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**Manchester City Council  
Report for Information**

**Report to:** Neighbourhoods and Environment Scrutiny Committee -  
6 December 2017

**Subject:** Cycle City Ambition Grant

**Report of:** Strategic Director of Highways

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**Summary**

The purpose of the report is to further update members on the delivery of cycling infrastructure and the schools program funded through the first and second phases of the Government funded Cycle City Ambition Grant (CCAG). Schemes funded through CCAG phase 1 are now complete and results from monitoring and evaluation work have shown that the improved infrastructure has led to increased levels of cycling. Lessons learnt from phase 1 schemes are being incorporated into future scheme design and construction of CCAG2 schemes.

The Transport 2040 Strategy, developed by Transport for Greater Manchester (TfGM) and the district councils, aims to establish cycling as a recognised and attractive component of our future integrated transport offer with an aspiration for 10% of all trips to be made by bike.

**Recommendations**

That members of the scrutiny committee consider and comment on the information in the report.

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**Wards Affected:** City Centre, Hulme, Moss Side, Whalley Range, Cholton, Chorlton Park, Old Moat & Withington, Woodhouse Park

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**Background documents (available for public inspection):**

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above.

Cycle City Ambition Fund Bids – TfGM and the 2040 Transport Strategy – TfGM

## 1.0 Introduction

- 1.1 Creating the conditions that encourage higher levels of cycling is an important part of creating a more sustainable transport network and a more livable city. A significant number of respondents to the Our Manchester Strategy consultation requested that improvements be made to cycling infrastructure within the city. With a growing population and increasing levels of congestion, encouraging more sustainable modes of transport such as cycling, walking and public transport will be crucial if we are to accommodate the growing demand for travel across the conurbation. Improving our network of cycling infrastructure will play an important part in achieving the shift towards sustainable transport and will offer improvements to Leisure opportunities and healthy activities.
- 1.2 In 2013, the Government announced the Cycle City Ambition Grant (CCAG), a £148m national investment, initially over two years, to improve cycling infrastructure, making cycling easier and safer for existing cyclists and giving more people the confidence to take up cycling. The CCAG programme was then extended with a further £114m nationally for the period to 2018.
- 1.3 In response to the 2013 announcement, TfGM and the ten Greater Manchester authorities developed a 12 year Cycle City Vision and associated Cycle City programme, with the aim of transforming the quality of facilities for people on bikes in Greater Manchester. This strategy supported a successful bid of CCAG for £20m to fund the first two years of the Cycle City programme (phase 1).
- 1.4 In 2015, Greater Manchester was successful in its bid for phase 2 of CCAG for a further £22m to fund schemes in the Cycle City Programme up to March 2018.
- 1.5 Within Manchester, the strategy identified a number of priority corridors across the city, connecting residents to district centres, the regional centre, and other key destinations. This prioritisation informed the development of a number of ambitious schemes, which were funded through CCAG phase 1 and are now complete. Initial monitoring and evaluation work to assess the impacts of these key schemes has now concluded, and lessons learned from this process are informing the development of further corridor schemes planned as part of CCAG Phase 2.
- 1.6 It was agreed by the Combined Authority that part of the funding from CCAG Phase 2 should be allocated to provide higher quality cycling infrastructure within the City Centre. Manchester City Council has therefore been working in partnership with TfGM to develop a framework for investment in City Centre Cycling Infrastructure which we propose to integrate as an element of a refreshed City Centre Transport Strategy (CCTS). The CCTS is to be consulted upon early 2018.

- 1.7 The purpose of this report is to provide updates on the delivery of schemes in Manchester funded through CCAG phases 1 & 2 and the latest information available on the impact that investment in cycle infrastructure to date is having on travel habits within the City.
- 1.8 Whilst the CCAG funding represents a step-change in provision for cycling across Greater Manchester, and has helped to deliver a network of key cycling routes spanning the City Region, further funding will be required to develop the comprehensive network needed to achieve the aspirations set out in the GM 2040 Transport Strategy.

