



BEE NETWORK COMMITTEE

DATE: Thursday, 14th December, 2023

TIME: 2.00 pm

VENUE: GMCA Offices, 56 Oxford Street, M1 6EU

AGENDA

- 5. Active Travel in Greater Manchester** 1 - 120

Report of Dame Sarah Storey, Active Travel Commissioner.

BOLTON	MANCHESTER	ROCHDALE	STOCKPORT	TRAFFORD
BURY	OLDHAM	SALFORD	TAMESIDE	WIGAN

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Bee Network Committee

Date: Thursday 14 December 2023
Subject: Active Travel in Greater Manchester
Report of: Dame Sarah Storey, Active Travel Commissioner

Purpose of Report

This report provides an update on the Active Travel programme for Greater Manchester. In November 2022, I presented my recommendations to the Greater Manchester Combined Authority. This report provides ‘one year on’ progress and forms a position statement on the way forward for active travel in Greater Manchester. It includes, for the first time, a comprehensive Annual Report on Active Travel in Greater Manchester.

Recommendations:

The Committee is requested to:

1. Approve and adopt the updated Bee Active Network;
2. Note and approve the publication of the potential future Greater Manchester Cycle Hire footprint plan;
3. Approve proposals to review the delivery of Bikeability in Greater Manchester and bring the findings and any proposals to a future Committee meeting;
4. Approve the closure of and removal of the BLUC locker scheme and seek to renew, replace, and upgrade cycle parking offer across the public transport network, including the existing Cycle Hubs, subject to available funding;
5. Approve the publication of the Greater Manchester Active Travel Annual Report, attached at Appendix 2; and
6. Note and comment on the contents of the report.

Contact Officer:

Richard Nickson, Active Travel Programme Director

richard.nickson@tfgm.com

Equalities Impact, Carbon and Sustainability Assessment:

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

Climate Change Impact and Mitigation Measures:

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

Risk Management

Risk management is carried out at a programme and project level within the Active Travel Programme in accordance with Transport for Greater Manchester's Risk Management policy.

Legal Considerations

There are no specific legal implications with regards to this report.

Financial Consequences – Revenue

There are no specific financial consequences in this report, any future changes to revenue arising from the recommendations or noted items in this report will be brought to the attention of the Bee Network Committee and GMCA in due course.

Financial Consequences – Capital

There are no specific financial consequences in this report, any future changes to capital arising from the recommendations or noted items in this report will be brought to the attention of the Bee Network Committee and GMCA in due course.

Number of attachments to the report: 1 – Annual Progress Report

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

- 28 October 2022: Active Travel Sub-Committee, Active Travel Programme Update
- 25 November 2022: Greater Manchester Combined Authority – Delivering the Bee Network: Active Travel Update Decision: That the update on the Active Travel Programme be noted and agreed that the GMCA will prepare a substantive response to the recommendations of Dame Sarah Storey, GM Active Travel Commissioner, highlighted in report.
- 28 September 2023: Congestion Intervention Plan.
- 23 November 2023: Road Safety Update.

Tracking/Process

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

No

Exemption from call in

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

No

1. Introduction – Active Travel at the heart of the Bee Network Vision

- 1.1 Greater Manchester (GM) is building the Bee Network, a world-class, integrated transport system. This should be an accessible, affordable, and easy-to-use system that will transform how people travel in, around and to Greater Manchester. Journeys will be marked by one recognisable brand, the Bee, which unites the transport network and acts as a mark of quality. No matter what the journey, the Bee Network should be the first choice of travel in Greater Manchester.
- 1.2 The Bee Network brings together our approach to walking, wheeling & cycling (collectively ‘active travel’), bus, Metrolink and rail. Policies and strategies affecting highways, such as red routes, congestion management, urban traffic management and control and roadworks management will enable this network to work to its peak efficiency. Developing a road danger reduction plan (based on adopting ‘Vision Zero’) is critical in addressing the safety fears that hold people back from walking, wheeling, and cycling to connect with public transport or for their whole journey.
- 1.3 Transport for Greater Manchester (TfGM) and Greater Manchester Combined Authority (GMCA) collaborate to achieve this ambition. In doing so, active travel acts as the ‘glue’ cementing together the separate elements of public transport. By reducing the need to be reliant on the car, especially for shorter journeys, then the wider road network should function more effectively.
- 1.4 The GM Transport Strategy 2040 refers to a target of reducing carbon emissions by 80% from 1990 to 2050, reflecting the Climate Change Act 2008. The declaration by the GMCA of a Climate Emergency and the adoption of a much more ambitious target of zero carbon emissions by 2038 means that we are undertaking further analysis to understand the relationship between our Right Mix targets and pathways and GM’s carbon reduction commitments.
- 1.5 The current Right Mix target is to achieve a travel offer whereby no more than 50% of daily trips are made by car, with the remaining 50% made by public transport, walking and cycling. This will mean approximately one million more trips each day using active travel or public transport in Greater Manchester by 2040, with no net growth in motor vehicle traffic.
- 1.6 According to the 2021 census, at least 25% of the households in Greater Manchester do not have access to a car. This rises to 40% amongst our most deprived residents.

As a result, many households in Greater Manchester suffer ‘transport poverty’ that restricts their horizons and limits the extent to which they can be economically and socially active. Active travel and public transport can enable such individuals and communities to participate more widely.

- 1.7 Enabling our Active Travel vision will support meeting our Right Mix targets and move towards net zero emissions from transport. Active travel produces no emissions that affect local air quality and hence supports our ambition to clean up our air.
- 1.8 Active travel uniquely has other significant benefits for health, compared to all other modes of travel. There is a strong need to enable more healthy active lives in Greater Manchester, to assist in improving health outcomes, particularly around obesity, some cancers, mental and cardiac health. Delivering our Active Travel vision is necessary to improve outcomes in these areas.
- 1.9 However, there are several known barriers, which include: the quality of current infrastructure, perceptions/reality of safety and access to the means to travel. So, we need to have a plan for delivering a network vision that supports access for all communities of Greater Manchester.
- 1.10 The Bee Network is being delivered in phases; we already have the tram, we launched Tranche 1 bus franchising in September this year with the remainder of the bus network to be franchised by January 2025 and we have an extensive road network and some reasonable walking and cycling networks. But the quality of provision of the latter is inconsistent, particularly for cycling over longer journeys where the network is not continuous. Previously delivered cycle networks in Greater Manchester (and elsewhere outside of London) mostly do not meet minimum national standards (mainly those built before 2017 in GM). Since then, we have been creating a new walking and cycling network (that meets or exceeds national standards), especially since the former Cycling and Walking Commissioner launched the ‘Made to Move’ plan, incorporating 15 steps, many of which we have now delivered upon.
- 1.11 In November 2022, I launched the Active Travel mission, set my priorities, and made 10 further recommendations. Now I intend to build upon both and ask TfGM and other stakeholders in Greater Manchester to form an updated Active Travel Strategy, the framework for which is set out in this report. For the first time, I present my Annual Report on Active Travel, which I will use to monitor progress towards delivery of the vision that is set out below. The new Active Travel Strategy will be a sub-

strategy of our Local Transport Plan (Greater Manchester Transport Strategy 2040) to reinforce the case for a change towards more active travel. It will focus on delivery and implementation over current and future funding periods, as part of the wider, integrated Bee Network.

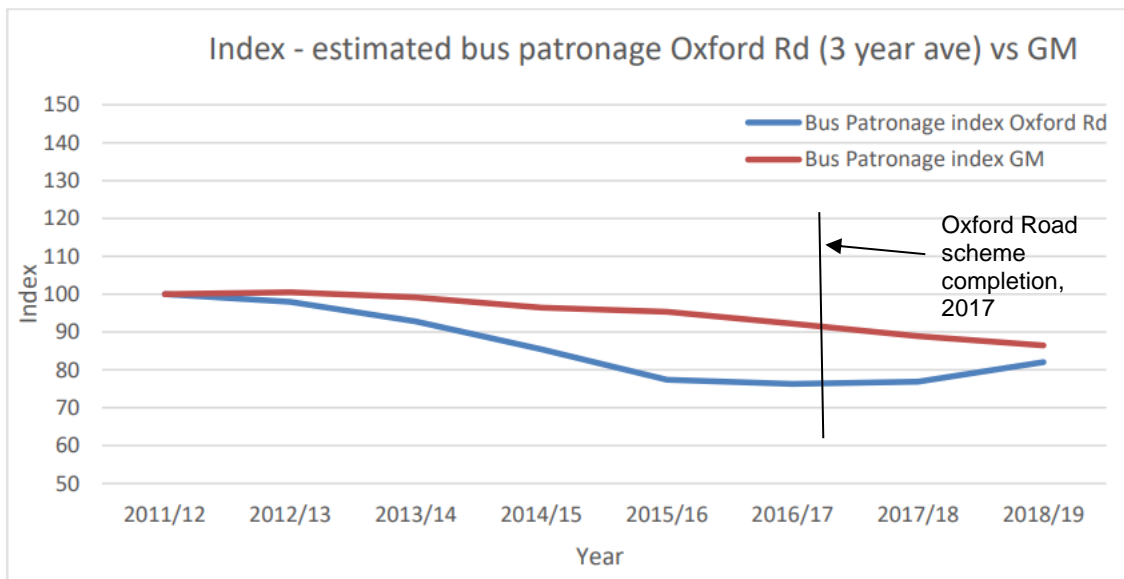
- 1.12 The delivery of the first phase of the franchised Bee Network for public transport saw Greater Manchester take control of Tranche 1 of the franchised bus network on 24 September 2023. This will continue through to January 2025 at which point the whole bus network in GM will be franchised. Bus routes will be designed to integrate with other public transport provisions (tram and rail). Plans are being developed to expand bus priority to improve journey time reliability, and major investment in bus stop infrastructure will improve access points for walking and wheeling. Tying this together with the Bee Network app will enable, eventually, seamless, capped price journeys within and around the city-region.
- 1.13 Active travel infrastructure delivery has accelerated since 2017 to the levels explored in more detail in my Annual Report. I expect that delivery of walking, wheeling & cycling infrastructure will continue. Communities will be able to access cycles on loan from bike libraries and adapted and specialist cycles (like cargo bikes) will be available, increasing access to sustainable active travel for those currently excluded. Enabling and providing specialist cycles will allow small businesses to transition to zero carbon delivery and distribution by cargo bikes. We are already seeing global delivery companies opt for this in urban centres.
- 1.14 Future phases of the Bee Network will see local rail services incorporated. The construction of the walking, wheeling, and cycling network will need to continue alongside these ambitious programmes of change, including rail, bus priority, better streetscapes and new/improved interchanges. By 2030, all four modes will be joined together under one, simplified, integrated ticketing system. This will enable seamless end-to-end journeys, including on cycle hire and potentially other forms of shared mobility.
- 1.15 Delivery of the walking, wheeling, and cycling network will need to span current and future transport settlements. I recommend that funding for active travel should be maintained at least current levels, but I recognise that many elements of the active travel network will be delivered through integrated, multi-modal schemes, particularly on the more major corridors.

- 1.16 Following the events around 4 October 2023 and the 'Network North' announcements, including in relation to funding for local transport, GMCA, TfGM and the Greater Manchester local authorities will, through the development of the next Local Transport Plan, need to consider its future investment priorities and future transport interventions, including opportunities to accelerate delivery of the 'Bee Active' Network, particularly by acting on the opportunities that exist because of the advanced planning for the network which has been carried out. Active travel measures, particularly low-cost, high-volume improvements (for example dropped kerbs, tactile markings and tackling poor quality footway surface), can be delivered at a faster pace than more traditional longer-term transport interventions. I urge the GMCA to consider the issues identified in the network audit I have delivered when prioritising investment.
- 1.17 Achieving this Bee Active Network ambition will also require complementary measures to activate the best use of this new opportunity to travel. Often delivered through revenue funding, these ensure communities can access and choose the best options for their circumstances. Such travel choice measures enable people to understand the options they have and the many changes that are being made to support a healthier and more active lifestyle that don't require access to a car. The GMCA will need to continue to invest in these services, which include cycle training, events, marketing, and other actions. Revenue and capital funding will need to be identified to continue activity that – to date – has largely been short-term grant funded.
- 1.18 In the schools sector especially, we need an invigorated travel policy and plan to support more sustainable travel choices. This should include, but not be limited to, more school streets, neighbourhood level interventions and traffic management measures to provide safer environments for young people to walk, wheel, cycle, scoot and enjoy their journeys to school, whilst also supporting parents and children to enable independent journeys.
- 1.19 A comprehensive policy context is set out on pages 11-18 in the Annual Report at Appendix 2.

2. Moving on from Made to Move

- 2.1 Historically, Greater Manchester has secured significant investment in active travel infrastructure through DfT funding initiatives such as Local Sustainable Transport Fund (LSTF) and Cycle City Ambition Grant (CCAG). Whilst these funding sources date from a period well before the formation of the Bee Network vision and its associated design standards, Greater Manchester was still successful in raising the bar significantly in terms of active travel delivery through these programmes.
- 2.2 For example, through CCAG, Greater Manchester delivered several cycleways which provided protection from heavy motor traffic, most notably, the Oxford Road/Wilmslow Road Corridor Scheme from the city centre to Didsbury. Despite being delivered seven years ago, the northern 3km of this route is up to Bee Network standards. That scheme was a good example of the combination of bus priority and active travel infrastructure that we need to repeat with the current and future funding to achieve the Bee Network vision set out below. In several locations, Greater Manchester is now investing further in routes delivered through earlier funding streams, to bring them up to current standards. These include Talbot Road in Trafford, the Fallowfield Loop and Deansgate in Manchester and the Ladybrook Valley in Stockport.
- 2.3 The Oxford Road/Wilmslow Road Corridor Scheme has achieved sustained increases in cycling levels. According to the Cross City Package and Busway Programme Monitoring and Evaluation Early Findings Report, from 2015-19 cycling trips increased 149%. Annual southbound cycling trips grew from 450,000 to 580,000 between September 2017 and April 2019. In parallel, bus journey time variability has decreased significantly. Bus patronage on this route has risen against an historic background of falling bus use, further demonstrating the positive relationship between the introduction of active travel infrastructure and the increased use of public transport. Figure 1 overleaf shows impacts of the Oxford Road scheme on bus patronage, illustrating that it bucks the trend after implementation.

Figure 1: Estimated bus patronage on Oxford Road



Note: Source is TfGM’s continuous passenger sampling survey, published with operators’ consent. . Note that figures are also indexed so that the confidentiality of the data relating to Oxford Road patronage can be protected.

- 2.4 In 2018, Greater Manchester published the ‘Made to Move’ plan. This report detailed the 15 essential steps required for the city-region to see a step change in walking and cycling, necessary for us to achieve our net zero ambition, tackle climate change objectives, support better health and wellbeing and improve road safety.
- 2.5 An ambitious network of walking and cycling routes was established and the ten local authorities and TfGM began planning the first phase of what was then ‘the Bee Network’.

2.6 Table 1 below summarises the position on the original Made to Move recommendations.

Table 1. Completion of the Made to Move ‘15 Steps’

Made to Move	Status	Ongoing actions
Publish a detailed, Greater Manchester-wide walking and cycling infrastructure plan in collaboration with local authorities in 2018.	Completed – superseded by Mission Refresh publication of V3 Bee (Active) Network	Maintain and update the Bee Active Network as it develops
Establish a ring-fenced, 10-year, £1.5 billion infrastructure fund, starting with a short-term GM Mayor’s Active Streets Fund to kick-start delivery for walking and cycling. With over 700 miles of main corridors connecting across Greater Manchester, this is the scale of network we need to aim for.	Completed – moving to an integrated delivery approach and annual reporting	
Develop a new, total highway design guide and sign up to the Global Street Design Guide.	Completed – Streets for All Design Guide	Adapt and develop the Streets for All Design Guide, including its supporting documents
Deliver temporary street improvements to trial new schemes for local communities.	Completed – temporary and trial infrastructure is now a well-used tool in delivery of a wide range of programmes	
Ensure all upcoming public realm and infrastructure investments, alongside all related policy programmes, have walking and cycling integrated at the development stage.	Completed – all schemes are now proceeding through Streets for All Design Review	CRSTS and other ‘single pot’ settlements allow integrated delivery of the Bee Active Network as part of the wider ambition
Develop a mechanism to capture and share the value of future health benefits derived from changing how we move.	Continuing – PEAT tool recognised by DfT and ATE as the best way to appraise GM schemes. Also, annual reporting will incorporate outcome monitoring	Seeking to improve appraisal and reporting, and engaging academic partners to progress further research
Work with industry to find alternatives to heavy freight and reduce excess lorry and van travel in urban areas.	Continuing – progress on small scale trials with SMEs	Look for business partnerships to progress transshipment and engage with logistics operators

Made to Move	Status	Ongoing actions
Partner with schools and local authorities to make cycling and walking the first choice for the school run and take action on traffic and parking around schools.	Superseded by Mission Refresh focus on schools and School Travel Policy development	Develop school travel policy so that Home School Travel Plan is enacted across all modes
Deliver year-on-year reductions to the risk per kilometre travelled, by establishing a task force to improve safety on roads and junctions	Completed – working on adoption of Vision Zero	Vision Zero Strategy to be presented to January BNC
Call for devolved powers to enforce moving traffic offences, and develop strategies for reducing anti-social driving, through public spaces protection orders	Ongoing – recent changes to moving traffic enforcement being adopted. Action on pavement parking legislation remains an ‘ask’	Continue to press government for appropriate powers to manage pavement parking. Seek modification to TSRGD to enable side road zebras
Prioritise investment based on the measurement of people movement, rather than motor-traffic, and integrate with a new street satisfaction index	Ongoing – incorporated into annual reporting	
Ensure local communities are engaged and supported in the development and use of new infrastructure and programmes	Completed – now covered by Mission Refresh communications and stakeholder engagement and accessibility	
Deliver greater levels of public access to bikes across Greater Manchester, working with the private sector to deliver low cost and innovative solutions.	Ongoing – we now have a wider programme of Access to Bikes	
Work with local businesses to help shape our new network and achieve a culture-shift on commuting.	Completed – focus widened from commuting to all journey purposes	
Launch our own version of a ‘Summer Streets’ festival, creating low car town and city centres to trial street closures on the network.	Wider activation programme now being used	

3. Refreshing the Active Travel Mission

- 3.1 In November 2022, I launched my vision for our approach to Active Travel. That mission built upon the previous 'Made to Move' plan and reinforced the continued delivery of our Local Cycling and Walking Infrastructure Plan: 'Change a Region to Change a Nation'. The Annual Report at Appendix 2 explores the refreshed mission and the progress to date across all aspects of active travel, including examples from each local authority partner and our third sector partners.
- 3.2 This report captures a series of recommendations and potential 'next steps' necessary to develop a new Active Travel Strategy, which I suggest are necessary to support the Transport Strategy for 2040 and to enable a new Local Transport Plan to be formulated. In addition, changes to planned future funding arising since the announcements on 4 October 2023 mean that opportunities exist to consider how that funding may be allocated as part of a wider integrated delivery plan.
- 3.3 That new strategy can be developed in more detail over the next year as we refresh our commitments under the GM Transport Strategy 2040. We need to consider our updated modal Right Mix targets, the need to achieve net zero and enable those without access to private transport to have access to opportunity, as well as providing everyone the choice to move more actively more often via their day-to-day journeys.
- 3.4 However, I now present some specific recommendations that will help frame that new approach.

Universal accessibility

- 3.5 To ensure that the network becomes universally accessible, a Streets for All Design Guide has been developed and was adopted by the GMCA at November BNC. Mechanisms are being developed to ensure that these standards are applied to all schemes built on behalf of the GMCA.
- 3.6 Whilst the guide can address new infrastructure, some areas of the existing network have access controls on them which seek to limit anti-social behaviour and/or illegal use of motorbikes and quadbikes. These actions (stymie gates, access control bollards etc) prevent people using mobility aids, adapted cycles or non-standard cycles such as cargo bikes from accessing many parts of the network. I propose that TfGM should be asked to work with the local authorities and other stakeholders (eg Sustrans and the Canal and River Trust) to develop a common policy on access controls to support the Streets for All approach. After that, as the local delivery

strategy develops, solutions to retrofit accessible means of control onto these routes should be pursued.

Bikes and non-standard cycles on trams

- 3.7 For those using wheelchairs or travelling with children, Metrolink is the most accessible form of public transport in Greater Manchester, with level boarding and step free access or lifts provided at all stops. However only folding bikes are currently allowed on board. Non-standard cycles can be vital mobility aids for some, and I recommend that TfGM continue to work with the Metrolink operator to overcome the safety and operational challenges to allow non-standard, and ultimately all bikes, on board, at suitable times of the day and in line with other UK light rail operators.
- 3.8 A next step being considered is a guided pilot under controlled conditions to understand further how a change in policy might be implemented. A separate, further paper on these topics will be brought to this committee early in 2024 to inform a decision on next steps.

Vision Zero (see road danger reduction section, pages 39-42 in the Annual Report at Appendix 2)

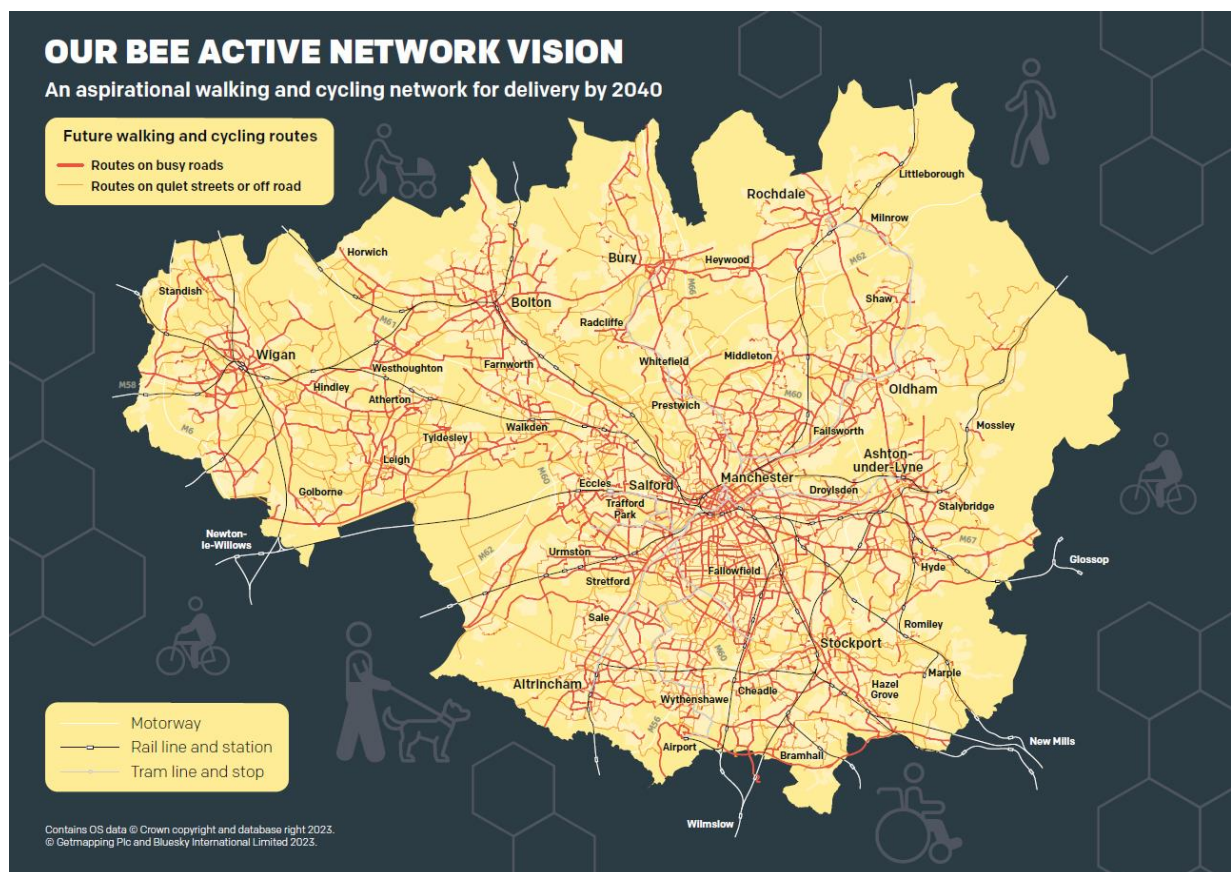
- 3.9 The proposed Vision Zero Strategy will be brought to the January meeting of this Committee.

Updated Network Plan: (see pages 22-24 in the Annual Report at Appendix 2)

- 3.10 A comprehensive review of the proposed Active Travel network has been carried out by TfGM with support from each local authority. This review comprises two elements. The first relates to reviewing the 'vision' plan in terms of potential routes throughout Greater Manchester that would connect substantial parts of the city-region together, enabling stand-alone walking, wheeling and cycling journeys, and 'first mile/last mile' connections to public transport. The second has been an audit of streets and off-road routes that form this network to determine the nature of changes necessary in more detail than ever before.
- 3.11 The original network plan developed for 'Made to Move' comprised over 1,800 miles (2,900km) of connected cycling and walking routes, including 435 miles (696km) of protected main road corridors (active travel superhighways) and 2,400 crossings which help to join up neighbourhoods and communities.

3.12 The updated network plan (Figure 2 below) results in the following changes: overall length is slightly reduced in length from 2,900km to 2,734km. This is principally due to the removal of some duplicate sections of network. However, the proportion of the network which we expect to require physical protection for those riding bikes has substantially increased from 25% to over 40% – now 1,170km of segregated network (as opposed to c725km). This is due to the greater knowledge of network conditions which we have gained through TfGM’s comprehensive network audit work. This data suggests that traffic volume and speed thresholds which would require physical protection for bikes are met on a larger proportion of routes than was anticipated in 2018.

Figure 2: Bee Active Network (v3): the updated Network Vision



Bee Active Network v3 key stats:

- Total length of proposed network: 2734km, of which 1,170km is on busy roads, 932km on quiet roads and 631km off road
- Over 95% of Greater Manchester residents will live within 400m of a Bee Network route once the network is completed.

3.13 The network is based on the following principles:

- To connect all communities in Greater Manchester with a comprehensive walking, wheeling and cycling network.
- To make active travel the natural choice for most people's short journeys and enable independent trips and connection to public transport for longer trips.
- All of this network would be expected to meet the 'Bee Network' standards set out in our Active Travel Design Guide (NB: this is to be updated following the Streets for All Design Guide adoption) and would therefore be compliant with LTN 1/20 at minimum.
- The network physically integrates with local centres and public transport networks to support our Bee Network vision for patronage growth.
- The original network was developed through a series of workshops with people with detailed local knowledge, residents, campaigners, politicians, local government officers and other interested parties. This concept plan was then built upon through analysis that followed the government's LCWIP planning guidance. This new network has evolved based on new traffic data and knowledge gained over the past five years of delivery, as well as working closely with local authority officers. The network will continue to evolve as we construct it. Through the Annual Report I intend to regularly report progress towards delivery.
- The network comprises two main elements:
 - The majority is provided by existing lightly trafficked streets and traffic free routes, connecting these with new crossing points, where busy roads or other sources of severance need to be crossed, and passing through (as they develop) potential 'active' neighbourhoods.
 - A significant number of major transport corridors, which analysis indicates has the highest potential demand for active travel trips, and where protected provision is required for bikes and controlled crossings for pedestrians, to make them safe and attractive for cycling, walking and wheeling.

3.14 The Committee is requested to adopt this plan as its vision for the future Bee Active Network for Greater Manchester. It will be updated regularly and will be published on the TfGM Bee Active website.

3.15 Whereas the original Bee Network plan focused solely on active travel, the updated network plan acknowledges that this ‘active network’ forms part of a wider ambition for other complementary modes, especially bus and tram. Cycle Hire also forms part of the network vision.

3.16 The original ‘Made to Move’ plan suggested a similar network plan value of “at least £1.5billion” and take “10 years” to deliver. Based on TfGM’s delivery experience over the last five years, the uplift in design standards demanded by LTN 1/20 and latest Greater Manchester design guidance, as well as TfGM’s greater understanding of the types of infrastructure which will be required to deliver the network, we now estimate that the investment requirement to deliver the full network plan by 2040 is likely to be in region of £3.4bn at current prices (i.e. without inflation over potential programme duration). A breakdown of this investment estimate is provided in Table 2.

3.18 Whilst I recommend that there remains a need for targeted active travel investment, I understand that most of this planned network will need to be delivered through integration with a wider Bee Network infrastructure pipeline, which delivers benefits for all road users including public transport, walking, wheeling and cycling. This approach has been adopted successfully on schemes such as Oxford Road and Trafford Road, where improvements were made for walking, wheeling, cycling and buses. Regeneration plans will also provide opportunities to deliver active travel infrastructure such as the redevelopment of Stockport Town Centre.

Table 2: Estimated value of Bee Network (infrastructure) elements

Network element	Network length	Per km costs (£m)	Cost (£m)
Busy roads	1,137	£1.63	£1,860
Quiet roads	899	£0.382	£344
Off road routes	631	£0.606	£382
Allowance for city/town centres	66	£7.74	£511
Allowance for pedestrian junction schemes			£54
Allowance for structures			£221
Total cost estimate			c£3.4bn

3.19 The next substantial opportunity to progress active travel further is likely to be within the CRSTS 2 period (to March 2032) - and beyond. However, throughout CRSTS 1,

the current programme of active travel investment will continue to be met from a combination of direct active travel grants, elements of CRSTS 1 schemes and a specific block of CRSTS 1 investment.

3.20 I suggest that we continue to review delivery within CRSTS 1 and act on opportunities that may arise from recent decisions around funding and transport plans nationally, on the basis that the Active Travel programme has a well-developed pipeline of opportunities to deliver change and the experience to do so rapidly.

