

# Cycle City Ambition Grants



Department  
for Transport

Guidance on the Application Process is published alongside this application form on the Department's website.

Please include all relevant information with your completed application form.

The level of information provided should be proportionate to the size and complexity of the package proposed.

One application form should be completed per project.

## **Applicant Information**

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## **SECTION A - Project description and funding profile**

**A1. Project name:** Greater Manchester Cycle City 2025

### **A2. Headline description:**

Our Cycle City vision is for a healthy, safe, sustainable city region where people want to live and work. To meet this vision, we are committed to delivering investment that will make cycling an everyday and aspirational form of transport for all.

This application outlines the next phase of our Cycle City programme which will see continued improvement of our cycle network and cycle parking, the delivery of Cycle and Ride stations and investment in Partner Cycle Schools to help inspire the next generation of cyclists. For the first time we will also be delivering Cycle Friendly District Centres based on the concept of Transport for London's mini-Hollands.

### **A3. Geographical area:**

The programme covers the geographical area of Greater Manchester, comprising the ten district authorities of Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford and Wigan.

**A4. Total DfT funding contribution sought (£m):** £22.1 million

## **SECTION B – The Business Case**

You may find the following DfT tools useful in preparing your business case:

- [Transport Business Cases](#)
- [Behavioural Insights Toolkit](#)
- [Logic Mapping Hints and Tips](#)

### **B1. The Scheme – Summary**

The Greater Manchester Cycle City programme consists of a comprehensive package of infrastructure measures to remove barriers to cycling and improve the physical cycling environment. Our Cycle City programme is complemented by a Travel Choices programme of practical support and engagement. Many of our cycling infrastructure measures such as enhancements to canal towpaths, new crossing facilities and traffic calming and 20 mph zones will also benefit pedestrians.

The aim of our Cycle City programme is to secure a cultural shift to make cycling a mainstream form of transport for all, regardless of age or ability and lead to a 300% increase in cycling over the full programme to 2025.

Good progress is being made with the first phase of our Cycle City programme (2013-15) with significant improvements being made to key commuter radial cycle routes into the regional centre, as well as delivering programmes to improve facilities at interchanges and education facilities. Investments already made to improve commuter cycle routes have shown a growth in cycling in excess of 20% within a year.

The second phase of our Cycle City programme (2015-18) will see the continuation of the main investment frameworks, as set out in our original Cycle City bid, under the following programme areas:

Developing a network of **high quality, newly-built or enhanced cycling routes** along key corridors that connect communities with employment centres, schools and training opportunities. These routes will provide separate or protected facilities for cyclists from general traffic, where possible, and in total over 45km of new or improved cycle routes will be delivered through this bid. We have recently developed and adopted a Greater Manchester Cycling

Design Guidance Document that will ensure consistency of approach and delivery standards across Greater Manchester and will be used to inform the design of future cycle schemes.

Investing in five **Cycle and Ride** stations, that encourage cycling as part of longer journeys by providing facilities and improving access at rail and tram interchanges. This package complements investment being undertaken with rail and tram partners.

Extending our successful **Partner Cycle School programme**, by providing enhanced cycle parking and improved access arrangements, for both pedestrians and cyclists, at an additional ten secondary schools and colleges. This programme will build on the existing network of Partner Cycle Schools, that are being delivered as part of our original CCAG bid. We aim to inspire the next generation of cyclists by presenting cycling as an attractive travel option for younger people at a time when they are developing travel independence.

Increasing the availability of **cycle parking at key locations**, by continuing to provide grants to businesses through our successful Commuter Cycle Project as well as providing support to social housing organisations and community groups, as part of our commitment to make cycling inclusive and work with harder to reach groups.

For the first time four new **Cycle Friendly District Centres** will look to transform cycling habits in communities by providing a high-quality local cycle network through a package of key routes, quiet street treatments, 20 mph zones and cycle parking facilities. Cycle Friendly District Centres will also include Partner Cycle Schools and Cycle and Ride stations and will extend the reach of our Cycle City programme to even more potential cyclists, giving outer districts of Greater Manchester the opportunity to improve their cycle network. As part of this package, improvements will also be made to the **Regional Centre**, introducing a connected cycle network linking cross-city routes to key destinations, together with contraflow cycle lanes and new crossing facilities for both cyclists and pedestrians.

Our Cycle City programme will continue to be supported by a comprehensive package of **Travel Choices initiatives** which aims to secure transformational cultural change, funded by DfT's Local Sustainable Transport Fund and promoted through our established Better By Cycle brand.

A map showing our CCAG programme (2015-18) is contained in **Appendix B1**.

## **B2. The Strategic Case**

Greater Manchester covers a 500 square mile urban area with 2.7 million residents, focussed on a strong regional centre – covering Manchester city centre and adjoining parts of Salford and Trafford - and comprising a mix of high density urban areas and suburbs which extends to semi-rural and rural locations at its periphery. The ten local authorities have a strong track record of success through collaboration, and have put in place a new model of working that is already delivering an ambitious level of growth through localism and collaboration with the local business community.

Greater Manchester is the most important economic centre in the UK outside London, generating £47 billion of GVA each year and employing 1.14 million people in 93,000 businesses. An additional 85,000 jobs are forecast to be created over the next 10 years as a consequence of the combined public and private sector initiatives set out in the Greater Manchester Strategy. The potential of Greater Manchester to drive overall growth at a national level and support objectives for economic rebalancing across the country is recognised by the City Deal with Government.

Through the establishment of the first Combined Authority in the country, the Greater Manchester partners have recognised the value of strong governance and clear prioritisation to target public spending where it can best unlock growth, private investment and entrepreneurial talent. Greater Manchester Combined Authority (GMCA) is now complemented by a strong and focussed Local Enterprise Partnership. The £1.5 billion Greater Manchester Transport Fund (GMTF) and our other leading-edge approaches to local spending, encapsulated in the Greater Manchester Investment Framework (GMIF), demonstrate prioritisation in action. The Greater Manchester Devolution Agreement will enable us to manage the transport network more effectively and efficiently in support of our strategic objectives and provide an opportunity to further develop our cycling agenda as part of a wider, more integrated transport offer.

## **Policy Context**

Our Cycle City Ambition bid is firmly rooted in local policy objectives which are focussed on making Greater Manchester one of Europe's premier city-regions through enabling low carbon economic growth; providing places to live that encourage people to stay and contribute to the success of the city region; and better equipping people to take advantage of the opportunities available.

