:
 - Active Travel Infrastructure Pipeline Delivery: £8.6m;
 - School Streets: £2m;
 - Bee Network Crossings: £2m;
 - Remedial Works: £1.1m;
 - Cycle Hire: £0.5m;
 - Secure Cycle Parking: £0.5m; and
 - Wayfinding: £0.5m
3. Note the approval of the allocations will be considered by the GMCA at the meeting held on Friday 22nd August 2025.

Contact Officers

Steve Warrener	Managing Director, TfGM	steve.warrener@tfgm.com
Richard Nickson	Network Director, Active Travel, TfGM	richard.nickson@tfgm.com

Equalities Impact, Carbon and Sustainability Assessment:

Recommendation - Key points for decision-makers		
This is funding for Active Travel schemes and is a positive contribution to all key transport goals		
Impacts Questionnaire		
Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion		
Health	G	Active travel increases physical activity being outside and travelling actively has positive mental health impacts Active travel increases physical activity being outside and travelling actively has positive mental health impacts This will aid access to local healthcare Local footfall helps the local economy
Resilience and Adaptation	G	increased active travel decreases pollution walking wheeling and cycling are more resilient forms of transport Increased natural policing and reporting Active Travel aids access to local parks and nature
Housing		
Economy	G	Active travel infrastructure helps local housing and retail growth Increased access to jobs independent travel helps with employment choice Local footfall and access helps local businesses This helps the local and circular economy This will aid access to skills and local assets
Mobility and Connectivity	N/A	slight impact on cycle hire and access to local public transport Providing new or enhanced transport links Active travel is associated with less travel in private vehicles bike hire, bike libraries etc Enhances access to local places and public transport
Carbon, Nature and Environment	G	Decreased use of polluting vehicles Decreased use of polluting vehicles Active travel decreases traffic noise Less street clutter and use of planting / trees
Consumption and Production	A	limits the use of vehicles This will have positive access by increasing access to local amenities / shops small local impact of local construction
Contribution to achieving the GM Carbon Neutral 2038 target		This proposal is to increase the rates of cycling, walking and wheeling and will also improve access to public transport
Further Assessment(s): Carbon Assessment		
G	A	R
Positive impacts overall, whether long or short term.	Mix of positive and negative impacts. Trade-offs to consider.	Mostly negative, with at least one positive aspect. Trade-offs to consider.
		RRR Negative impacts overall.

Carbon Assessment				
Overall Score				
Buildings	Result	Justification/Mitigation		
New Build residential	N/A			
Residential building(s) renovation/maintenance	N/A			
New build non-residential (including public) buildings	N/A			
Transport				
Active travel and public transport		Funding for Active travel schemes There may be some small impacts		
Roads, Parking and Vehicle Access	TBC	Walking is linked to increase bus use		
Access to amenities				
Vehicle procurement	TBC			
Land Use				
Land use				
No associated carbon impacts expected.	High standard in terms of practice and awareness on carbon.	Mostly best practice with a good level of awareness on carbon.	Partially meets best practice/ awareness, significant room to improve.	Not best practice and/ or insufficient awareness of carbon impacts.

Risk Management

A programme risk register is maintained and updated regularly by TfGM.

Legal Considerations

The legal / funding agreements in respect of the allocation of grant funding will be produced and implemented for full scheme and development costs approvals as appropriate using the template agreements agreed with GMCA.

Financial Consequences – Revenue

Referenced throughout the report.

Financial Consequences – Capital

Referenced throughout the report.

Number of attachments to the report: 0

Background Papers

- 26 May 2023 – GMCA Transport Capital Programme
- 27 March 2025 – BNC Transport Infrastructure Pipeline
- 27 June 2025 – GMCA CRSTS1 Reprioritisation
- 19 August 2025 – BNC Transport Infrastructure Pipeline

Tracking/ Process

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

Yes

Exemption from call in

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

No

Overview and Scrutiny Committee

N/A

1. Introduction

- 1.1. Funding for GM's Active Travel Programme to date has come from a variety of sources including dedicated active travel funding grants, most recently administered by Active Travel England (ATE). The Active Travel Programme comprises of more than 180 projects, across the ten GM Local Authorities. As of June 2025, it represents circa £300m investment in walking, wheeling and cycling across GM as part of the wider integrated Bee Network system.
- 1.2. This report sets out proposals for the allocation of active travel funding which has been considered in the context of more integrated approach to highways maintenance and management.

2. Active Travel Funding and Highways Management

- 2.1. In June, GMCA approved the reprioritisation of CRSTS1 capital funding, and allocated funds to deliver the Integrated Pipeline, deliver the Bee Network and additional funding for highways maintenance.
- 2.2. In approving the allocation of additional funding for highways maintenance, it was agreed that more integrated arrangements should be put in place and that collaborative work should be commissioned with Local Authorities to review Highways Network Management, including;
 - How highways maintenance, road works and utility companies work can be better co-ordinated, including a review of the Greater Manchester Road Activity Permit Scheme (GMRAPS);
 - A review of local resources, including workforce capacity and delivery models, given the competition for capacity from within GM, TfGM and other agencies, including National Highways;
 - A benchmarking exercise of practices elsewhere, including in London; and
 - The prioritisation applied to the condition of highways, pathways and transport, relative to segregated cycle lanes, major bus priority works and other large capital schemes; and
 - Consideration to the broader interpretation and use of Active Travel funding so that it could be used for making pavements, pathways, rights of way etc safer to use.