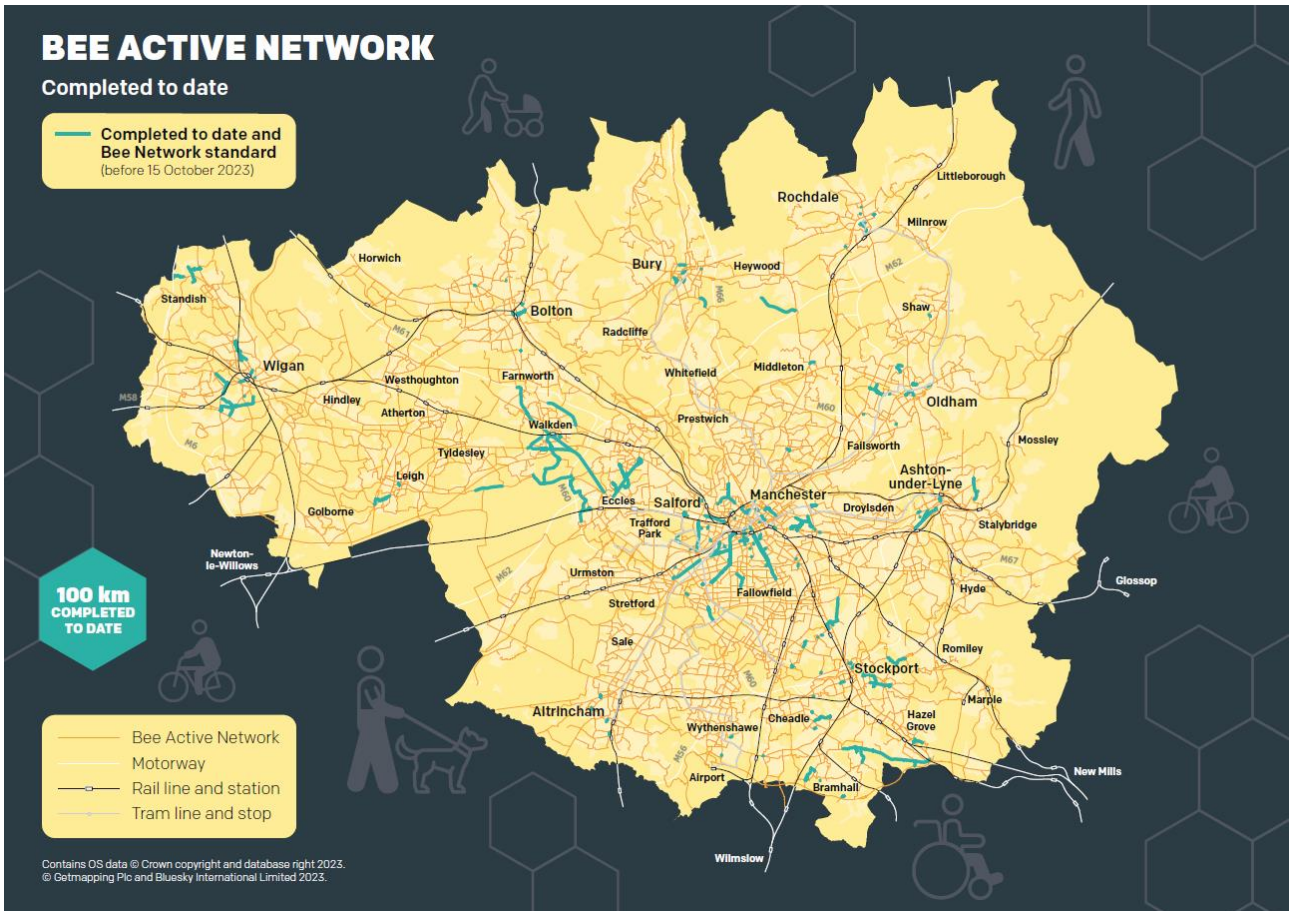
The Active Travel Infrastructure delivery programme: ‘now, next and near future’

3.21 In May 2020, following discussions with Greater Manchester local authority partners, a priority package of schemes, valued at £217m, was agreed by the GMCA to be funded. This was a proportion of a wider programme, estimated at circa £500m, and which would have contributed to the original Bee Network plan. Whilst £160m was immediately available from the MCF, the GMCA has subsequently secured additional funding to enable the continued delivery of this prioritised programme.

3.22 Work began in earnest on delivery, and, in the three years since May 2020, much has been achieved. The detailed breakdown of our current capital and revenue expenditure is set out in the Annual Report at Appendix 2, pages 19-20.

3.23 Expenditure on this programme has accelerated since a prioritised pipeline was agreed in 2020, with many schemes progressing to delivery. This is now being achieved at circa £40m per annum, across the various active travel funding streams. This is resulting in a growing network illustrated in Figure 3, overleaf.

Figure 3: Bee Active Network routes completed to date

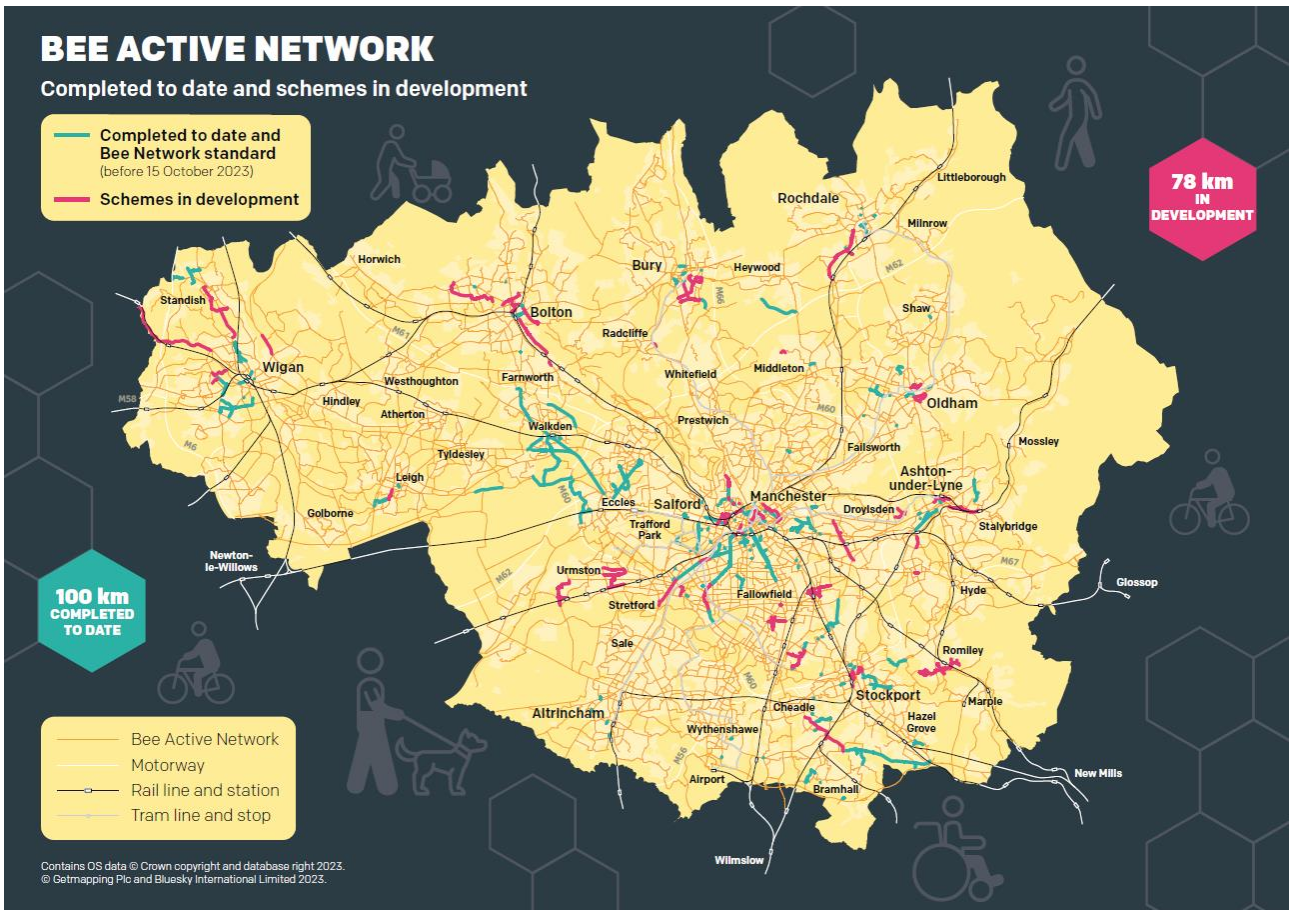


3.24 Figure 3 highlights the substantial progress made to date on the Bee Active Network, including:

- 100km of Bee Network standard infrastructure has now been delivered
- Over 320,000 people (11% of Greater Manchester’s population) already live within 400m of a completed Bee Active Network route
- 19km of major radial road corridors into Manchester/Salford city centres now feature Dutch-style protected facilities for people cycling
- The newly built infrastructure includes 20 new protected junctions, which provide safe facilities for those walking, wheeling and cycling

3.25 Figure 4 shows all completed infrastructure, plus infrastructure which is in development and funded for delivery from current programmes.

Figure 4: Bee Active Network routes completed to date and in development



Notes on Figure 4:

- **NOW:** Schemes delivered in green (100km) – these are Bee Network standard active travel infrastructure schemes completed on site by 15 October 2023. Over 320,000 Greater Manchester residents live within 400m of these schemes.
- **NEXT:** Schemes in development in red (78km) – these are schemes which are funded for delivery but are not yet completed. Some are already on site, some may not yet have Full Business Cases submitted yet, but they are prioritised, and it is intended they will be funded for delivery from current programmes.
- **NEAR FUTURE:** CRSTS 1-funded (Streets or Bus) programmes are not currently included in the above mapping or figures but will contribute at least an additional 30km to the emerging network by 2026-27 (some schemes are yet to be designed). In addition, there is a pipeline formed from MCF tranches 1-6 and subsequent development (e.g. Capability Funding) that is discussed below. The total length of network that would be delivered by these is likely to be in the range of circa 80-

150km and we expect there to be area-based outcomes for which it is not practical to estimate the network enabled at this stage.

Proposed longer term Active Travel Pipeline

- 3.26 This report now sets out the likely requirement for a circa £1bn dedicated active travel pipeline over the medium to long term – spanning current and future funding periods, up to 2040. The following values would form part of the overall c£3.4bn (in current prices) to complete the network and would be focused on the areas described below.
- 3.27 Due to the advanced planning work undertaken over the past six years developing this network plan, we have a strong pipeline of unfunded schemes. These have either had development funding via MCF/ATF or were deprioritised due to various factors as the MCF programme matured. The estimated value of these is circa £200m at current prices.
- 3.28 TfGM has also identified 189 traffic signal junctions that have no pedestrian facilities. At present seven of these are being pursued with ATF round 4 funding. Another 12 are at locations with no pedestrian routes or at motorway junctions. Hence around 170 are planned to be targeted in future – representing an estimated £54m of further minimum requirement.
- 3.29 Some 282 other ‘non-compliant’ existing crossings or junctions have been identified that require upgrading – estimated at £83m. To date 24 new and improved Bee Network crossings have been delivered over two phases. A further nine crossings are to be delivered in a third phase that is underway.
- 3.30 Over 2,000 further crossing points at ‘points of severance’ exist on quieter neighbourhood roads, where they meet or cross more major roads. The lack of crossings at these locations can influence people’s choice to make short trips to school, local shops and services etc by car instead of choosing to walk, wheel or make a public transport trip. I would anticipate these being in the form of new zebra, parallel and other priority style crossings and some traffic signal-controlled facilities. This ‘accessible neighbourhoods’ approach would also offer the opportunity to introduce other interventions. I also envisage this sub-programme could include ‘side road zebras’ in due course, subject to approval from the government.
- 3.31 The ‘accessible neighbourhoods’ approach would enable walking, wheeling and (in some circumstances) cycling to support better access to public transport, local

centres and schools. This sub-programme would deliver significant benefits to local health, air quality and social cohesion. An estimated £400m is required to address this. That scale of investment in a neighbourhood focused programme would be sufficient to also support localised interventions, such as:

- transforming home to school travel by addressing the creation of school streets and other minor interventions in the vicinity of the points of severance throughout many local neighbourhoods
- seeking to address demands for local cycle parking (through schemes such as cycle hangars)
- the continued need to provide support for access to cycles through bike libraries and other similar interventions.

3.32 Therefore, we can establish a minimum requirement for the future active travel pipeline, relating to known unfunded schemes, signal crossings and accessible neighbourhood measures (as above) in the order of £750m. I envisage that that pipeline would span three funding periods – CRSTS 1, CRSTS 2 and beyond. This assumes that delivery rates on Active Travel will be sustained at least the current level. The profile of that recommended dedicated investment is still to be determined.

3.33 The future network plan will be formed of newly created routes, crossings, junction improvements and existing cycling and walking infrastructure and ‘quieter routes’ through neighbourhood areas. However, until now, the actual status of that potential network in terms of its compliance with our planned standards has been unknown. To resolve this, over the past year, TfGM has undertaken a significant audit of the condition of those routes – see pages 22-24 of the Annual Report at Appendix 2.

3.34 700km of the proposed future network has been reviewed to determine what, if any, proportion could be considered to be to ‘Bee Network’ standards. This does not include infrastructure built since 2017 – all of which I have confidence is compliant with our Bee Network standards, since it has been subject to TfGM’s rigorous design assurance process. Hence, the audit focused on streets that either have legacy schemes that pre-date these standards or have had no recent treatment at all. The audit reveals that only 16.5km of existing infrastructure and quiet streets could be considered compliant. Therefore, part of the potential future approach should be to introduce targeted sub-programmes to, where possible, bring the remainder of this up to standard.

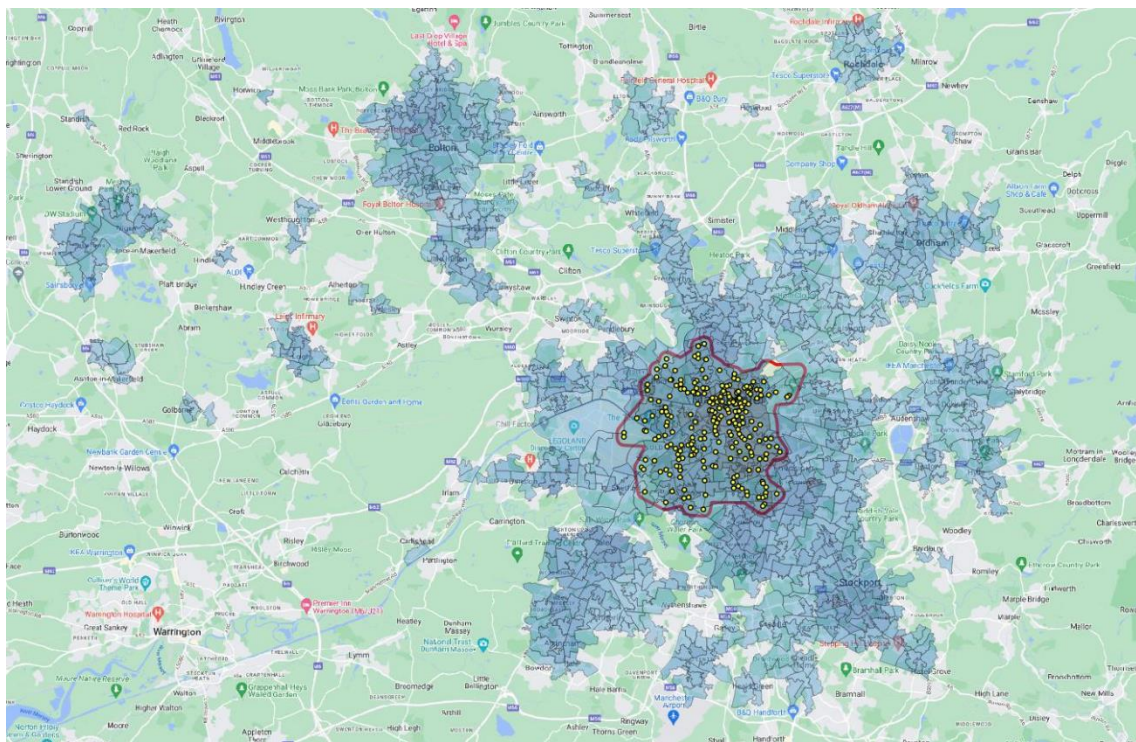
- 3.35 A significant proportion of the planned network does require substantial, sustained investment to bring it up to appropriate standards for walking, wheeling and cycling, what the audit also reveals is an opportunity for a relatively widespread range of 'quick win' actions, particularly those focused on improving conditions for those walking and wheeling.
- 3.36 These would be 'high volume/low cost/low complexity' actions, including tackling pavement pinch points, and side road crossings that lack basic pedestrian facilities such as dropped kerbs or tactile paving. These are primarily deficiencies that could be considered highways maintenance and renewal. I suggest that £250m over approximately ten years would make significant inroads into these 'quick wins', and support access on foot and wheel to schools, public transport and local centres. The recent announcement of additional highways maintenance funding could support delivery of this component of these proposals and work could commence almost immediately on these simple actions.

Cycle Hire expansion and integration

- 3.37 The Cycle Hire scheme continues to perform well, with a plan in place to mitigate the impact of damage and loss of bikes caused by antisocial and criminal behaviour. Pages 32-34 of the Annual Report at Appendix 2 highlight the outcomes of the scheme to date.
- 3.38 TfGM has carried out a feasibility study for a Greater Manchester-wide cycle hire service, beyond the regional centre, and the areas identified with the strongest potential for a cycle hire scheme are shown on Figure 5 overleaf. It is recommended that these areas be adopted for future planning purposes. Any future expansion will be informed by the operation of the existing scheme. Agreement is required on the ultimate phasing of this potential expansion, but it is suggested that this should be focused on integration with public transport and locations that based on experience to date are likely to support higher usage per bike than other areas. Consideration could also be given to modifications to the current operational footprint to respond to current and future conditions. One potential use of cycle hire is to provide 'first mile/last mile' connectivity.
- 3.39 Integration of cycle hire services into wider ticketing for the Bee Network would be supported by having a plan for expansion. This would give a clear purpose for integrated ticketing so that seamless journeys from home to destination could be made by hopping on a hired cycle, riding to an interchange or stop, making a public

transport journey by bus, tram or rail (eventually) and then picking up a hire cycle at the opposite end of this trip.

Figure 5: GM-wide Cycle Hire expansion proposal



3.40 This would represent a total service of approximately 8,000 cycles supported by around 1,000-1,500 'stations' (small groupings of cycle hire docks). These would be placed strategically to integrate with public transport and origin/destination locations in local centres. Ordinarily, stations would not be more than 500m apart.

3.41 Achieving this vision is subject to development of a specific business case for expansion and may include other forms of shared mobility (subject to consultation) such as: for hire e-scooters, cargo bikes, some forms of adapted cycles and longer-term options for rental. It will also be important as this plan is developed to consider the type of bicycle, as many users would prefer e-assist bikes as opposed to solely mechanical bikes. Based on the experience to date of running the phase 1 Cycle Hire service, careful consideration of criminal and anti-social behaviour will have to be made throughout any expansion. This will include providing secure cycle parking facilities to deter theft and vandalism.

3.42 Progress has been made on exploring ticketing options on Cycle Hire, including making offers available for Our Pass. There was low take up of these offers, which may relate partly to the footprint of the service, and also to concerns over personal

safety whilst riding amongst younger road users. Discussions on this and promotions to all market sectors continue.

3.43 All of the above would represent a commitment to Active Travel focused investment of circa £1bn over the medium to long term. Table 3 summarises the £1bn proposed future pipeline.

3.44 The balance of the funding required (£2.4bn) for the envisaged network would have to be delivered through investment directed at wider place-based outcomes, such as those being delivered through the current Streets for All and Bus CRSTS programmes.

3.45 Similarly, there are LUF funded regeneration schemes such as Oldham Town Centre, and private developer-funded improvements negotiated with local planning authorities, which deliver high quality interventions to enhance and connect to the wider Bee Network. The A34 improvement scheme is one example of a major infrastructure project which will include comprehensive walking, wheeling and cycling facilities. Rail capacity enhancements and station improvements will also create new hubs and add active travel facilities to the network.

Table 3: Proposed longer term Active Travel Pipeline.

Programme Element	Value
Pipeline of MCF/ATF unfunded/developed schemes	£200m
Traffic signal junctions without pedestrian facilities	£54m
Existing crossing upgrades	£83m
Accessible neighbourhoods	£400m
Maintenance and renewal	£250m
Cycle Hire expansion	Cap: £15m Rev: tbc
Total	c£1bn

Cycle Hubs and cycle parking (see page 38 of the Annual Report at Appendix 2)

3.46 A review has commenced on Cycle Hubs. There are existing issues relating to the management and maintenance of the Hubs. They are generally underutilised, although the Hub at Media City is popular. It is recommended that TfGM and its partners develop a model for good practice in terms of what ‘Bee Network’ standard cycle parking should be. The forthcoming LTP refresh should enable this, and we can reconfirm our approach to continued investment at that time. It proposed that a further paper on that topic is brought to this committee in due course.

3.47 Regarding other cycle parking offers, members will be aware of the Bicycle Locker Users Club (BLUC). This scheme has become life expired and, in addition, both Metrolink and rail operators have requested its removal on safety grounds. It is proposed that TfGM phase out this scheme by closing the programme to new users, removal (after contacting current users) and replacement (where necessary) with alternative suitable cycle parking if that does not exist. Funding opportunities are being explored to enable this to happen with the least impact on existing users. Lessons learnt from this will help inform the development of a new Bee Network cycle parking standard.

School travel policy

3.48 At present, many school journeys in Greater Manchester that could be made by active travel or public transport are currently made by private car, negatively impacting health, road safety, the environment, congestion, and children's independence.

3.49 In 2022 61% of 5- to 10-year-olds walked, wheeled, scooted or cycled to school (Travel Diary Survey). This is above the national target of 55%, but 84% of households in Greater Manchester are within an 800m walk of their nearest primary school, suggesting that more journeys could be made actively. The survey also found that only 50% of 11- to 16-year-olds travelled actively to school, despite 70% living within a 2-mile walking distance of their school.

3.50 The arrival of the Bee Network, as well as a refreshed mission for active travel in the city-region, provides an opportunity to review how young people are supported to travel for education and develop a new, holistic policy for future provision.

3.51 A draft strategy document is now being produced and engagement with schools, local authorities and other key stakeholders will be core to its development. We plan to consult on the draft strategy in 2024.

Training including Bikeability

3.52 I am committed to bringing together an expanding, accessible and diverse range of training offers to suit local needs that reaches all residents of Greater Manchester by 2025. This includes collaborating with Bikeability and local authority partners to achieve their ambition to ensure that every child can achieve level 2 Bikeability by 2025. TfGM are going to review the delivery of this training in Greater Manchester in order to develop an updated model suitable to achieve these ambitions.

3.53 Currently training is funded by direct grants from Bikeability to the local authorities, other short-term funding from Active Travel England, and a contribution from levy funding. Part of the review will be to look at the outcomes of training, and how co-ordination can better achieve the ambitions above.

Appendix 1: Larger versions of the maps at Figures 2 - 4

Figure 2: Bee Active Network (v3): the updated Network Vision

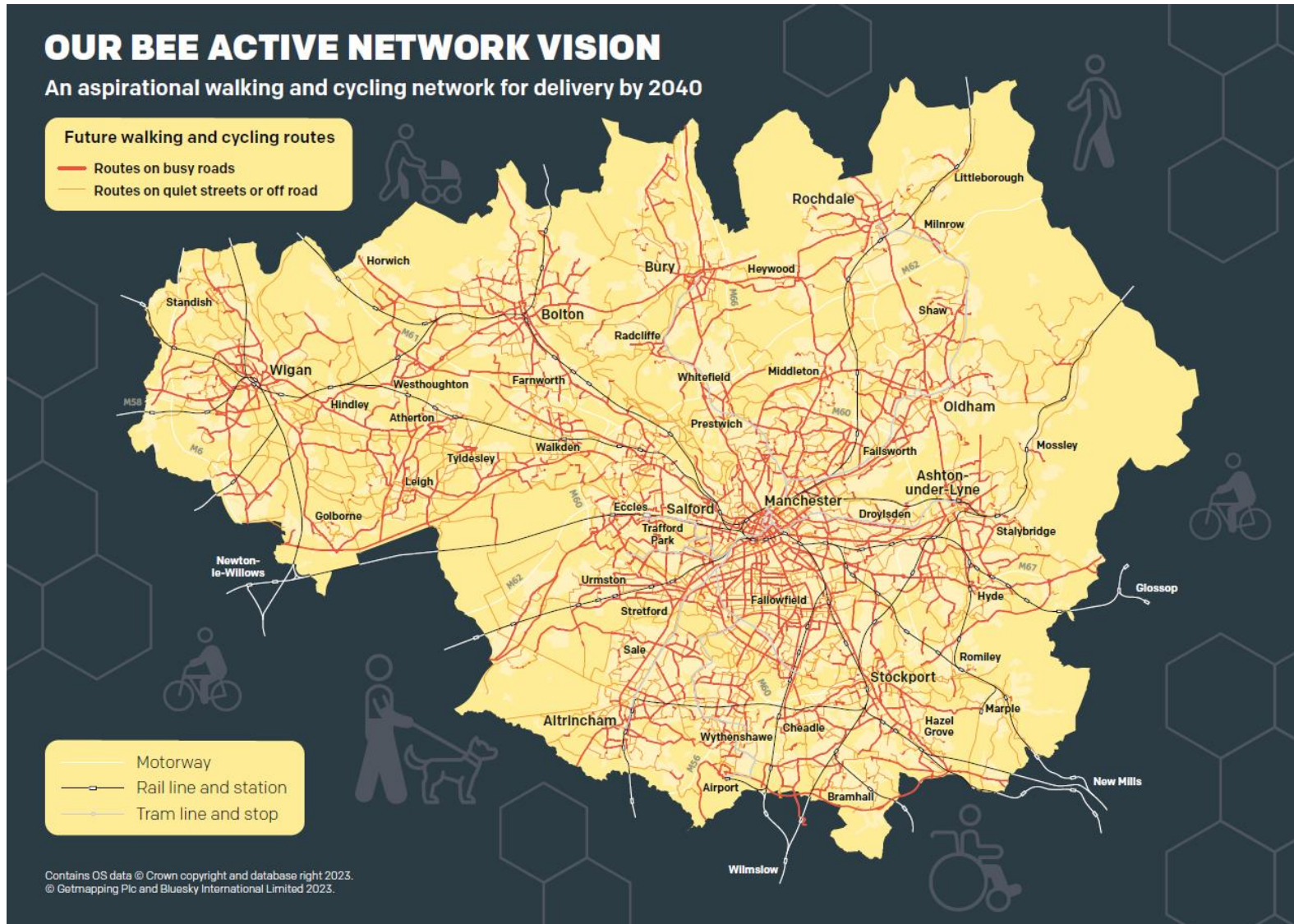


Figure 3: Bee Active Network routes completed to date

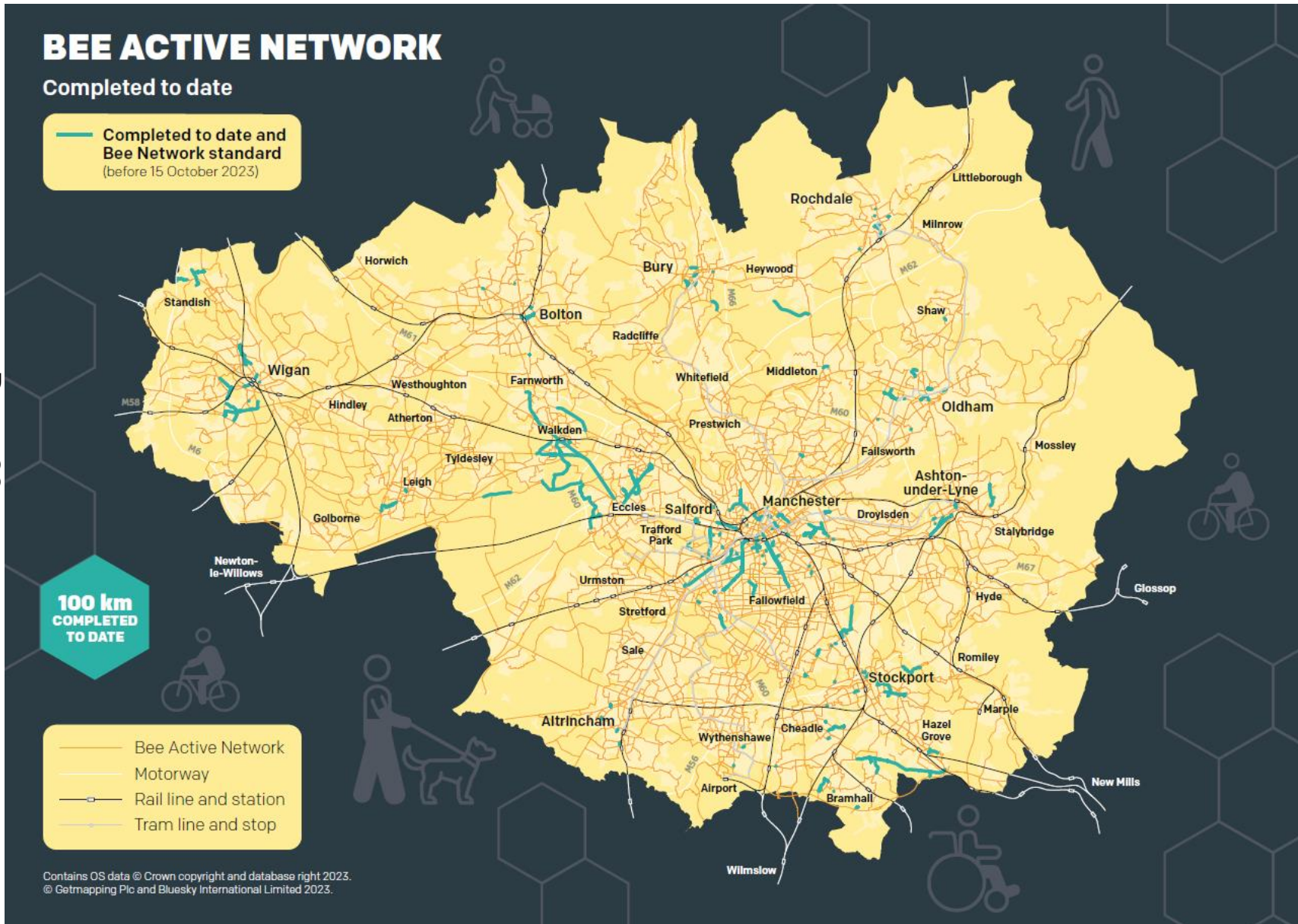
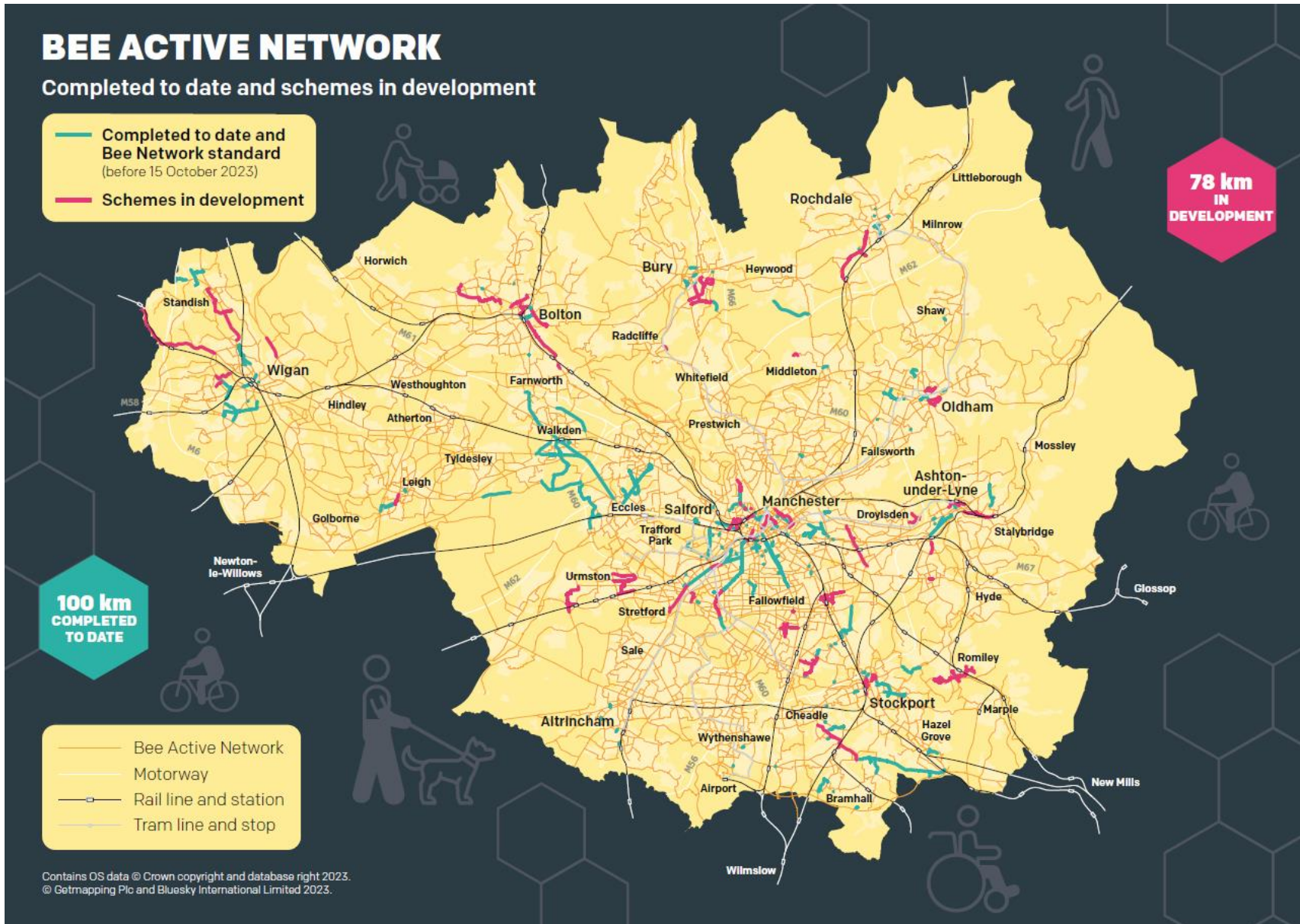


Figure 4: Bee Active Network routes completed to date and in development



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Active Travel in Greater Manchester Annual Report – 2023

Foreword

Last year I launched a refreshed Active Travel Mission for Greater Manchester, building on what Chris Boardman achieved during his time as Cycling and Walking Commissioner for the region. The refreshed mission brings renewed focus to Greater Manchester's active travel ambitions, prioritising infrastructure delivery, home to school travel, access to cycles, integration with public transport and road danger reduction. These are all central to the successful delivery of the Bee Network, Greater Manchester's plan for an integrated, low-cost, high-frequency public and active transport network which will transform how people move around the city-region.