This ambition is set out in the Greater Manchester Strategy (GMS), first published in 2009 and updated in 2013, which sets out an integrated economic policy framework for effective co-operation across public and private sectors to enable Greater Manchester to achieve its full potential so that:

'By 2020, the Greater Manchester city region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener city region where all our residents are able to contribute to and benefit from sustained prosperity'.

This strategy was firmly based on the economic analysis of the 2008/9 Manchester Independent Economic Review (MIER)<sup>1</sup> and the 2008 Mini Stern for Manchester review, undertaken by Deloitte, which have enabled the GMS to present a truly integrated approach to growth and sustainability across all policy dimensions from early years, skills development and better life chances to housing growth, business support and infrastructure delivery. The delivery of GMS is made possible by our new governance arrangements.

GMS recognised the central role of transport in achieving growth and cutting carbon emissions, and provided the context for the third Greater Manchester Local Transport Plan, 2011 (LTP3).

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<sup>1</sup> Manchester Independent Economic Review

The basis of the LTP3 strategy is to encourage a mode shift to public transport for longer journeys (over 5 kms); and to active travel for short local trips or to link to public transport interchanges, while increasing the efficiency of the highway network. This approach is being carried through into our new long term transport strategy, currently under development, which recognises 'Local Connectivity' as a key theme. Active travel therefore plays a central role in this strategy, and our CCAG measures directly seek to influence these short trips.

The economic cost of congestion in Greater Manchester has been estimated at £1.3 billion per annum. With over one million commuting journeys made here each day, there are significant challenges in managing the impact of peak-time traffic congestion on network efficiency and on air quality. Many areas within the conurbation currently exceed EU thresholds for nitrogen dioxide (NO<sub>2</sub>) concentrations, particularly those adjacent to key commuting routes.

The current Greater Manchester carbon footprint of approximately 17.5 million tonnes, needs to be reduced to below 10 million tonnes by 2020. Since road transport contributes 25% of all emissions, a significant switch to more sustainable modes is required. Although longer distance trips are the main source of emissions, increasing walking and cycling to stations has a key role to play in maximising the use of public transport for these journeys. Our Cycle City programme will contribute directly to strategic aims in terms of carbon reduction – Greater Manchester has a target of 48% reduction in carbon dioxide emissions by 2050.

Around 15% of people commuting by car travel less than 2kms (just over 1 mile) and more than 30% of commuters travel less than 5kms (around 3 miles). This represents a major opportunity for modal shift which will reduce both local congestion and carbon emissions and improve air quality.

Public health is a significant contributor to, and cost of, deprivation in Greater Manchester, where there is some of the lowest life expectancy at birth in England for both men and women. Many health problems, such as obesity, mental illness, diabetes, heart disease, asthma and respiratory disease, are related to inactivity or poor air quality. Seven out of ten Greater Manchester districts suffer heart disease levels higher than the national average; and one in four residents are currently classed as obese. This is a strategic concern in both health and economic terms; with ill health being a major cause of worklessness in Greater Manchester. As part of the Greater Manchester's physical activity and sport agenda, we are working closely with Directors of Public Health, Public Health England, Greater Sport (the Greater Manchester Sports Partnership) and British Cycling to develop a cross sectorial approach to unlocking health benefits through cycling.

The priority for transport is to 'improve Greater Manchester's connectivity, locally, nationally and internationally'. The improvements being put in place through Greater Manchester Transport Fund; the introduction of Smartcard ticketing; Network Rail investment in electrification; and the Northern Hub, as well as the future arrival of HS2, will do much to raise the standard of Greater Manchester's transport network to that of comparator cities. An improved cycle network and facilities will play an important part in contributing to this, in the context of local journeys and as part of longer journey by public transport. We have made significant progress through our LSTF and CCAG programmes, and have committed Local Growth Funding to support cycle measures.

## **Greater Manchester Cycle City Vision 2025**

Greater Manchester's Cycle City vision is for a healthy, safe, sustainable city region where people want to live and work. A city fit for the future; a healthy, safe, sustainable city with a well-established cycling culture is integral to the region's health and prosperity.

To do this, we will deliver a sustained and strategic programme of investment in cycling from both the public and private sectors that, within a generation, will deliver a cycling culture and infrastructure across Greater Manchester that will make cycling a mainstream, everyday and aspirational form of transport for all, regardless of their age or ability.

We aim to double and double again the proportion of trips made by bicycle over the next 12 years. That's a 300% increase by 2025. Alongside continued government investment we believe we can stretch this further to a 10% mode share by 2025. We want to transform cycling in Greater Manchester, and bring levels of cycling up to those seen in our European partner cities.

Greater Manchester is aiming for a real cultural shift in cycling across the region through:

- A co-ordinated approach with partners
- A network of high-quality dedicated cycle routes, segregated from traffic where possible and which connect to employment centres, schools, leisure opportunities and the regional centre
- Improved cycle parking at rail, Metrolink and transport interchanges
- Working with educational establishments to increase cycling levels in young people
- The widespread application of a Travel Choices programme; and
- Work with Public Health Authorities to develop cycle-focused health and wellbeing initiatives.

## **Greater Manchester Cycle Strategy**

Our Cycle City programme directly aligns with the adopted Greater Manchester Cycling Strategy which provides the context for the continued investment in cycling that will take Greater Manchester towards the vision set out in the first CCAG bid of being a leading Cycling City Region by 2025.

The Greater Manchester Cycling Strategy, adopted in July 2014, builds on the previous Local Transport Plan policy and the investment secured through the Local Sustainable Transport Fund and the Cycle City Ambition Grant. It sets out a regional approach to prioritise future investment in capital and revenue spend on cycling, and challenges policy makers to ensure that programmes are in place to influence, enable and encourage individuals, families and communities to take part in physical activity and adopt active travel choices.

Increasing cycling levels will have a dramatic impact on the region's health and economic prospects. A high-quality network of cycle routes that are fit for purpose, connecting people to the places they want to go to, alongside infrastructure improvements and a comprehensive

programme of training and support are instrumental to bring about a cultural shift to cycling. Achieving greater levels of sustainable transport into and around the regional centre are critical to continue on a trajectory of growth and prosperity, not least with regard to city centre living.

The strategy covers the ten districts of Greater Manchester and, through improved cycle route connectivity to key destinations, including town centres, new and existing interchanges and Metrolink stations, ensures that it becomes a more connected city region for all 2.7 million residents and beyond.

