

Mayor's Cycling and Walking Challenge Fund (MCF)

Programme Entry Pro-forma: Instructions to scheme promoters

Welcome to the Mayor's Cycling and Walking Challenge Fund (MCF), which aims to kick start the delivery of the GM Cycling and Walking Commissioner's *Made to Move* report, and continue Greater Manchester's journey to becoming a city region where walking and cycling are the natural choices for shorter journeys, as set out in our Greater Manchester Transport Strategy 2040.

The MCF is split into two funding pots, namely:

Active Centres & Corridors



- improve efficient movement of people (not just motor traffic) between and across our towns and city centres;
- improve access to local centres by cycling and walking;
- reduce negative impacts of traffic on local communities; and
- ensure walking and cycling improvements on major routes between and through town and city centres are developed as part of a holistic corridor strategy, based on "Streets for All" principles.
- Primarily focused on major schemes or packages of measures £1m-£10m

Active Neighbourhoods



- reduce car dependency for short trips;
- improve walking and cycling access to key local facilities (jobs, education, health and shops);
- improve first and last mile access to public transport by walking and cycling;
- Improve walking and cycling to/from new housing developments; and/or
- reduce severance impacts of major roads that pass through local communities.
- Primarily focused on minor schemes/packages £20k-£1m (with less onerous business case and approvals processes)

Any scheme promoter seeking to gain funding for a project through the MCF is required to first gain Programme Entry status from the Greater Manchester Combined Authority (GMCA). This is sought through submission of a Programme Entry Proformas (found below) to TfGM's Cycling and Walking team. Pro-formas can

be submitted to TfGM at any time. TfGM will undertake assessments of schemes submitted to inform recommendations to quarterly meetings of the Greater Manchester Cycling and Walking Board, which in turn will make a recommendation of a list of schemes for Programme Entry to the GMCA.

The latest dates by which pro-formas must be submitted to TfGM in order to be eligible for consideration at each of the quarterly meetings of the GM Cycling and Walking Board, are provided below.

Programme Entry Submission Deadline (To TfGM)	CWDB Approval (every 2 weeks)	GMCW Board Approval	GMCA Approval
12 Oct 2018	16 Oct 2018 30 Oct 2018*	05 Nov 18	14 Dec 2018
25 Jan 2019	13 Nov 2018 27 Nov 2018 11 Dec 2018 08 Jan 2019 22 Jan 2019 05 Feb 2019 19 Feb 2019*	05 March 2019	29 Mar 2019
03 April 2019	05 March 2019 19 March 2019 02 April 2019 16 April 2019 30 April 2019*	20 May 2019	28 Jun 2019
26 Jul 2019	14 May 2019 28 May 2019 11 June 2019 25 June 2019 09 July 2019 23 July 2019 06 August 2019 20 August 2019*	03 Sep 2019	27 Sep 2019

***NB: Latest meeting date to meet corresponding meeting dates for GMCWB and GMCA**
TfGM/GMCA officers will work closely with scheme promoters to guide them through the application process and assist in bringing schemes forward for submission

The Pro-forma on the following pages is designed to gather all the information necessary for an application for programme entry to be made. The pro-forma is set out in two parts: A and B. Part A provides the basic information on the scheme which will enable TfGM to assess, on behalf of GMCA, the extent to which the

scheme is suitable and ready for funding through MCF. This information should be relatively straightforward to provide for most schemes.

Part B provides a greater level of detail about the scheme. Depending on the level of development of the scheme, the years for which funding is sought and the size of the scheme, it may not be possible (or indeed appropriate) to provide all the information requested in Part B, and TfGM will work with districts to provide support in enabling the complete population of the pro-forma. However, it is expected that the majority of both sections will need to be population in order to a scheme to be considered ready for Programme Entry. Please provide all information which is available at the time of preparation of the pro-forma. Please also note that Questions A1 to A7 will be used as a summary sheet for board reporting purposes. **Please ensure that questions A1 to A7 remain on one double-sided sheet of A4.**

TfGM/GMCA colleagues are here to provide support to help you populate the pro-formas. Please contact in the first instance either [REDACTED]

[REDACTED]

[REDACTED]