Monitoring progress is a key part of ensuring success and knowing that as a region we are all moving in the right direction. I'm therefore pleased to introduce this report, the first of what is planned to be an annual report on progress towards Greater Manchester's Active Travel Mission and the contribution of the active travel components of the Bee Network. Accurate reporting is crucial in showing progress and enabling, if necessary, adjustments to be made to achieve the best network for all users.

As this report shows, good progress has been made. The review of the active travel network has been completed and this now enables the planning and delivery for the future to be curated. Transformational schemes continue to be delivered and a Vision Zero strategy to ensure Greater Manchester streets are made as safe as they can be for walking, wheeling and cycling is in development.

As the network develops, the number of journeys being walked, wheeled or cycled is increasing, but there is still a lot more that needs to be done to provide a safe, inclusive and integrated Bee Network. Enabling behaviour change takes time and won't happen overnight, but I believe that consistent standards and delivery timeframes provide the best route to providing the choice people need for their journeys. This includes – from children and young people who want to ride their bikes to school, but can't because it isn't safe, to wheelchair users who aren't able to visit their local green space because it's not accessible to them.

Every public transport journey starts or ends with another, shorter journey – making good active travel provision enables those shorter journeys to be done on foot or bike and is central to an integrated transport system. Part of this annual reporting will be to allow tracking of the changes people are choosing to make, whether it's using active travel for their entire journey or as part of a longer journey using public transport.

As well as monitoring how things are going in Greater Manchester, I will be keeping an eye on the bigger picture. Looking beyond the region to national priorities is vital in developing the Bee Network's active travel mission. Alongside my fellow Active Travel Commissioners, I will

continue to work to secure the legislative and legal changes that are needed to enable people to travel more sustainably, supporting national goals and commitments related to levelling up, Net Zero and the health and wellbeing of all communities.

I look forward to tracking the progress, growth and development of the active travel portion of the Bee Network, as more of it is realised. Alongside the integration and decarbonisation of public transport, the work being done helps the region realise the targets of the 2040 Transport Strategy and the 2038 Net Zero ambitions. A huge thanks to everyone for playing their part, whether that is working directly within a role inside the transport teams or as a member of the travelling public: your support, challenge and travel choices are helping to shape England's biggest active travel network outside of London.

Dame Sarah Storey

Active Travel Commissioner



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Executive Summary

In recent years, Greater Manchester has committed itself to building a world-class walking, wheeling and cycling network. The city-region’s vision and plan for active travel is impressive and the next phase is to ensure active travel is now completely embedded into a region-wide, London-style transport system.

We have seen the number of both walking and cycling trips increase between 2021 and 2022 (see Figure 1).

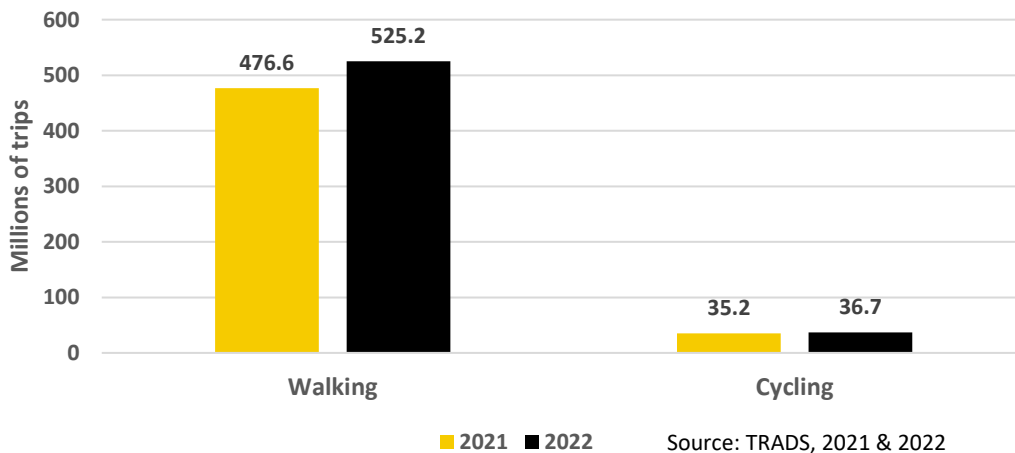


Figure 1: Annual trips by Greater Manchester residents in millions

Active travel accounts for around one third (32%) of trips by Greater Manchester residents in 2022, which compares with 34% of trips in 2021 (see Figure 2).

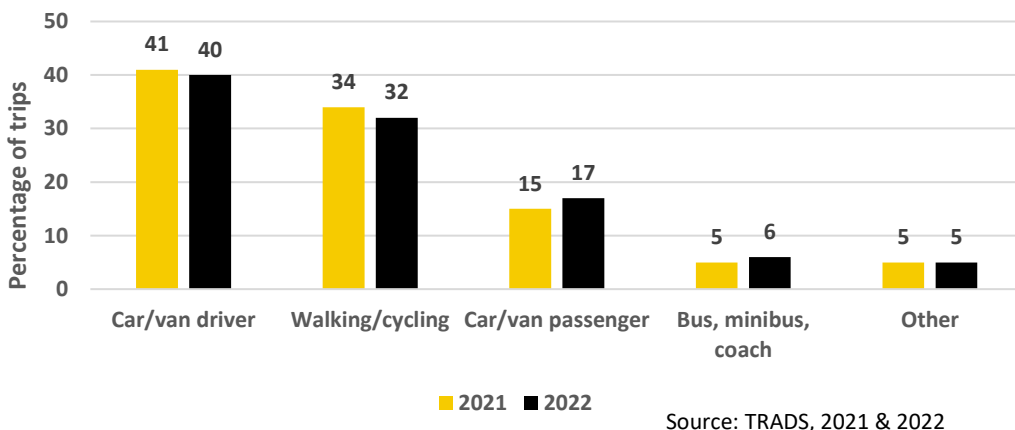


Figure 2: Main method of travel in Greater Manchester – percentage of trips

Refreshing Greater Manchester's Active Travel Mission¹ identified five key priorities to continue to drive this change. Progress in 2022-23 in these areas includes:

¹ [Greater Manchester's Active Travel Mission | TfGM Bee Active](#)

Infrastructure Delivery

Expenditure on this programme has accelerated over the past three years to achieve a spend which is consistently in the order of £35-40 million per annum.

- There are currently around 210 people (or full-time equivalents) working to support active travel delivery within TfGM and the ten Greater Manchester councils.

The first Mayor's Challenge Fund schemes were delivered in 2019, and since then 35 projects have been completed on site, delivering 53.6km of Bee Network infrastructure. Specifically in the financial year 2022-23, 14 schemes were completed on site, delivering 24.6km of network.

A network review has been underway during 2022 and 2023 comprising:

- A network audit focused on existing infrastructure on proposed active travel Bee Network routes.
- An updated mapping exercise of Greater Manchester's funded active travel programmes, which will be combined with information on scheme delivery progress to show what is going to be delivered where and when.

Around 700km of network has been audited (around 25% of the network) to understand whether the existing infrastructure meets the Bee Network standards. The overall level of 'full compliance' is low: only 16.5km of the 700km audited was found to be fully compliant with the 17 issues the review was based on. However, the most common points of failure were generally the more straightforward issues to fix, such as pavement pinch points and side road crossings which lack dropped kerbs or tactile paving.

Around two in five residents either strongly agreed or agreed that Greater Manchester's transport network encourages you to walk or cycle as part of your trip (see Figure 3).

However, this is a statistically significant decrease from 2022.

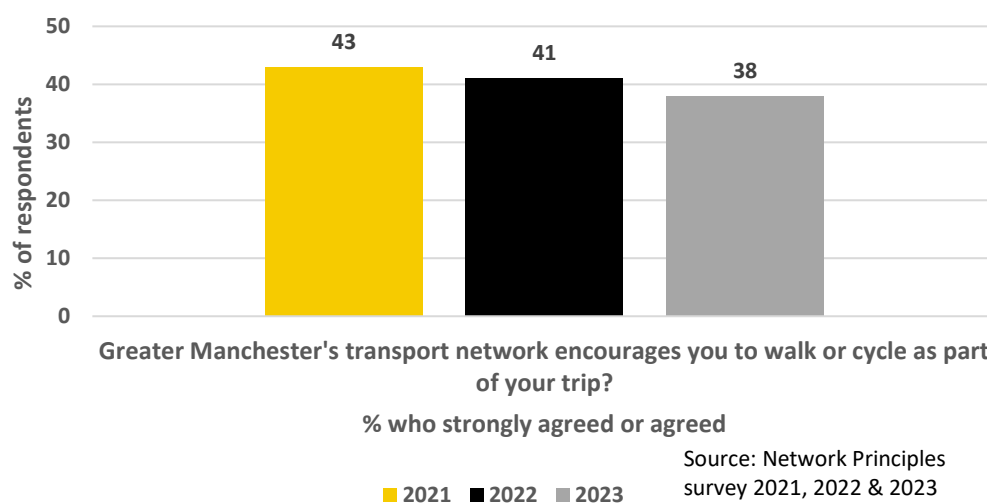


Figure 3: Does Greater Manchester's transport network encourage you to walk or cycle as part of your trip

Home to School Travel

A school travel policy has been in development in 2023 and is expected to be submitted for approval in 2024. It will have a clear vision of wanting more young people to choose to walk, wheel, scoot, cycle or use public transport to get to school and access further education.

In 2022, half (51%) of all education trips in Greater Manchester were walked, with one in twenty-five (4%) being cycled. This compares with 47% and 2% respectively in 2021.

Greater Manchester is looking to collaborate with the Bikeability Trust to assist them in achieving the ambition to ensure that every child can achieve level 2 Bikeability by 2025. In 2022-23, 18,990 places were delivered on Bikeability training across the different levels in Greater Manchester, up from 17,798 in 2021-22.

School travel initiatives delivered by TfGM and partners during 2022-23 have included school streets, a Youth Travel Ambassadors programme, cycle training for secondary school pupils and the provision of grants for the installation of cycle parking at educational establishments.

Bee Network Cycle Hire and Access to Cycles

The Bee Network Cycle Hire scheme was rolled out in three discrete sub-phases from November 2021 to Easter 2023, culminating in over 1,000 bikes, more than 200 'stations' and over 2,500 stands, in a service area spanning parts of Manchester, Salford and Trafford. This area has a catchment of circa 200,000 residents. To date, more than 60,000 users have registered to use the service.

Around Easter 2023, the scheme saw significant increases in antisocial behaviour, leading to high levels of repairs, bikes missing or stolen, and low bike availability (dropping to below 200). As a result, in August 2023, the scheme entered a Recovery Period.

TfGM introduced a bike libraries support programme in 2022, providing funding and support for local community organisations to set up bike libraries. There were 26 bike libraries in operation by the end of the 2022-23 financial year. These offer the opportunity to borrow a bike to people living locally who want to try cycling but cannot afford to or could not store a bike.

Currently in Greater Manchester almost seven in ten of residents can ride a bike or cycle, but only 17% have access to a working bike or cycle.

Integration with Public Transport (as part of the wider Bee Network)

Integration of active travel with public transport is a priority in Refresh the Mission and is key for Greater Manchester realising its Bee Network ambitions.

Discussions with local equalities groups, user groups, the TfGM Safety Review Committee and the Metrolink operator are currently ongoing in relation to establishing a pilot for allowing bikes on trams.

Discussions are also ongoing on how to establish an integrated ticketing system for the Bee Network that incorporates Cycle Hire, allowing customers to complete end-to-end, multi-modal journeys with a single fare.

Currently 44% of Greater Manchester residents who use the train access the train station by walking or wheeling, 27% by bus, 23% by car, 5% by tram and less than 1% by cycle.

53% of Greater Manchester residents who use the tram access the tram by walking or wheeling, 34% by bus, 3% by train and less than 1% by cycle.

Road Danger Reduction

In June of 2023, Active Travel Commissioner Dame Sarah Storey set out the city-region’s intention to adopt Vision Zero – a strategy to eliminate all traffic fatalities and severe injuries caused by road collisions. A Vision Zero Strategy for Greater Manchester is currently in development.

In 2022, 852 people were killed or seriously injured on Greater Manchester’s roads. This is similar to 2021 when the figure was 859.

In Greater Manchester there was a 13% decrease in the number of fatal casualties in 2022 (64) compared to 2021 (73). In 2022, there were 25 pedestrian fatalities and 5 cyclist fatalities, with the corresponding numbers for 2021 being 31 and 2 (see Figure 4).

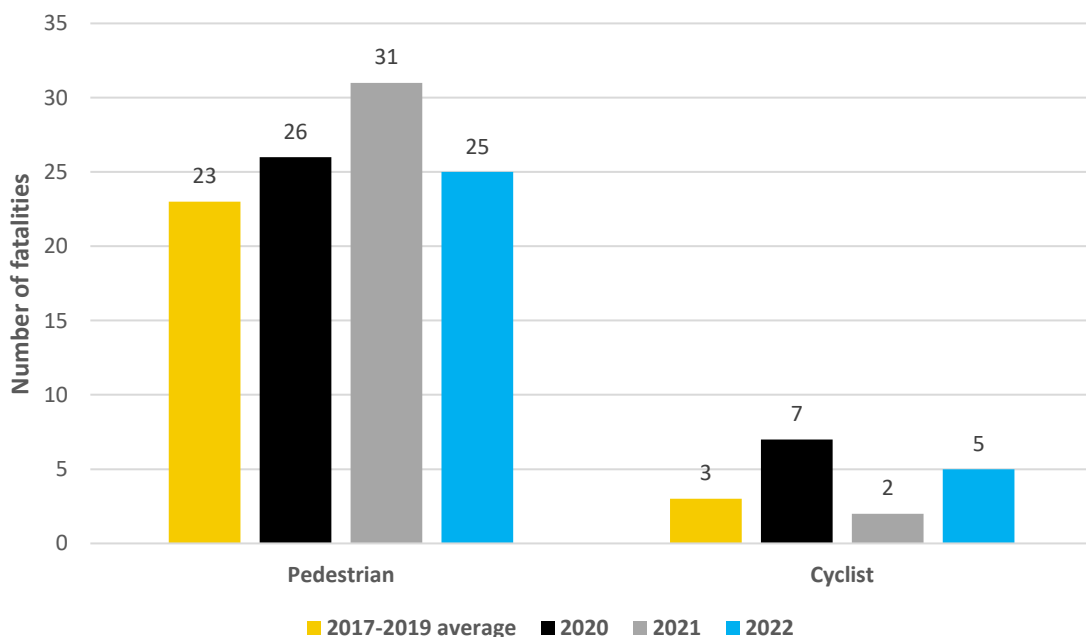


Figure 4: Number of fatalities in Greater Manchester

Introduction

In 2017, we set out our ambition to improve the Greater Manchester transport system so that by 2040, 50% of all journeys in Greater Manchester are made by public transport or active travel, supporting a reduction in car use to no more than 50% of daily trips. This would mean one million more sustainable journeys every day in Greater Manchester by 2040.

Market research shows that a significant proportion of Greater Manchester residents would use their cars less if the alternatives were more attractive. This means providing a safe and comfortable experience for walking and cycling. This will be done through the provision of a network that is built to the highest standards, where danger on the road is reduced and a culture is developed where the car is not king, with the intention of delivering a strategy that makes significant progress towards zero road casualties. Improving access to bikes is also essential to ensure that every person can embrace more sustainable options.

To deliver and check progress towards our ambition, numerous strands of activity are ongoing and this report, the first of its kind in Greater Manchester, provides an overview of the activities undertaken in 2022-23.

The report provides an overview of both the national and local strategic context from which our ambition has been developed. It goes on to evidence what has been happening across a range of activities that are associated with delivering the network. It also provides a summary of what we know about active travel use and perceptions across Greater Manchester.

Our intention is to publish a similar annual report in the years ahead, and the content of this will be refined as other sources of data are added and new initiatives undertaken.

Strategic Context

National context

The overarching national ambition is for active travel to be the natural choice for shorter journeys in England, or part of longer journeys, by 2040². This ambition is underpinned by Gear Change, a vision for Active Travel in England, and a national Cycling and Walking Investment Strategy. The ambition supports policy goals in relation to health, decarbonisation and levelling up objectives.

Cycling and Walking Investment Strategy

This strategy³ set out an ambition for England to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey. The government wants walking and cycling to be a normal part of everyday life, and the natural choices for shorter journeys including going to school, college or work and travelling to the station. Wanting more people to have access to safe, attractive routes for cycling and walking by 2040 as part of the aim to build a society that works for all. The national objectives set out in the report are that by 2020 they will:

- increase cycling activity
- increase walking activity
- reduce the rate of cyclists killed or seriously injured on England's roads
- increase the percentage of children aged 5 to 10 that usually walk to school

Further to this, the following aims and target were set and updated for 2025 in the second cycling and walking investment strategy⁴:

- To increase the percentage of short journeys in towns and cities that are walked or cycled from 41% in 2018-19 to 46% in 2025
- To double cycling, where cycling activity is measured as the estimated total number of cycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025
- To increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 365 stages per person per year in 2025

² Active travel in England – National Audit Office (NAO) press release

³ DfT April 2017 Cycling and Walking Investment Strategy

⁴ DfT updated March 2023 The Second Cycling and Walking Investment Strategy

-
- To increase the percentage of children that usually walk to school, from 49% to 55% of children aged 5 to 10 in 2025

Underlying the objectives are ambitions for better safety, better mobility and better streets.

Gear Change

The Department for Transport (DfT)'s Gear Change: a bold vision for cycling and walking was published in 2020⁵, setting out to create a step change in cycling and walking. It has a vision that "*cycling and walking will be the natural first choice for many journeys*". It includes a target of "*half of all journeys in towns and cities being cycled or walked by 2030*"⁶. It also has objectives related to safety, accessibility and integration. The vision comprises four distinct themes:

- Better streets for cycling and walking
- Cycling at the heart of decision making
- Empowering and encouraging local authorities
- Enabling people to cycle and protecting them when they do

Net Zero

Net Zero enshrines in law the commitment to reduce all greenhouse gas emissions to near zero, or 'Net Zero' by 2050. In May 2019, the Committee on Climate Change, a non-departmental public body that advises the government on the climate, recommended that the UK should aim to be Net Zero on all greenhouse gases by 2050. This would keep the UK in line with the commitments it made as part of the 2016 Paris Agreement to keep global warming under 2 degrees, limiting the most harmful impacts of climate change.

Net Zero requires action across all sectors, including transport. The Net Zero Strategy sets out the government's policies designed to keep the UK within its carbon budgets and ultimately to achieve Net Zero by 2050. Examples include decarbonising energy & fuel supply and transport.

Net Zero is echoed by a number of local authorities, transport bodies and businesses across the UK which have similarly committed to reducing their emissions to near zero. Here in Greater Manchester, we have committed to become carbon neutral by 2038, 12 years ahead of the government target. Action by the government will undoubtedly have bearings on local

⁵ DfT. July 2020. Gear Change: a bold vision for cycling and walking

⁶ This target was expanded on in the government's Net Zero Strategy (published October 2021): for journeys in towns and cities that are cycled and walked as a percentage of total journeys in towns and cities to grow from a 2019 baseline of 42% to 46% in 2025, 50% in 2030 and 55% in 2035 (p. 326)

efforts to encourage a shift to more sustainable and healthier forms of transport such as walking, wheeling and cycling in the years to come.

Decarbonising Transport

Decarbonising Transport⁷ sets out the government's commitments and the actions needed to decarbonise the transport system in the UK. Decarbonising Transport recognises that land transport is the largest contributor to UK domestic greenhouse gas emissions and states that there needs to be a step change in the breadth and scale of the ambition to reach Net Zero transport emissions. It sets out the pathway to Net Zero for transport and recognises the wider benefits it can deliver, for example reduction in air pollution, congestion and delivering growth. Then it highlights the government's commitments and actions needed to decarbonise transport, including but not limited to:

- Deliver 'Gear Change' – government investment of £2bn over a five-year period with the aim that half of journeys in towns and cities will be walked or cycled by 2030
- Deliver a world-class walking and cycling network in England by 2040
- Making better use of limited road space for all road users
- Accelerating modal shift to active transport is also a priority listed in the document

Levelling Up

The Levelling Up white paper⁸ presents the causes of economic, social and health disparities across the UK, and how it intends to narrow the gaps. Improving transport connectivity outside London is one of the paper's 12 missions:

"By 2030, local public transport connectivity across the country will be significantly closer to the standards of London, with improved services, simpler fares and integrated ticketing."

The Levelling Up white paper also acknowledges:

"Transport can boost productivity by connecting people to jobs and businesses to each other. It also supports wider quality of life, positive health outcomes and local pride by helping to regenerate high streets and town centres, supporting people to increase their physical activity, socialise and access shops and services." It consolidates its commitment to invest in buses, cycling and walking networks through the City Region Sustainable Transport Settlement Funds.

⁷ DfT July 2021 Decarbonising Transport: a Better, Greener Britain

⁸ Levelling Up the United Kingdom, Department for Levelling Up, Housing and Communities (2022)

Regional context

2040 Transport Strategy

The 2040 Transport Strategy is our city-region's statutory local transport plan setting out our long-term ambitions for transport. Over five years after the Strategy was first published, its 2040 Vision – for Greater Manchester to have 'World class connections that support long-term, sustainable economic growth and access to opportunity for all' – remains highly relevant. The Vision is underpinned by four key elements:

- Supporting sustainable economic growth
- Improving quality of life for all
- Protecting our environment
- Developing an innovative city-region

One of the core ambitions of our Local Transport Plan is to create a comprehensive network of walking and cycling routes that make it safe and easy for people to travel actively.

In 2017, we set out our ambition to improve our transport system so that – by 2040 – 50% of all journeys in Greater Manchester are made by public transport or active travel, supporting a reduction in car use to no more than 50% of daily trips. This will mean one million more sustainable journeys every day in Greater Manchester by 2040, enabling us to deliver a healthier, greener and more productive city-region. We call this the transport 'Right Mix'. Achieving the Right Mix is expected to lead to zero net growth in motor vehicle traffic in Greater Manchester between 2017 and 2040.

Streets for All

The Streets for All Strategy published in 2021 is a sub-strategy of the 2040 Transport Strategy. It provides an overarching framework to make Greater Manchester's streets work better for all people who use them. This new approach responds directly to the most pressing economic, environmental, and quality of life challenges across the city-region and is essential to achieving the ambition for more people to travel by walking, cycling or on public transport. Streets for All sets out seven commitments for streets in Greater Manchester, which include an attractive and inclusive walking and wheeling environment, a safe and connected cycling experience, and a reliable, integrated and accessible public transport network.

The forthcoming Greater Manchester Streets for All Design Guide is a technical document that will support the realisation of highway and street schemes, providing infrastructure options and best practice examples to support the delivery of high-quality street schemes across the region.

Bee Network

We are building the Bee Network – Greater Manchester’s future integrated transport network which brings together walking, wheeling & cycling, buses, trams and trains as one consolidated network. This is a new, reliable, affordable and sustainable way for our people, businesses and visitors to get around, connecting them to new opportunities, essential services and each other. Journeys will be marked by one recognisable brand, the Bee, which unites the transport network and acts as a mark of quality. No matter what the journey, the Bee Network should be the natural choice of travel in Greater Manchester.

The Bee Network will be being delivered in phases up to 2030. The rollout of high-quality active travel provision and infrastructure has been at the core of the Bee Network vision and has been in development since 2020. Bee Network Cycle Hire was launched in 2021 and has since seen over a million kilometres ridden on ‘Bee Bikes’. High-quality Bee Network standard active travel routes have also been delivered. By 2025, Greater Manchester will have taken control of the entire bus network in three tranches from September 2023 to January 2025. Bus routes will be designed and integrated with other public transport provision and bear similar characteristics to Metrolink – audiovisual announcements, simplified ticketing and better accessibility. By 2030, local rail services will also be incorporated into the network, meaning all four methods will be joined together by one brand, simplified ticketing, a daily fare cap and seamless, end-to-end journeys.

Greater Manchester’s strategic walking, wheeling and cycling plans

To deliver the active travel elements of the Bee Network, Greater Manchester has a strategic network plan for walking, wheeling and cycling covering the whole city-region. The plan has evolved over time, from an initial cycling and walking network plan developed in 2018 in collaboration with Greater Manchester councils. This was published in 2018 as The Bee Network: Greater Manchester’s cycling and walking infrastructure proposal⁹. This document also set out the overall approach and key principles for the development of the network plan. An update was made in 2019 following receipt of over 4,000 comments from the public on an online map of the plan¹⁰, as well as further Local Cycling and Walking Infrastructure Plan development work. Key parts of the network have been audited during 2023 and a version 3 of the active travel Bee Network map is due to be published in December 2023.

⁹ [Bee_Network_proposal_FINAL.pdf \(ctfassets.net\)](#)

¹⁰ See comments layer on https://mappinggm.org.uk/bee-network/#os_maps_light/11/53.5069/-2.3201

Change a Region to Change a Nation

Published in January 2020, Change a Region to Change a Nation is Greater Manchester's Walking and Cycling Investment Plan. The document sets out the case for investment in active travel in Greater Manchester. It shows how investment in the active travel network will support delivery of Greater Manchester's plan for an integrated, simple and convenient London-style transport system, and through this the delivery of the 2040 Transport Strategy.

Made to Move

Made to Move was produced by Chris Boardman following his appointment as Greater Manchester's Cycling and Walking Commissioner by Mayor Andy Burnham in 2017. It set out 15 steps to realise a goal to double and then double again cycling in Greater Manchester and make walking the natural choice for as many short trips as possible. Substantial progress with delivery of these goals was made between 2018 and 2021, before Chris left his position in Greater Manchester to take up the National Active Travel Commissioner role. In 2022, Chris was replaced as Greater Manchester Active Travel Commissioner by Dame Sarah Storey, who launched a refreshed Active Travel Mission for Greater Manchester.

Refreshing Greater Manchester's Active Travel Mission

In November 2022, Active Travel Commissioner Dame Sarah Storey launched her vision for our approach to active travel. This builds on the previous Made to Move Strategy and reinforces the continued delivery of our Local Cycling and Walking Infrastructure Plan: Change a Region to Change a Nation.

The foundations are:

Accessibility
Communications
Behaviour Change

The priorities of this mission are:

Infrastructure Delivery
Home to School Travel
Cycle Hire and Access to Cycles
Integration with Public Transport
Road Danger Reduction

Ten recommendations are being pursued:

- Renew the commitment for every part of the Bee Active Network to be universally accessible.

-
- Deliver a pilot for trialling the carriage of bikes and non-standard cycles on trams.
 - Adopt Vision Zero, clearly stating a timescale and plan for all people in Greater Manchester to commit to.
 - Publish a plan for expansion of our Cycle Hire scheme to additional areas of Greater Manchester.
 - Establish an integrated ticketing system to the Bee Network that incorporates Cycle Hire, allowing customers to complete end-to-end, multi-modal journeys with a single fare.
 - Explore new offers – including for Our Pass Holders – on Cycle Hire and in Greater Manchester’s cycle hubs to improve access and encourage use.
 - By the end of April 2023, publish a comprehensive network review.
 - Publish a comprehensive update to the future pipeline of active travel infrastructure, acknowledging the progress to date and including annual goals to enable progress to be tracked transparently and reported on year on year.
 - Deliver a new plan for travel between home and school that reduces the number of children being driven less than 2km and helps support Greater Manchester’s ambitions for improving air quality.
 - Work with Greater Manchester’s local authorities and the Voluntary, Community and Social Enterprise sector to create a growing, accessible and varied range of training offers to suit local needs, which reaches all residents of Greater Manchester by 2025. Collaborate with Bikeability to assist them in achieving the ambition to ensure that every child is able to achieve level 2 Bikeability by 2025.

Greater Manchester Strategy

The Mayor’s and GMCA’s priorities are set out in the refreshed Greater Manchester Strategy (launched in autumn 2017) with a vision ‘to make Greater Manchester one of the best places in the world to grow up, get on and grow old’. Key priorities include tackling climate change, creating a thriving economy, and supporting ‘world-class connectivity that keeps Greater Manchester moving’.

Places for Everyone (PfE)

In August 2021, a draft joint Development Plan Document – a combined development strategy known as Places for Everyone (PfE) – was published for Regulation 19 consultation. (The PfE joint Development Plan Document was produced following the withdrawal of Stockport Council from the 2020 Greater Manchester Spatial Framework). Following the Regulation 19 consultation the Joint Development Plan Document is now progressing through the Examination in Public by the Planning Inspectorate. The next stage prior to the Inspector’s final report will be a consultation on the proposed main modifications to the Joint

Development Plan Document that have resulted from the Examination in Public hearing sessions.

The active travel agenda is incorporated across the strategic objectives of the PfE plan, and eight of the ten strategic objectives presented include elements of active travel improvements, for example:

- Objective 2 (Create neighbourhoods of choice): This includes prioritising sustainable methods of transport to reduce the impact of vehicles on communities.
- Objective 4 (Maximise the potential arising from our national and international assets): This includes improving sustainable transport and active travel access to these locations.
- Objective 5 (Reduce inequalities and improve prosperity): Prioritising development in well-connected locations and delivering an inclusive and accessible transport network.
- Objective 6 (Promote the sustainable movement of people, goods and information): This includes enhancing the existing transport network, ensuring new development is designed to encourage and enable active and sustainable travel, and expanding the transport network to facilitate new areas of sustainable and inclusive growth.
- Objective 7 (Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region): This includes promoting sustainable patterns of development that minimise the need to travel and contribute to cleaner air, and locating and designing development to reduce car dependency.
- Objective 8 (Improve the quality of our natural environment and access to green spaces): This includes improving access to the natural environment and green spaces including parks.
- Objective 9 (Ensure access to physical and social infrastructure): This includes improving the capacity and network coverage of digital, energy, telecoms, transport and water in key growth locations.
- Objective 10 (Promote the health and wellbeing of communities): This includes reducing the health impacts of air pollution through accessibility of sustainable travel such as public transport, cycling and walking.

Transport policies in the PfE joint Development Plan Document prioritise, promote and support measures that will enhance the active travel network. They also require new development to prioritise and promote accessibility by active travel methods, and connectivity to and integration with the wider active travel network.