At the core of our cycle strategy, are a number of investment frameworks to help guide a sustained and strategic programme of investment in cycling from both the public and private sectors. Our Cycle City programme focuses on the delivery of schemes that help deliver the capital elements of the strategy.

### **Framework 1: Route network development**

In order to develop a strategically-planned network of accessible, dedicated, high-quality, continuous routes which are largely segregated from general traffic that will appeal to a broad range of potential cyclists for whom safety concerns are a barrier to cycling more, we will:

- Develop a primary and local cycle network that connects people to places for health, education, employment and leisure that reflect the standards set out in the Cycling Design Guidance and meet the needs of a range of cyclists
- Develop and introduce 20mph zones/limits to enable and encourage local cycle trips, and provide 'quiet roads' links to the primary and local cycling route network
- Ensure cycle parking facilities are provided at key centres of attractions across the primary and local cycle route networks.

### **Framework 2: Interchanges**

To increase the number of access trips to transport interchanges made by bicycle, we will:

- Improve the quality and availability of secure cycle parking
- Improve route connectivity, security and signage at and around interchanges
- Develop bespoke station travel plans tailored to the catchment area.

### **Framework 3: Schools and colleges programme**

To increase the number of students and employees cycling to schools and colleges, we will:

- Strengthen links with schools and colleges to develop travel plans and access audits
- Build upon existing measures within education establishments e.g. Bikeability
- Implement a 'Partner Cycle Schools' programme to increase the provision of cycle parking and improve cycle route connectivity and signage at schools and colleges
- Make available a comprehensive package of travel planning and cycle training opportunities that can be delivered in schools and colleges.

### **Framework 4: Health, wellbeing and physical activity**

To contribute to improvements in the health and wellbeing of our residents, we will work with other agencies such as public health authorities, NHS England and Clinical Commissioning Groups to develop a comprehensive and collaborative approach to encouraging Greater Manchester residents to become more active. In particular, we will:

- Encourage utility and recreational cycling as a means to address physical health challenges, including conditions such as cancer, obesity and heart disease where inactivity is a contributory factor
- Identify opportunities to link with existing 'activity' initiatives and programmes being progressed through Local Authorities, Clinical Commissioning Groups and third sector programmes including 'exercise on prescription' and physical activity referral schemes.

#### **Framework 5: Practical support and training**

To provide the support that people need to make the decision to cycle, we will:

- Develop and deliver a programme of practical support that includes cycle training, led rides and maintenance courses, ensuring programmes are inclusive and accessible regardless of age, ability or background
- Develop and deliver a programme of 'cycle aware' driver training courses for buses and larger goods vehicles and lobby for changes to general driving test skills and Highway Code changes
- Develop and deliver a programme of Travel Choices interventions including Travel Plans and Personal Travel Planning together with Business Engagement Policies.

#### **Framework 6: Marketing and communications**

To engage with different audiences, we will:

- Develop and deliver a 'Better By Cycle' programme of activities that make it as easy as possible for people to access information on cycling training, bike maintenance and cycle infrastructure.
- Undertake campaigns to address sharing the road space and respect for other road users targeting both cyclists and other road users
- Undertake a range of targeted promotional activities which make effective use of new and existing communications channels to target particular audiences.

#### **Framework 7: Monitoring and evaluation**

The success of the Greater Manchester Cycling Strategy will be measured across a number of dimensions and reported on a regular basis, in the style of the Copenhagen Bicycle Account. Existing work, including feedback on satisfaction levels and attitudes of both cyclists and potential cyclists will be built upon, leading to a more complete picture, which will serve to inform future policy and scheme development. We will also be looking to work with Greater Manchester academic institutions to develop and apply appropriate research.

The reporting framework will assess performance against the targets set, building upon the LTP processes already in place and the post-implementation evaluation case study through our investment programmes.

The Greater Manchester Cycle Strategy can be found in **Appendix B2(i)**.

#### **Greater Manchester Cycling Design Guidance Document**

To ensure consistent and high-quality implementation of cycling infrastructure as part of the Cycle City programme, the Greater Manchester Cycling Design Guidance Document (GMCDG) has been developed in collaboration with the Greater Manchester partners including District Authorities. Many of the design layouts in the guidance also enhance facilities for pedestrians.



All new infrastructure will be delivered to standards and key design criteria, as set out in the GMCDG:

**Safety** – cycling infrastructure must cater for all age groups and the full range of cycling abilities. To achieve this, the aspiration is therefore to provide largely-segregated cycle facilities where cyclists are separated from other road users. Safety considerations include ensuring that new cycling infrastructure does not adversely affect pedestrians, in particular vulnerable pedestrians such as those with mobility impairment

**Coherence** – the cycle route must be easy to find and intuitive to navigate; be consistent in quality; and offer route continuity and completeness. Where available, highway widths are restricted for short sections, and the objective should be to maintain the cycle facility, potentially through localised widening. Road signs such as ‘Cyclists Dismount’ or ‘End’ of cycle lane should not be used.

**Directness** – the cycle facilities must be direct in terms of both distance and time. Cycle routes need to serve key desire lines, connecting origins to destinations end-to-end without significant detour or delay.

**Attractiveness** – the cycling environment along a route should be pleasant and interesting, to encourage cyclists of all levels, including beginners, recreational cyclists and commuter cyclists. Furthermore, there should be good levels of natural surveillance and, where appropriate, street lighting in order to promote personal safety.

**Comfort** – cycling infrastructure should be designed, built and maintained for ease of use and for comfort. This means application of high-quality surface treatment and seeking to minimise the number of times it is necessary to stop or conflict with other road users.

The Greater Manchester Cycle Design guidance can be found in **Appendix B2(ii)**.

### **DfT’s Cycle Delivery Plan**

On 16th October 2014 the DfT published a draft Cycling Delivery Plan outlining the government’s commitment to make cycling and walking the natural choice for short journeys or as part of a longer journey regardless of age, gender, fitness level or income by 2025. The draft Cycling Delivery Plan sets out the plan of action over the next 10 years with a clear aim to double cycling and increase levels of walking in England with an aim to reach £10 per person investment in cycling in England by 2021, or sooner if possible.