## **2.0 CCAG1 - Existing Monitoring of Completed CCAG1 schemes**

- 2.1 In February 2017, Members were presented with the findings of the Wilmslow Road monitoring and Evaluation report. The report outlined that cycling figures had considerably increased along the Wilmslow Road corridor since the completion of the scheme, however requests were received from Members for further updates as the scheme became more established.
- 2.2 The number of cyclists had more than doubled when counted in October 2016 compared to data from March 2015. Even accounting for unseasonably warm weather in October 2016, levels of cycling on Wilmslow Road were still 50-80% higher than would have been expected without the introduction of the cycleway.

More recent monitoring of the permanent cycle counters (Totem's) on Oxford Road between October 2016 and October 2017 have shown a further increase in cycling of 87% along the corridor with a monthly total of 120,049 cyclists in October 2017.

The section treated as part of the Wilmslow Road Cycleway (i.e. not including Oxford Road) saw 16 slight casualties and 1 KSI (Killed and Seriously Injured) casualty in the 12 month after opening April 2016 to March 2017. This compares to an average of 16 slight and 3 KSIs per year over the 4 calendar years prior to the construction period (2011-2014). Compared to the increase in cycle usage recorded this would represent a reduction in cycling casualty rates and a significant reduction in KSI cycle casualties.

- 2.3 An area of Wilmslow Road which was not included as part of the CCAG1 scheme was through Withington Village. The area was proposed to be provided with 20mph roundels and large cycle markings, within a prime position, to discourage overtaking by other vehicles through the narrow district centre. These proposals were delayed for wider road resurfacing but have now been agreed and will be programmed within 2018. The proposed 20mph roundels and cycle symbols in the prime position will be provided as part of the re-lining works of the completed scheme. It is also proposed to make the district centre area feel different to the rest of Wilmslow Road, (which benefits mainly from segregated cycling facilities) by providing green chippings embedded within the new road surface. The final road layout marking will be subject to a road safety audit and local consultation.

### **3.0 CCAG2 Overview**

- 3.1 On 2nd March 2015 it was announced that Greater Manchester had successfully secured a further £22.1m of DfT funding, the maximum that could have been awarded, for the continuation of the Cycle City programme for a further three years, 2015-2018.
- 3.2 Within Manchester this would include the following schemes;
- 3.2.1 The Manchester to Chorlton Cycleway (£3.9 million) providing an enhanced cycle route along this key cycling commuter corridor that would improve connections between communities with an existing high potential for increased cycling levels, with links to employment centres, schools and training opportunities.
- 3.2.2. Regional Centre cycle provision – (£1 million) creating improved cycle routes in Manchester City Centre, particularly providing north-south and east-west connections between the Cycleways.
- 3.2.3 The expansion of the Partner Cycle School Programme (£326,000). A further three schools / colleges, which will see the delivery of both on-site and off-site measures to encourage cycling to the next generation. (See section 7.0)
- 3.2.4 The expansion of the cycle parking grants scheme (£28,700) for local businesses and social landlords, providing high-quality cycle parking, storage and shower/change facilities at key locations.
- 3.2.5 Stretford Road Cycleway. While the majority of this scheme is being designed by Trafford MBC a small element of the route is within Manchester from the boarder with Trafford to the Chorlton Road junction, where it will meet the Manchester to Chorlton cycleway and this will be designed and consulted on as an extension to the Manchester to Chorlton proposals.
- 3.2.6 Public Cycle Parking (18,000). A small fund has also been made available for all districts within Greater Manchester to provide additional public cycle parking. (See section 8.0)
- 3.3 Works on CCAG2 schemes were originally due to be completed by March 2018, however following the completion of CCAG1 schemes within Manchester it was agreed that the monitoring and evaluation report would be considered and lessons learnt from the first phase of works incorporated into the designs.
- 3.4 Discussions have taken place with the Department for Transport (DfT) over extending the completion dates for CCAG2 and the DfT have confirmed that they are happy for a committed scheme to continue beyond April 2018.