- 2.3. Continued investment in active travel will be important to deliver the Greater Manchester Strategy (GMS) ambitions for more sustainable travel, Vision Zero, healthier and more active citizens, cleaner air and carbon neutrality.
- 2.4. The Integrated Settlement provides for a more flexible funding approach and the opportunity to deliver multiple outcomes from a single investment. For example, schemes which encourage more active travel and improve the reliability of bus journeys, whilst also renewing highways and maintaining walkways.
- 2.5. It is unclear whether GM will continue to receive any ring-fenced active travel funding in future, but if that is the case, opportunities to renew and maintain the highway and wider street scene are always considered when delivering any on-street works. GMCA has made it clear that any disparity between new, high quality active travel infrastructure, and uneven pavements and pot hole filled roads must be avoided.
- 2.6. The review of GM's approach to highways network management also helps support this approach, ensuring the most efficient use of local highways is made and by bringing investment and operational decisions closer together.

3. Active Travel Funding Allocations

- 3.1. GM currently has a number of active travel funding pots awarded by ATE and DfT, awaiting allocation and it was noted at the GMCA in June that allocations should be considered in light of the agreement for a more integrated approach to highways management.
- 3.2. These include Active Travel Fund 4 revenue funding, and capital and revenue funding from Active Travel Fund 5 and the Consolidated Active Travel Fund, totalling £5.2m revenue funding and £17m capital funding.
- 3.3. TfGM and Local Authority officers have developed proposals to allocate these funds which have been considered in the context of adopting a broader interpretation and use of Active Travel funding so that it can be used to improve the condition of pavements, pathways and rights of way etc.
- 3.4. Whilst many of the proposed schemes for investment are existing active travel schemes, each can be delivered in a way which will contribute to general highways improvements / maintenance, as is the case with existing schemes, that would

otherwise have to be funded from other dedicated highways maintenance resources.

3.5. Opportunities to deliver highways improvements through the proposed investment are as follows:

- **Active Travel Infrastructure Pipeline** – All schemes will result in local highways betterment in the form of improved or replaced surfacing for walking, wheeling and cycling, new crossings and upgraded junctions, bus stops and traffic management arrangements.
- **School Streets** – Opportunity to carry out minor maintenance and improvements at / near schools, such as dropped kerbs, informal crossings, revised traffic management arrangements, improvement of pavements and footpaths.
- **Bee Network Crossings** – Will deliver new, or upgraded traffic signal junctions near schools, reducing the number of such locations that have no crossing provision.
- **Remedial Works** – Will enable minor changes to be made to existing paths, routes and address access control issues that prevent those with mobility needs from using certain routes.

Revenue Allocations

3.6. The Committee is requested to endorse the proposed revenue allocations totalling £5.2m, as shown in the table below:

Scheme / Initiative	Proposed allocation (£000s)
Bee Network scheme Development (Local Authority led)	2,221
Behaviour Change	1,743
Cycle Hire Contract	1,000

Programme Management and Network Monitoring	201
Total	5,172

3.7. The allocation for Behaviour Change includes:

- Over 2,000 opportunities for individuals, families and groups to learn to ride, repair their bikes or support others in taking up more active lives by getting out and about on foot, wheel or bike;
- The Modeshift STARS program is now implemented in nearly 20% of Greater Manchester (GM) schools. It supports the WOW initiative by Living Streets which rewards pupils for walking to school. It also supports the Youth Travel Ambassador program which empowers secondary school students to address transport issues in their communities, focusing on increasing active travel to and from school;
- More than 40 community bike libraries, providing cheap or free access to bikes to those who otherwise could not afford a bike;
- Support for tens of thousands of GM residents through the Walk and Wheel initiative, engaging with traditionally harder to reach groups to support people to take up more active travel; and
- Communications and engagement activity, social media campaigns, printed and electronic media to provide travel information for those wishing to walk, wheel or cycling and we support tens of thousands of GM residents through the Walk and Wheel initiative, engaging with traditionally harder to reach groups to support people to take up more active travel.

3.8. The funding allocation to the Cycle Hire Contract will contribute towards the extension of the existing contract from 2026 to 2028, with the potential to expand the footprint of the existing scheme.

Capital Allocations

3.9. An additional £16.7mm has recently been allocated to GM through Active Travel 5 (ATF5) and the Consolidated Active Travel Fund (CATF) funding and it is proposed to bring these two streams together under one fund.

3.10. Following engagement with the Active Travel Commissioner and with Local Authority Officers, the recommended allocations are set out in the table below.

These allocations will enable Local Authorities to complete existing, developed schemes; carry out some essential maintenance and remedial work; kick start new initiatives e.g. School Streets and develop a future pipeline for future funding opportunities.

- 3.11. Of the £16.7m, the Committee is requested to endorse the proposed capital allocations totalling £15.2mm, as shown in the table below. £1.5m capital funding remains unallocated, proposals to allocate this will be brought to the Combined Authority at a later date.

Capital Funding	Proposed allocation (£m)
Active Travel Infrastructure Pipeline Delivery	8.6
School Streets (10 – 20 schools)	2.0
Bee Network Crossings	2.0
Remedial Works (Maintenance and renewal of existing active travel schemes)	1.1
Cycle Hire (Additional E-Bikes)	0.5
Secure Cycle Parking (e.g. district public cycle hangar schemes)	0.5
Wayfinding (To connect the completed network)	0.5
Total	15.2

- 3.12. A breakdown of capital allocations for the Active Travel Infrastructure Pipeline Delivery is set out in the table below.

Scheme	Link to Growth Priority	£ ATF (£m)
Oldham TC - Market Place	Oldham Town Centre Regeneration	4.58

Leigh Neighbours	Links to Leigh and Neighbourhood Regen	0.92
Atherton & Tyldesley Strategic Links	Catchments for Atherton Station & Guided Busway	0.95
A49 to Ashton	Links to Ashton Town Centre	0.713
Doffcocker	Links to Bolton Town Centre	1.411