Delivering Our Active Travel Mission

Funding

Building on the legacy of previous investments

Historically, Greater Manchester has secured significant investment in active travel infrastructure through DfT funding initiatives such as Local Sustainable Transport Fund (LSTF) and Cycle City Ambition Grant (CCAG), with £42m invested in active travel through CCAG funds between the years 2013 and 2020. Whilst these funding sources date from a period well before the formation of the Bee Network vision and its associated design standards, Greater Manchester was still successful in significantly raising the bar in terms of active travel delivery through these programmes.

Current active travel investment

Greater Manchester's active travel ambitions are being delivered through several funding sources including the Active Travel Fund (ATF), Transforming Cities Fund, City Region Sustainable Transport Settlement (CRSTS) and the Active Travel Capability Fund.

Infrastructure schemes

The amount of investment and number of infrastructure schemes being delivered through these funding sources is as follows:

- Transforming Cities Funding (Mayor's Challenge Fund – MCF): £160m – 132 schemes
- Cycle Safety Grant: £1.5m – 1 scheme
- Emergency Active Travel Fund: £1.9m – 27 schemes
- ATF Round 2: £15.9m – 18 schemes (this fund is also funding a 'complementary measures' behaviour change programme)
- ATF Round 3: £14.5m – 6 schemes
- ATF Round 4: £23.72m – 13 schemes
- CRSTS – £54m (continuation of Mayor's Challenge Fund programme)

Expenditure on this programme has accelerated over the past three years to achieve a spend which is consistently in the order of £35-40 million per annum.

In addition to the investment noted above, TfGM and partner authorities have other capital schemes, within other capital programmes, which deliver active travel improvements. These include CRSTS Streets for All and Quality Bus Transit programmes. In addition, there are Levelling Up Fund funded regeneration schemes such as those in Oldham Town Centre and Ashton-under-Lyne, Tameside. Growth Deal funds have also been used to deliver active travel infrastructure improvements. There are private developer funded improvements on which we are working with Active Travel England and stakeholders to influence and deliver high quality interventions that connect to the wider Bee Network.

Behaviour change schemes, and capability development activities

Alongside this investment in infrastructure, we are also investing in behaviour change programmes and programme development activities through the following additional funding sources:

- Emergency Active Travel Fund: £1.3m
- Capability Fund: £2.9m
- Capability and Ambition Fund: £3.4m
- Active Travel Fund Tranche 2: £1.7m
- Mini-Holland Feasibility Funding: £0.1m
- Social Prescribing Feasibility Study Grant: £0.1m
- London Marathon Charitable Trust: £1m
- Safer Roads Partnership: £0.1m
- Greater Manchester's Transport Levy
- Scheme activation budgets

Governance and capacity

Governance

Most government funding for active travel capital delivery is awarded to the GMCA. Programme Management of these funds (inclusive of governance and assurance) is then typically managed by TfGM, on behalf of the Combined Authority. This is based on an established set of processes and procedures which is in accordance with the region's Single Pot Assurance Framework and is designed to ensure value for money.

The ten councils of Greater Manchester and TfGM work together to deliver the region's active travel capital programme. The majority of schemes are delivered by the Local Highway Authority, who are typically the scheme promoter. In parallel, TfGM are responsible for leading four Greater Manchester-wide active travel schemes with delivery provided by the local authorities when appropriate, these being:

- Active Neighbourhoods
- Crossings
- Cycle Hire
- Road safety camera upgrades

To enable TfGM to carry out their Programme Management role, a Cycling and Walking Infrastructure Support Team has been established, which assists, guides and supports council scheme promoters. All GMCA-approved capital schemes are subject to a Design Assurance process to ensure designs are compliant with Local Transport Note (LTN) 1/20 and local Bee Network standards.

Any scheme requiring investment through the Mayor's Challenge Fund and/or Active Travel Funding, needs to gain funding approval from the GMCA, which follows appropriate assurance, typically through the submission of a 'Full Business Case'. Following a business case review process, the Active Travel Programme Board (which comprises representatives from TfGM and Greater Manchester local authorities) recommends that schemes be progressed to the Bee Network Committee for full funding approval (previously this role was undertaken by the GMCA).

Greater Manchester active travel resource capacity

There are currently around 210 people (or full-time equivalents) working to support active travel delivery within TfGM and the ten Greater Manchester councils.

Building the network

Delivery to date

In order to begin to realise the vision for the Bee Active Network, the £160m Mayor's Challenge Fund (MCF) was established to kick-start delivery. The first MCF schemes were delivered in 2019, and since then 35 projects have been completed on site, delivering 53.6km of Bee Network infrastructure. Particularly significant projects have included:

- Chorlton Cycleway, in Manchester: 3.7km
- Bramhall Park to A6, in Stockport: 5.4km
- Swinton Greenway, in Salford: 5.6km
- RHS links, in Salford: 6.6km

All active travel infrastructure delivered through MCF, and indeed any other funding administrated by GMCA, must conform to strict design standards, defined in the Greater Manchester Interim Active Travel Design Guide¹¹, which ensures that we are building for our target audience: those who do not yet use active travel for their everyday local journeys. For far too long, active travel infrastructure has been designed for the minority who are doing it already, when what is needed is infrastructure which *everyone* finds attractive, and safe to use.

Specifically in the financial year 2022-23, 14 schemes were completed on site, delivering 24.6km of network.

Progress towards Refresh the Mission

Three of the Active Travel Commissioner's Refresh the Mission next steps relate to infrastructure:

1. Renew the commitment for every part of the Bee Active Network to be universally accessible.
7. Publish the comprehensive network review.
8. Publish a comprehensive update to the future pipeline of active travel infrastructure, acknowledging the previous ten-year target and including annual goals to enable progress to be transparently tracked and reported on year by year.

All three are linked to the network review which has been underway during 2022 and 2023.

Network review

A comprehensive review of the active travel network has been undertaken during 2023. This review comprises two main elements:

¹¹ This will be incorporated into the Streets for All Design Guide, once this has been adopted

1. A network audit focused on existing infrastructure on proposed active travel Bee Network routes – to answer the question: “Does this meet the minimum standard to be branded Bee Network?” and to identify sections that need smaller improvements to bring them up to standard, to help identify future targeted network development work.
2. Updated mapping of Greater Manchester’s funded active travel programmes which will be combined with information on scheme delivery progress to show what is going to be delivered where and when. This will enable us to both provide more meaningful reporting on our active travel programmes, and also to better inform the planning of future programmes.

A version 3 of the active travel Bee Network map will be published in December 2023 following on from the network review work.

As part of the network review, around 700km of network has been audited (approximately 25% of the network) to understand whether the existing infrastructure meets Bee Network standards, and where it doesn't, how it falls short. The audit focused on the catchments of the 13 main centres of active travel trips (the city centre, major town centres and major employment areas), as shown in Figure 5 below.

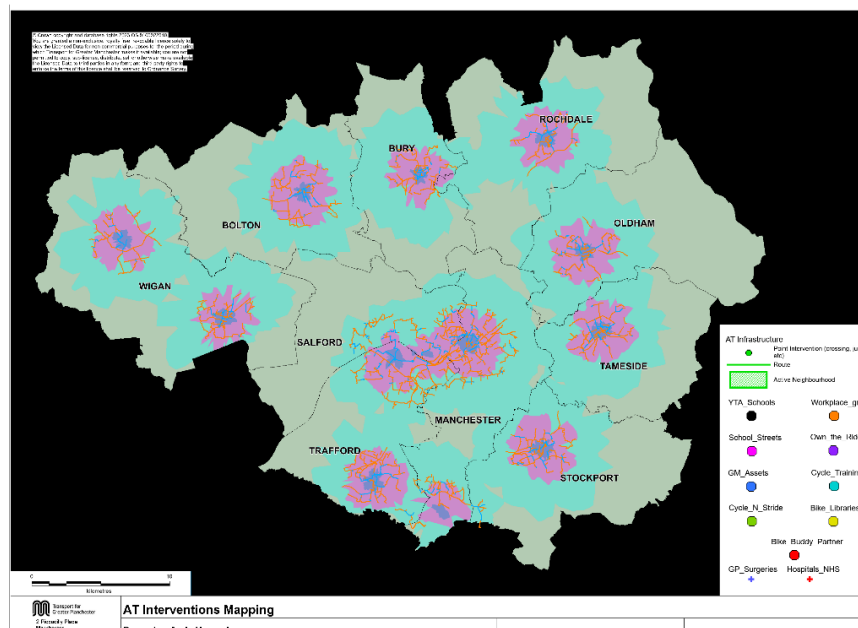


Figure 5: Greater Manchester's main centres of active travel trips

The audit considered compliance, or otherwise, with the 17 issues considered 'critical' from an active travel perspective in the Greater Manchester Streets for All Check. The critical issues include aspects such as pinchpoints in pavement widths, heavy motor traffic flows without protected cycling provision, and restrictive access controls which make it impossible for some

legitimate users to access an off-road path. To be compliant with Bee Network design standards, a given link or junction must not exhibit any of these critical issues. For routes that were not compliant, a scale of deliverability was derived, designed to indicate the level of challenge (and cost) involved in bringing each link to Bee Network standard.

As could be expected, given that the audit was considering existing infrastructure on proposed future Bee Network routes (as opposed to new, recently constructed infrastructure) overall level of 'full compliance' (with all 17 issues) is low: only 16.5km of the 700km audited was found to be fully compliant. However, the most common points of failure were generally the more straightforward issues to fix: basic level of service failures for those walking and wheeling such as pavement pinch points and side road crossings which lack dropped kerbs or tactile paving. So, whilst overall compliance is low, it can be seen that the majority of the links surveyed fell into the highest or middle deliverability category (shown in green and gold, by centre catchment, in Figure 6 below).

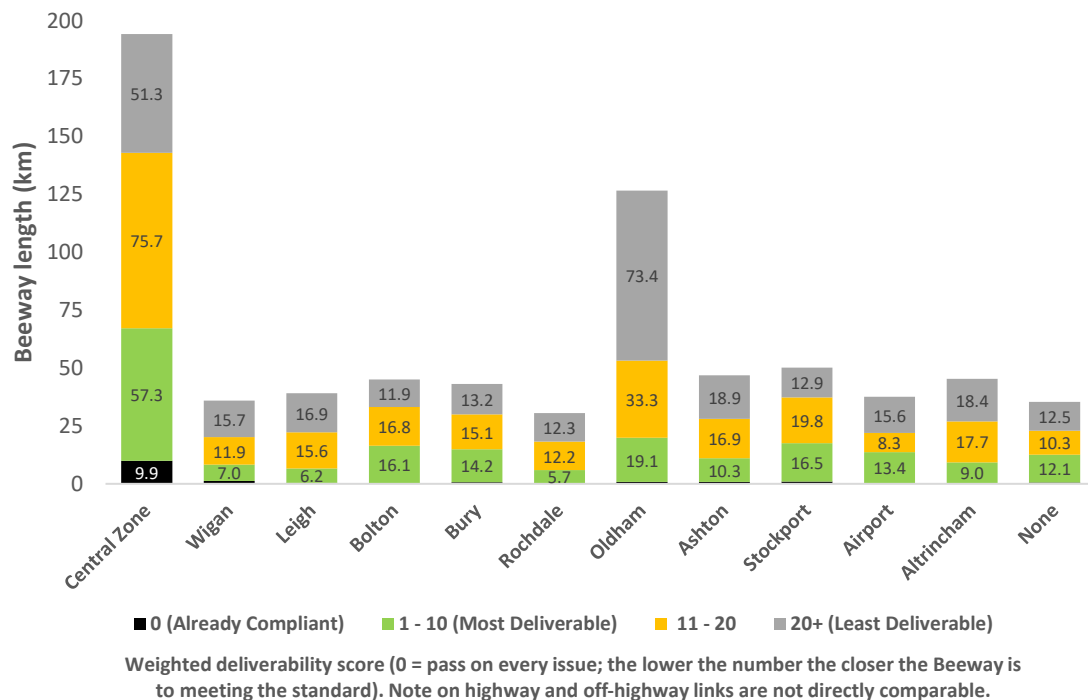


Figure 6: Deliverability summary by local cycling & walking infrastructure plan centre

The results from the audit are now being used to inform future network planning, particularly in highlighting areas where significant lengths of network have the potential to be brought up to standard relatively quickly or cheaply.

Greater Manchester Streets for All Design Guide

The Greater Manchester Streets for All Design Guide is currently in development. The Guide brings together existing national and local standards and guidance to set out design and infrastructure options and showcase best practice. In doing so, the Guide supports the delivery of buildable, maintainable and value for money highway and street schemes across

the region that are attractive, safe and welcoming places for anyone and everyone. The Guide supports designers to make best use of limited street space and balance competing demands. At the heart of Streets for All are the principles of inclusive design and universal accessibility. This approach recognises that streets are integral to our daily lives, that each of us has different routines, responsibilities and needs, and that these change over our lifetime. By taking account of the myriad functions, uses, and users of our streets in decisions about their design and development, the Streets for All approach aligns with, and supports, the Vision for Greater Manchester as the one of best places to grow up, get on, and grow old, alongside the Refresh the Mission objectives.

Active travel crossings in Greater Manchester

Crossings are a key element of the active travel Bee Network, unlocking quieter routes by providing safe and convenient connections across busier roads.

Currently in Greater Manchester there are 189 junctions without pedestrian crossing facilities (see Figure 7 below), 12 of these are motorways or have no pedestrian routes, and 11 have been identified as quick wins. Seven of these quick wins are currently in development under Active Travel Fund 4.

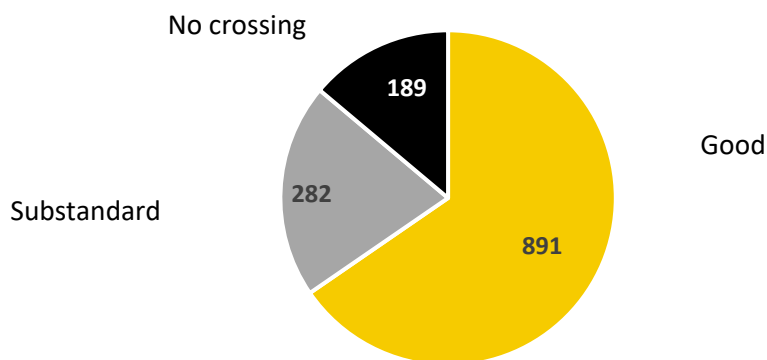


Figure 7: Active travel crossings in Greater Manchester

TfGM also has a crossings programme being funded through the Mayor's Challenge Fund; this has been split into phases, with the first two phases complete and with delivery underway on the third phase. To date, 24 new and improved crossings have been delivered. Another 9 crossings will be delivered in the third implementation phase.

Active neighbourhoods

These aim to create safer, quieter streets which prioritise walking, wheeling and cycling and create better places to live. Typically, these schemes are trialled for a period of time, allowing for community feedback on the design of measures before being made permanent. These measures include:

- Reducing traffic speed and volume, often through the introduction of 'modal filters' that restrict through access just to walking and cycling and enable only local access for motor vehicles
- Creating community spaces in the neighbourhood where people can use the public environment to socialise and play
- Improving the area through more greenery and improved lighting

Adverse coverage of low traffic neighbourhoods in national media has made the continued implementation of them in Greater Manchester extremely challenging at the present time. Whilst some schemes have been successfully implemented, notably in Beswick and Levenshulme (Manchester) and Islington (Salford), a number of others have proven difficult to gain a consensus of support from local residents. In some cases, anti-social behaviour and vandalism has led to trials being withdrawn, for example in Milkstone and Deepdish, Rochdale. A trial in the Parsonage Road area of Withington, Manchester, commenced in August 2023 and is due to run into 2024.

At the time of writing, the government appears to be withdrawing support for active neighbourhood interventions following the adverse coverage in national media. This is likely to make it difficult to secure funding for further active neighbourhoods projects in the immediate future. However, we still see the creation of liveable neighbourhoods, where local people feel empowered to end their car dependence and make their local trips actively, as a key part of the long-term vision for living in Greater Manchester.

Network improvement examples from across Greater Manchester

Bee Network improvements have been undertaken across the 10 Greater Manchester local authorities and some examples are provided below:

In **Bury**, new crossing facilities have transformed the walking and cycling environment at the two main junctions of the ring road to the south of the town centre. A new CYCLOPS (Cycle Optimised Protected Signals) junction provides better connectivity across the ring road between Bury College and Bury town centre, whilst upgraded crossing facilities at the junction with Manchester Road improve the route from Bury Interchange to two schools and access to the town centre from the south. As well as reducing the severance effect of the ring road, these crossing improvements also provide the foundation for future active travel network improvements around the town centre. A new bridge over the River Roch at Gigg Lane provides access to the employment area of Pilsworth for people walking, wheeling or cycling as well as connecting the Roch Valley Greenway leisure route running to either side of the river.

In **Bolton**, the Manchester Road Gateway in the town centre provides an integrated network for active travel and motorised vehicles, with fully segregated cycle and pedestrian facilities that connect to Bolton interchange, making it easier to travel actively to the Interchange. It

includes five CYCLOPS junctions, which protect cyclists and those walking or wheeling. The project won the CIHT North-West Environment/Sustainability Award for 2023. The Gateway is the first stage of wider plans to improve the walking and cycling environment in Bolton town centre.

In **Manchester**, the Chorlton Cycleway, which will provide a 5km route between Chorlton and the city centre, is nearly complete. The scheme provides protected, segregated cycle infrastructure and improved pedestrian facilities, including several CYCLOPS junctions along its length. Despite the scheme still being in construction, indicative figures have shown that cycle usage along the route has increased by 40% in 18 months. Manchester has also improved the environment for active travel in local areas through neighbourhood schemes. The Beswick Filtered Neighbourhood has successfully reduced traffic speeds to provide a safer neighbourhood environment. In Levenshulme and Burnage, trial active neighbourhood measures are now being upgraded through the rollout of a permanent scheme to enable more active travel in these areas.

In **Oldham**, the first stage of ambitious plans to transform the town centre to make it easier, safer and more enjoyable to walk, wheel or cycle have begun. To date this has included improving the route between the town centre and the bus station, and changes to make the street environment more attractive and vibrant, for example by putting in new seating and cycle parking, planting trees and creating high-quality outdoor event spaces. The ongoing improvements will complement wider regeneration plans for the town centre, including up to 2,000 new homes, a further education college and a town centre linear park. Elsewhere in the borough, new or improved crossing facilities at six locations and a predominantly off-road link from new housing past two schools to a Metrolink stop have also been implemented.

In **Rochdale**, the first phase of a route between Castleton and Rochdale has been completed. This has transformed the cycling and walking environment on the main road through Castleton, with a fully segregated cycle route and improved pedestrian facilities. The next phase of the scheme will continue the route to the north to Rochdale. In Middleton, new controlled crossings and segregated cycle routes have improved access to local schools.

Across **Salford**, 5km of segregated cycle routes, 13km of traffic free routes, seven new CYCLOPS junctions, and 0.3 hectares of urban park have been delivered so far. Bee Network standard walking and cycling provision is now available along the full length of Trafford Road, providing a high-quality walking and cycling route between Media City, Salford Quays, Ordsall and Old Trafford. In Swinton and Monton, the Swinton Greenway connects schools and neighbourhoods via wide, fully lit paths, which are suitable for walking, wheeling and cycling year-round. The route also helps overcome severance via a crossing of the East Lancashire Road. The cycling and walking investment in Salford means that some 4,000 students are now better connected to cycling infrastructure across eight colleges, high schools and primary school sites.

In **Stockport**, examples include the Heaton's Cycle Link Phase 1 which provides the initial stage of creating a series of quiet routes for pedestrians and cyclists between the Manchester Cycleway (Fallowfield Loop) and the Trans Pennine Trail at Heaton Mersey. In addition, a new walking and cycling route providing a link between Offerton and Stockport town centre that avoids busy roads has been completed, along with the A555 Community Links scheme, introducing four new links between the existing path along the A555 and residential areas, schools, retail, and employment areas in Bramhall, Heald Green and Cheadle Hulme.

In **Tameside**, examples include making journeys on foot or by bike safer by improving the connections from Chadwick Dam towards Ridge Hill, Mellor Road, Tameside Hospital, Mossley Road and the residential areas to the north of Ashton. This successful infrastructure scheme has resulted in a range of innovative activation initiatives being delivered, including Manchester Bike Kitchen holding 10 pop-up bike sales between March 2022 and January 2023. This resulted in around 500 pre-loved bikes having new owners, 45 bikes being donated to residents in need and 450 residents having bikes repaired/serviced.

In **Trafford**, an active neighbourhood scheme has been introduced in Longford Park, creating a more people-friendly environment by preventing through traffic in the area. Works to replace 'pop-up' cycle lanes along the A56 between Stretford and the edge of Manchester city centre are also underway. The pop-up cycle lanes were provided by coning off a lane along the A56 and were introduced during the Covid-19 pandemic and lockdown. These are now being replaced by an interim, but more permanent option. This includes semi-segregated cycle lanes and new zebra crossings along the A5014 Chester Road, which connects with the existing Talbot Road cycleway, providing a parallel route to the A56. Going forward, improvements to the junctions along Talbot Road will also be made, with CYCLOPS junctions providing protection for people walking and cycling.

In **Wigan**, since 2020 11 major Bee Network schemes have been delivered across the borough, creating over 17.5km of walking and cycling infrastructure, which is an increase of 34% since 2020. Active travel provision to the southwest of Wigan has been improved via fully segregated cycle and pedestrian crossing routes across the busy Saddle Junction and along Warrington Road. Robin Retail Park has been better connected with the town centre via a segregated cycleway and improved pedestrian environment. A new walking and cycling route from the town centre to the Wigan Pier Quarter has also been created. Off-road active travel routes across the borough have been extended and opened up to enable greater, more inclusive use all year round, through improved surfacing and access points. This includes the extension to the Standish Mineral Line and a route between Leigh and Pennington. Active neighbourhood measures such as modal filters, zebra crossings and traffic calming have led to a safer, more pleasant walking and cycling environment in Worsley Mesnes.

Home to school travel

School travel policy has been in development in 2023 and has a clear vision of wanting more young people to choose to walk, wheel, scoot, cycle or use public transport to get to school and access further education. As the school travel policy is developed, the focus of active travel interventions will fall into one of a number of areas:

- Creating safer roads around schools (school streets, parking, park & stride)
- Providing more active travel infrastructure (safe cycle routes, crossings, infra-audits)
- Increasing access to cycles and secure cycle storage (bike libraries, lowering cost of buying a bike, cycle hire, storage)
- Changing travel habits and behaviours (training, Youth Travel ambassador, Modeshift STARS)

School streets

School streets aim to address congestion and road safety issues at the school gate by restricting motorised traffic at drop-off and pick-up times. The restriction applies both to school traffic and through traffic, on weekdays during school term time. Schemes are delivered locally by councils, who have each bid for funding from TfGM to deliver School Street schemes in their borough.

In 2022-23 school streets activity included:

- Delivery of 17 schemes across 18 schools in Bury, Manchester, Stockport, Tameside, and Wigan
- Air Quality monitoring being undertaken at two schemes (Manchester and Trafford)

Secure cycle storage

In 2022-23 TfGM continued to support schools and colleges by providing funding for active travel grants to increase and improve cycle parking provisions for staff, pupils and visitors. Primary schools, secondary schools, and colleges located within 5km of district and regional centres were eligible to apply.

Bikeability

Bikeability is the DfT's flagship national cycle training programme for schoolchildren in England, and is a practical training programme, which provides schoolchildren with a life skill and enables them to cycle confidently and competently on today's roads. Greater Manchester is looking to collaborate with the Bikeability Trust to help them reach their goal that every child can achieve level 2 Bikeability by 2025. Bikeability Level 2 teaches you to: Start and stop with more confidence; Pass stationary vehicles parked on a road; Understand the road:

signals, signs and road markings; Negotiate the road: including quiet junctions, crossroads and roundabouts; and to Share the road with other vehicles.

Greater Manchester councils deliver Bikeability training in schools funded directly through Active Travel England.

In 2022-23, 18,990 places were delivered on Bikeability training across the different levels in Greater Manchester, up from 17,798 in 2021-22.

Own the Ride secondary school cycle training

This project, delivered by Bike Right, provided intensive support to students at secondary schools who lived within a cyclable distance and had higher potential to cycle rather than take a school bus or arrive as a passenger in a car.

30 courses took place to the end of March 2023 with 222 pupils attending.

Youth Travel Ambassador pilot

Funded through the Capability Fund, the Youth Travel Ambassador pilot programme commenced in January 2022. The programme targets secondary schools, empowering students aged 11-19 with the skills and confidence to address transport issues affecting their school community. Through a student-led approach, the programme aims to increase the number of trips made by students to and from school using Active Travel methods.

Teams of 6-12 student Ambassadors are appointed and attend a series of 6 sessions delivered by a Youth Travel Ambassador coordinator, and a minimum of 2 school-led sessions delivered by a supporting staff member. These sessions support the ambassadors in devising and implementing their own behaviour change campaigns, targeting their peers.

Eight secondary schools participated in the first tranche of the pilot programme. Another eight schools were recruited for the second tranche of the pilot programme and twelve applications have been received for tranche 3.

Over 180 students have been appointed as ambassadors.

Modeshift STARS

Following a successful pilot with Salford and Wigan in 2019-20, TfGM continues to fund the licence for the Modeshift STARS platform for all 10 Greater Manchester local authorities.

Modeshift STARS is an online travel planning platform which schools can use to identify transport issues, monitor methods of transport to and from school and plan and track initiatives to improve pupils home-school travel and local environment. Schools then get a nationally recognised accreditation with 5 levels depending on how involved they are. Since March 2023, TfGM have offered a dedicated officer to support the local authorities to get more out of the system. As of 1 October 2023, there were a total of 12 primary and 7 secondary schools with accreditation, representing 7 of the 10 local authorities. Wigan has

recently had 2 schools gain their 'Very Good' level of accreditation, the only local authority area in Greater Manchester to have any school accredited to this tier (the third highest tier).

Work is ongoing with all the local authorities and their schools to identify more schools to work with. While this is proving a challenge, progress is being made in 7 of the local authorities, and as more schools gain their accreditation and as Modeshift STARS becomes more normalised, it is expected to become easier. Support is being offered to the other 3 local authorities to see how we can overcome the difficulties they are facing and move forward. This academic year we are also offering incentives to schools who gain or improve their accreditation – all schools who do so will get a goodie bag and TfGM are funding 20 scooters to be used as prizes for successful schools too, to reward and support their hard work in improving active modes of travel.

The platform is also being utilised for monitoring and evaluation purposes as part of the Youth Travel Ambassador and School Streets programmes. It is hoped that registration to the platform will encourage further engagement beyond the programme, embedding a culture of active travel in the participating schools.

Bee Network Cycle Hire and access to cycles

The Bee Network Cycle Hire scheme was rolled out in three discrete sub-phases from November 2021 to Easter 2023, culminating in over 1,000 bikes, more than 200 'stations' and over 2,500 stands in a service area spanning parts of Manchester, Salford and Trafford as shown in Figure 8 below. This area provides a catchment of circa 200,000 residents. The Cycle Hire stations are spaced approximately a 5-minute walk from each other (300-400m). To date, more than 60,000 users have registered for the service.

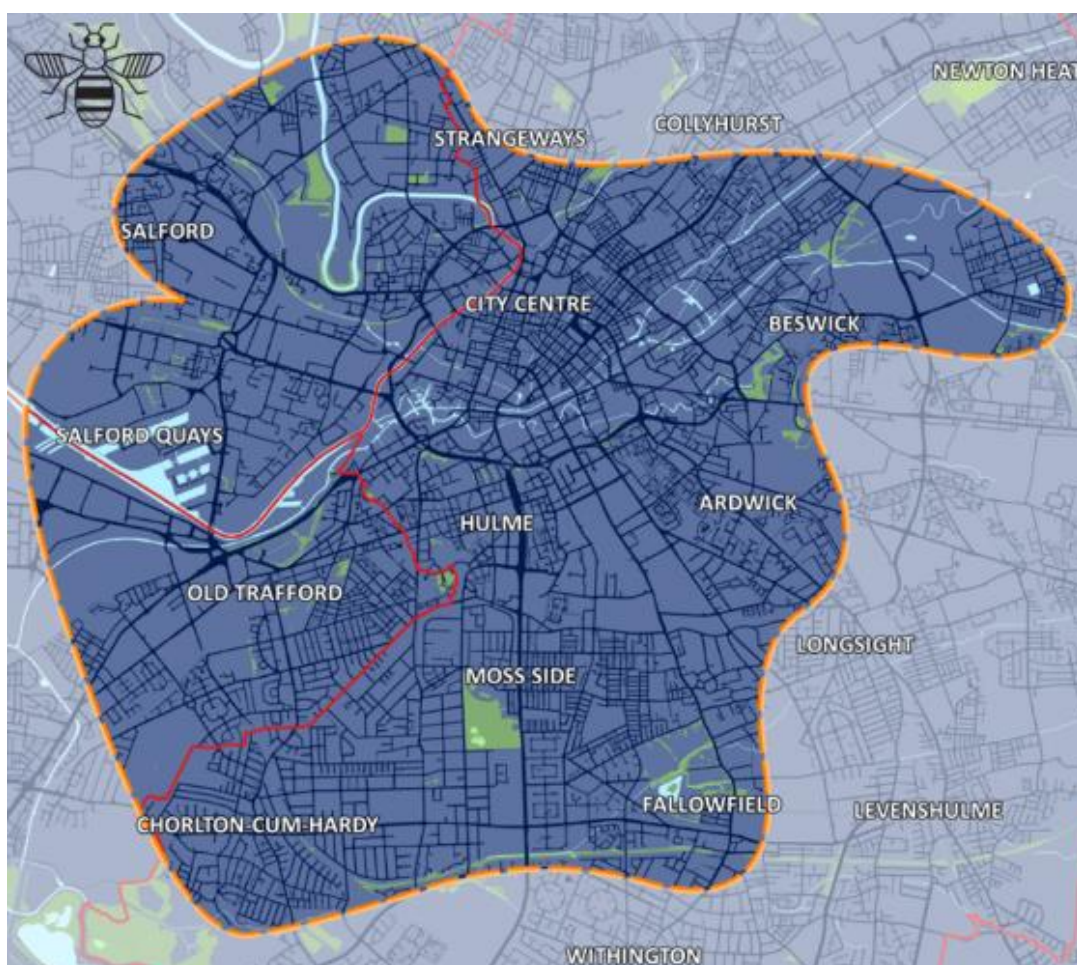


Figure 8: Bee Network Cycle Hire catchment area

Around Easter 2023 the scheme saw significant increases in antisocial behaviour, leading to high levels of repairs, bikes missing or stolen, and low bike availability (dropping to below 200). In August 2023 the scheme entered a recovery period where some of the least popular stations (those generating less than one ride per bike per day) were suspended whilst the scheme was brought under control. The recovery plan strategy includes other actions such as getting on top of repair backlog, increases to both the street team and the repair team, working closer with the Travelsafe Partnership and a front lock protocol. Fraud prevention

measures have also been looked at along with the introduction of higher penalties and increased enforcement.

The recovery period is predicted to last nine months and currently, in the second month of this period, bike availability is approaching 500 and antisocial behaviour levels have stabilised.

Bee Network Cycle Hire future and expansion

The Bee Network Cycle Hire has stations and bikes in Manchester, Salford and Trafford but it is an ambition of the Mayor and the Active Travel Commissioner to have a Greater Manchester-wide Cycle Hire scheme. We are actively exploring how the service could expand but there is currently no firm proposal.

Bee Network Cycle Hire performance

Figure 9 shows the trend in Cycle Hire rides and active users since the Bee Network Cycle Hire scheme was introduced in November 2021.