#### **4.0 CCAG2 - Manchester to Chorlton Cycleway Scheme**

- 4.1 The Chorlton Road corridor is an existing busy road corridor (B5218) and forms an important radial route into the city centre for both cyclists and motor traffic from the busy district centre of Chorlton-cum-Hardy in south Manchester. The corridor also continues to the south of Chorlton district centre to provide connectivity to southern parts of Chorlton and the important Hardy Lane corridor which provides links to the Trans Pennine Trail and Mersey Valley NCR60.
- 4.2 A working group (TfGM/MCC) has been established and has met a number of times to review the scheme taking on board lessons learnt from the Wilmslow Road Monitoring and Evaluation report approved by Scrutiny Committee on the 28th February 2017.
- 4.3 The scheme has been split into four more manageable areas to assist with consultation as some areas are shared with Trafford MBC.

These areas are:

1. Chester Road Roundabout to Brooks Bar junction.
  2. Brooks Bar junction to Seymour Grove/Upper Chorlton Road
  3. Seymour Grove to Wilbraham Road
  4. Wilbraham Road to Barlow Moor Road.
- 4.4 Site walk-throughs have taken place with Ward Members for Whalley Range, Chorlton and Chorlton Park, Hulme and Moss Side wards who have all given support to the scheme proposals. These have also been attended by the Executive Member for the Environment. Trafford MBC will do the same with their relevant ward members.
- 4.5 Proposals from relevant Ward members to provide local improvements have now been reviewed, costed and will be discussed with Executive Member in early December 2017. Consultation on the proposed measures will take place early in the New Year.
- 4.6 Following a recent review with the new Combined Authority Cycling and Active Travel Commissioner, an exercise has also been undertaken to review and provisionally cost a higher quality scheme which would include some significant alterations to key junctions along the route including Chorlton Road / Upper Chorlton Road locally known as (Brooks Bar). The intention is that any works carried out as part of the CCAG2 scheme should be future proofed to enable further improvements should additional funding become available, that could be introduced without any abortive works.

## **5.0 CCAG2 Regional Centre Cycle Provision**

### **Piccadilly to Victoria (Northern Quarter)**

- 5.1 No specific scheme was identified within the funding bid for the CCAG2 Regional Centre, however a City Centre Cycling Strategy has been developed which identifies priority cycling routes for development within the Regional Centre. Following feedback from two stakeholder workshops and consultation with the Cycle Forum and the Consultative Cycle Reference Group there are proposals to create a cycling link between Piccadilly Station and Victoria Station. This proposed route will be via the Northern Quarter using Dale Street, Thomas Street, and Withy Grove with a West to East alternative route also being developed from Victoria Station via Hannover Street and Shudehill to Thomas Street and back to Piccadilly Station.
- 5.2 The proposals will increase permeability across the Regional Centre, which had previously been identified as a key barrier to cycling.
- 5.3 The areas of priority to be developed are:
- 5.4 Shudehill/Nicholas Croft junction – improvements to allow cyclists to safely cross the existing tram lines and busy traffic corridor along Shudehill.
- 5.5 Hannover Street / Shudehill junction – provision of left-turn only except for cyclists from Hannover Street to Shudehill.
- 5.6 Proposed changes to signalised junctions will be modelled to ensure that there is no detrimental impact on the overall operation of junctions.
- 5.7 Thomas Street – need to confirm the best solution to create a two-way cycling facility along an existing one-way road. Discussions have taken place to review existing on-street parking provision. The aim is to relocate spaces as close as possible to limit local effects.
- 5.8 Lining & Signing of whole route – The route will be signed as part of Regional Cycle Route 86 with appropriate way-marking. Regional Cycling Route 86 is part of a developing signed cycling route extending to the East via the Ashton Canal, National Cycling Centre and the Medlock Valley and proposed to be extended to the west via the Irwell River Park to Salford Quays.

## **6.0 CCAG2 Stretford Road**

- 6.1 As part of the wider Greater Manchester CCAG2 bid in 2015, one agreed scheme promoted by Trafford MBC was the provision of segregated cycle lanes with bus stop by-passes along Stretford Road, from Talbot Road in Old Trafford to Chorlton Road in Hulme. Trafford MBC have been leading on the development of this scheme and consultation over the proposed works within Trafford have already taken place. A small element of the scheme proposals are however within Manchester City Council's boundaries. These works will be designed and consulted on by Manchester. The Stretford Road works will

form a small extension to the proposed Chorlton corridor scheme and would therefore be included as an extension to the consultation due to take place over the Chorlton scheme proposals.