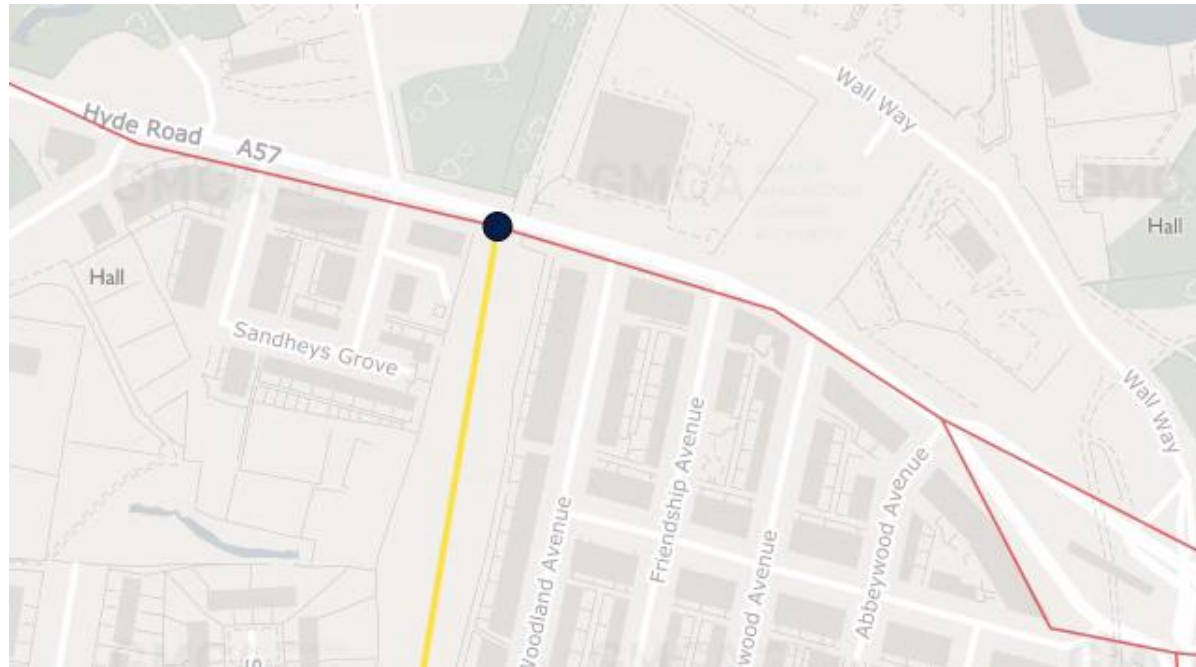
[REDACTED]

Mayor's Cycling & Walking Challenge Fund (MCF): Programme Entry Pro-forma	
Part A	
A1 Scheme Name	A57 Hyde Road Widening
A2 Location/ Authority:	Manchester City Council – A57 Hyde Road
A3 Contact Officer	<div style="background-color: black; width: 100%; height: 1.2em; margin-bottom: 2px;"></div> <div style="background-color: black; width: 100%; height: 1.2em; margin-bottom: 2px;"></div> <div style="background-color: black; width: 100%; height: 1.2em; margin-bottom: 2px;"></div> <div style="background-color: black; width: 100%; height: 1.2em; margin-bottom: 2px;"></div> <div style="background-color: black; width: 100%; height: 1.2em;"></div>
A4 Scheme objectives	<p><i>Please provide details of the scheme objectives, in no more than 100 words.</i></p> <p>The A57 Hyde Road is a strategically important route providing access from the national motorway network (M60 and M67) to Manchester and East Manchester (including a major regeneration project at Etihad Campus / Beswick Community Hub and several major housing regeneration projects in West Gorton.) This is the principal access to Manchester from the east of Greater Manchester and from South Yorkshire/Derbyshire and the signed route from the motorway network to Manchester City Football Club, the National Cycle Centre and the Regional Athletics Arena. Heavy localised congestion both east and westbound on the A57, particularly at time of peak traffic flow would be significantly reduced by this scheme.</p> <p>It will also provide improved access to the "Fallowfield Loop" (which is part of National Cycle Route Network 60.) from the A57 Hyde Road. This cycle route provides an off-road link with the Ashton Canal and seen considerable and ongoing investment to improve the quality of the</p> <p>The Hyde Road pinch point widening scheme will form the first phase of the development of the whole of the Hyde Road corridor from Manchester City Centre to the Tameside boundary. Other phases will see the development of an off-road link from Brunswick to Alan Turning Way and a filtered neighbourhood through Openshaw, with later connections via the development of the Stockport Branch canal and along the A57 corridor to the Tameside boarder." surface which is currently not accessible from the A57.</p> <p>The objectives of the scheme are to increase capacity particularly at peak times providing journey time and reliability benefits to businesses and transport providers and users, whilst offering a safe section for cyclists, better connectivity and accessibility to the Fallowfield Loop. Providing safe places to cross for pedestrians making easy access to leisure facilities possible.</p>