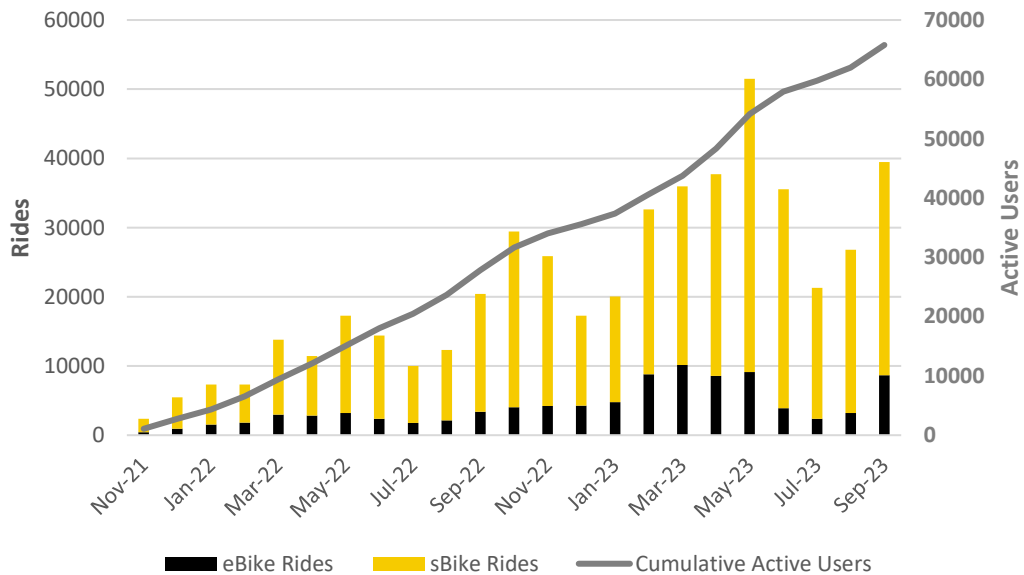


Figure 9: Bee Network Cycle Hire rides and active users per month

Figure 10 shows bike availability and rides over the three-month period from 1 July to 30 September 2023 as the scheme has commenced a recovery period.

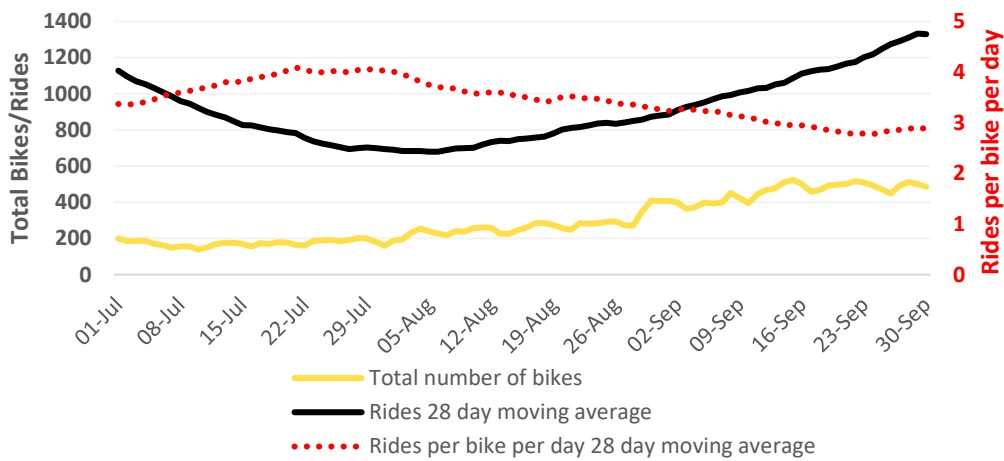


Figure 10: Bikes, rides and rides per bike per day

Bike Libraries

Bike Libraries offer the opportunity to borrow a bike to people living locally who want to try cycling but cannot afford to or could not store a bike. In total, 29 Bike Libraries were funded via 28 awards, with 26 live at the end of the 2022-23 financial year.

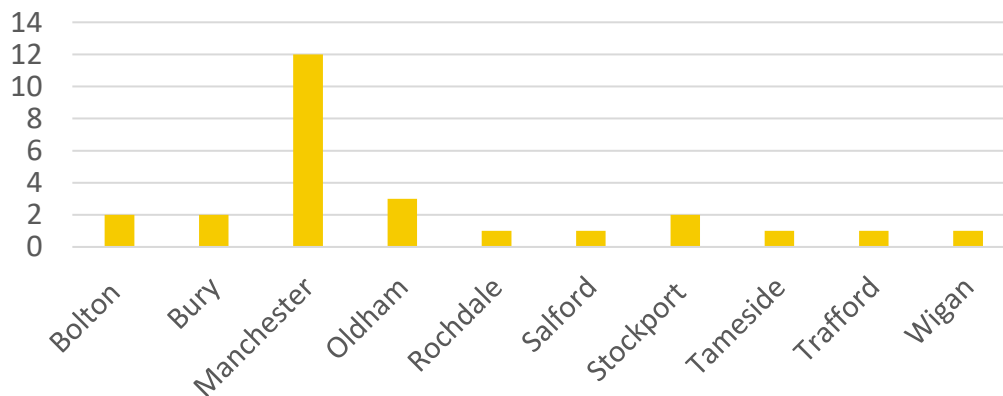


Figure 11: Bike Libraries live at end of 2022-23

TfGM also supported Bike Libraries with promotional resource packs, advanced cycle mechanic training, and free access to the TfGM intermediate maintenance training. Brompton Bicycle Ltd have also loaned the project 50 folding bikes for two years.

Some 19 sites are being funded in 2023-24.

Based on reported figures, it is estimated that over 1,500 people have joined a Bike Library since the programme was launched and more than 3,000 bike loans have been made.

Cycle training

TfGM offers cycle skills and confidence training for those who live or work within the region. Private tuition and group courses with qualified instructors provide opportunities to learn how to cycle, build confidence on the roads, and undertake repairs to bikes.

The following courses were delivered in 2022-23:

Course type	Description	Attendees
Learn to Ride/ Complete Beginner	Aimed at those who have either never cycled before or are revisiting cycling and are starting over from scratch.	294
Confidence Builder	Aimed at those who can ride a bike a little bit but need to develop their confidence to manoeuvre more effectively or ride one handed, look behind them etc. Essentially all the skills that are a pre-requisite to being able to use the roads safely.	89
Road Rider Ready/Cycling on Quiet Roads	Aimed at the confident off-road or recreational cyclist who may be hesitant about cycling on the road.	93
1-2-1 (including for cargo bikes)	Aimed at those who feel that they are lacking a little confidence on road and would benefit from some advice and guidance.	311
Family	Aimed at families who would like the skills and knowledge to escort children confidently and safely and cycle together as a family.	38
Basic maintenance	Aimed at those who would like to learn how to look after their bike and carry out simple maintenance.	193
Intermediate maintenance	Aimed at those who have basic knowledge of bike maintenance but want to extend this.	199
Total:		1,217

In addition to these 1,217 individuals who attended a course, there were a further 287 attendees at bespoke group courses.

Train the Trainer

This project supported people to encourage and increase cycling in their local community. The project aimed to train cyclists to coach/train others, to lead rides and to complete basic maintenance checks on bikes. Opportunities were promoted to councils in the first instance and then expanded to local community groups.

47 courses took place during 2022-23 with 254 people attending.

Additionally, Inclusive Cycle Training and First Aid courses were delivered and attended by 63 people.

Safe Urban Driver (SUD) training

SUD training is designed for professional HGV, LGV and PCV drivers to help them reduce risks and avoid collisions on the road. The programme saw 50 courses delivered to over 360 individuals representing 76 organisations in 2022-23. Thanks to funding from the Safer Roads Greater Manchester team, the programme will continue to make our roads safer for all road users until March 2025.

Bike Buddy

The Bike Buddy programme offered disabled people, older aged people and those with long term health conditions the opportunity to be active through cycling as part of everyday life. The programme aimed to create a long-lasting cycling culture within care and support settings, focussing on giving people the skills, knowledge, and confidence to cycle from their front door or from their care and support setting.

We partnered with Cycling Projects to deliver this innovative programme from April 2022 through to summer 2023.

Workplace grants

Workplace active travel grant (Capability Fund)

Grants up to a maximum of £10,000 (dependent on business size) were available to support employers in Greater Manchester who were looking to increase active travel amongst their employees. Funding was available to deliver interventions to enable and encourage staff to choose active travel options when making journeys to and from their place of work. This included interventions such as cycle parking, pool bikes, changing and storage solutions, or any other improvements and adaptations to make walking and cycling to, and during, work more accessible and appealing.

31 schemes were delivered in 2022-23, creating 198 cycle parking spaces.

Cycle parking grant (Active Travel Fund Complementary Measures)

Grants up to a maximum of £10,000 were available to support organisations within Greater Manchester to deliver new cycle parking facilities to complement Active Travel Fund schemes across the region. This grant was made available to the NHS, educational settings, housing associations, and small organisations employing 20 staff or less.

73 schemes were delivered in 2022-23, creating 1,370 cycle parking spaces.

Integration with public transport

Integration of active travel with public transport is a priority in Refresh the Mission and is key for Greater Manchester realising its Bee Network ambitions. Various activities have been progressing in relation to increasing the integration with public transport, including:

Improving cycle parking at Metrolink stops

New and improved cycle parking has been delivered along the Bury Metrolink line, improving first and last mile access to the line. The cycle storage comprises Sheffield stands covered by a shelter, with lighting and CCTV.

Some of the sheltered cycle stands that were delivered are shown below.



Pilot for bikes on trams

One of the recommendations in Refresh the Mission is to deliver a pilot for trialling the carriage of bikes and non-standard cycles on trams. Research into other networks' 'rules' and facilities has been undertaken and has found wide variations. Discussions with local equalities groups, user groups, the TfGM Safety Review Committee and the Metrolink operator are currently ongoing. A comprehensive report providing costed options for undertaking different forms of a pilot is being produced for decision makers.

Integrated ticketing on cycle hire

A small range of bus and tram tickets can now be purchased using the newly launched Bee Network app, and plans are in development to provide much greater functionality through the app as the wider Bee Network is rolled out. It is planned that Bee Network Cycle Hire will eventually be incorporated into app payments.

Cycle Hubs

TfGM offers 14 cycle hubs across Greater Manchester, with usage shown in Figure 12. The aim of the hubs is to provide secure cycle parking to remove potential barriers to commuting by bicycle. Smaller district hubs are targeted at shorter distance commuter cyclists (who would not require shower or changing facilities) whilst larger hubs with showers and lockers are offered in Manchester city centre and Media City. Users pay to access the hubs, from £10 per annum for a basic level of access to £200 per annum for access to one of the bigger hubs, including access to showers and lockers. Rebranded designs have been developed by the Design team. Cycle hubs are currently being reviewed in light of wider Travel Hub plans which are in development.

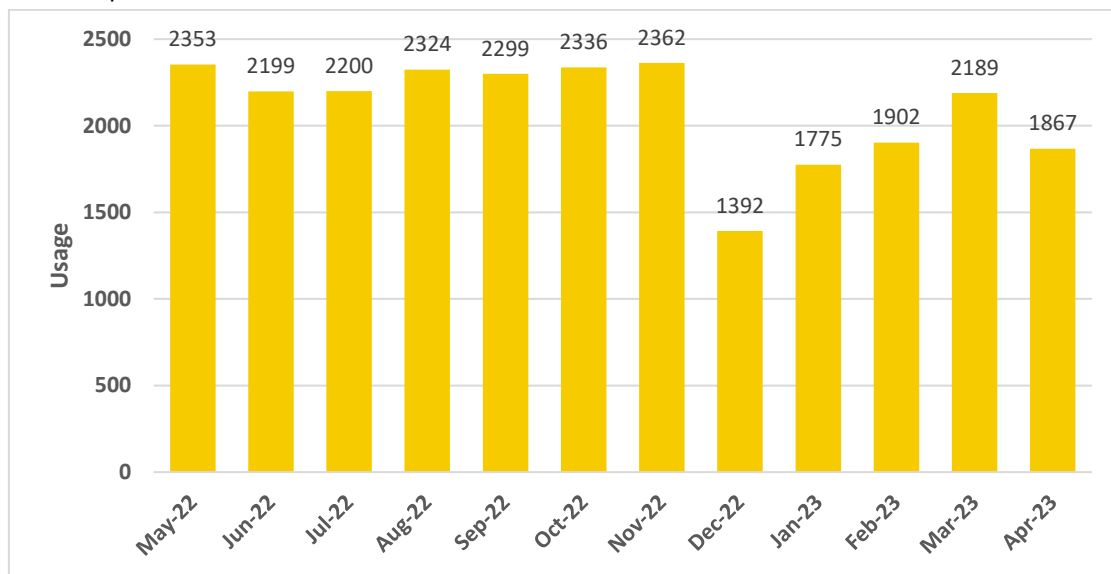


Figure 12: Cycle Hub Usage (per month)

Travel Hubs

The core aim of developing travel hubs is to improve how we access existing and new methods of shared and public transport to encourage sustainable travel choices. Cycling, walking and wheeling are seen as the primary way to access and egress the wider Bee Network. However, some people live beyond the active travel catchment. This is where co-location of buses, park & ride and shared mobility can assist to widen the reach of the Bee network.

Travel hubs throughout Greater Manchester will vary in size and offer different provisions of shared transport options, dependent on the specific location. Some hubs will be located in residential areas, featuring just one or two co-located transport methods. Meanwhile some will be located at public transport stops and larger transport interchanges eg, bus and railway stations. Through developing a comprehensive network of travel hubs strategically positioned across Greater Manchester, we aim to increase access to both shared mobility and the public transport network and provide an attractive travel option for first and last mile journeys.

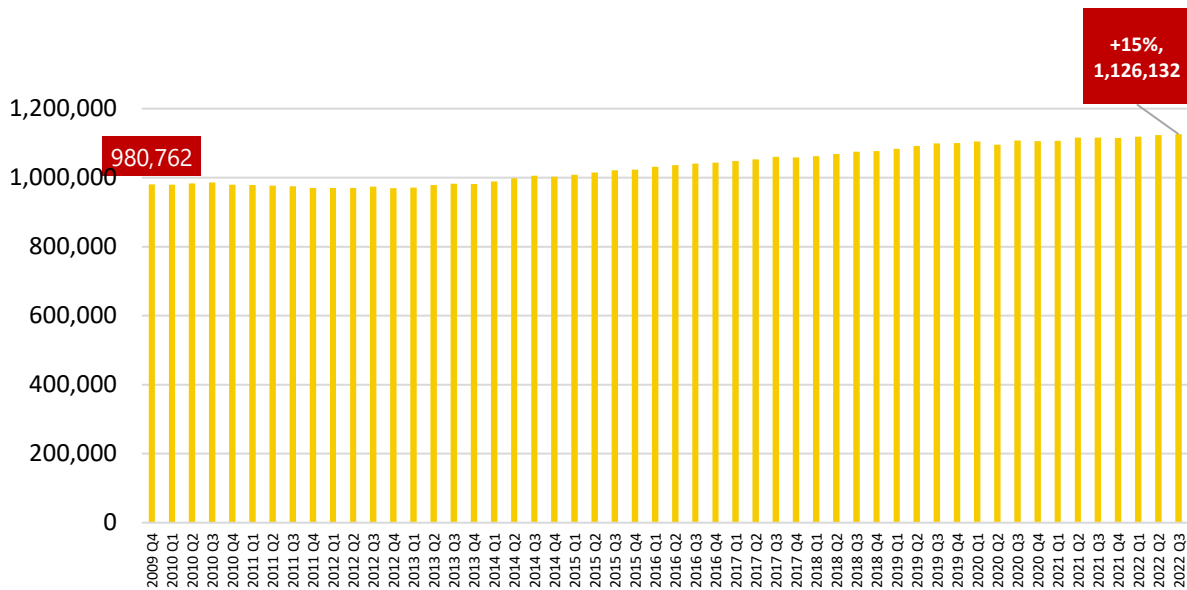
Road danger reduction

In 2021, the Greater Manchester Mayor stated in his manifesto that a Road Danger Reduction Action Plan was to be produced to help reduce the number of people killed and seriously injured (KSI) on Greater Manchester’s roads.

Road Danger Reduction is an approach to reducing the danger that people who are using our streets are exposed to whilst walking, wheeling, cycling, and motorcycling, due to the presence of heavier and faster motorised vehicles. It seeks to create a more inclusive and equitable environment that encourages active travel and the use of public transport, by reducing the source of danger through control and reduction of vehicle speeds and dangerous or inconsiderate behaviours on our streets.

The Active Travel Commissioner has recommended the adoption of Vision Zero where the target is no deaths or severe injuries on Greater Manchester’s roads. Vision Zero is an ambition to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

This is set in the context of there being over 1.1m private car registrations in Greater Manchester in 2022, some 15% higher than the figure at the end of quarter four in 2009 (see Figure 13).



Source: Vehicle licensing statistics data files — Table VEH0125

Figure 13: Private car registrations in Greater Manchester

Greater Manchester killed and seriously injured (KSI) road casualties

The data for 2022 is based on the DfT’s ‘Reported casualties by police force, Great Britain, ten years up to 2022’ which was published in September 2023. Casualty statistics are calculated from figures reported by police forces and from data provided by the DfT in ‘Reported road casualty statistics in Great Britain: interactive dashboard’.

Figure 14 shows that KSI casualties in Greater Manchester were similar in 2021 (859) and 2022 (852). If we compare the 2022 figures to the annual average for 2017 to 2019, Greater Manchester saw a 24% reduction in KSI casualties in 2022 (852 compared to 1123).

Of the 852 KSI casualties in 2022, 273 (32%) related to pedestrians and 136 (16%) to cyclists. The respective figures for 2021 were 248 (29%) pedestrians and 131 (15%) cyclists.

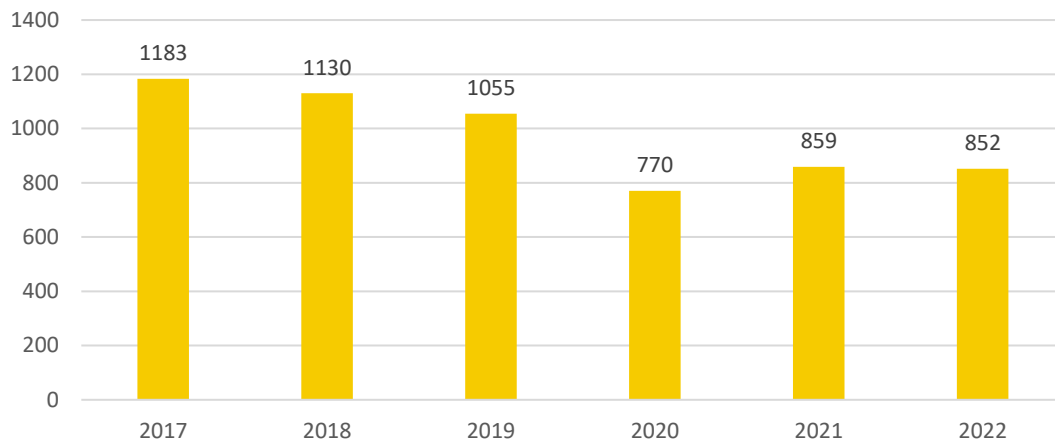


Figure 14: DfT adjusted KSIs – Greater Manchester

It should be noted that comparisons to 2020 and 2021 require caution as 2020 KSI casualty numbers were significantly lower than previous years, due to the reduction in traffic levels and a reduction in overall trip numbers during the lockdown periods of the COVID-19 pandemic.

The number of KSIs per 1 million km travelled on foot has fallen by 18% between 2019 and 2022 and cycling by 23%.

Greater Manchester fatal road casualties

In Greater Manchester there was a 13% decrease in the number of fatal casualties in 2022 (64) compared to 2021 (73) – see Figure 15. In 2022 there was an 18% increase in fatalities in Greater Manchester (64) when compared to 2017 to 2019 average (54).

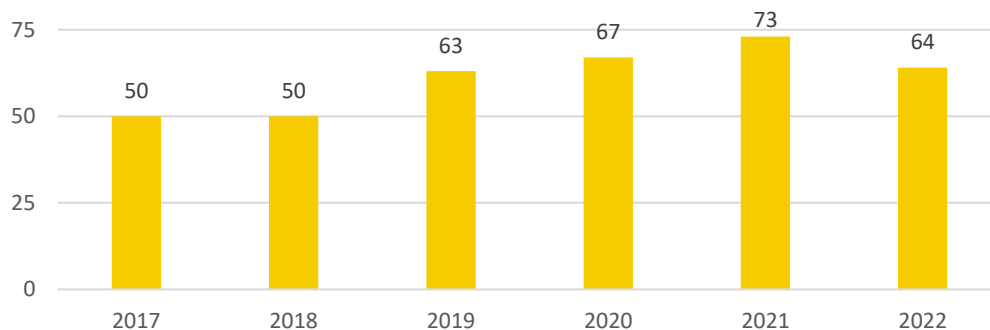


Figure 15: Greater Manchester Fatal Casualties

In 2022 there were 25 pedestrian fatalities and 5 cyclist fatalities, with the corresponding numbers for 2021 being 31 and 2.

Training and awareness

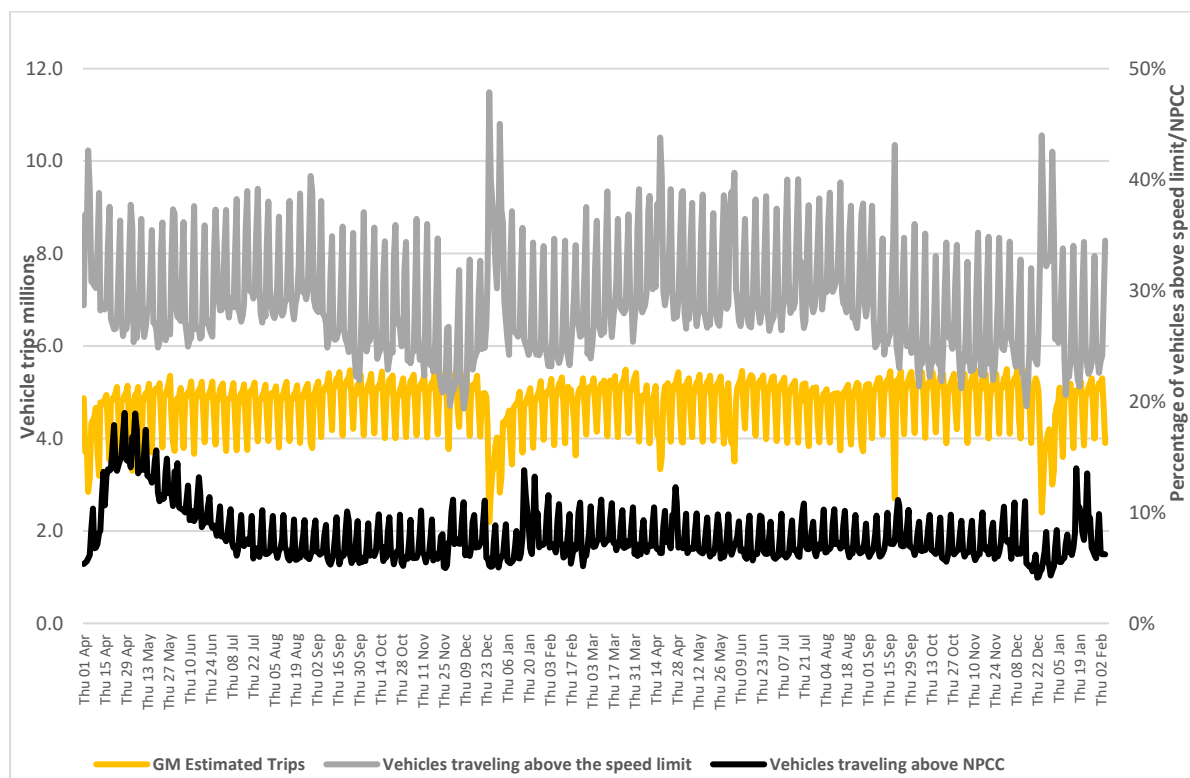
Improving the education of learner drivers: Engage is a driving programme for new drivers whereby Advanced Driving Instructors are trained to deliver special learning modules which cover important road safety messaging on topics which are proven to be contributory factors in young drivers involved in KSI collisions. Leaflets were distributed through partners and were provided to over 9,000 Safe Drive Stay Alive attendees in November 2022.

Road Safety Champion: This project was aimed at pupils in Years 5 and 6 in primary schools and provides learning tools to schools to engage pupils in a peer-to-peer learning environment. The Road Safety Champions were given a good knowledge of road safety issues, which they in turn delivered to their peers whilst linking into the curriculum through subjects such as Maths, English, Art etc. During the pilot period there were 5 schools in Tameside, 1 in Salford and 1 in Manchester.

Safety camera project

The replacement of 97 Spot Speed safety cameras has begun and they are all expected to have been installed before the end of the year. Up to 25 routes where existing spot speed safety cameras are installed have been identified for possible conversion to average speed, subject to feasibility and affordability.

Figure 16 below shows the percentage of vehicles travelling over the speed limit on Greater Manchester roads between April 2021 and February 2023.



Note: The National Police Chiefs Council (NPCC) guidance on speed enforcement prosecution levels is 10% + 1mph.

Figure 16: Estimated trips and % of vehicles travelling over the speed limit and National Police Chiefs' Council guidance on Greater Manchester Roads April 2021-Feb 2023

Operation Considerate and Operation Wolverine

Operation Considerate is Greater Manchester Police's ongoing campaign to encourage all road users to show each other consideration. Through Operation Considerate, Greater Manchester Police has responded to increasing demand for submission of video evidence relating to driving/moving traffic offences. Between April and September 2023, 2,873 reports were submitted which was a 40% increase on the same period in 2022.

Operation Wolverine, a constant proactive operation, is helping Greater Manchester Police to make Greater Manchester safer and also reduce the number of serious and fatal collisions on our motorways and roads. Over 8,000 vehicles have been seized in 2023 so far, with just under half being through Operation Wolverine, which gives officers the power to seize uninsured vehicles and those driven without the correct licence. Automatic Number Plate Recognition cameras play a key role in Operation Wolverine, with a recent programme undertaken to upgrade existing cameras and install others at additional sites.

Activation

Activation covers a wide range of activity designed to increase awareness of the opportunity to travel actively (as well as the benefits) and to enable behaviour change through interventions tailored to individual audiences.

Cycle and Stride for Active Lives – this is a London Marathon Foundation-funded initiative delivered by TfGM that supports community groups and people in Greater Manchester to become more active through walking and cycling. The three-year programme, which started in 2022 and involved 33 community groups, seeks to reach 10,000 people across communities that are least likely to be active or to walk or cycle their journeys. After successful delivery in 2022, the Cycle and Stride for Active Lives project opened for new applications onto the scheme for 2023, receiving 107 applications with a review panel process in place, from which 32 groups are being invited to join the scheme.

Scheme activation – all Mayor's Challenge Fund infrastructure schemes have an activation plan to encourage and enable residents, commuters, and visitors to use the new cycling and walking provision and offer practical support that aims to remove potential barriers. Scheme activation is delivered by TfGM, councils and partner organisations. TfGM and council officers meet regularly to share ideas and good practice. Examples of where TfGM have delivered activity include:

Bury – Bury Junctions and Crossings Package scheme

Working with primary and secondary schools, two local colleges, businesses, and the wider community. The activation plan included working with these educational establishments, delivering a launch event and providing cycling training

Oldham – the combined King Street and Union Street West bridge refurbishments

Oldham College and Oldham Sixth Form College were identified as two beneficiaries of the scheme. The activation programme for Oldham College has included:

- Complete beginner cycle training courses for adult 'English for speakers of other language' (ESOL) learners
- 10 weeks of adapted cycle ride out sessions with Ability Wheelz in Alexandra Park
- Six walking workshops delivered by UProjects
- One bike maintenance course for six staff
- Promotion of active travel at the college's health event and freshers' fair

Tameside – Chadwick Dam has had the following activation activities taking place:

- Story walks for local primary school children and children's centres
- Walk, run and wheel events for local primary school children
- Learn to ride session at Tameside Hospital for staff and members of the public
- Bike checks and pre-loved bike sale at a local primary school

Mayor's Challenge Fund crossings

A small programme of activation for the first two phases of this programme has been delivered:

- Bury East: Activities such as Box Clever Theatre Group performances for schools, bike repair workshops, café incentives for active travel schemes and cycle training
- Harpurhey, Manchester: Engaging the community, included providing Level 2 City & Guilds cycle maintenance training for a female champion, Box Clever theatre groups for school education on active travel and road safety, and an active travel family fun day that was attended by 300+ people
- Wigan: A comprehensive set of activities has included cycle training, led rides and walks, and a video for a social media campaign

Activation roadshows

Mosodi Limited were appointed to deliver an active travel roadshow, a series of events across all ten local authorities to publicise, promote, and celebrate the new cycling and walking connections across the region.

Over the course of the programme, the active travel roadshow visited 42 events and engaged directly with approximately 7,500 of the estimated 41,500 people in attendance.

Partner Activities

Many other organisations are helping drive forward behaviour change in Greater Manchester. Some examples of this work include:

Living Streets Walk to School Outreach: The Walk to School Outreach 2022-23 project was delivered by Living Streets in partnership with five Combined Authority partners and 13 local authorities, funded by the DfT (currently through Active Travel England). The project supports the government target of 55% of children walking to school by 2025. In partnership with TfGM, 176 Greater Manchester schools were supported to deliver WOW – the walk to school challenge. WOW is a pupil-led initiative, where children self-report how they get to school every day using the interactive WOW Travel Tracker. Active journeys are rewarded with a collectable, monthly badge. Dedicated coordinator support was provided to all schools and in-depth support, including School Route Audits, at a number of schools to review the walking environment and address barriers to walking. The project resulted in an 8.5 percentage point modal shift to walking and wheeling all the way in participating Greater Manchester schools.

Walk Ride Greater Manchester school streets: Supported ad hoc school streets in Manchester and Stockport and produced resources for any school wanting to run a one-off school street. Created a training guide and held webinars for school street marshals on behalf of Manchester City Council in January and February 2023.

Communications and engagement

Key marketing, communications and engagement activity delivered by or on behalf of TfGM in support of active travel – walking, cycling and wheeling – from April 2022 are set out in this section.

Love to Ride

Love to Ride is an ‘always-on’ year-round intervention where people who sign up set personal goals and receive personalised support and encouragement messages via email and online via a website. Registrants can also take part in a number of challenges over the year. During months when there aren’t promotional focused campaigns, the intervention continues to send supportive messages and uses marketing and communications themes to encourage continued cycling. These are delivered directly via email, via the website and via workplaces and employers. As a social norm approach, Love to Ride targets engagement primarily with organisations and businesses, encouraging them to create ‘cycling communities’ who support and encourage each other and create a more cycle-friendly culture within an organisation or business.

TfGM has been funding Love to Ride in Greater Manchester since 2020. In 2022 there were four main challenges for participants: Ride Anywhere Week (March), Bike Month (May), Cycle September and Winter Wheelers (December). The latest data for Cycle September 2023 is detailed below.