Through the development of our Cycle City programme we have already taken a number of significant steps to achieving the ambition and actions set out in the key themes of the plan. We have established a clear vision to transform cycling by 2025, over £45m of cycling investment between 2011 and 2015 (including LSTF and CCAG1), signifying a fundamental step change in quality of the cycling provision in Greater Manchester.

As well as delivering a cycle transformation in Greater Manchester, we are also fully committed to supporting the DfT in the delivery of the national ambition set out in the draft Cycle Delivery Plan.

We currently work closely with the DfT on a number of strategic issues, are an active member of the Cycle Cities “Working Together” group and the PTEG “Going up a Gear” group. We are also an advocate of best practice presenting at national conferences as well as hosting information events and workshops. We welcome the amendment to the Infrastructure Bill to include a requirement to set a cycling and walking investment strategy.

As part of our submission we will be looking to formalise our partnership with the DfT and can clearly demonstrate that we meet all of the partnership requirements.

| Partnership requirements                                                                                                                                                                                                                           | Greater Manchester Response                                                                                                                                                                                                                                                                                         |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Set a clear and specific vision which outlines how cycling and walking will be increased and supported in a defined area over a defined period                                                                                                     | We have a clear vision to transform cycling in Greater Manchester with the aim of 10% of journeys being undertaken by bike by 2025. In support of our vision, we have developed a Greater Manchester Cycling Strategy which was adopted in 2014.                                                                    |
| Develop a local walking and cycling delivery plan, supported by local partners                                                                                                                                                                     | As part of this submission we have developed a robust delivery plan up to 2018.                                                                                                                                                                                                                                     |
| Appoint an influential cycling and walking champion locally                                                                                                                                                                                        | We have an appointed “Cycle Champion” who is an elected member, selected by Transport for Greater Manchester Committee, to promote the long-term aim the Cycle City Programme.                                                                                                                                      |
| Demonstrate a commitment to door-to-door journeys and to creating safe cycling and walking provision through cycle proofing and pedestrian proofing new transport infrastructure and a planned and funded cycling and walking investment programme | Encouraging cycling for door-to-door journeys is at the core of our Cycle City Programme. This includes providing facilities at key interchanges to enable cycling as part of a longer journey. We are also committed to cycle proofing new infrastructure and will be guided by our adopted Cycle Design Guidance. |
| Demonstrate that walking and cycling plans include steps to meet the needs of people from hard to reach groups.                                                                                                                                    | We are committed to making cycling an attractive travel choice for everyone; this includes working with hard to reach groups through our Community Cycle Club project, grants for Social Housing Associations and our Bike Back to Work scheme.                                                                     |

Greater Manchester’s agreement to work with the DfT as a partner is outlined in **section B7**.

### Get Britain Cycling Report

In 2013 the All Party Parliamentary Cycling Group (APPCG) published the ‘Get Britain Cycling’ report which included a number of recommendations to government. Greater Manchester appeared in the inquiry and the summary recommendations in the report strongly align with the proposals in Greater Manchester’s Cycle City programme.

| APPCG Recommendations                                                                                   | GM Cycle City 2025                                                                                     |
|---------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|
| 10% of journeys in the UK to be made by bicycle by 2025.                                                | Our Cycle City vision is for 10% journeys across all Greater Manchester to be made by bicycle by 2025. |
| More of the transport budget should be spent on supporting cycling, at a rate initially set to at least | Our Cycle City Programme demonstrates a clear commitment to investing £10 per head, capped at          |

|                                                                                                                                   |                                                                                                                                                                                                                           |
|-----------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| £10 per person per year, and increasing as cycling levels increase                                                                | a million population, up to 2018.                                                                                                                                                                                         |
| Cycling should be considered at an earlier stage in all planning decisions, whether transport schemes or new houses or businesses | We are committed to cycle proofing all new major infrastructure delivered as part of the Local Growth Fund. We have published a Cycle Design Guidance to ensure that all new infrastructure delivered is fit for purpose. |
| More use should be made of segregated cycle lanes, learning from the Dutch experience                                             | Our commitment is to provide continuous cycle highways that are segregated whenever possible.                                                                                                                             |
| Urban speed limits should generally be reduced to 20mph                                                                           | Our Cycle City network is reinforced by 20mph speed limit areas and quiet road treatments.                                                                                                                                |
| Improving HGV Safety through the Cycle Safety Fund                                                                                | We are delivering a range of measures including more ASLs and Trixi mirrors and professional driver training raising awareness of vulnerable road users.                                                                  |
| The Government should produce a detailed cross departmental Cycling Action Plan, with annual progress reports                     | We are fully committed to the proposals outlined in the Draft Cycle Delivery Plan and working in partnership with the DfT.                                                                                                |

In April 2014 the All Party Commission on Physical Activity published 'Tackling Physical Inactivity: A Coordinated Approach' which set out a number of recommendations to get the country more active. This followed on from the launch in February 2014 of 'Moving More, Living More', a cross-government commitment to increase physical activity for all age groups and carry on the legacy of the London 2012 Olympic and Paralympic Games.

### **B3. The Financial Case – Project Costs**

Before preparing a scheme proposal for submission, bid promoters should ensure they understand the financial implications of developing the scheme (including any implications for future resource spend and ongoing maintenance and operating costs), and the need to secure and underwrite any necessary funding outside the Department's maximum contribution.

Please complete the following tables. **Figures should be entered in £000s** (i.e. £10,000 = 10).

**Table A: Funding profile (Nominal terms)**

| £000s                               | 2015-16 | 2016-17 | 2017-18 | Total  |
|-------------------------------------|---------|---------|---------|--------|
| <b>DfT funding sought</b>           | 3,853   | 9,396   | 8,851   | 22,100 |
| <b>Local Authority contribution</b> | 8,879   | 2,875   | 450     | 12,204 |
| <b>Third Party contribution</b>     | -       | -       | 250     | 250    |
| <b>TOTAL</b>                        | 12,732  | 12,271  | 9,551   | 34,554 |

As was the case with the Local Sustainable Transport Fund bid and CCAG1, and in the context of the City Deal, TfGM would welcome a discussion with the Department in relation to the profile of the funding.

A full breakdown of programme costs can be found in **Appendix B3**.

## **Introduction**

This section sets out the financial expenditure over the Cycle City Ambition Grant period, including expenditure beyond March 2018, to ensure the measures in the bid achieve the maximum benefits and sustainability; the key assumptions within the financial business case; the process undertaken to determine and finalise the financial case; the profile of expenditure; and the local contributions to the schemes and the package as a whole.