A5 Summary scheme description	<p><i>In no more than 100 words, please described the problem(s) that the scheme is addressing, and what the scheme will provide in order to address this problem(s).</i></p> <p><i>The scheme will involve works to</i></p> <ul style="list-style-type: none"><i>a) Increase the span of the old railway bridge to allow removal of the pinch point in the A57 Hyde</i><i>b) Road. (The railway bridge is now used as a pedestrian and cycle route)</i><i>c) Widen of the existing carriageway from 2 lanes to 4 lanes between Far Lane and Woodland Avenue to increase capacity of the carriageway</i><i>d) Relocation of the existing bus stop on the north of the carriage way west of Tan Yard Brow</i><i>e) Construct new footway buildouts at the junction between A57 Hyde Road and Woodland Road</i><i>f) Replace the existing pedestrian controlled pelican crossing with a Toucan crossing to the west of</i><i>g) Tan Yard Brow.</i><i>h) Introduce no right turn prohibitions for Woodland Avenue, Thornwood Avenue and Friendship Avenue exiting onto A57 Hyde Road</i><i>i) Introduce no right hand turn access improvements from Abbeywood Road onto A57 Hyde Road</i><i>j) Realign the junction between Far Lane and A57 Hyde Road to improve visibility and manoeuvring</i><i>k) for vehicles entering from or existing on to A57 Hyde Road</i><i>l) Install double yellow lines between Thornwood Avenue and Friendship Avenue</i><i>m) Remove of a section of the central reserve on A57 Hyde Road to improve right turning facilities for vehicles exiting Abbeywood Avenue.</i><i>n) Increase the span of the old railway bridge to allow removal of the pinch point in the A57 Hyde Road. (The railway bridge is now used as a pedestrian and cycle route)</i> <p>Additional funding with provide 2.5m cycle lane (inc 0.5m buffer zone) for the majority of the proposed widening.</p> <ul style="list-style-type: none"><i>o) There will be approximately 0.75km of segregated cycle lane (2.5m cycle lane including 0.5m buffer zone)</i><i>p) There will be 0.07km cycle lane segregated behind bus stop with access to the dedicated toucan crossing</i><i>q) There will be 0.06km shared paths and new access steps with wheeling ramp to enable cyclists to push bikes up and down steps</i>																		
A6 Cost summary	<p><i>Please summarise the scheme finances, in terms of ‘ask’ of MCF, and the total funding from other sources (‘local funding’) over the 4 years of the MCF programme</i></p> <table><tr><th>Funding source</th><th>Year 1</th><th>Year 2</th><th>Year 3</th><th>Year 4</th><th>Total</th></tr><tr><td>MCF ‘ask’</td><td>1.5</td><td>1.5</td><td></td><td></td><td>3</td></tr><tr><td>Local funding</td><td>3.454</td><td>1.2</td><td></td><td></td><td></td></tr></table>	Funding source	Year 1	Year 2	Year 3	Year 4	Total	MCF ‘ask’	1.5	1.5			3	Local funding	3.454	1.2			
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A7 Scheme map

Please provide below an annotated extract from the current neighbourhood network planning map for the area supplied by TfGM, illustrating the contribution of the proposal to the creation of a comprehensive cycling and walking network in Greater Manchester.



A8 Scheme type	<p><i>Please indicate which of the following descriptions most accurately describes the scheme:</i></p> <p><input type="checkbox"/> A new scheme which currently doesn't have any other funding associated with it and is at initial concept stage</p> <p><input type="checkbox"/> A new scheme, which currently doesn't have any other funding associated with it, but has been developed beyond initial concept stage</p> <p><input checked="" type="checkbox"/> A new scheme which is already part funded, for which MCF funding is sought to fill a funding 'gap'</p> <p><input type="checkbox"/> An existing scheme for which MCF funding is sought for additional scope</p> <p><input type="checkbox"/> An existing scheme for which MCF funding is sought because the original scope cannot be delivered within the original budget</p> <p><i>Please provide below the details of any funding gaps in existing schemes, and why they have arisen.</i></p> <p><i>The scheme costs are estimated at £6.6million, of which £4,654 million is approved to spend, however this approval was in relation to a scheme that allowed cycling to be implemented in the future. Proposed design will now include segregated and dedicated cycle and walking facilities and we seek approval via the Mayors Walking & Cycling fund to bridge the gap, and progress with this design which will connect to the Fallowfield Loop and Beeline provision between Manchester and Tameside therefore we request funding of £3 million, which includes a percentage risk along with £100k for potential scheme renewables such as bollards and signage.</i></p> <p><i>There may also be opportunity to increase the design to build a gently graded ramp through the greenspace to connect the Toucan Crossing and the Fallowfield Loopline. and potentially phase two of our works to incorporate cycle and pedestrian provision towards Tameside Border and likewise into the City Centre, which will allow better connectivity identified in Bee Lines— however this has not been costed but could potentially be Phase 2 to the original scheme</i></p>
A9 Full scheme description	<p><i>Please expand on your answer to A5 to provide a fuller understanding of the scheme. Please include both a description of the existing conditions for current users, and a summary of the scheme and the benefits it will provide.</i></p> <p><i>- The scheme will reduce delays and congestion on the A57, a key radial route from the national motorway network to East Manchester and Manchester City Centre. By removing a significant pinch point the scheme will support and complement significant planned private sector investment in East Manchester and the City Centre.</i></p> <p><i>From existing counts undertaken by Transport for Greater Manchester (TfGM) , the volumes of traffic at this location are at peak times approximately 1800 vehicles per hour. The notional capacity for a road such as Hyde Road is 1270 vehicles per hour for one lane. As a consequence, the queue length at peak times along this stretch of Hyde Road can be dramatic, presenting a risk to the safe operation of the M60 motorway which junction is only 1.5km away.</i></p> <p><i>The scheme will significantly reduce queue lengths along this stretch of Hyde Road. In by doing so Will enable safer routes for cyclists and pedestrians entering and exiting this section of the City.</i></p> <p><i>Given the location of the scheme there is opportunity with additional funding to progress to phase 2 which could mean extending the proposed cycle and pedestrian provision into the City Centre and To the Tameside Border which would provide better connectivity overall and forms part of Bee Lines</i></p>