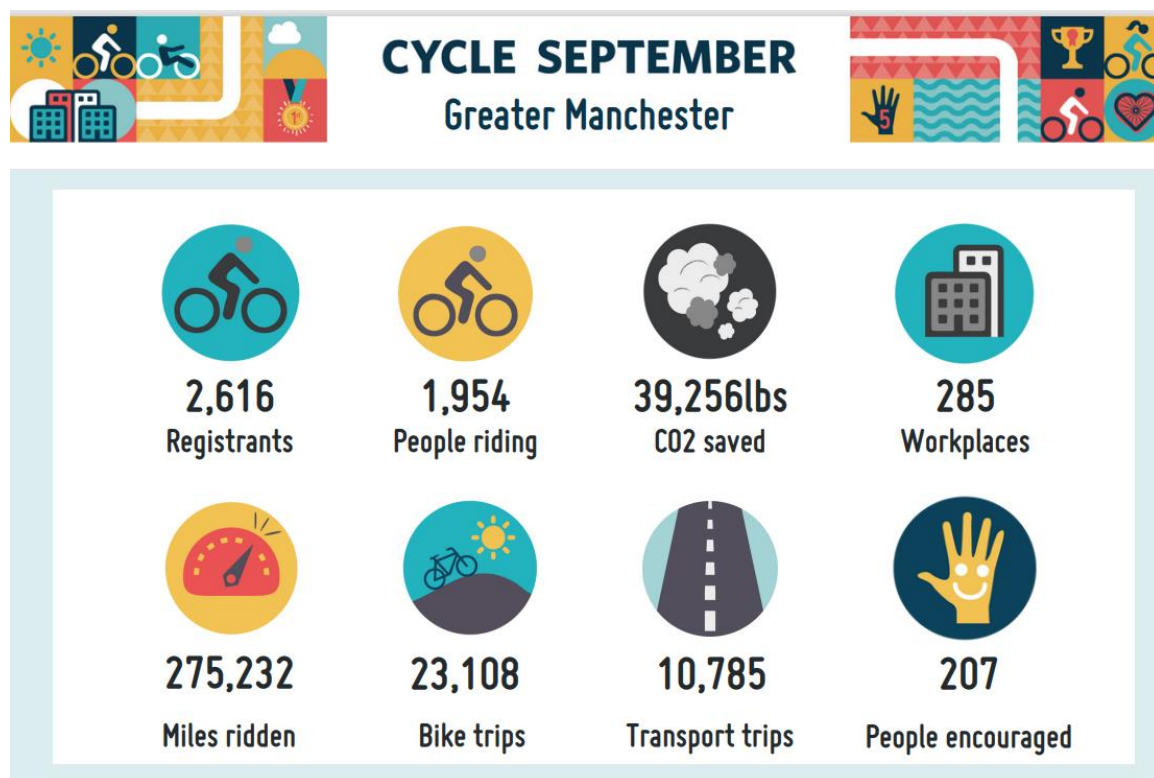


Figure 17: Cycle September 2023 statistics

Get on Board: August-October 2022

Get on Board was TfGM's first integrated marketing and communications campaign to promote multiple methods across public transport and active travel. It has provided the perfect platform to build excitement for the Bee Network – Greater Manchester's bold vision for a fully integrated, London-style transport system comprising buses, trams, walking and cycling, and eventually trains.

Cycling, walking and wheeling are an integral part of the Get on Board campaign, which has promoted active travel for shorter journeys, as a viable alternative to journeys by car, and as part of a longer journey using buses, trams and trains. The economic, mental and physical health and wellbeing benefits of active travel have also been promoted.

Walking, cycling and wheeling feature prominently in the Get on Board campaign content, which includes individual video case studies and inspirational images.

The Get on Board campaign was successful in reaching millions of people in Greater Manchester. It was promoted across multiple channels, including social media, press, radio, digital billboards and paid media. A multi-channel approach resulted in over 14 million opportunities to see or hear campaign content – with a strong focus on active travel influencers and case study content. Independent research tells us that active travel content has not only resonated with a Greater Manchester audience, but also succeeded in getting them to consider walking, cycling and wheeling.

Bee Active: August-November 2022

Bee Active promoted walking, cycling and Cycle Hire – with a particular focus on hyper-local content to raise awareness of local infrastructure changes for cycling and walking, and the expansion of Cycle Hire. Delivered in two waves, the campaign encouraged modal shift away from travelling by car, with a particular focus on shorter journeys.

Bee Active incorporated bespoke video and photography content, providing local active travel inspiration across Greater Manchester. Bee Active generated more than 5 million opportunities to see messaging promoting walking and cycling, with campaign materials displayed across social media, paid digital media and billboards.

Big Active Conversation: November 2022 and June 2023

Greater Manchester's Big Active Conversation (BAC) events took place during November 2022 and June 2023, hosted by TfGM and GM Moving partners. The BAC brings together members of the public and key partners in active travel to learn, collaborate, share ideas, challenges and expertise in building a better place for everyone to walk, cycle and wheel.

The focus of the two BAC events were Dame Sarah Storey's Refresh the Mission, underpinning the five priorities to support walking, wheeling and cycling in Greater Manchester. The November event launched the Refresh the Mission priorities and

recommendations, whilst the June event focused specifically on the Vision Zero recommendation and next steps for strategy development. At both events, Refresh the Mission priorities were explored further through a series of engagement sessions and panel discussions. Future activity will be kept under review in line with mission priorities.

Overall, the events saw over 285 people engage, with BAC content appearing in people's social media feeds up to 182,000 times and media coverage landing in 11 media outlets, including BBC Radio Manchester, Manchester Evening News and Safer Highways. Full reports from the Big Active Conversation can be found on TfGM's Bee Active website.

School streets and home to school travel: January 2023

Home to school travel helps support Greater Manchester's ambitions for improved air quality, as well as making it safer and easier for pupils to get to and from school each day – enabling families to be active, rather than driving for the school run. To encourage children and families to walk, cycle or scoot to school, rather than travel in a car, School Streets was launched. The schemes promote a safer, healthier and cleaner way to travel to and from school, through the introduction of a temporary restriction on motorised traffic at school drop-off and pick-up times.

TfGM marked the launch of Bury's first School Street, at Guardian Angels Primary School in January 2023. Teaming up with UK charity Living Streets to amplify the message further, photography and video-led content was shared on social channels. The video received a strong response with excellent reach and engagement. Media coverage of the launch was featured nationally by the BBC and in the Sun, as well as within local media titles such as Bury Times, which included supportive quotes from the community.

10 for 10: January-March 2023

Launching at a time of year when people want to make positive lifestyle changes, TfGM wanted to highlight how small amounts of walking, cycling and wheeling can form habits that are incorporated into everyday life. The 10 for 10 campaign encouraged people to commit to doing 10 minutes of exercise a day for 10 weeks to drive long-term behaviour change. This campaign focused on raising awareness of the health benefits of cycling, walking and wheeling, and encouraging usage of TfGM schemes and interventions as part of people's 10 minutes of daily exercise.

10 for 10 delivered seven million opportunities to see campaign messaging across Greater Manchester, highlighting the benefits of walking, cycling and wheeling. This campaign spanned across several channels, including website, social media, partner engagement, press, email and paid digital.

Look Three Times: March-April 2023

Dame Sarah Storey's refreshed Active Travel Mission calls for Greater Manchester to adopt Vision Zero, a multi-national road traffic safety project that aims to achieve a highway system with no fatalities or serious injuries involving road traffic. Driver failure to look properly is the top contributory factor recorded for collisions between a person cycling and drivers of other vehicles. As a consequence, the Look Three Times campaign was launched in March 2023 to reinforce safety for active travel users, encouraging behaviour change among drivers to look properly at junctions. The campaign focused on increasing awareness of the risk of killing or injuring another road user, with a focus on cyclists.

The campaign was successful in generating over 5.7 million opportunities to engage with audiences across multiple channels, including partner engagement, press, radio, social media and paid digital.

Business engagement

In line with TfGM's business engagement strategy, active travel and Dame Sarah Storey's missions are a thread which runs through all engagement events. Engagement roundtables and events have been held in conjunction with the Greater Manchester Chamber of Commerce and Make UK, Institute of Directors, Good Employment Charter, pro-manchester and other partners. Transport for Greater Manchester's online business portal features active travel advice and information for firms wishing to switch to sustainable methods of transport. As referenced above, the Big Active Conversation featured dedicated business-focused sessions aimed at encouraging businesses to take up active travel.

Model of Community Engagement

The Model of Community Engagement (MoCE) is a guide and toolkit developed to help embed a consistent approach to engagement, consultation and equalities when designing, developing and delivering infrastructure projects. The guide is designed to work across all methods and funding types and is applicable throughout the full project cycle from programme development, through delivery and beyond including activation, monitoring and evaluation.

The Partnerships, Engagement & Inclusion team worked in 2022-23 with teams across TfGM and Greater Manchester councils who are involved in public infrastructure and service improvement schemes to produce the MoCE. The MoCE has since been formally approved through relevant governance routes.

The MoCE can also be used as a tool to help develop business cases and project planning processes to ensure sufficient resources are allocated for effective engagement and consultation. Applying principles from MoCE helps to ensure we deliver best practice, fulfil legal duties and enables a consistent and proportionate approach to engagement, consultation and equalities when developing and delivering infrastructure schemes.

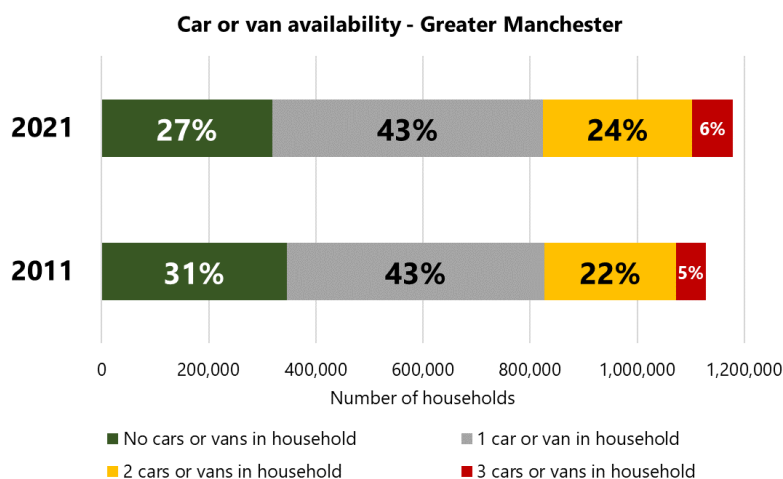
Active Travel Behaviour & Attitudes

Understanding how people in Greater Manchester feel about and use walking, wheeling and cycling is key to understanding how our Active Travel Mission is going. It also helps us understand how active travel in Greater Manchester is contributing towards regional and national goals for sustainable travel.

Some of the most important things we know about active travel in Greater Manchester are included here, alongside things we know about transport use more broadly, to provide some context. We have also included a more in-depth look at active travel from the perspective of the 2040 Transport Strategy network principles in the Appendix.

Overview of travel in Greater Manchester

- In 2022, Greater Manchester residents travelled 11.3bn kilometres, making 1.8bn trips. This is down from 2.1bn trips in 2019 (TRADS, 2019 & 2022)
- Greater Manchester's resident population grew c.7% between 2011 and 2021 Censuses – in comparison the total number of private cars increased by c.13%. No car households have decreased in both absolute and % terms



Source: 2011 and 2021 Census

Figure 18: Car or van availability in Greater Manchester

- In 2019, over three-quarters (77%) of Greater Manchester residents made a trip on any given day. However, in 2022, this dropped to two-thirds (66%) of Greater Manchester residents. The average number of daily trips by a Greater Manchester resident was 1.8, down from 2.3 in 2019 (TRADS, 2019 & 2022)

- Commuting trips only account for about one in six trips by Greater Manchester residents in 2022. Commuting trips are more important to public transport and account for one in four (27%) of public transport trips (TRADS, 2022)
- Most Greater Manchester residents use a mix of public transport and car: 59% use both public transport and car at least once a year, while 5% only use public transport, and 34% only use car (TRADS, 2022)
- Car is the most dominant method of travel in terms of both the number of trips (58%) and the total distance travelled (81%) by Greater Manchester residents (TRADS, 2022)

Active travel

- Almost a third of trips in Greater Manchester are active travel trips (see Figure 19 below). This is made up of 30% walking trips and 2% cycling trips. (TRADS, 2022)

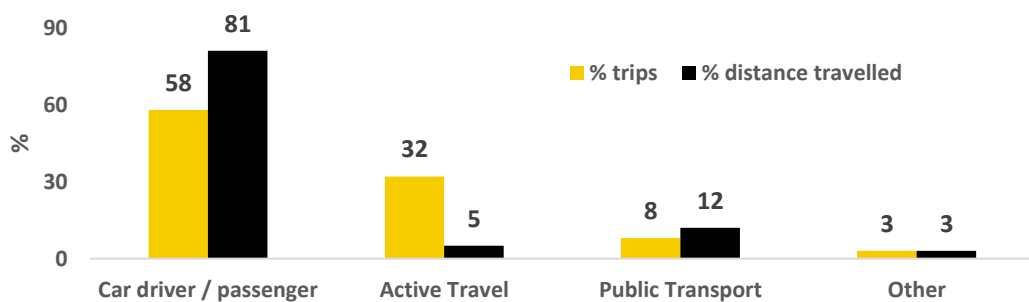


Figure 19: Trips and distance travelled

- In daily person kilometres, in Greater Manchester walking is estimated at 1.1m and cycling 400,000 kilometres (TRADS, 2022)
- It is estimated that each person in Greater Manchester takes 195 walking trips per year, up from 179 in 2021, which is a 9% increase. The median trip length for these walking trips was 0.5km compared with 3.7km for cycling (TRADS, 2022)
- 38% of people agree that Greater Manchester’s transport network encourages them to walk or cycle as part of their trips. This is a statistically significant decrease from the 41% who agreed in 2022 (Network Principles Surveys, 2023 & 2022)
- Every day, walking and cycling in Greater Manchester takes up to 300,000 cars off the road (Sustrans Walking and Cycling Index, 2021)

- Half of trips by Greater Manchester residents are under 2km and of these trips 57% are active travel trips (TRADS, 2022)

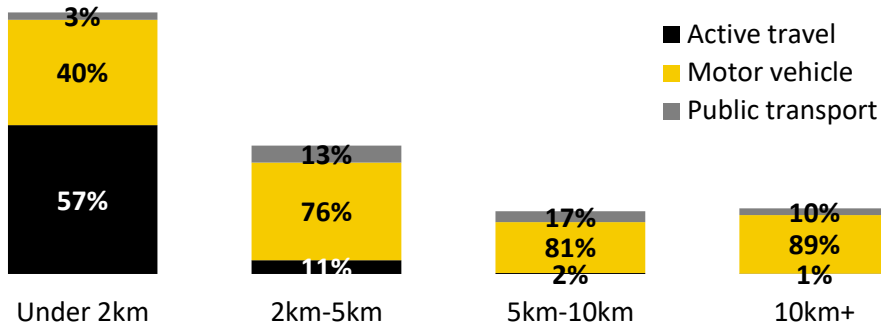


Figure 20: Trip length by method of travel

- Half (51%) of all education trips in Greater Manchester are walked with around one in twenty (4%) being cycled. This compares with 47% and 2% respectively in 2021 (TRADS, 2021 & 2022)

Sales funnel

TfGM has undertaken two ‘Sales Funnel’ surveys, which segment the total market for non-car travel in Greater Manchester by method of travel, and segment respondents into **Champions, Usuals, Dabblers, Not Nows** and **Rejecters**.

Rejecters	Non-users who wouldn't consider using it	
Not Nows	Non-users , <u>not against using it</u> , but either choose not to or circumstances do not allow it	These are the potential market: 'Near customers'
Dabblers		
Usuals	Habitual users , who are neutral/dissatisfied, or satisfied but <u>would not highly recommend</u>	
Champions	Regular users , who are satisfied and <u>would highly recommend</u> it to others	

- Greater Manchester Sales Funnel analysis from 2021 defined 44% of Greater Manchester residents as walking champions and 4% as cycling champions (Sales Funnel Survey, 2021)
- Figure 21 shows that for walking, 28% of residents were defined as in the near market categories of Dabblers or Not Nows, with the corresponding figure for cycling being 58% (Sales Funnel Survey, 2021)

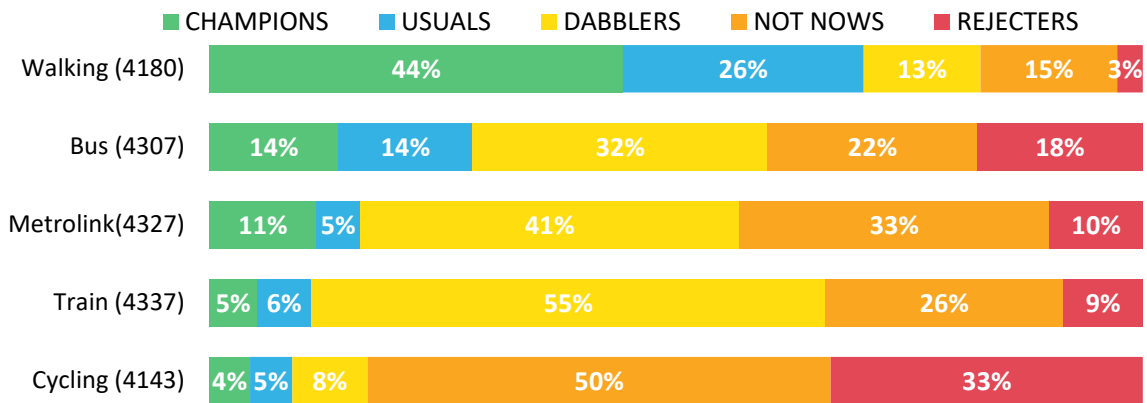


Figure 21: Sales Funnel 2021 – How do the different methods of travel compare?

Cycling

- Figure 22 shows that cycling is more prevalent in people in the Rising Prosperity Acorn Category in Greater Manchester (TRADS, 2022)

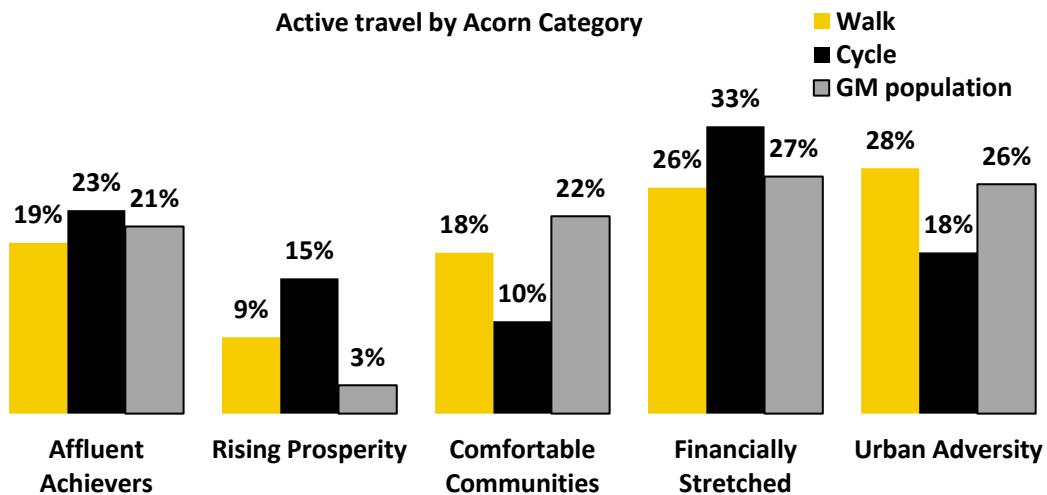
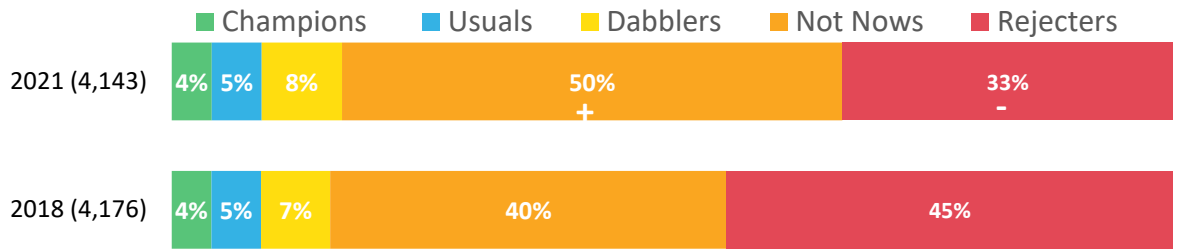


Figure 22: Active travel by Acorn Category

- In 2022, 78% of cycle trips in Greater Manchester were made by men, and 75% were made by people aged 20-44 compared to 73% and 67% respectively in 2021 (TRADS, 2021 & 2022)

- The cycling Sales Funnel analysis showed a significant decrease in 'Rejecters' and corresponding increase in 'Not Nows' between 2018 and 2021 (Sales Funnel Survey, 2021)



+ indicates significant increase and - is significant decrease since 2018 Sales Funnel

Figure 23: Cycling Sales Funnel summary 2018 versus 2021

- Why do 'Not Nows' – who could reasonably make trips by bike – not want to? (Sales Funnel Survey, 2021)
 - Safety and security concerns
 - Prefer other transport
 - Do not have a bike
 - Not fit or confident enough
 - Lack of cycling infrastructure
 - Do not enjoy cycling
- 28% of Greater Manchester residents own a bike (Network Principles Survey, 2023)
- Almost seven in ten (68%) of residents can ride a bike or cycle, but only 17% have access to a working bike or cycle (see Figure 24 below). One in four (28%) cannot ride a bike (Town Centres Survey, 2022)

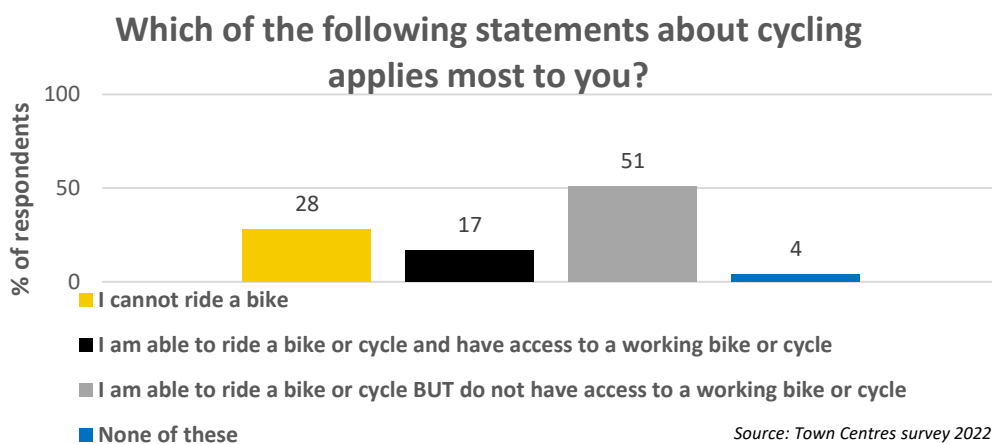
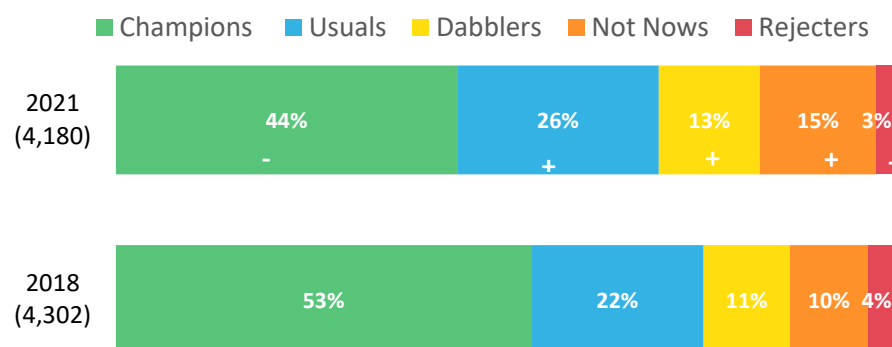


Figure 24: Ability to ride a bike and access to a working bike or cycle

- 63% of people are satisfied with safety from traffic during the day when cycling, and 50% are satisfied with this at night (Network Principles Survey, 2023)
- 78% of people are satisfied with personal security during the day when cycling, and 44% are satisfied with this at night (Network Principles Survey, 2023). The during the day data is a statistically significant increase from the 61% who were satisfied in 2022
- 37% of regular cyclists, 42% of occasional cyclists, and 51% of non-cyclists are satisfied with the provision of cycle parking in Greater Manchester (NHT Survey, 2022)
- Fewer females than males (34% compared with 42%) thought that their local area is either a very good or good place to cycle (Sustrans Walking and Cycling Index, 2021)
- 53% of Greater Manchester residents are satisfied with the condition of cycle routes (NHT Survey, 2022)

Walking

- Walking makes up a larger percentage of younger people’s trips: under 20s, 42%; 20-35-year-olds, 32%; aged 35+, 24%, compared with older age groups. (TRADS, 2022)
- People with limiting long-term conditions don’t walk as frequently. 17% of people who are limited a lot by a long-term condition walk 3 days a week or more, compared to 58% without a limiting long-term condition (TRADS, 2022)
- Figure 25 shows the walking Sales Funnel analysis showed a significant decrease in ‘champions’ and corresponding increase in ‘usuals’ between 2018 and 2021 (Sales Funnel Survey, 2021)



+ indicates significant increase and - is significant decrease since 2018 Sales Funnel

Figure 25: Walking Sales Funnel summary 2018 & 2021

- What could encourage ‘Rejecters’, ‘Not Nows’ and ‘Dabblers’ to walk more frequently (Sales Funnel Survey, 2021)

- Improved travel conditions
- If I was in better health or fitter
- For 'Dabblers', what could improve their experience if neutral or dissatisfied? (Sales Funnel Survey, 2021)
 - Improved pavement conditions
 - Improved safety and security
 - Improved travel conditions
- 76% of people are satisfied with safety from traffic during the day when walking, and 57% are satisfied with this at night (Network Principles Survey, 2023)
- 80% of people are satisfied with personal security during the day when walking, and 48% are satisfied with this at night (Network Principles Survey, 2023). The at night data is a statistically significant decrease from the 55% who were satisfied in 2022
- 76% of walkers are satisfied with the amount of time spent waiting to cross the road (Network Principles Survey, 2023), a statistically significant increase from 2022 (71%)
- The level of satisfaction of walkers with the condition of pavement has seen a statistically significant decrease in 2023 to 56%, from 61% in 2022 (Network Principles Survey, 2023)

Note: Throughout this section of the report, the data originates from one of the following sources:

- Network Principles: Annual Multi-Modal Network Principles Survey, TfGM-commissioned, 4,345 face-to-face interviews with Greater Manchester residents in 2023
- NHT: Annual National Highways & Transportation Survey, District Council-commissioned postal survey of around 7,000 residents in 2022
- TRADS: Ongoing TfGM-commissioned travel diary, around 2,000 Greater Manchester households in 2022
- Town Centres Survey: TfGM-commissioned, 3,612 Greater Manchester residents (household) and around 400 Regional Centre visitors (on-street) in 2022
- Sustrans Walking and Cycling Index: around 1,300 residents in 2021
- Sales Funnel: TfGM commissioned, around 4,500 Greater Manchester residents in 2021
- Census data from the Office for National Statistics

Research Findings

Our understanding of active travel in Greater Manchester and our ability to look at change over time relies on key data sources such as Greater Manchester's travel diary survey and other strategic research. But we also work with partners and commission bespoke research to look at topics in more detail where we feel that this is needed. This supports and enables the delivery of our active travel ambitions. Some of the main pieces of research of this type are summarised below.

Accessibility

Neighbourhood mobility and inclusion research

Since 2020 TfGM has jointly funded an active travel researcher with the University of Salford. The first phase of the research focused on active neighbourhoods in Greater Manchester and explored the perspectives and experience of people living in active neighbourhood areas¹². The second phase of the research has focused on mobility at the neighbourhood level¹³, with a particular focus on the experience of older and disabled people, using Leigh in Wigan as a case study for the research.

Trial of a bus stop bypass cycle lane zebra crossing system for users with visual impairments

Greater Manchester has led the way with improved provision for cyclists at bus stops. In particular, we implemented over 25 bus stop bypasses through the Wilmslow Road/Oxford Road scheme constructed between 2015 and 2017: the largest concentration of bus stop bypasses outside London in the UK. These have been popular with most users, but there have been some ongoing issues experienced by pedestrians who are blind or partially sighted. In particular, these users tell us that they do not have confidence in when it is safe to cross the cycle lane to access the bus stop boarding island, since a bike makes little noise, cycle speeds at bus stop bypasses are often relatively high (often greater than 10mph) and the proportion of cyclists that give way to pedestrians (as they legally should do) at zebra crossings of cycle tracks is anecdotally quite low.

TfGM has been working with suppliers to identify potential ways of assisting crossing users with visual impairments in knowing when it is safe to cross. We are currently working with a supplier to develop a system using machine learning camera systems to identify when cyclists are approaching such a crossing and provide an audible or tactile signal to waiting pedestrians of when it is safe to cross.

¹² [Active Neighbourhoods in Greater Manchester – Healthy Active Cities \(salford.ac.uk\)](https://www.salford.ac.uk/healthy-active-cities)

¹³ [Mobility at the neighbourhood scale: interim report \(worktribe.com\)](https://www.worktribe.com/mobility-at-the-neighbourhood-scale-interim-report)

Trials of this system in an off-highway context in Greater Manchester have been extremely encouraging, and we are now working with the DfT and local highway authorities with the aim of trialling this technology in a live, on-street location soon.

Infrastructure delivery

Trial of side road zebras

Side road zebras would provide a low-cost way for Greater Manchester to deliver large sections of the active travel Bee Network. Between 2019 and 2021, TfGM worked with TRL to research the use of non-prescribed zebra crossings at side roads¹⁴. The study involved analysis of collision statistics, user surveys and interviews, simulation studies and two on-street trials. The study found that the side road zebra design was effective: the propensity of drivers to give way increased significantly in the on-street trials. Investigation of existing non-prescribed zebra crossings found no evidence that using a simplified crossing with only the zebra markings (a 'non-prescribed zebra crossing') would have significantly greater risk than using the full range of features (a 'prescribed zebra crossing'). Although Greater Manchester would now like to progress with installing side road zebras, this is not possible without changes to national legislation. The results of the trial have been shared with the DfT.

CYCLOPS junction evaluation

The CYCLOPS is a design technique for the creation of traffic signal-controlled junctions that protects cyclists and those walking or wheeling by providing an orbital cycle route separating cyclists from general traffic, and pedestrians, in space or time. A total of 15 CYCLOPS junctions have been completed to date, with two more currently on site, and many more planned for future schemes.

We are part way through implementing an extensive evaluation of the CYCLOPS junction design. This will help us understand whether the CYCLOPS junction design works as intended. In 2022 we visited two of the CYCLOPS junctions installed along Chorlton Road with Greater Manchester's Disability Design Reference Group (DDRG) and Manchester's Highways Access Group, to gain feedback from these groups on the design. This led to a number of recommendations which have been incorporated into the design of other CYCLOPS locations.

We have also worked with supplier SVL to analyse the operation of the Royce Road-Chorlton Road CYCLOPS junction, the first CYCLOPS junction to be completed. This pilot study used drone footage and Artificial Intelligence analysis to assess the operation of the junction. Learning from this study will be applied to further evaluation of the operation of the junction which will take place in the coming months at other locations across Greater Manchester.

¹⁴ [Side road zebras | TfGM Bee Active](#)

Shared bus stop boarder trial

TfGM is working with stakeholders to trial a shared bus stop boarder design. A shared bus stop boarder is where cyclists are brought up onto a footway level cycle track which passes between the footway and the edge of the carriageway, and doubles as a raised bus boarder from which pedestrians board the bus. Shared bus stop boarders are the standard bus stop layout in Copenhagen, have been installed at a number of locations in the UK (including over 70 in London and several in Cardiff), and already feature in LTN 1/20 Active Travel infrastructure design guidance as a recommended infrastructure solution in England. Shared bus stop boarders require less space than bus stop bypasses (an alternative design for providing effective protection for cyclists at bus stops where cyclists are routed 'behind' the bus stop boarding area).