The total value of the CCAG2 programme is £34.6 million, funded from £12.2 million of Local Authority contribution, £ 0.3 million from third party, and £22.1 million of DfT funding.

## **Assumptions**

The key assumptions made in developing the financial case for the programme of works are set out below:

- The outline capital costs for each scheme have been developed based on unit costs informed by the schemes being implemented under CCAG1 and LSTF
- A review of the cost and funding assumptions for each element of the programme has been undertaken to confirm the ongoing financial sustainability of the programme post the Cycle City Ambition Grant funding period
- The price base date for all costs is 1 January 2015
- All scheme costs will be subject to further development prior to delivery, including undertaking a detailed Quantified Risk Assessment
- Local authority and other Third Party contributions have been included in the financial case where appropriate
- Any significant changes to the scope of the programme arising from the detailed design stage will be subject to discussion with the DfT.

## **Financial Costing Methodology**

In order to develop the financial case for each scheme the following methodology has been applied:

- An analysis of outline costs for each scheme
- The above assumptions used to develop the costs
- The phasing of costs, within, and beyond, the Cycle City Ambition Grant period
- The analysis of costs between capital and revenue
- The local funding contributions towards scheme costs
- The phasing of local funding contributions.

The narrative below explains the methodology applied to the development of each of the component parts of the package.

## **Cycle Routes**

This package of works consists of building or improving cycle routes across districts within Greater Manchester to provide a protected cycling environment. Specific interventions include segregated routes and upgrades of canal towpaths with a range of investment including cycle path widening, surfacing, lighting, bridges and the re-design of junctions.

The outline costs and scope of cycle routes have been developed working with our bid development partner, Sustrans, who have proven experience in delivering similar schemes nationally, and with district partners to add key local experience and knowledge. The TfGM cycling team has subsequently provided challenge, as appropriate, in order to ensure consistency of methodology, cost assumptions and approach, based on the substantial knowledge gained through the delivery of similar schemes as part of original CCAG programme, the LSTF large project, and the LSTF key component cycle hub programme.

Detailed costs plans will be finalised for each scheme during the detailed design stage, including undertaking a further Quantified Risk Assessment. These will be used to inform the final project costs included within the Delivery Agreements.

## **Cycle Friendly District Centres**

This package of works consists of developing a high-quality local cycle network through a package of key routes, quiet street treatments, 20 mph zones and cycle parking facilities. Cycle Friendly District Centres will also include partner schools and Cycle and Ride stations and will extend the reach of our Cycle City programme to even more potential cyclists, giving outer districts of Greater Manchester the opportunity to improve their cycle network.

The outline costs and scope of Cycle Friendly District Centres have been developed working with our bid development partner, Sustrans, who have been involved in the development of Transport for London's mini-Holland schemes, and with District partners. The TfGM cycling team has subsequently provided further challenge, as appropriate, in order to ensure consistency of methodology, cost assumptions and approach, based on the substantial knowledge gained through the delivery of similar schemes as part of original CCAG programme, the LSTF large project, and the LSTF key component cycle hub programme.

Detailed costs plans will be finalised for each scheme during the detailed design stage, including undertaking a further Quantified Risk Assessment. These will be used to inform the final project costs included within the Delivery Agreements

## **Cycle and Ride schemes**

This programme of work consists of a number of schemes that will improve cycle access and facilities at a number of railway and Metrolink stations across Greater Manchester.

The outline costs and scope have been developed by TfGM based on the substantial knowledge gained through the delivery of similar schemes as part of original CCAG programme, LSTF large project, and the LSTF key component cycle hub programme.

The detailed costs and work packages for each station will be developed with local delivery partners, including the train operating companies and Metrolink, in line with the approach taken to delivering Cycle and Ride stations as part of the original CCAG programme.

### **Partner Cycle Schools Programme**

This programme consists of interventions that will encourage cycling in the next generation, by improving access and safety at a number of schools and colleges (for 11 – 18 year olds).

The cost and scope have been developed by TfGM based on the substantial knowledge gained through the delivery of similar schemes as part of original CCAG programme, providing high certainty of costs.

As with our original CCAG programme, a budget of circa £100,000 per educational establishment has been allocated, with an individual package of measures being identified for each school, through the development of an action plan with staff, pupils and parents including detailed auditing, surveys and gap analysis.

### **Cycle Parking**

This programme will increase the availability of cycle parking across Greater Manchester and will consist of cycle grants to businesses, as part of the commuter cycle project, social housing providers, and community facilities.

The cost and scope have been developed by TfGM based on the substantial knowledge gained through the delivery grants as part of the LSTF large project and key component, providing high certainty of costs.

As with our original LSTF programme, the maximum grant per establishment will be £10,000, with an individual package of measures being identify for each establishment through the development of an action plan, including detailed auditing, surveys and gap analysis. Grants will be available for the provision of secure cycle parking as well as showers, changing and storage facilities.

### **Risk Allowances**

Scheme risk registers will be prepared prior to delivery, with Quantitative Risk Assessments (QRA) being undertaken on each of the schemes. These will be undertaken in accordance with the TfGM Risk Management process and procedures, with risks being assessed in terms of likelihood of occurrence and cost impact.

The output from the QRA model will be used to provide an assessment of financial risk exposure and a measure of the risk allowance required. These figures will be used to inform the final cost plans to be used prior to signing delivery agreements.

A Risk Management Strategy, based on the one applied for CCAG1, will be developed in accordance with TfGM Risk Management process and procedures which will outline how risks and the risk allowances will be managed.

### **Delivery Model**

The procurement strategy developed for the first phase of our Cycle City programme will be reviewed and updated, as appropriate, to support the schemes included in this submission. This will be done in line with the TfGM procurement procedures and policies to ensure in all cases they meet the strategic objectives of delivering best whole life value for money.

In line with this process, the approval for the updated procurement strategies will be via the established Strategic Procurement Group who will approve the various procurement 'gateways', from initiation stage through to award of Contract. All procurement activities will follow the TfGM Constitution and Scheme of Delegation.

The programme of planned activity consists of a number of different schemes which will largely be delivered by the Greater Manchester Districts. Existing 'Delivery Agreements' with the Districts, established as part of the original CCAG programme, will be utilised to cover the work included in our CCAG2 programme to ensure delivery to the prescribed quality, cost and programme requirements.

The Delivery Agreements will seek to commit a maximum commitment for the delivery of the projects, with the risk of cost over spend being borne by the delivery bodies.