	<ul style="list-style-type: none"> • Highway asset will be widened to ease this congested pinchpoint area and will include safe cycle lanes • Economic impact; • Road users will get to destinations quicker, reduced travel time. • Social impact; and • Safer environment, reduced congestion and improved transport including better access for pedestrians and cyclists and social value benefits from procurement. • Environmental impact. • This project will have a significant positive impact on air quality by reducing congestion.. 																		
A10 Funding Objectives	<p><i>The Mayor's Cycling & Walking Challenge fund is proposed to be split into the following two broad themes: Active Centres and Corridors; and Active Neighbourhoods. Please indicate which of these you feel the scheme best fits:</i></p> <p><input checked="" type="checkbox"/> Active Centres and Corridors <input type="checkbox"/> Active Neighbourhoods</p> <p><i>It is proposed that a number of high level objectives are associated with each of the above themes, as shown in the table below. Please indicate the extent to which the scheme meets these objectives in the appropriate table below (only fill in the table associated with the theme checked above)</i></p> <table border="1"> <thead> <tr> <th colspan="2">Active Centres & Corridors Schemes</th> </tr> <tr> <th>Objectives</th><th>How does the scheme meet this objective?</th></tr> </thead> <tbody> <tr> <td>To improve efficient movement of people (not just motor traffic) between and across our towns and city centres</td><td>Dedicated cycleway separating motorists and cyclists with effective movement minimising risk</td></tr> <tr> <td>To improve access to local centres by cycling and walking</td><td>Improve accessibility in and out of the city centre removing key barriers and provide direct cycle and walking provision</td></tr> <tr> <td>To reduce negative impacts of motor traffic on local communities</td><td>Reduce carbon emission for enhanced air quality and also encourage sustainable transport options</td></tr> <tr> <td>To develop walking and cycling improvements on major routes between and through town and city centres as part of a holistic corridor strategy, based on "Streets for All" principles</td><td>Hyde Road Pinch Point objectives are to increase capacity better managed traffic flows, and creating a safer environment for vulnerable users – pedestrians and cyclists</td></tr> </tbody> </table> <table border="1"> <thead> <tr> <th colspan="2">Active Neighbourhoods</th> </tr> <tr> <th>Objectives:</th><th>How does the scheme meet this objective?</th></tr> </thead> <tbody> <tr> <td> </td><td> </td></tr> </tbody> </table>	Active Centres & Corridors Schemes		Objectives	How does the scheme meet this objective?	To improve efficient movement of people (not just motor traffic) between and across our towns and city centres	Dedicated cycleway separating motorists and cyclists with effective movement minimising risk	To improve access to local centres by cycling and walking	Improve accessibility in and out of the city centre removing key barriers and provide direct cycle and walking provision	To reduce negative impacts of motor traffic on local communities	Reduce carbon emission for enhanced air quality and also encourage sustainable transport options	To develop walking and cycling improvements on major routes between and through town and city centres as part of a holistic corridor strategy, based on "Streets for All" principles	Hyde Road Pinch Point objectives are to increase capacity better managed traffic flows, and creating a safer environment for vulnerable users – pedestrians and cyclists	Active Neighbourhoods		Objectives:	How does the scheme meet this objective?		
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	To reduce car dependency for short trips;		
	To improve walking and cycling access to key local facilities (jobs, education, health and shops);	The scheme offers better and safer access for pedestrians and cyclists in order to access leisure and park facilities within the area	
	To improve first and last mile access to public transport by walking and cycling;		
	To reduce severance impacts of major roads that pass through local communities;		
A9 Strategic Network Development	<i>To what extent does the scheme contribute to the development of a strategic walking and cycling network, with reference in particular to the key centres already identified through the ongoing LCWI work¹</i> <i>The scheme allows better and safer access into the City Centre and local leisure facilities removing barriers allowing safer connectivity, encouragement of better access to Fallowfield Loop</i> <i>This scheme has opportunity to expand into the City Centre and towards the Tameside Border –</i>		
A10 Engagement	<i>Please describe any community/stakeholder engagement that has been carried out to date</i> Meeting and site visits with Local Members Full approval of the scheme from Highways Executive Member – Councillor A Stogia		
A11 Leadership support	<i>Does the scheme have the support of the relevant decision makers? (E.g. a relevant Executive Member/portfolio holder). If so, has this support been confirmed in writing?</i> <input type="checkbox"/> Yes, confirmed in writing (please append) <input checked="" type="checkbox"/> Yes, but not confirmed in writing Councillor A Stogia <input type="checkbox"/> No <input type="checkbox"/> Not applicable		
A12 Other key decision maker support	<i>Are there any other key decision makers whose support will be necessary to approve the scheme’s delivery? (e.g. Councillors on an Area Committee). If so, has the support of these decision-makers been confirmed in writing?</i> <input type="checkbox"/> Yes, confirmed in writing (please append) <input type="checkbox"/> Yes, but not confirmed in writing <input checked="" type="checkbox"/> No/not applicable		