## 7.0 Partner Cycle School Programme

7.1 Part of the CCAG2 programme is to provide improved links to schools facilities to encourage a cycling culture. These have included improvements within the school grounds and include cycle parking, along with improved cycling access links to the schools themselves from the wider highway network. As part of CCAG1 works four secondary school in close proximity to proposed CCAG1 schemes were provided with various improvements to encourage cycling. These were at:-

1. Parrs Wood High School, Didsbury East.
2. Manchester Communication Academy, Harpurhey.
3. Xaverian College in Rusholme.
4. East Manchester Academy, Beswick.

7.2 As part of the CCAG2 Links to School programme, we have identified three further secondary school which are in close proximity to either an existing CCAG1 scheme or a proposed CCAG2 scheme. These are Loreto High School and Chorlton High School in Chorlton Park at the end of the Manchester to Chorlton scheme and the Manchester Enterprise Academy in Woodhouse Park, which is located near to the Manchester Airport CCAG1 scheme delivered in 2015. Schools were selected where there was a keen interest shown from the schools to be involved and promote cycling to the schools.

A summary of the proposed works is provided in the table below.

| School / college              | Measures proposed through CCAG phase 2   |
|-------------------------------|--|
| Chorlton High School          | Secure cycle parking, new entrance and cycle track within the school, signposting, pupil lockers.<br>Improve infrastructure on access routes – Off Road links through Chorlton Park                          |
| Loreto High School            | Secure cycle storage -new and refurbished-, improved paths within the school, pupil lockers. Install visitor cycle parking.<br>Improve infrastructure on access routes - Off Road link to Mauldeth Road West |
| Manchester Enterprise Academy | Secure cycle storage, fencing and CCTV, improved paths within the schools, and pupil lockers<br>Improve infrastructure on access routes – Improved access along Simonsway to school gates.                   |

7.3 Details of the proposed schemes are currently being designed with involvement from the schools and will be subject to local consultation.

## **8.0 Cycle Parking**

8.1 As part of the wider Greater Manchester CCAG2 bid, additional cycle parking funding has been allocated by TfGM to each district. Within Manchester this has been aimed at promoting cycling to the City Centre using more creative styles of cycle parking as an alternative to the traditional Sheffield style cycle stands. These will include:-

1. Architecturally enhanced cycle stands in Spinningfields providing 10 cycle parking spaces in the shape of a single car,
2. Combined cycle stand/planters in St. Anne's Square and,
3. Heritage cycle stands within the conservation areas of St. John's and Liverpool Road.

8.2 These works have now been ordered and will be installed in the New Year. These are in addition to the Citywide cycle parking provision, funding via the Clean City budget, which has seen nearly 2000 additional cycle parking spaces provided across the city.

## **9.0 Future Funding**

9.1 Whilst the CCAG funding represents an opportunity for a step-change in provision for cycling across Greater Manchester, and has helped to deliver a network of key cycling routes spanning the whole City Region, further funding will be required to develop the comprehensive network needed to make cycling the preferred mode of transport, and creating a culture of cycling in Manchester.

9.2 In Manchester, CCAG investments have been prioritised on routes that have the potential to deliver the greatest increase in cycling participation. Going forward, it is our ambition to build a more comprehensive network by developing schemes in areas not currently served by large-scale cycling provision, such as North Manchester.

9.3 The 2013 the GM cycling strategy business case stated that, over the longer term Greater Manchester is committed to work, in conjunction with the Department for Transport, to secure further funding of approximately £10 million per year for Greater Manchester. This could come from a range of capital and revenue sources including health, the third sector, TfGM/district spend on cycling, private sector sponsorship and future local and central government sources.

## **10.0 Recommendation**

10.1 That members of the scrutiny committee consider and comment on the information in the report.