## **B4. Package description**

The second phase of our Cycle City programme (2015-18) will see the continuation of the main investment frameworks, as set out in our original Cycle City bid, under the following programme areas:

### **Cycle Routes**

The core of our Cycle City programme is the further development of a network of high-quality, newly-built or enhanced cycle routes along key corridors that connect communities with employment centres, schools and training opportunities. These cycle routes will provide separate or protected facilities for cyclists from general traffic, where possible, and in total over 45 km of new or improved cycle route will be delivered.

The proposed Cycle Routes are:

#### **Chorlton Cycleway**

Situated along one of the busiest corridors in Greater Manchester, with over 1000 cyclists a day currently using the route, the Chorlton cycleway will look to replicate the type of cycle infrastructure being implemented on the CCAG1 Wilmslow Road Cycleway. A high-quality, largely segregated cycle route will be delivered, providing a seamless connection between the

city centre to the residential areas to the south west, where there are links to the TransPennine Trail and to upgraded CCAG1 schemes.

### **Stretford Cycleway**

This scheme will see a new high-quality route being delivered along a busy commuter corridor that links residential areas to the South West of the city to the regional centre and the universities. The route is currently used by around 600 cyclists a day, with a high potential for future growth. Improvements to the route will build on investments recently made through the Cycle Safety Fund and will provide a high quality cycle route, largely separated from general traffic. The Stretford cycleway will link directly to the Chorlton cycleway and the Wilmslow Road cycleway. This will be complemented by improvements to NCN route 55.

### **Clippers Quay Bridge**

Bridging the severance caused by the Manchester Ship Canal, the proposed Clippers Quay Bridge in Salford would enable a traffic free crossing that avoids a significantly longer and unappealing route using a busy dual carriageway. The new bridge would provide significantly improved, and direct, cycle access to the strategically important employment areas of Trafford Park, MediaCityUK and the Regional Centre providing a key link between the National Cycle Network route 55 and 556. The inclusion of this scheme is subject to confirmation of the match funding and, if unable to be progressed, would be replaced by prioritised high quality cycleway schemes providing links to employment in the area.

### **Huddersfield and Peak Forest Canal Cycleways**

This scheme builds on Ashton Canal Cycleway delivered through CCAG1, and earlier work on the Peak Forest Canal funded through LSTF to deliver new traffic free routes along tow paths linking the residential and employment areas of Stalybridge, Hyde and Ashton town centre. The scheme will also provide also provide an important seamless connection to the regional centre using the Ashton Canal Cycleway over a total distance of 15km. This will be complemented by further local links to improve access to the Ashton Canal Cycleway to extend its catchment area.

### **Bridgewater Cycleway**

This scheme would extend the Bridgewater Cycleway, opened as part of the first phase of our Cycle City programme. This will complete the strategically important link from the regional centre to Trans Pennine Trail and the National Cycle Network routes 82 and 62. The scheme will also provide cycle access to key employment and residential areas.

### **Rochdale Cyclelinks**

This scheme will deliver a high quality network of local cycle routes, and address severance caused by the M62 through a joint package of cycle enhancements, with the Highway Agency, at Junction 19. The new cycle routes will provide strategically important links between the local communities and employment opportunities in Middleton and Heywood, as well as providing traffic free access to Hopwood Hall College.

### **Bolton Cyclelinks**

To improve cycle access in Bolton a network of high quality, and largely off-highway, cycleways will be delivered that connect local communities with key trip attractors, including the Royal



Bolton Hospital, a major local employer. The package will include a new canal towpath link between Farnworth and Radcliffe, providing a fully traffic free route between these two town centres. This package of works will be supported by the investment through the Local Growth Fund minor works and major scheme.

All cycle routes delivered will meet the standards set out in the Greater Manchester Cycling Design guidance to ensure a high-quality and consistent approach in developing our cycle network.

### **Cycle Friendly District Centres**

For the first time five new Cycle Friendly District Centres will be delivered, transforming cycling habits in communities by providing a high-quality local cycle network through a package of key routes, quiet street treatments, 20 mph zones and cycle parking facilities. Cycle Friendly District Centres will also include Partner Schools and Cycle and Ride stations, and will extend the reach of our Cycle City programme to even more potential cyclists.

The proposed Cycle Friendly District Centres are:

#### **Cheadle Hulme Cycle Friendly District Centre**

Cheadle Hulme is a lively shopping and business district centre to the south west of Stockport, and an important commuter hub for the regional centre. The Cheadle Hulme package will deliver a number of measures to increase cycling for short local trips, including upgrading three key routes enabling largely traffic-free cycle access to Cheadle Hulme centre and the train station. This will include an extension of the Mersey Valley cycleway scheme, delivered as part of the first phase of our Cycle City Programme. Route enhancements will be further supported by 20 mph zones and additional cycle parking at the rail station as part of the Cycle and Ride scheme.

#### **Radcliffe Cycle Friendly District Centre**

Radcliffe is an important commuter hub, with the second busiest tram stop for inbound passengers to the regional centre on the whole of the Metrolink network. The Radcliffe package will improve cycle accessibility of the town centre and the Metrolink stop with additional cycle parking being provided through the Cycle and Ride scheme. The package builds on improvement to local cycle routes, providing links to the nearby centres of Bolton, Bury and Farnworth.

#### **Oldham Cycle Friendly District Centre**

As part of a wider £7 million town centre improvement package, cycling measures will be delivered to improve cycle accessibility through segregated cycle routes. Of particular importance is a traffic-free cycle route to Oldham Sixth Form College and the new leisure centre, and the conversion of five crossings to allow use by cyclists. To enable cycling as part of a longer journey, cycle access to the new Metrolink stop, which connects Oldham town centre with the regional centre, will also be delivered through this package.

## **Wigan Cycle Friendly District Centre**

This package involves the expansion of the local network of cycle routes to support sustainable access to Wigan town centre and Wigan rail stations. The cycle routes, including a mixture of segregated sections and quiet street treatments, will be complemented by 20 mph speed limits that cover residential areas close to the town centre. Route improvements will be implemented on five corridors and build from existing investment made through the Cycle Safety Fund.

As part of this package, improvements will also be made to the **Regional Centre**, introducing a connected cycle network linking cross-city routes to key destinations, together with contraflow cycle lanes and new crossing facilities for both cyclists and pedestrians.