¹ The Regional Centre, Salford Quays/Media City, Trafford Park, Manchester Airport and the town centres of Altrincham, Ashton-under-Lyne, Bolton, Bury, Oldham, Rochdale, Stockport and Wigan.

A13 Delivery stage	<p><i>At what stage of delivery is the scheme currently?</i></p> <p><input type="checkbox"/> Initial idea: It is just an idea at this stage</p> <p><input type="checkbox"/> Feasibility: Some work has been done (e.g. early concept study)</p> <p><input type="checkbox"/> Outline design: There is an initial design</p> <p><input checked="" type="checkbox"/> Detailed design: There is a detailed design and cost estimate</p> <p><input type="checkbox"/> In procurement/tender: the scheme is currently the subject of a procurement exercise</p> <p><input type="checkbox"/> Ready to mobilise: The scheme is ready to start construction</p> <p>Along with preparation of tender documentation</p>																																																																																																						
A14 Finance: Capital Costs	<p><i>What is the estimated capital cost for the scheme? Please input costs by year, breaking down as far as possible by year of expenditure and development/construction split as per the table below. Please provide a summary here, and a more detailed breakdown by category of costs in question B12. If a more detailed phasing is available (e.g. by quarter or month), please attached this separately.</i></p> <p><i>In the second table below, please indicate both the Mayor's C&W Challenge Funding (MCF) contribution sought and any other funding which will contribute to the scheme, if applicable. Please use the additional blank rows to name any other cost categories/funding sources. Add more rows if necessary.</i></p> <table border="1" data-bbox="403 992 1364 1328"> <thead> <tr> <th>Year</th><th>2018/19</th><th>2019/20</th><th>2020/21</th><th>2021/22</th><th>Total cost</th></tr> </thead> <tbody> <tr> <td>Expenditure Summary</td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Development</td><td>0.77</td><td>0.10</td><td>0.07</td><td></td><td>0.94</td></tr> <tr> <td>Construction</td><td>0.13</td><td>0.68</td><td>4.02</td><td></td><td>4.83</td></tr> <tr> <td>Land</td><td></td><td>0.29</td><td>0.03</td><td></td><td>0.32</td></tr> <tr> <td>3rd Party</td><td></td><td>0.05</td><td></td><td></td><td>0.05</td></tr> <tr> <td>Risk</td><td></td><td>0.15</td><td>0.32</td><td></td><td>0.47</td></tr> <tr> <td>Total Cost</td><td>0.90</td><td>1.27</td><td>4.44</td><td></td><td>6.61</td></tr> </tbody> </table> <table border="1" data-bbox="403 1361 1364 1767"> <thead> <tr> <th>Year</th><th>2018/19</th><th>2019/20</th><th>2020/21</th><th>2021/22</th><th>Total cost</th></tr> </thead> <tbody> <tr> <td>Funding</td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>MCF funding sought</td><td></td><td>1</td><td>1</td><td></td><td>2</td></tr> <tr> <td>Risk</td><td></td><td>0.04</td><td>0.05</td><td></td><td>0.09</td></tr> <tr> <td>Renewals</td><td></td><td></td><td></td><td>0.01</td><td>0.01</td></tr> <tr> <td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Total Funding</td><td></td><td></td><td></td><td></td><td>3</td></tr> </tbody> </table> <p>MCF funding is included within the overall £6.61 costs above</p>	Year	2018/19	2019/20	2020/21	2021/22	Total cost	Expenditure Summary						Development	0.77	0.10	0.07		0.94	Construction	0.13	0.68	4.02		4.83	Land		0.29	0.03		0.32	3rd Party		0.05			0.05	Risk		0.15	0.32		0.47	Total Cost	0.90	1.27	4.44		6.61	Year	2018/19	2019/20	2020/21	2021/22	Total cost	Funding						MCF funding sought		1	1		2	Risk		0.04	0.05		0.09	Renewals				0.01	0.01																			Total Funding					3
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A15 Cost derivation	<p><i>How have the costs been derived? (e.g. Benchmark/Price per km/QS/tendered cost/Estimates etc.)</i></p> <p><i>QS Estimate</i></p>																																																																																																						