An off-street shared bus stop boarder trial was undertaken during 2023. TfGM constructed a standard design shared bus stop boarder at an off-carriageway location and held site visits to engage with a range of stakeholders, including the DDRG, RNIB, Guide Dogs, Stockport Accessibility Forum, Greater Manchester Sight Loss Council, Greater Manchester Police, Greater Manchester councils and bus operators.

A revised design incorporating a number of the changes suggested by stakeholders has been produced following the off-street trial. Subject to agreement of stakeholders, the revised design will now be used in an on-street trial which is due to take place in early 2024. The on-street trial will examine whether the bus stop boarder is an effective way to manage conflicts safely at bus stops. This will involve assessing interactions between users, gathering feedback from users and bus operators, and monitoring cyclist speeds and bus journey times. The results of the on-street trial will be reported in due course.

Home to school travel

School streets evaluation

TfGM is working with the University of Manchester on two projects related to school streets:

Working with schools, parents and local residents to understand the perceptions and effect of school streets: this includes doing traffic observations during the times the school streets are happening, using sensors to monitor usage of the streets, and surveys with schools, parents and local residents. This is a collaborative project between Manchester City Council, University of Manchester, Walk Ride GM and Transport for Greater Manchester.

Monitoring air quality and vehicle numbers at two school street locations in Greater Manchester: this study is mainly using air quality monitoring inside and outside a school and traffic monitoring to understand the effect of a school street on air quality at the school.

Appendix – Towards 2040 Survey Data

This appendix provides more detail on active travel use and access by Greater Manchester residents using data from our annual travel diary survey and other key data sources. It then looks at residents' perceptions of and satisfaction with active travel provision based on the 2040 Transport Strategy network principles.

The perceptions of and satisfaction with items relating to active travel in Greater Manchester given in this appendix originate from one of the following sources:

- Network Principles: Annual Multi-Modal Network Principles Survey, TfGM-commissioned, 4345 face-to-face interviews with Greater Manchester residents in 2023
- NHT: Annual National Highways & Transportation Survey, district council-commissioned postal survey of around 7,000 residents in 2022
- 2040 Neighbourhoods Survey: TfGM-commissioned household interviews with around 3,000 Greater Manchester residents in 2020
- TRADS: Ongoing TfGM-commissioned travel diary, around 2,000 Greater Manchester households in 2022
- Town Centres Survey: TfGM-commissioned, 3,612 Greater Manchester residents (household) and around 400 regional centre visitors (on-street) in 2022
- Sustrans Walking and Cycling Index 2021, around 1,300 Greater Manchester residents every two years
- Sport England, Active Lives Survey 2022, 11,802 adults and 2,788 children and young people in Greater Manchester
- Sales Funnel: TfGM-commissioned, around 4,500 Greater Manchester residents in 2021

Active travel in Greater Manchester

- Walking accounted for 30% of trips by Greater Manchester residents in 2022 and cycling 2% (TRADS, 2022). Estimated at 525.2m and 36.7m annually respectively compared to 476.6m and 35.2m in 2021, representing a 10% increase for walking and a 4% increase for cycling

Table A1: Main method of travel – percentage of trips

Method of travel	2016-18	2017-19	2021	2022
Car or van driver	39%	39%	41%	40%
Walk	28%	29%	32%	30%
Car or van passenger	18%	18%	15%	17%
Bus, minibus, coach	8%	7%	5%	6%
Bicycle	2%	2%	2%	2%
Taxi, minicab	2%	2%	2%	2%
Metrolink	2%	2%	1%	1%
Train	1%	1%	1%	1%
Other	1%	1%	1%	1%
Total	100%	100%	100%	100%

Note: A trip is a one-way movement to achieve a single purpose. If the respondent described a round trip (which starts and finishes at the same location) eg, walking the dog around a local park, this is recorded as two trips: 1. home to park (or the place of furthest distance away from their house), 2. park to home.

- Residents in Manchester make a larger share of their trips by active travel (37% walking and 5% cycling) than the residents of other Greater Manchester local authorities (TRADS, 2022)

Table A2: Main method of travel in each local authority – percentage of trips in 2022

Method of travel	GM	Bolton	Bury	Manchester	Oldham	Rochdale	Salford	Stockport	Tameside	Trafford	Wigan
Car or van driver	40%	45%	43%	28%	42%	43%	34%	45%	43%	37%	56%
Walk	30%	28%	26%	37%	28%	32%	35%	29%	23%	32%	17%
Car or van passenger	17%	17%	19%	17%	24%	13%	17%	15%	19%	20%	16%
Bus, minibus, coach	6%	5%	4%	8%	4%	7%	7%	5%	7%	3%	8%
Bicycle	2%	1%	0%	5%	0%	0%	1%	2%	1%	2%	2%
Taxi, minicab	2%	2%	1%	2%	1%	3%	4%	1%	5%	3%	0%
Metrolink	1%	0%	4%	1%	1%	1%	1%	1%	1%	2%	0%
Train	1%	2%	0%	1%	1%	1%	0%	1%	0%	0%	1%
Other	1%	0%	3%	1%	0%	1%	0%	0%	0%	0%	0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- In daily person kilometres, walking is estimated at 1.1m and cycling 400,000 (TRADS, 2022)

Table A3: Total person kms per day by method of travel

Method of travel	2016-18	2017-19	2021	2022	2022 as % of 2019
Car or van driver	19,600,000	18,100,000	13,900,000	17,600,000	97%
Car or van passenger	7,700,000	7,500,000	4,100,000	7,400,000	98%
Train	2,700,000	2,300,000	700,000	1,700,000	72%
Bus, minibus, coach	2,700,000	2,400,000	1,600,000	1,500,000	63%
Walk	1,100,000	1,100,000	1,000,000	1,100,000	101%
Other	200,000	300,000	600,000	500,000	157%
Taxi, minicab	500,000	500,000	300,000	400,000	91%
Bicycle	400,000	400,000	300,000	400,000	99%
Metrolink	700,000	700,000	300,000	400,000	49%
Motorcycle, scooter, moped	80,000	70,000	100,000	40,000	66%
Total	35,700,000	33,500,000	23,000,000	31,000,000	93%

- Around one-third of residents (32%) walk 5 or more days a week (TRADS, 2022)

Table A4: How frequently do Greater Manchester residents walk a single trip of 20 minutes or more?

Frequency	2016-18*	2017-19	2021	2022
5 or more days a week	41%	42%	31%	32%
3 or 4 days a week	15%	16%	22%	21%
2 days a week	11%	11%	18%	17%
1 day a week	8%	8%	9%	8%
At least once a fortnight	2%	2%	1%	2%
At least once a month	2%	2%	1%	2%
At least once a year	1%	1%	1%	1%
Not in the last 12 months	9%	8%	7%	12%
Never used	11%	11%	9%	4%
Total	100%	100%	100%	100%

- Around one in ten residents (9%) cycle at least once a fortnight (TRADS, 2022)

Table A5: How frequently do Greater Manchester residents cycle a single trip of 20 minutes or more?

Frequency	2016-8*	2017-9	2021	2022
5 or more days a week	3%	3%	2%	2%
3 or 4 days a week	1%	1%	1%	1%
2 days a week	2%	2%	2%	2%
1 day a week	3%	3%	3%	3%
At least once a fortnight	2%	2%	2%	1%
At least once a month	3%	3%	4%	3%
At least once a year	5%	4%	4%	3%
Not in the last 12 months	41%	38%	35%	48%
Never used	39%	43%	46%	37%
Total	100%	100%	100%	100%

*Question was only introduced in 2017, so only two-thirds of respondents were asked this question

- It is estimated that each person in Greater Manchester makes 195 walking trips per year, up from 179 in 2021, a 9% increase (TRADS, 2022)

Table A6: Number of trips per person per year

Method of travel	2016-18	2017-19	2021	2022
Car or van driver	329	325	233	267
Walk	233	237	179	195
Car or van passenger	154	149	87	114
Bus, minibus, coach	65	60	30	41
Bicycle	18	18	13	14
Taxi, minicab	16	16	11	14
Metrolink	14	14	7	7
Train	9	8	2	5
Other	3	4	2	4
Motorcycle, scooter, moped	1	1	1	1
Total	843	832	564	660

- Around one-third of all trips (32%) are 1km or less in distance (TRADS, 2022)

Table A7: Percentage of trips by distance

Distance	2016-18	2017-19	2021	2022
1km or less	33%	33%	32%	32%
1km to 2km	17%	18%	18%	19%
2km to 3km	10%	10%	10%	12%
3km to 5km	13%	12%	12%	13%
5km to 10km	14%	14%	15%	12%
Greater than 10km	12%	12%	13%	12%
Total	100%	100%	100%	100%

- The median trip length for walking was 0.5km compared with 3.7km for cycling (TRADS, 2022)

Table A8: Walking and cycling trip length in kilometres

	2016-18	2017-19	2021	2022
Walking – mean	0.7	0.7	0.8	0.8
Walking – median	0.4	0.5	0.6	0.5
Cycling – mean	3.1	3.0	3.2	5.1
Cycling – median	2.0	2.0	2.9	3.7

Note that 2021 and 2022 cycling data is based on small sample sizes

- 20% of all trips by Greater Manchester residents were shopping trips compared to 18% of walking trips & 9% of cycling trips. Cycling and walking each have over 20% of trips for education compared with 12% of all trips being for this purpose. (TRADS, 2022)

Table A9: Journey purpose by method of travel – % of trips

	All trips		Walking trips		Cycling trips	
	2021	2022	2021	2022	2021	2022
Shopping	19%	20%	17%	18%	9%	9%
Commuting	16%	16%	4%	7%	29%	27%
Sport and entertainment	15%	13%	22%	13%	22%	10%
Visiting friends	6%	6%	3%	4%	3%	5%
Education	10%	12%	15%	21%	8%	24%
Escort to education	10%	9%	14%	14%	2%	0%
Personal business	5%	5%	3%	4%	1%	3%
Escort other	6%	7%	1%	2%	0%	0%
Business	5%	5%	0%	0%	4%	8%
Holiday and round trip	7%	7%	20%	18%	22%	14%
Total	100%	100%	100%	100%	100%	100%

Note that 2021 and 2022 cycling data is based on small sample sizes

- 57% of trips up to 2km (see Figure A1) by residents in Greater Manchester are either walked or cycled (TRADS, 2022)

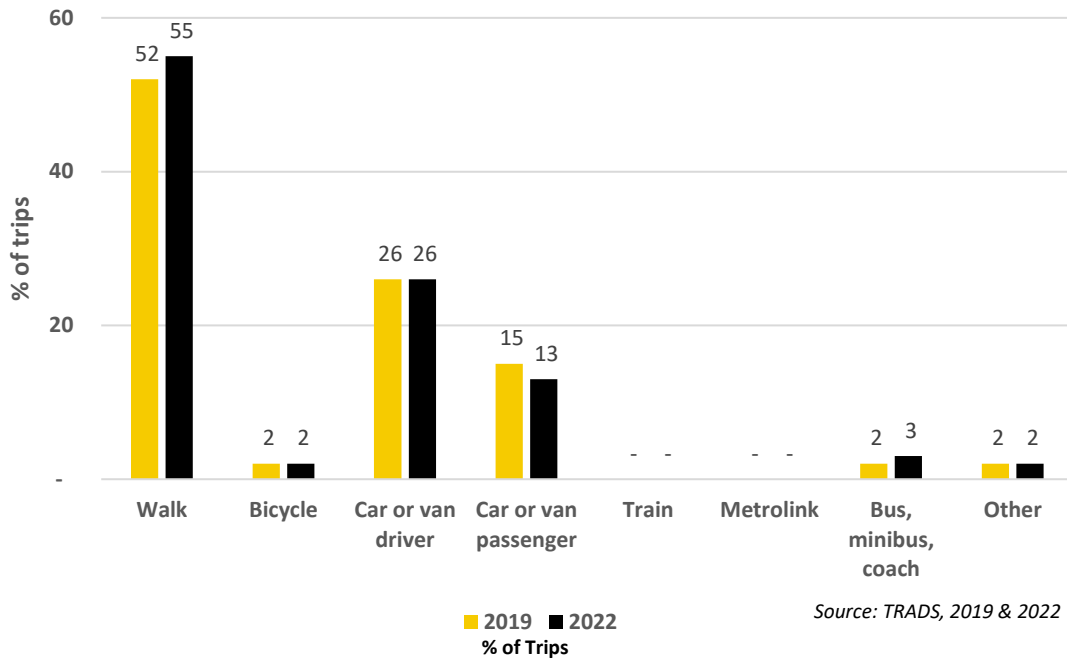


Figure A1: Method of travel share of Greater Manchester trips up to 2km

- Two thirds (65%) of trips up to 2km undertaken by Rochdale residents were made by either walking or cycling (see Figure A2), compared with two fifths (42%) by residents of Wigan (TRADS, 2022)

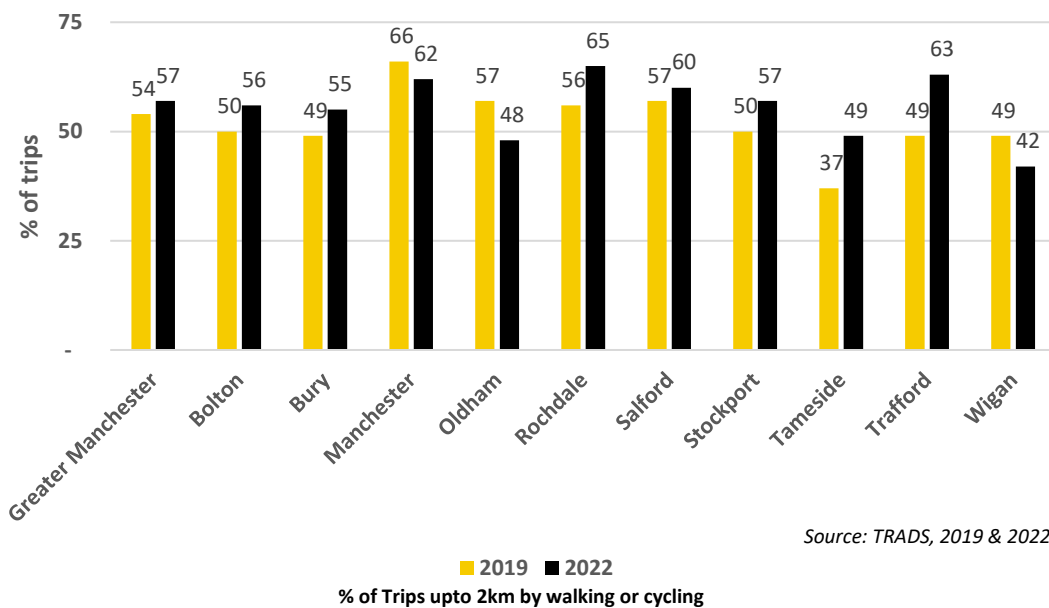


Figure A2: Percentage of trips up to 2km undertaken by walking or cycling by district

Demographics

- One in four (25%) walking trips are made by those aged 16 or under, compared with around one in ten (12%) of cycle trips (TRADS, 2022)

Table A10: Percentage of walking and cycling trips by age group

Age group	Walking		Cycling		Census residents aged 5 & over
	2021	2022	2021	2022	2021
5-10	15%	14%	4%	3%	8%
11-15	6%	9%	3%	9%	7%
16	0%	2%	0%	0%	1%
17-19	1%	3%	4%	0%	4%
20-24	4%	8%	16%	35%	7%
25-34	20%	19%	34%	27%	15%
35-44	16%	13%	17%	13%	14%
45-54	11%	11%	10%	1%	14%
55-59	5%	6%	3%	7%	7%
60-64	6%	4%	3%	0%	6%
65-74	9%	8%	4%	4%	9%
75+	6%	4%	3%	1%	8%
Total	100%	100%	100%	100%	100%

Note that 2021 and 2022 cycling data is based on small sample sizes

- Over half (53%) of walking trips are made by females, compared to around a quarter of cycle trips (22%) (TRADS, 2022)

Table A11: Percentage of walking and cycling trips by gender plus Census gender breakdown for Greater Manchester

	Walking trips		Cycling trips		Census all residents
	2021	2022	2021	2022	2021
Male	44%	47%	73%	78%	49%
Female	56%	53%	27%	22%	51%
Total	100%	100%	100%	100%	100%

Note that 2021 and 2022 cycling data is based on small sample sizes

- Around four fifths of both walking and cycling trips are undertaken by residents with a white ethnic background (TRADS, 2022)

Table A12: Percentage of walking and cycling trips by ethnic background plus Census ethnic background data for Greater Manchester

	Walking trips		Cycling trips		Census all residents
	2021	2022	2021	2022	2021
White	83%	80%	91%	77%	76%
Mixed	1%	2%	1%	3%	3%
Asian	12%	13%	8%	19%	14%
Black	3%	3%	0%	1%	5%
Any other ethnic background	1%	2%	0%	0%	2%
Total	100%	100%	100%	100%	100%

Note that 2021 and 2022 cycling data is based on small sample sizes

- One in ten (11%) of walking trips are undertaken by someone who has day to day activities limited by a health problem or disability (TRADS, 2022)

Table A13: Percentage of walking and cycling trips by day-to-day activities limited by health problem or disability

	Walking		Cycling		Census all residents
	2021	2022	2021	2022	2021
Limited a lot	4%	4%	1%	0%	8%
Limited a little	4%	7%	1%	1%	10%
No	92%	90%	98%	99%	82%
Total	100%	100%	100%	100%	100%

Note that 2021 and 2022 cycling data is based on small sample sizes

Multimodal travel

- Four percent of trips that have train as the main method of travel, had a cycling leg as part of the trip (TRADS, 2022)
- Almost all of the trips that have train, Metrolink or bus as the main method of travel had a walking leg as part of the trip (TRADS, 2022)

Table A14: Percentage of main method of travel trips that include a walking or cycling leg

Main method of travel	Walking	Cycling
Walk	100%	0%
Bicycle	0%	100%
Motorcycle, scooter, moped	0%	0%
Car or van driver	1%	0%
Car or van passenger	1%	0%
Train	95%	4%
Metrolink	96%	0%
Bus, minibus, coach	97%	0%
Taxi, minicab	1%	0%

Note: A trip is a one-way movement to achieve a single purpose.

Health context

- Greater Manchester adult activity levels November 2021-22 in the Active Lives results published by Sport England show that 72% of adults in the region are active for at least 30 minutes a week, equating to 1,643,300 adults moving: an increase of 52,400 from the survey 12 months previous (GM Moving analysis of Active Lives November 2021-22 data)
- 49% of children and young people in Greater Manchester meet Chief Medical Officer guidelines and achieve an average of 60 minutes or more of physical activity a day. This is a significant increase from 12 months ago (+7%) and shows recovery beyond pre-pandemic levels (+4%, academic year 2018-19), as well as being higher than national rates for the first time since the survey began. However, 29% are failing to achieve 30 minutes of physical activity a day (GM Moving analysis of Active Lives November 2021-22 data).

Household bike ownership and access

- Almost seven in ten (68%) of residents can ride a bike or cycle (see Figure A3), but only 17% have access to a working bike or cycle. One in four (28%) cannot ride a bike (Town Centres Survey, 2022)

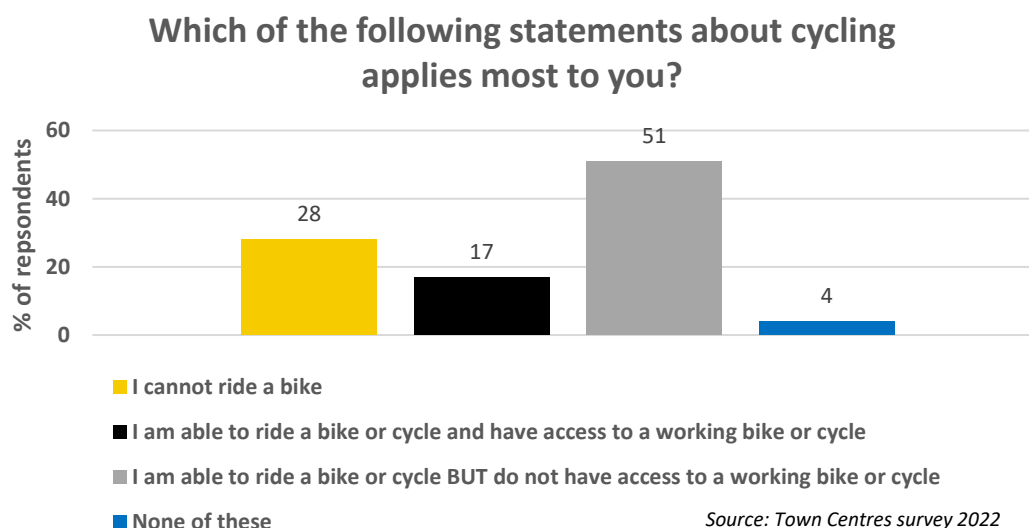


Figure A3: Ability to ride a bike and access to a working bike or cycle

- 28% of residents own a bike (Network Principles Survey, 2023)
- Over a third of households (37%) in Trafford have access to a bike (see Figure A4), compared to only 14% in both Bolton and Oldham (TRADS, 2022)

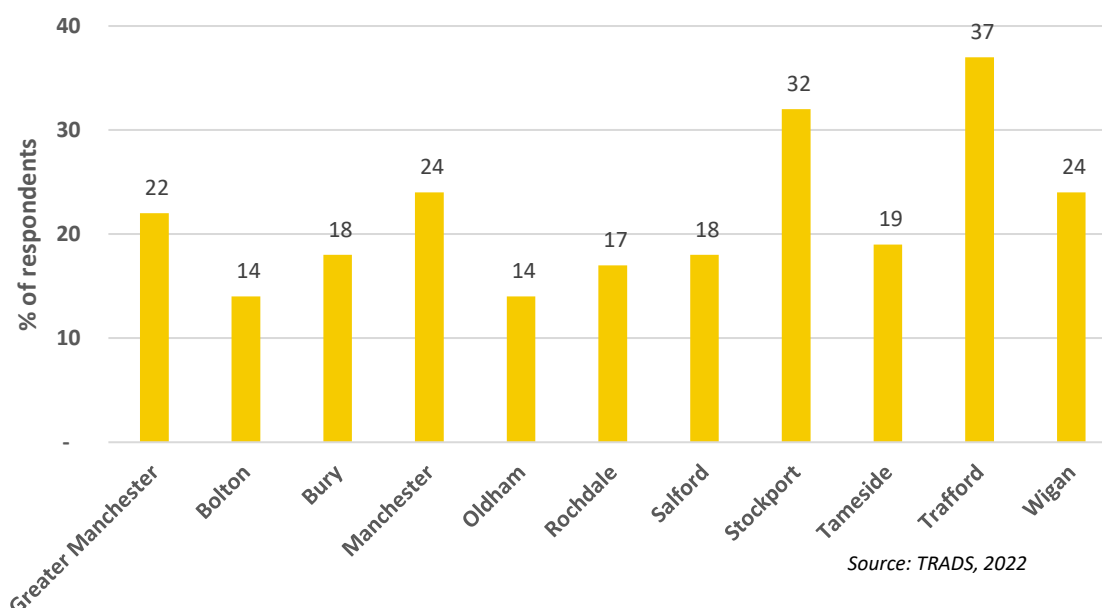


Figure A4: Percentage of households with access to a bike by district

- Almost three quarters (74%) of residents don't know about the cycle parking in the city centre (see Figure A5), with 15% rating it as being either very good or good (Town Centres Survey, 2022)

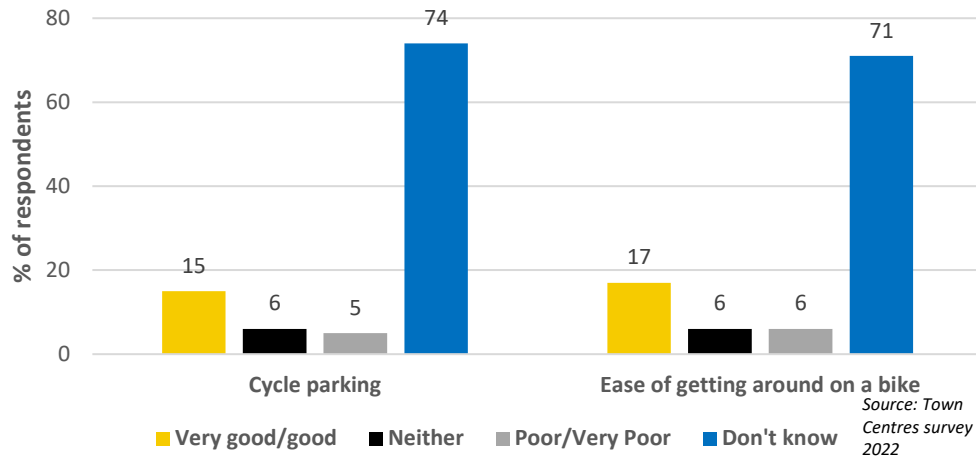


Figure A5: How do you rate the city centre for cycle parking and ease of getting around on a bike?

- 37% of regular cyclists, 42% of occasional cyclists, and 51% of non-cyclists are satisfied with the provision of cycle parking in Greater Manchester (NHT Survey, 2022)

Active travel and 2040 Transport Strategy network principles

In 2017, we set out our ambition to improve our transport system so that by 2040 50% of all journeys in Greater Manchester are made by public transport or active travel, supporting a reduction in car use to no more than 50% of daily trips.

Meeting the transport needs of our residents, businesses and visitors is at the heart of the 2040 Transport Strategy. Our transport system carries both people and goods and must consider the needs of both in its planning. Seven mutually reinforcing principles have been established, which will be applied as Greater Manchester's transport system is improved, to ensure that it meets the needs of all customers.

Network Principles



Safe and secure

The Ambition: To reduce deaths on our roads as close as possible to zero and ensure that poor perceptions of personal security are no longer a significant barrier to people using public transport or walking and cycling.



For active travel, this means designing safer roads, reducing excessive speed by drivers, and ensuring active travel provision is maintained. It also means addressing personal safety and security concerns.

How will we know we are succeeding?

Behaviour: Reduction in both the collision rate and the actual numbers of cyclists and pedestrians killed or seriously injured and a reduction in the rate and numbers of cycle thefts

Attitudes: Active travel is perceived to be safe, both in terms of safety from traffic and personal safety and security

How are we doing so far?

Behaviour:

- For every 277 people who own an adult cycle in Greater Manchester, there was 1 reported cycle theft in the past year (Sustrans Walking and Cycling Index, 2021)
- The number killed or seriously injured in Greater Manchester, per 1 million km travelled on foot, has fallen by 18% between 2019 and 2022 and cycling by 23%
- KSI casualties in Greater Manchester were similar in 2021 (859) and 2022 (852). If we compare the 2022 figures to the annual average for 2017-19, Greater Manchester saw a 24% reduction in 2022 (852 compared to 1123)
- In Greater Manchester there was a 13% decrease in the number of fatal casualties in 2022 (64) compared to 2021 (73). In 2022 there was an 18% increase in fatalities in Greater Manchester (64) when compared to 2017-19 average (54)
- In 2022 there were 25 pedestrian fatalities and 5 cyclist fatalities, with the corresponding numbers for 2021 being 31 and 2

Attitudes:

- 80% of people are satisfied with personal security during the day when walking, and 48% are satisfied with this at night (Network Principles Survey, 2023). The at night data is a statistically significant decrease from the 55% who were satisfied in 2022

- 93% of people feel safe walking around their neighbourhoods during daytime, but only 60% feel safe doing so after dark. The main reasons for feeling unsafe were: fear of physical attack (58%), people hanging around on streets (35%) and fear of verbal abuse and harassment (23%) (2040 Neighbourhoods, 2020)
- 76% of people are satisfied with safety from traffic during the day when walking (see Figure A6), and 57% are satisfied with this at night (Network Principles Survey, 2023)

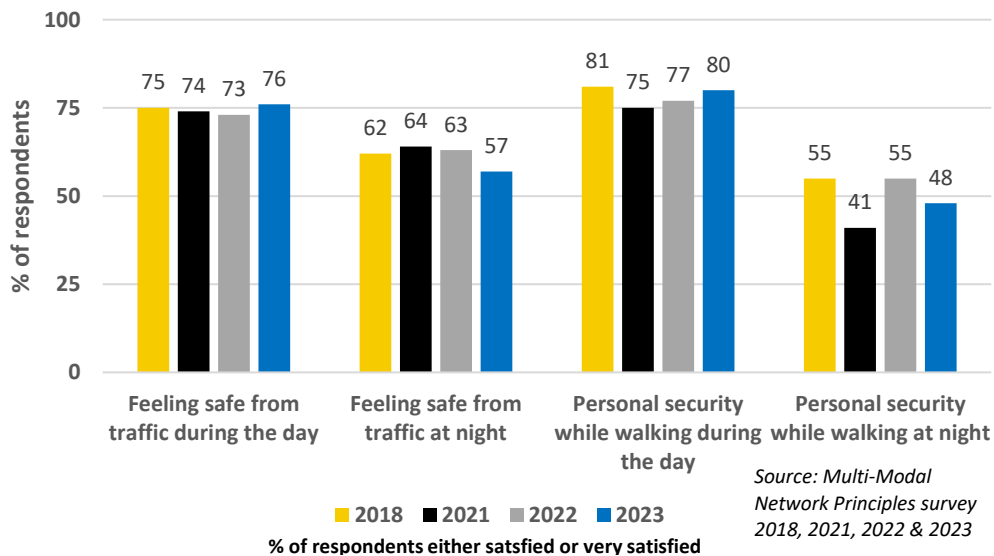


Figure A6: Rating of various aspects when walking

- 65% of residents think the local area is a good place for safety when walking or wheeling (Sustrans Walking and Cycling Index, 2021). This is slightly lower than the 67% for all the English cities in the Sustrans analysis

Table A15: Whether residents think their local area is good or bad for safety when walking or wheeling?

	Very/fairly good	Neither	Fairly/very bad
Greater Manchester	65%	22%	12%
English cities	67%	20%	12%
Liverpool City Region	69%	20%	11%
West Midlands	64%	21%	15%
Tyneside	74%	16%	10%
Greater Cambridge	82%	13%	5%
Bristol	73%	17%	9%
Southampton City Region	71%	17%	11%
Tower Hamlets	63%	21%	16%

- 50% of residents think the level of safety in the local area for children walking is good (Sustrans Walking and Cycling Index, 2021)
- 54% of people are satisfied with the provision of safe crossing points in Greater Manchester (NHT Survey, 2022)
- 63% of people are satisfied with safety from traffic during the day when cycling (see Figure A7), and 50% are satisfied with this at night (Network Principles Survey, 2023)
- 78% of people are satisfied with personal security during the day when cycling, and 44% are satisfied with this at night (Network Principles Survey, 2023). The during the day data is a statistically significant increase from the 61% who were satisfied in 2022

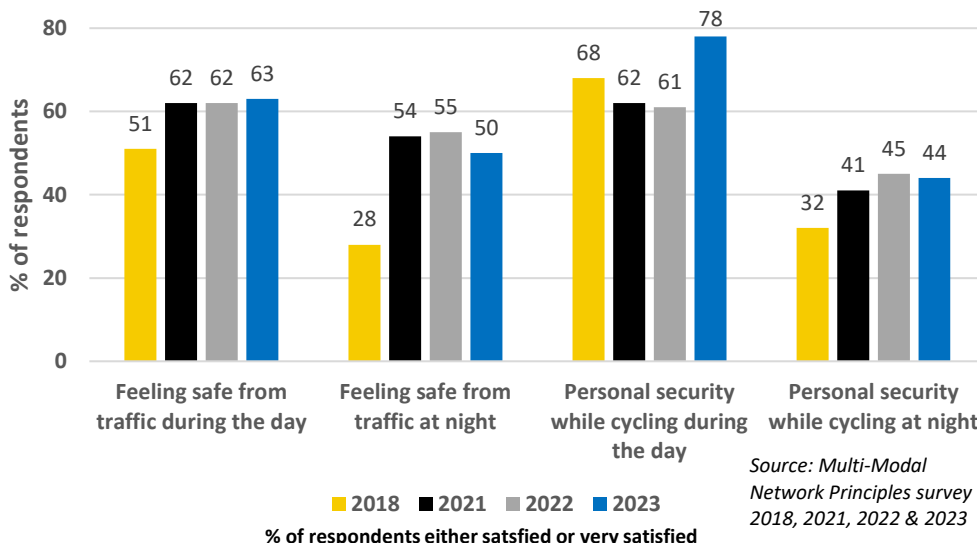


Figure A7: Rating of various aspects when cycling

- 34% of residents think the level of safety for cycling in their local area is good, compared with 27% in 2019 (Sustrans Walking and Cycling Index, 2019 & 2021). This is slightly lower than the 37% for English cities in the Sustrans analysis

Table A16: Whether residents think their local area is good or bad for safety when cycling?