## **Cycle and Ride schemes**

Our CCAG2 programme will see the delivery of a number of Cycle and Ride stations located near new or improved Cycle City infrastructure to encourage cycling as part of a longer journey. This approach will improve cycle access from within a local station catchment for onward travel by rail or tram as part of a sustainable door-to-door journey strategy.

The Cycle and Ride station packages being developed as part of this bid are at:

- Cheadle Hulme (National Rail)
- Stalybridge (National Rail)
- Radcliffe (Metrolink Tram)
- Walkden (National Rail)
- Wigan Wallgate and Wigan North Western (National Rail)

Stations have been selected on the basis of their proximity to new or improved Cycle City Infrastructure as well as their attractiveness for users reflecting train frequency, current passenger levels, and the potential size of the cycle catchment area.

At each location the types of measures being provided include:

- Cycle parking facilities with options including a mix of covered stands and secure Better by Cycle hubs including smartcard access;
- Improved security measures, including lighting, CCTV and removal of vegetation to give better visibility;
- Improved access measures for all users at stations, including new links and ramps;
- Improved access for all to stations, including replacement of pelican crossing with toucan, central reservations, better signage and better lighting; and
- Improved access links in station vicinity to include new cycle paths, contraflow cycle lanes in one-way streets, better signage and better lighting.

## **Partner Cycle Schools**

To encourage cycling in the next generation, we will be extending our successful Partner Cycle School programme to an additional ten secondary schools and colleges (for 11 – 18 year olds).

This element of the programme focuses on presenting cycling as a travel choice for younger people at a time when they are developing travel independence. The interventions will directly target the generation of current UK adults who have never cycled or who stopped cycling in their early teenage years and for whom cycling is not a perceived travel choice. It will also target increasing levels of obesity in children and young people by presenting an opportunity to introduce more physical activity into daily lifestyles.

This programme will build on the existing network of Partner Cycle Schools, developed as part of our original CCAG bid, working with schools and colleges located close to the Cycle City improvements. Schools and Colleges will be invited to apply to be part of the programme, with successful establishments needing to demonstrate a commitment to working on a detailed behavioural change programme for their students and staff.

At each school or college, the types of measures being provided include:

- Cycle parking facilities with options including a mix of covered stands and enclosed secure parking; and
- Improved security measures, including lighting, CCTV and removal of vegetation to give better visibility
- Improved access measures at the school or college such as new links and ramps
- Improved access, for both pedestrians and cyclists, to the school or college including replacement of pelican crossing with toucan, central reservations, better signage and better lighting; and
- Improved access links in vicinity of the school or college to include new cycle paths, contraflow cycle lanes in one-way streets, better signage and better lighting.

As with our original CCAG programme, a budget of circa £100,000 per educational establishment has been allocated, with an individual package of measures being identified for each school, through the development of an action plan with staff, pupils and parents including detailed auditing, surveys and gap analysis.

## **Cycle Parking**

Increasing the availability of cycle parking at key locations, by continuing to provide cycle storage grants to businesses through our successful Commuter Cycle Project as well as supporting social housing organisations and community groups, as part of our commitment to make cycling inclusive and work with harder to reach groups. Cycle grants, funded through our existing LSTF project, have to date delivered over 1,000 additional cycle spaces at businesses and social housing organisations through.

A case studies from our existing Cycle City programme can be found in **Appendix B4(i)**.

Detailed scheme descriptions for each of the above investment packages are set out in **Appendix B4(ii)**.

## B5. Package costs

A breakdown of the proposed package of measures with the DfT funding required is included in the table below:

**Table B: DfT Expenditure by package (Nominal terms)**

| £000s                           | 2015/16      | 2016/17      | 2017/18      | Total         |
|---------------------------------|--------------|--------------|--------------|---------------|
| Cycle Routes                    | 990          | 5,607        | 4,783        | 11,380        |
| Cycle Friendly District Centres | 2,364        | 2,749        | 2,749        | 7,861         |
| Cycle and Ride                  | 140          | 410          | 550          | 1,100         |
| Partner Schools Programme       | 140          | 410          | 550          | 1,100         |
| Cycle Parking                   | 220          | 220          | 220          | 660           |
| <b>TOTAL</b>                    | <b>3,853</b> | <b>9,396</b> | <b>8,851</b> | <b>22,100</b> |

## B6. The Financial Case - Local Contribution / Third Party Funding

The Cycle City Ambition Grant provides a strong opportunity to leverage in significant local investment with our CCAG2 programme meeting the government's commitment to bring the total spend up to £10 per head, capped at 1million population for Greater Manchester.

The local / third party funding contributions come from a variety of sources including Local Authority contribution; Local Growth Deal Funding; Local Sustainable Transport Funding and the Highways Agency.

Details of the local and third party funding for the bid is provided in below.

| £000s                            | Type                               | Total  |
|----------------------------------|------------------------------------|--------|
| Local Growth Fund (minor works)  | Local Contribution                 | 7,371  |
| Local Sustainable Transport Fund | Local Contribution                 | 3,000  |
| Transport for Greater Manchester | Local Contribution                 | 900    |
| Oldham MBC                       | Local Contribution                 | 933    |
| Highways Agency                  | 3 <sup>rd</sup> Party Contribution | 250    |
| Total                            |                                    | 12,454 |

Letters confirming local contribution and third party contribution can be found in **Appendix B6**.

## **B7. Cycling Delivery Plan Partnership Projects**

Acceptance of this grant means that the party agrees to work with the Department for Transport as a partner in the realisation of the Cycling Delivery Plan (currently in draft and due to be published in 2015).

We agree to work with the Department as partners of the Cycling Delivery Plan:  Yes  No

A letter confirming Transport for Greater Manchester commitment to enter into a partnership with the DfT can be found in **Appendix B7(i)**.

In addition, letters of support from Sustrans, CTC and British Cycling and Greater Sport, as well as the Greater Manchester Local Enterprise Partnership, can be found in **Appendix B7(ii)**.

## **B8. The Economic Case – Value for Money**

Our approach to the Value for Money assessment has adopted WebTAG compliant cost benefit analysis and has in particular used unit 3.14.1 for cycling schemes.

To support the Value for Money assessment, economic case pro formas have been produced for each package which provide details of the expected impacts including changes in average trip length (km), cycling speed, number of users and percentage of additional cyclists that would have driven a car otherwise.