A16 Finance: local funding	<i>Please provide further details of any local or third party funding which will contribute to the scheme.</i>			
	<i>Funding source (e.g. CCAG funds, Growth Deal, S106)</i>	<i>Value of contribution to scheme</i>	<i>Spend deadline</i>	<i>Notes</i>
	<i>Great Ancoats Growth Deal</i>	<i>1.2m</i>	<i>March 2021</i>	
	<i>DfT</i>	<i>2.417m</i>	<i>No Limit</i>	
	<i>MCC</i>	<i>1.057m</i>	<i>No Limit</i>	

Part B**B1 Key Deliverables: outputs**

What outputs will be delivered by the scheme? Whilst it is recognised that these will change through the scheme development/design process, please provide an indication of the quantum and type of infrastructure to be provided by the scheme. e.g number of cycle parking spaces, distance of new cycle route/Number of crossings. Please use the following table:

Infrastructure Type	Length (in km) or number provided by scheme	Notes
<i>Kerb segregated cycle lane/track</i>	<i>0.75</i>	<i>2.5 cycle lane including 0.05 buffer zone with dedicated crossing at the Toucan</i>
<i>Hybrid/stepped cycle lane/track</i>	<i>N/A</i>	<i>N/A</i>
<i>Light segregation cycle lane/track</i>	<i>0.07</i>	<i>Cycle lane on segregated footway behind bus stop with access to the dedicated Toucan Crossing</i>
<i>Mandatory cycle lane with no physical segregation</i>	<i>N/A</i>	<i>N/A</i>
<i>Advisory cycle lane with no physical segregation</i>	<i>N/A</i>	<i>N/A</i>
<i>Shared use footways</i>	<i>N/A</i>	<i>N/A</i>
<i>Shared paths away from the highway (e.g. canal towpaths)</i>	<i>0.06</i>	<i>Existing former railway bridge will be replaced with a new bridge on the Fallowfield loop new access steps from Hyde Road to Fallowfield loop with wheeling ramp to enable cyclists to push bikes up and down steps</i>
<i>Pedestrian-only paths</i>	<i>1.10</i>	<i>All are upgraded new levels</i>
<i>Upgrades of signalised junctions</i>	<i>N/a</i>	<i>N/A</i>
<i>Upgrades of minor junctions</i>	<i>N/A</i>	<i>N/A</i>
<i>Toucan crossings</i>	<i>1</i>	<i>Existing puffin crossing to be relocated and upgraded to a Toucan Crossing</i>
<i>Parallel crossings</i>	<i>N/A</i>	<i>N/A</i>
<i>Puffin crossings</i>	<i>N/A</i>	<i>N/A</i>
<i>Zebra crossings</i>	<i>N/A</i>	<i>N/A</i>
<i>Bus stop bypasses</i>	<i>N/A</i>	<i>N/A</i>

	Cycle parking spaces	N/A	N/A
	Other (please add lines below as appropriate)	N/A	N/A
B2 Key Deliverables: outcomes	<p>What are the principal expected outcomes from the scheme (for example, additional numbers of trips by bike or on foot on the route)? Please quantify these as far as possible.</p> <p>Hyde Road is identified as a strategic cycle corridor to link with other proposals from Tameside this would be phase 1 of a staged development of Hyde Road, with further development of bids at future trenches</p>		
B3 Strategic Impact	<p>To what extent is the programme likely to increase walking and cycling, and reduce short car trips? This is a strategic route to the regional centre and phase 1 of a potential larger scheme which could see cycling and walking access into the city centre and towards the Tameside Boarder, providing much earlier, freer and safer access for both cyclists and pedestrians providing better connectivity and promoting better modes of transport</p>		
B4 Level of service	<p>A Greater Manchester Streets for All Check is in development and will be used to inform future decisions on design quality in relation to the Mayor's Cycling and Walking Challenge Fund. Please answer the following questions to enable an informed view to be taken with regard to the level of service provided to pedestrians and cyclists associated with scheme proposals.</p> <p>For schemes predominantly on roads with >4,000 vehicles per day:</p> <ul style="list-style-type: none"> • Will dedicated space provided for bikes (physically segregated from pedestrians and motor vehicles)? • What will be the general method of separation of bikes and motor vehicles (e.g. back to back kerb, light segregation etc)? • What will be the method of separation between bikes and pedestrians (e.g. kerb level difference)? • Will side road junctions be treated such that pedestrians and bikes have priority across these? • Will any measures for bikes and pedestrians be provided at signal junctions? If so, what? • Will any pedestrian and cycle crossing points of the main roads provided? If so, what are these? 		