	Very/fairly good	Neither	Fairly/very bad
Greater Manchester	34%	39%	26%
English cities	37%	37%	26%
Liverpool City Region	38%	36%	25%
West Midlands	34%	37%	28%
Tyneside	44%	37%	18%
Greater Cambridge	57%	26%	17%
Bristol	37%	36%	26%
Southampton City Region	39%	36%	24%
Tower Hamlets	37%	35%	26%

- 51% of people are satisfied with cycle crossing facilities at junctions in Greater Manchester (NHT Survey, 2022)
- 26% of residents think the level of safety for children cycling is good in the local area, compared with 16% in 2019 (Sustrans Walking and Cycling Index, 2019 & 2021)
- 54% of residents agreed their area would be a better place if streets outside schools are closed at drop off, compared with 60% in 2019 (Sustrans Walking and Cycling Index, 2019 & 2021)

Table A17: Whether residents either strongly agree or tend to agree that their area would be a better place if...

	2021	2019
streets outside schools are closed at drop off	54%	60%
through traffic reduced on residential streets	57%	60%

- 79% of residents support the creation of 20-minute neighbourhoods, compared with 68% for more low traffic neighbourhoods (Sustrans Walking and Cycling Index, 2021)

Table A18: Whether residents either strongly support or tend to support the creation of...

	2021
more low traffic neighbourhoods	68%
20-minute neighbourhoods	79%

Healthy

The Ambition: To develop a transport system that supports people in leading active, healthy lives.



For active travel, this means making walking, wheeling and cycling attractive, convenient and safe, increasing active travel and improving health. A shift from car to active travel will also benefit health through reduced noise and air pollution.

How will we know we are succeeding?

Behaviour: More people travelling actively, and getting recommended physical activity through walking and cycling

Attitudes: People think the network encourages active travel

How are we doing so far?

Behaviour:

- Leisure walking has continued to increase to around half (48%) of adults, whereas walking for travel is less than one quarter (22%) (GM Moving analysis of Active Lives November 2020-21 data)
- Half (51%) of all education trips are walked with around one in twenty (4%) being cycled (TRADS, 2022)

Table A19: Education trips by method of travel – % of trips

Method of travel	2016-18	2017-19	2021	2022
Walk	42%	45%	47%	51%
Bicycle	4%	4%	2%	4%
Motorcycle, scooter, moped	0%	0%	0%	0%
Car or van driver	3%	2%	0%	1%
Car or van passenger	27%	26%	31%	23%
Train	1%	1%	0%	1%
Metrolink	2%	2%	1%	2%
Bus, minibus, coach	21%	19%	17%	16%
Taxi, minicab	1%	1%	1%	1%
Other	0%	0%	0%	0%
Total number of trips	518,249	518,712	425,649	590,102

- Every year, walking and cycling in Greater Manchester prevents 2,612 serious long-term health conditions (Sustrans Walking and Cycling Index, 2021)

- Every year, walking and cycling in Greater Manchester prevents 479 early deaths annually which is valued at £1.58b, saving the NHS in Greater Manchester £17.6m, equivalent to the cost of 580,000 GP appointments (Sustrans Walking and Cycling Index, 2021)

Attitudes:

- 38% of people agree (see Figure A8) that Greater Manchester’s transport network encourages them to walk or cycle as part of their trips (Network Principles Survey, 2023)

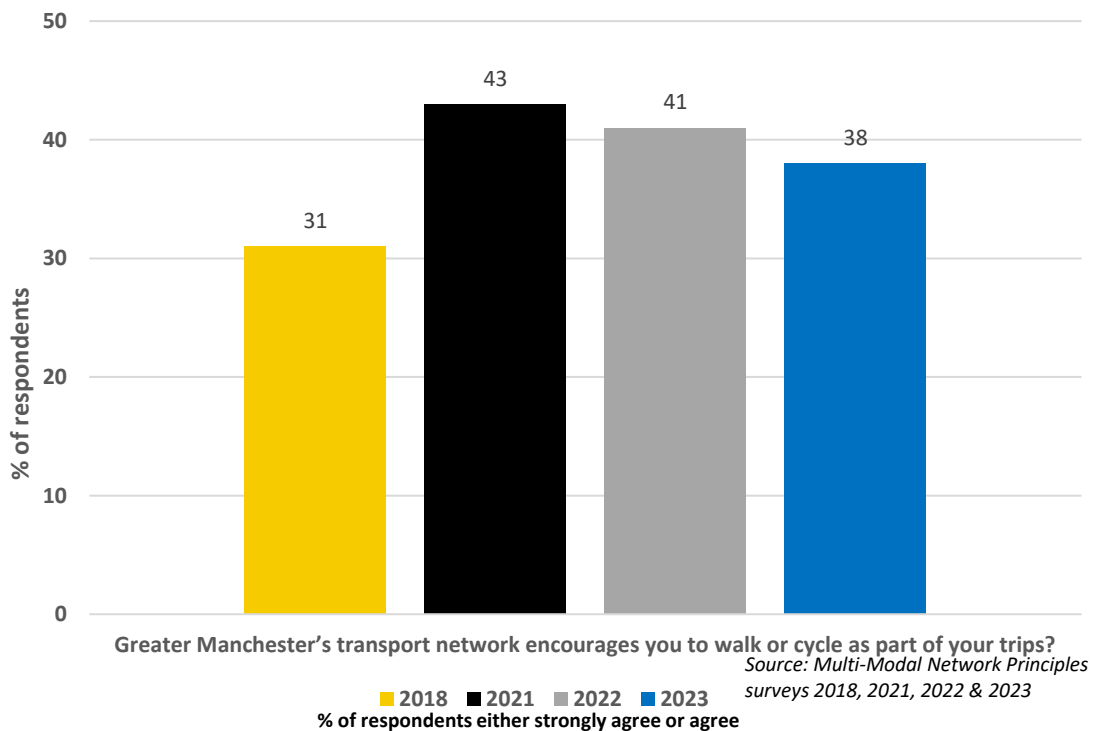


Figure A8: Do you agree or disagree that Greater Manchester's transport network encourages you to walk or cycle as part of your trip?

Integrated

The Ambition: To enable people to move seamlessly between services on a single, high quality, easy-to-use network; providing choice and supporting low-car lifestyles, made possible by integrated land use and transport planning.



For active travel, this means creating a comprehensive and easy to understand cycle, walking and wheeling network that integrates well with public transport, including Greater Manchester's Bee Network and the emerging city-region-wide Cycle Hire scheme.

How will we know we are succeeding?

Behaviour: More people making multi-modal trips which have an active travel component

Attitudes: People think it is easy to access public transport using active travel

How are we doing so far?

Behaviour:

- 44% of people who use the train access the train station by walking or wheeling, 27% by bus and 5% by Metrolink (Network Principles Survey, 2023)
- 53% of people who use the tram access the tram stop by walking or wheeling, 34% by bus and 3% by train (Network Principles Survey, 2023)

Attitudes:

- 77% of respondents stated it was either very easy or easy to use different forms of transport in one journey in Greater Manchester (Network Principles Survey, 2023)

Table A20: How easy or difficult is it for you to use different forms of transport in one journey in Greater Manchester?

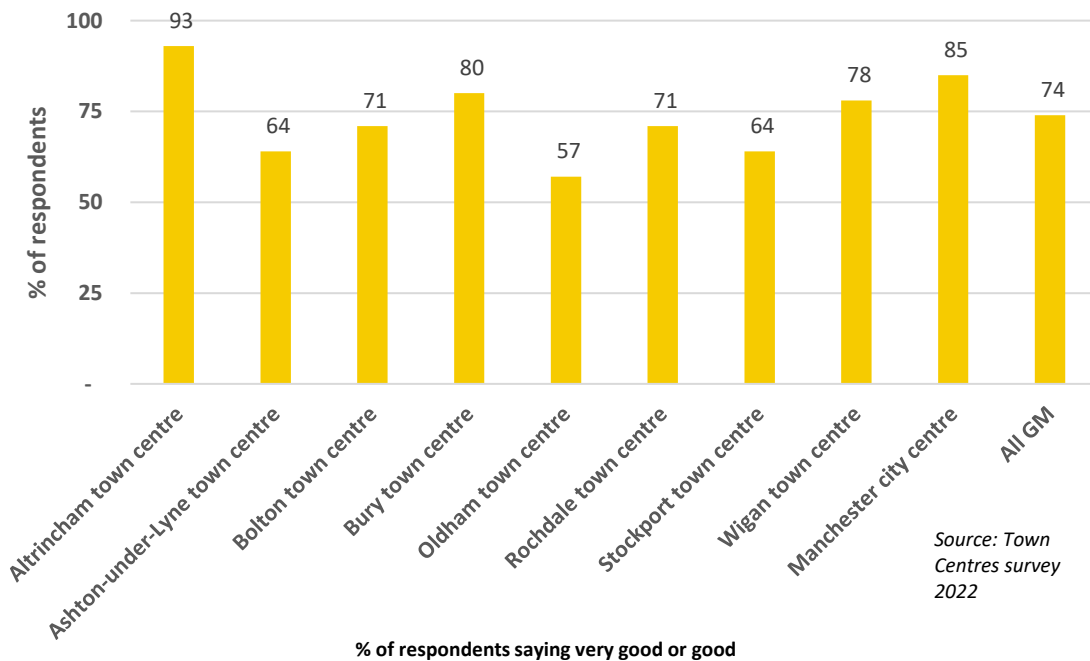
	%
Very easy	23%
Easy	54%
Neither	11%
Difficult	11%
Very difficult	1%
Total	100%

- Almost nine in ten residents (89%) believe that the city centre has either very good or good transport connections to other places (Town Centres Survey, 2022)

Table A21: How do you rate the city centre for transport connections to other places?

	%
Very good	45%
Good	44%
Neither	4%
Poor	1%
Very poor	0%
Don't know	5%
Total	100%

- Nine in ten respondents (93%) from the Altrincham town centre catchment area rated the town centre as having either very good or good transport connections to other places (see Figure A9), compared with around three in five (57%) of the Oldham respondents (Town Centres Survey, 2022)



Source: Town Centres survey 2022

Figure A9: Percentage of respondents who rated their town centre as having either very good or good transport connections to other places

Environmentally responsible



The Ambition: For Greater Manchester to be known for the quality of its urban areas, natural environments with transport emissions reduced to near zero, and new transport schemes delivering environmental enhancements whenever possible.

Active travel has a key role to play in enabling people to reduce their use of methods of transport which are sources of greenhouse gas emissions and local air pollution via a shift to active travel methods. Delivery of improvements for active travel can also serve to improve the quality of urban areas eg, through public realm improvements.

How will we know we are succeeding?

Behaviour: Uptake of active travel having a substantial environmental benefit in Greater Manchester

Attitudes: People's willingness to use the car less and sustainable methods more; people think the network encourages environmentally friendly travel and are motivated by environmental considerations in their transport choices

How are we doing so far?

Behaviour:

- Every year, walking and cycling in Greater Manchester saves 48,000 tonnes of greenhouse gas emissions (Sustrans Walking and Cycling Index, 2021)

Attitudes:

- 45% of people agree that the Greater Manchester transport network encourages people to travel in an environmentally friendly way (Network Principles Survey, 2023)
- 47% consider the environment to either 'a large extent' or to 'some extent', whilst 52% don't consider their impact on the environment at all when considering how to travel (Network Principles Survey, 2023)
- 18% of Cycling Champions and 10% of Walking Champions recommend active travel because it is environmentally friendly (Sales Funnel Survey, 2021)
- 74% of people think noise levels from traffic in their neighbourhood are reasonable whereas 16% rate the pollution from traffic in their neighbourhood as poor or very poor (2040 Neighbourhoods Survey, 2020)

- 38% of Greater Manchester residents, either strongly agreed or agreed that the air is clean in their neighbourhood (Sustrans Walking and Cycling Index, 2021)

Table A22: Regarding the characteristics of the neighbourhood, whether residents feel that the air is clean?

	Strongly agree/ tend to agree	Neither agree nor disagree	Tend to disagree/ strongly disagree
Greater Manchester	38%	30%	31%
English cities	41%	28%	31%
Liverpool City Region	46%	25%	29%
West Midlands	38%	29%	32%
Tyneside	52%	27%	20%
Greater Cambridge	69%	17%	14%
Bristol	33%	26%	41%
Southampton City Region	42%	28%	29%
Tower Hamlets	22%	23%	55%

- Four out of five respondents (81%) from the Altrincham town centre catchment area rated the town centre as having either very good or good pleasant places to sit outside, relax and walk around (see Figure A10), compared with around three in ten (28%) of the Wigan respondents (Town Centres Survey, 2022)

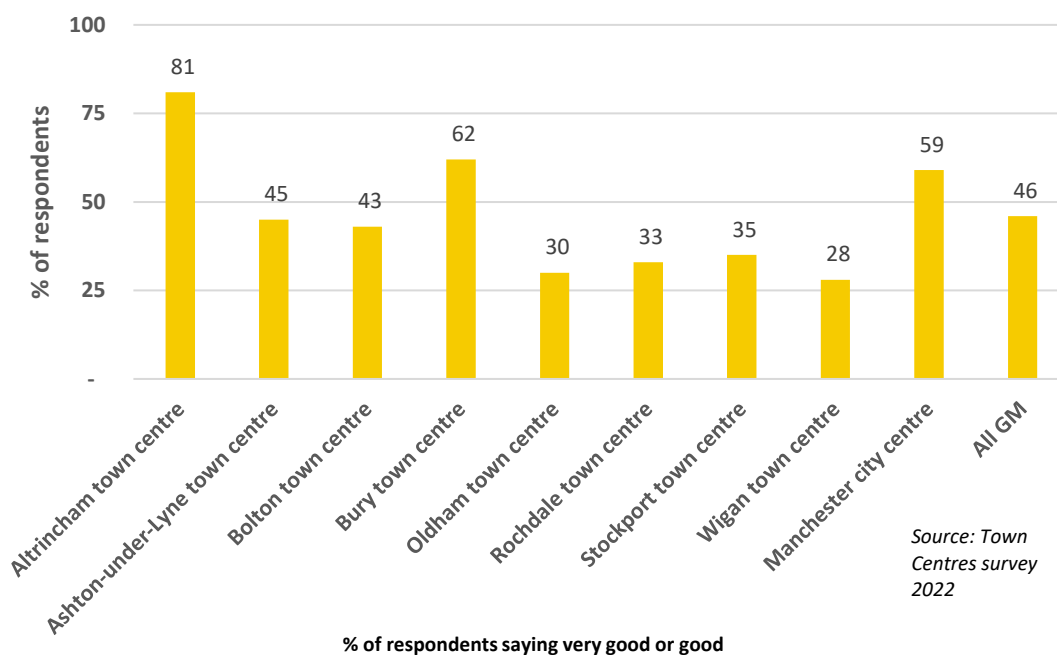


Figure A10: Percentage of respondents who rated their town centre as having either very good or good, pleasant places to sit outside, relax and walk around

- Almost nine in ten (88%) of residents rated the quality of paved/pedestrian areas in the city centre as being either very good or good (see Figure A11), with three quarters (77%) giving a similar rating for the ease of crossing roads and walking around (Town Centres Survey, 2022)

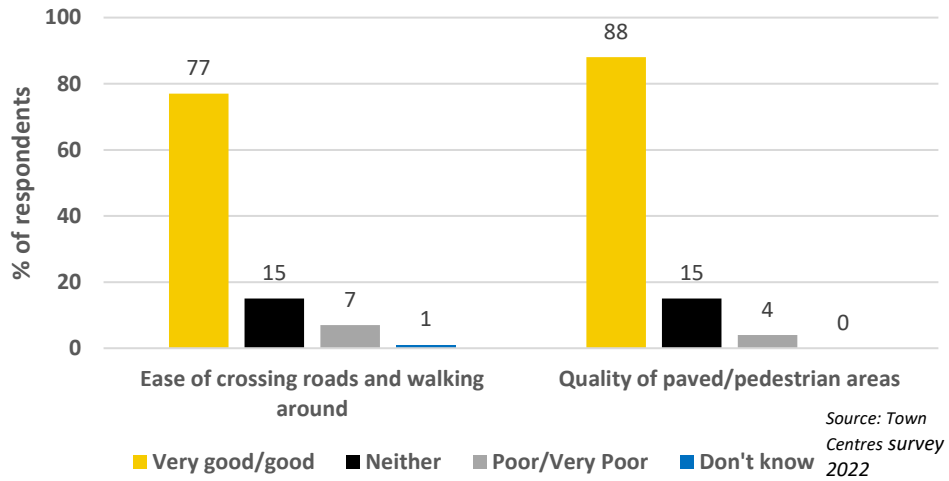


Figure A11: How do you rate the city centre for ease of crossing roads and walking around and quality of paved/pedestrian areas?

Reliable

The Ambition: To develop a transport network that offers reliable journey times and gives people the confidence to use public transport.

For active travel, this means a well-maintained network free of obstacles that people can rely on (see also 'well-maintained and resilient', and 'inclusive'). A shift to active travel will also improve the reliability of the wider network by reducing congestion and overcrowding on public transport. As part of multi-modal journeys, active travel can provide reliable 'first or last mile' access.



How will we know we are succeeding?

Behaviour: Active travel being used by people who would otherwise have driven. People choosing to travel by active travel when a car is available.

Attitudes: Active travel is seen as a reliable and easy method of transport. People recognise the role of active travel in making the whole transport network more reliable.

How are we doing so far?

Behaviour:

- Every day, walking and cycling in Greater Manchester takes up to 300,000 cars off the road (Sustrans Walking and Cycling Index, 2021)
- 29% of people walking or wheeling who could have used the car, 27% of people cycling who could have used the car (Network Principles Survey, 2023)

Table A23: For walking trips was a car available for the trip?

	2016-18	2017-19	2021	2022
Yes	27%	31%	55%	29%
No	73%	69%	45%	71%
Total	100%	100%	100%	100%

Table A24: For cycling trips was a car available for the trip?

	2016-18	2017-19	2021	2022
Yes	21%	19%	38%	27%
No	79%	81%	62%	73%
Total	100%	100%	100%	100%

Note that 2021 and 2022 cycling data is based on small sample sizes

Attitudes:

- 78% of people are favourable about the ease of walking within their neighbourhood, and 33% are positive about the ease of cycling within their neighbourhood – this rises to 47% for cycling when removing those who answer ‘don’t know’ (2040 Neighbourhoods Survey, 2020)
- 61% of cyclists stated that they were either very satisfied or satisfied with the availability of dedicated cycle routes (Network Principles Survey, 2023)

Table A25: how would you rate the availability of dedicated cycle routes?

	%
Very satisfied	6%
Satisfied	55%
Neither	14%
Dissatisfied	19%
Very dissatisfied	6%
Total	100%

- 76% of walkers are satisfied with the amount of time spent waiting to cross the road (Network Principles Survey, 2023), a statistically significant increase from 2022

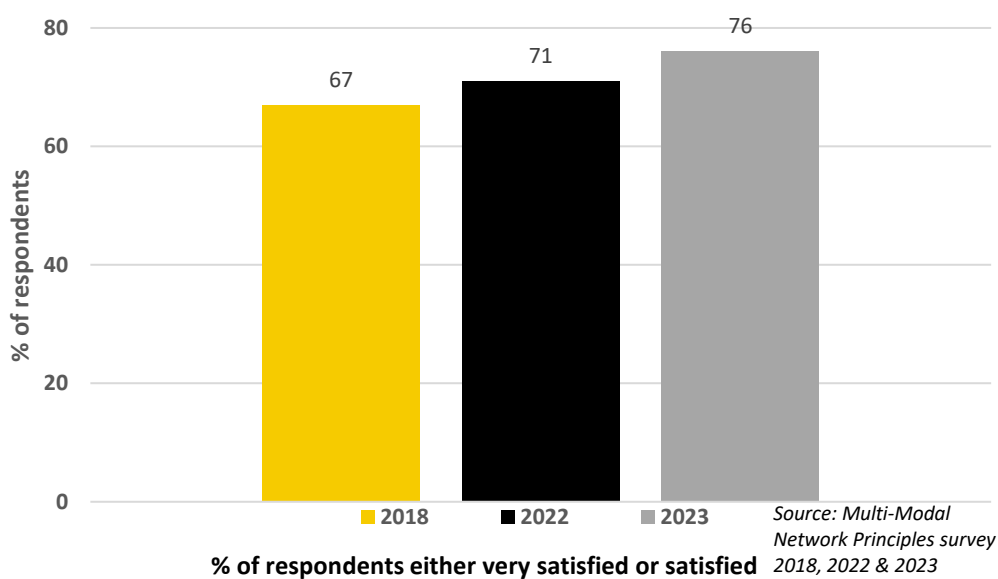


Figure A12: Walkers' satisfaction with the amount of time spent waiting to cross the road

Well maintained and resilient

The Ambition: To bring the transport network into a good state of repair, maintain it in that state and ensure that it can withstand unexpected events, exceptional demand and severe weather.



For active travel, this means safe, usable, well-maintained provision, including seasonal maintenance (eg, hedge trimming, leaf clearance, gritting). Active travel also has a role in increasing the resilience of the overall transport system, for example by providing an alternative method on days when others may be unavailable or oversubscribed.

How will we know we are succeeding?

Behaviour: People are confident that the road and public transport networks can withstand unexpected events and weather conditions and continue to use them.

Attitudes: Satisfaction with maintenance of the active travel network.

How are we doing so far?

Behaviour:

- Just under half of respondents (47%) either strongly agreed or agreed (see Figure A13) that Greater Manchester's public transport network is able to withstand unexpected events and weather conditions (Network Principles Survey, 2023)

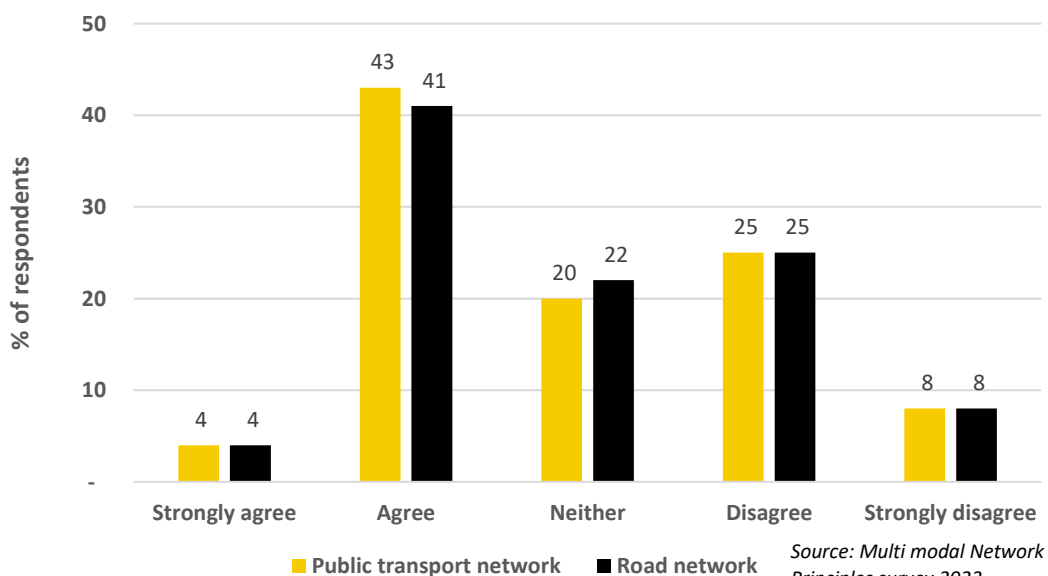


Figure A13: Thinking about Greater Manchester's road and public transport networks, do you agree or disagree that they are able to withstand unexpected events and weather conditions?

Attitudes:

- 47% of Greater Manchester residents are satisfied with the condition of pavements (see Figure A14) and 53% are satisfied with the condition of cycle routes (NHT Survey, 2022)

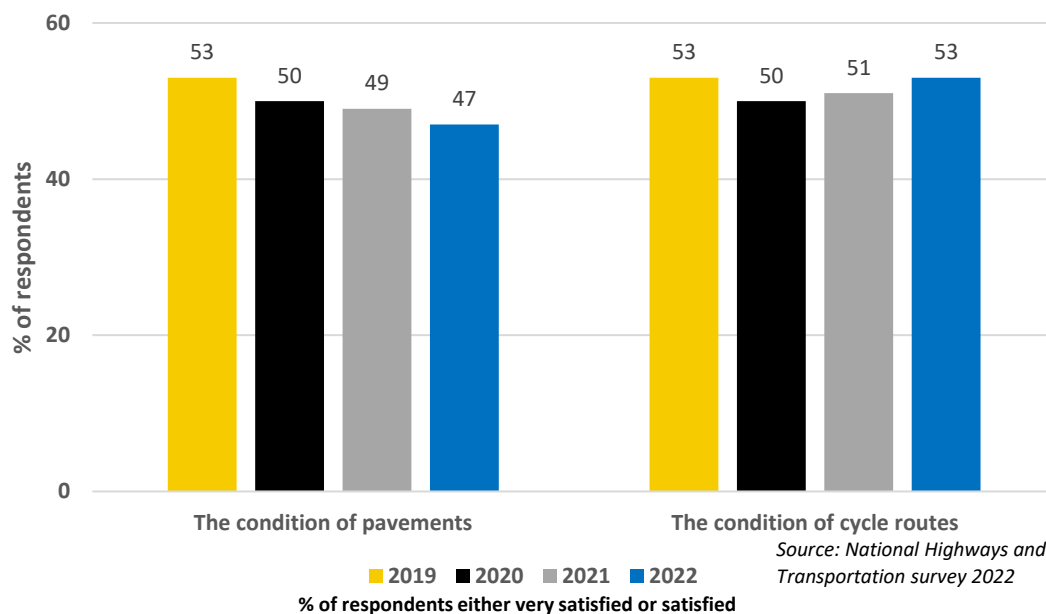


Figure A14: Satisfaction with the condition of pavements and the condition of cycle routes

- The level of satisfaction of walkers with the condition of pavements has seen a statistically significant decrease in 2023 to 56% (see Figure A15), from 61% in 2022 (Network Principles Survey, 2023)

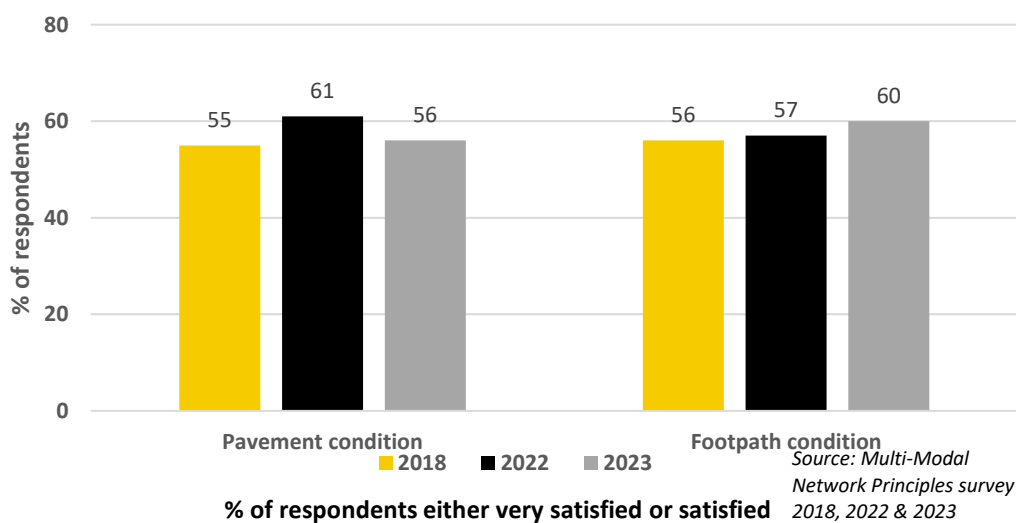


Figure A15: Walkers' satisfaction with pavement condition and footpath condition

- 35% of people are satisfied with pavements being kept clear of obstructions and 38% are satisfied with the cleanliness of pavements (NHT Survey, 2022)
- 56% of cyclists stated that they were either very satisfied or satisfied with the state of dedicated cycle routes (eg, condition of surface) (Network Principles Survey, 2023)

Table A26: how would you rate the state of dedicated cycle routes (eg, condition of surface)?

	%
Very satisfied	6%
Satisfied	50%
Neither	19%
Dissatisfied	18%
Very dissatisfied	7%
Total	100%

Inclusive

The Ambition: To develop a fully inclusive and affordable sustainable transport system for all.



For active travel, this means ensuring the network serves key opportunities (eg, work and education sites) and ensuring provision is accessible to all. It also means ensuring that access to active travel (particularly cycling) is affordable and available to all.

How will we know we are succeeding?

Behaviour: The active travel network is inclusive in its user profile.

Attitudes: Perceptions of the active travel network are similar across the demographics of residents.

How are we doing so far?

Behaviour:

- Of the respondents who said that they ride a bike, a higher proportion (63%) were aged 25-54, compared to the proportion of adults (51%) that age in the 2021 Census. (Town Centres Survey, 2022 and 2021 Census)
- Of the respondents who said that they ride a bike, a higher proportion (66%) were male compared to the proportion of males (49%) in the 2021 Census. (Town Centres Survey, 2022 and 2021 Census)

Table A27: Demographics of active travel participants

	Percentage of Greater Manchester residents who ride a bike? %	2021 Census %
16-24	14%	14%
25-34	24%	18%
35-44	20%	17%
45-54	19%	16%
55-64	14%	15%
65-74	5%	11%
75+	2%	9%
Male	66%	49%
Female	33%	51%

Attitudes:

- Fewer females than males (34% compared with 42%) thought that their local area is either a very good or good place to cycle (Sustrans Walking and Cycling Index, 2021)

Table A28: Percentage of residents who think their local area is either very good or fairly good...

	as a place to walk or wheel	as a place to cycle	for safety when walking or wheeling	for safety when cycling
overall	73%	37%	65%	34%
Male	73%	42%	68%	36%
Female	74%	34%	64%	32%
16-25	68%	38%	66%	44%
26-35	74%	40%	60%	34%
36-45	78%	41%	61%	32%
46-55	79%	42%	75%	38%
56-65	73%	37%	69%	32%
66-75	77%	31%	72%	25%
76+	68%	28%	58%	28%
White	75%	36%	66%	31%
Mixed	66%	48%	57%	30%
Asian	73%	38%	67%	45%
Black/African/Caribbean	78%	54%	74%	67%

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