A technical note has also been prepared providing an explanation of how impacts have been estimated, including reference to any sources which have been used. Where applicable we have also included local evidence to demonstrate that the current City Cycle programme is delivering.

Copies of the scheme economic case pro formas can be found in **Appendix B8(i)**, with a copy of the supporting technical note being provided post submission.

### **Value for Money assessment**

In addition to providing the required information, we have also completed an initial Value for Money assessment of the schemes and programme. This is based largely on the previous Value for Money assessment methodology undertaken as part of our original CCAG1 bid.

Based on the information available, the initial BCR for the whole CCAG2 programme is 6.0 which combined with a large beneficial qualitative assessment of the non-monetised impacts means that the overall bid has been assessed as offering a **Very High Value for Money**. This appraisal value excludes pedestrian benefits which are considered to be significant from a number of the programme elements.

The BCRs of individual packages within our programme range from 1.6 to 21.9, with all schemes being assessed as offering at least a Medium Value for Money.

The forecast impacts of the bid, assessed over 20 years, are set out below.

| <b>Forecast impacts of CCAG 2</b>                    | <b>Impact</b> |
|------------------------------------------------------|---------------|
| No. of new cyclists (per day)                        | 6,212         |
| % change in cyclist trips on interventions           | 98%           |
| % change in cycle speed                              | 25%           |
| % of additional cyclists that would have gone by car | 25%           |
| Car-km removed from road per year                    | 2,393,767     |
| CO <sub>2</sub> emissions avoided (tonnes) per year  | 305           |
| Health benefits per year                             | £5,966,750    |
| Absenteeism benefits per year                        | £134,983      |

The assessment of these impacts includes:

- Ambience and facility benefits to existing and new cyclists
- Journey time saving benefits to existing and new cyclists
- Health benefits to new cyclists
- Financial benefits to business via reduced absenteeism
- Changes in public transport operator revenues as people move to and from using public transport
- Reduced car mileage, which will in turn give non-user benefits in terms of decongestion and all road users benefits from improved air quality, lower CO<sub>2</sub> emissions and reduced traffic noise
- Changes in government taxation from car-km and public transport revenue changes.

In undertaking the assessment, assumptions and data have been sourced from local Greater Manchester evidence, best practice and the spreadsheet models that were used for demonstrating the Value for Money of our CCAG1 programme. While our package will deliver decongestion benefits, we have used assumptions from WebTAG (marginal external cost of car mileage, WebTAG data-book May 2014) rather than a full transport model, as the impacts will be spread across a wide area and likely to be lost within the network model convergence 'noise'.

To assess the risks and uncertainties within the overall Value for Money assessment, we will be undertaking a series of sensitivities tests regarding costs, unit impacts and the demand projections to show that we are confident that the assessment has been undertaken in a robust manner. We will also continue to refining our initial Value for Money assessment post submission.

A copy of our initial appraisal can be found in **Appendix B8(ii)**.

## **SECTION C – Monitoring, Evaluation and Benefits Realisation**

### **C1. Monitoring and Evaluation**

Evaluation is an essential part of scheme development and should be considered and built into the planning of a scheme from the earliest stages. Evaluating the outcomes and impacts of schemes is important to show if a scheme has been successful.

Please confirm that you are committed to working with the Department and Sustrans to improve current monitoring and evaluation plans, and that you agree to improve processes where needed to enable end of programme comparisons across the Cycling Ambition cities.

Yes  No

#### **Greater Manchester Bicycle Account**

The success of Manchester Cycle City programme will be measured across a number of dimensions and reported on an annual basis following the lead of the Copenhagen Bicycle Account. The Greater Manchester Bicycle Account is being developed with Sustrans, as one of their Bicycle Account Cities taking part in the national bicycle account project. The account will assess how we are performing against a clear set of metrics. We will build on this existing work to include feedback on satisfaction levels and attitudes, of both cyclists and potential cyclists, to build a more complete picture which will serve to inform future policy and scheme development.

The monitoring will cover the following dimensions, with both countywide and market segment metrics where relevant:

**Infrastructure account:** auditing the extent and quality of the cycle infrastructure, with metrics on factors such as length of paths, percentage traffic free, number of advanced stop lines.

**Cycle use account:** cycle flows and mode share across the county, via cycle counts and travel demand surveys.

**Satisfaction account:** satisfaction with provision, general attitudes towards and perceptions of cycling, both in general, split by different groups to inform future interventions

**Impact account:** evaluation research of the actual cycle investments we make, to ensure that we are delivering the expected benefits and that we learn lessons as we go

The approach will be based on developing a clear understanding of the processes driving the expected impacts and the ability to observe and understand unexpected impacts and so will follow the emerging best practice being led by DfT. We will work with DfT to ensure that the learning created through our CCAG schemes and the wider Manchester Cycle City programme is shared.

**SECTION D: Declarations**

**D1. Senior Responsible Owner Declaration**

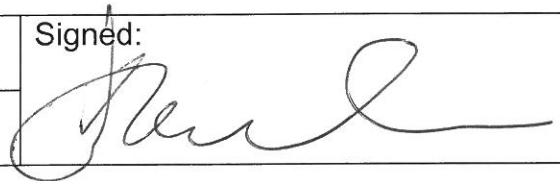
As Senior Responsible Owner for Greater Manchester Cycle City 2025 I hereby submit this request for approval to DfT on behalf of Transport for Greater Manchester and confirm that I have the necessary authority to do so.

I confirm that Transport for Greater Manchester will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

Name: Dave Newton

Signed:

Position: Transport Strategy Director



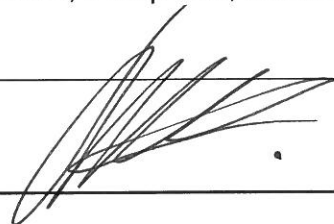
**D2. Section 151 Officer Declaration**

As Section 151 Officer for Transport for Greater Manchester I declare that, to the best of my knowledge, the scheme cost estimates quoted in this bid are accurate; and that the relevant delivery bodies:

- have allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution
- accept responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accept responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accept that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2017/18
- confirm that the authority has the necessary governance / assurance arrangements in place and, for smaller scheme bids, the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place

Name: Steve Warrener

Signed:



**Submission of bids:**

Applications must be submitted by 5pm, **30 January 2015**. Submissions should be sent electronically to [cycling.ambition@dft.gsi.gov.uk](mailto:cycling.ambition@dft.gsi.gov.uk).