	<p>For schemes predominantly on roads with <4,000 vehicles per day:</p> <ul style="list-style-type: none"> • What will the speed limit of the roads be? • What measures, if any, will be in place to reduce the volumes and speeds of traffic on the roads affected? • Will there be any major roads to be crossed and if so, what crossing facilities will be provided? • What measures will be put in place to enable pedestrians to cross side road junctions? <p>For schemes predominantly on traffic free cycle/walking routes</p> <ul style="list-style-type: none"> • Will a minimum width of 3m provided for a shared pedestrian/cycle path, or 4m where significant volumes of pedestrians and/or bikes are expected? • Will clear interfaces with the highway network be provided and regular access points to ensure connectivity? • Will the route be lit? • How will the routes be surfaced? <p>All of the above will be detailed within the next trench of information</p>															
B5 Designs	<p>Please append any concept/detailed designs for the scheme which may be available, and indicate below what level of designs are submitted:</p> <p><input type="checkbox"/> No designs accompany this proforma</p> <p><input type="checkbox"/> Concept designs are submitted with this pro-forma</p> <p><input type="checkbox"/> Detailed designs are submitted with this pro-forma</p> <p>GA is provided</p>															
B6 Consents and Approvals	<p>What consents and approvals are required prior to starting on-site? What is the current position?</p> <table border="1"> <thead> <tr> <th>Approvals category</th><th>Required (Yes/No)</th><th>Current Position</th></tr> </thead> <tbody> <tr> <td>Planning / TWA</td><td>Yes</td><td>Trees</td></tr> <tr> <td>TRO</td><td>Yes</td><td>Not Started</td></tr> <tr> <td>Land purchase</td><td>Yes</td><td>Heads of Terms</td></tr> <tr> <td>CPO</td><td>No</td><td></td></tr> </tbody> </table>	Approvals category	Required (Yes/No)	Current Position	Planning / TWA	Yes	Trees	TRO	Yes	Not Started	Land purchase	Yes	Heads of Terms	CPO	No	
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	Highway Adoption	Yes	Underway														
	Rail Industry Approvals	Yes	Land and Heads of Terms signed														
	Approval of another highway authority (e.g. Highways England)	No															
	Public Rights of Way	Yes	Railway Trust Land purchased														
	Environment Agency	Yes	Hours of work potentially														
	Natural England	No															
	Other – Specify																
B7 Delivery Timescales	<i>Please list the key delivery milestones:</i> <table border="1"> <thead> <tr> <th>Activity</th> <th>Anticipated date</th> </tr> </thead> <tbody> <tr> <td>Initiate project</td> <td>Started</td> </tr> <tr> <td>Appoint designer</td> <td>MCC</td> </tr> <tr> <td>Complete design</td> <td>May 2019</td> </tr> <tr> <td>Contract award / delivery agreement</td> <td>November 2019</td> </tr> <tr> <td>Start on site</td> <td>Early 2020</td> </tr> <tr> <td>Complete</td> <td>2021</td> </tr> </tbody> </table>			Activity	Anticipated date	Initiate project	Started	Appoint designer	MCC	Complete design	May 2019	Contract award / delivery agreement	November 2019	Start on site	Early 2020	Complete	2021
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B8 Dependencies on other schemes	<i>Please list any dependencies on other schemes</i> <i>Land Purchase</i>																
B9 Procurement	<i>What is the proposed procurement route for scheme delivery? (e.g. DLO, Contractor Framework etc) Highways Infrastructure Framework</i>																
B10 Resource availability	<i>Please provide the details of the resources you have to develop, design and deliver the scheme, including Project Management resources</i> <i>All project resources for detail design & Tender are in place, Site Supervision and NEC Project Manager to be sought prior to delivery</i>																

B11 TfGM resource	<p><i>Please advise if you would like to discuss using TfGM Project Management or design resources (check all those that apply)</i></p> <p> <input type="checkbox"/> Yes, we would like to discuss using TfGM Project Management resources <input type="checkbox"/> Yes, we would like to discuss using TfGM design resources <input checked="" type="checkbox"/> No, we have/will be able to provide sufficient Project Management resources </p> <p><i>If you have checked either of the 'yes' boxes above, please provide a short description below of the resources you would like to access</i></p>																																																																								
B12 Capital costs breakdown	<p><i>What is the estimated capital cost for the scheme? Please input costs by year, breaking down as far as possible as per the table below. Please attach a detailed appendix of cost breakdown and phasing if available. Add more rows if necessary.</i></p> <table border="1"> <thead> <tr> <th>Cost Category</th><th>2018/19</th><th>2019/20</th><th>2020/21</th><th>2021/22</th><th>Total</th></tr> <tr> <th></th><th>£'000</th><th>£'000</th><th>£'000</th><th>£'000</th><th>£'000</th></tr> </thead> <tbody> <tr><td>Design and Development</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Civil Infrastructure</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Equipment</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Project Management</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Other (please state)</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Inflation</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Monitoring/Evaluation</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Quantified Risk Assessment on above costs</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Contingency (to be held by GMCA)</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Total</td><td></td><td></td><td></td><td></td><td></td></tr> </tbody> </table> <p><i>Further breakdown will be provided May 2019</i></p>	Cost Category	2018/19	2019/20	2020/21	2021/22	Total		£'000	£'000	£'000	£'000	£'000	Design and Development						Civil Infrastructure						Equipment						Project Management						Other (please state)						Inflation						Monitoring/Evaluation						Quantified Risk Assessment on above costs						Contingency (to be held by GMCA)						Total					
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B13 Ongoing Costs	<p><i>Please use the table below to identify the annual maintenance and operational costs for the scheme, which organisation is responsible for funding them, and whether the organisation has agreed to fund that annual maintenance cost.</i></p>																																																																								

	<p><i>Please itemise as far as possible (e.g. signals maintenance, highway maintenance etc.) providing annual average figures for each named item, and add more columns if necessary.</i></p> <table border="1"> <thead> <tr> <th>Cost</th><th>Annual Cost £'000</th><th>Funding Organisation</th><th>Check box if named organisation has agreed to fund</th></tr> </thead> <tbody> <tr> <td>Operating</td><td>N/A</td><td></td><td><input type="checkbox"/></td></tr> <tr> <td>Maintenance</td><td></td><td>MCC</td><td><input checked="" type="checkbox"/></td></tr> <tr> <td>Renewals</td><td></td><td>Currently being calculated estimated value £100k</td><td><input checked="" type="checkbox"/></td></tr> <tr> <td>Total</td><td></td><td></td><td></td></tr> </tbody> </table>	Cost	Annual Cost £'000	Funding Organisation	Check box if named organisation has agreed to fund	Operating	N/A		<input type="checkbox"/>	Maintenance		MCC	<input checked="" type="checkbox"/>	Renewals		Currently being calculated estimated value £100k	<input checked="" type="checkbox"/>	Total			
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B14: Life Expectancy	<p><i>Please use the table below to indicate whether there are any asset renewal costs; when these would be expected to be incurred; which organisation will fund the costs, and whether that organisation has agreed to fund the renewal cost.</i></p> <table border="1"> <tr> <td>Are there any future asset renewal costs?</td><td> <input type="checkbox"/> Yes <input type="checkbox"/> No </td></tr> <tr> <td>If yes, please indicate when these would be expected to be incurred (i.e. the expected total life-span of the main assets)</td><td></td></tr> <tr> <td>Which organisation will fund any cost named above?</td><td></td></tr> </table> <p>provide at a later stage</p>	Are there any future asset renewal costs?	<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, please indicate when these would be expected to be incurred (i.e. the expected total life-span of the main assets)		Which organisation will fund any cost named above?															
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B15 Future maintenance	<p><i>Are you, the scheme promoter, committed to future maintenance and renewal of all assets delivered by the scheme in order to maintain the quality of user experience at a level consistent with that when the scheme was initially installed?</i></p> <p> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No </p>																				

B16 Value for money assessment	<p><i>Has a quantitative value for money assessment been carried out?</i></p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><i>If so, please indicate the result of the overall value for money assessment:</i></p> <p><input type="checkbox"/> Low VfM (BCR < 1.5)</p> <p><input type="checkbox"/> Medium VfM (BCR between 1.5 and 2.0)</p> <p><input type="checkbox"/> High VfM (BCR between 2.0 and 4.0)</p> <p><input type="checkbox"/> Very high VfM (BCR greater than 4.0)</p> <p>Comparisons not yet made – not quantified at this stage</p>
B17 Value for money commentary	<p><i>Please provide commentary on the value for money assessment process undertaken. A separate document may be provided if necessary/appropriate. Would need to be provided at a later stage</i></p>