

## ACTIVE TRAVEL

**DATE:** Friday, 10th March, 2023

**TIME:** 1.30 pm

**VENUE:**

## AGENDA

**1. Apologies**

**2. Chairs Announcements and Urgent Business**

**3. Declarations of Interest** 1 - 4

To receive declarations of interest in any item for discussion at the meeting. A blank form for declaring interests has been circulated with the agenda; please ensure that this is returned to the Governance & Scrutiny Officer 48 hours prior to the meeting.

**4. Minutes of the Active Travel Sub Committee meeting held on 27 January 2023** 5 - 10

To consider the approval of the minutes of the meeting held 27 January 2023

**5. Active Travel Programme Update** 11 - 44

Report of Richard Nickson, Active Travel Programme Director, TfGM

**6. Road Danger Reduction** 45 - 60

Report of Peter Boulton, Head of Highways, TfGM

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|---------------|-------------------|-----------------|------------------|-----------------|
| <b>BOLTON</b> | <b>MANCHESTER</b> | <b>ROCHDALE</b> | <b>STOCKPORT</b> | <b>TRAFFORD</b> |
| <b>BURY</b>   | <b>OLDHAM</b>     | <b>SALFORD</b>  | <b>TAMESIDE</b>  | <b>WIGAN</b>    |

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**7. Streets for All Design Guide Update**

61 - 88

Report of Simon Warburton, Transport Strategy Director, TfGM

**8. Work Programme**

89 - 92

To note the work programme of the Full Committee and the Sub Committees.

| Name | Organisation | Political Party |
|------|--------------|-----------------|
|      |              |                 |

For copies of papers and further information on this meeting please refer to the website [www.greatermanchester-ca.gov.uk](http://www.greatermanchester-ca.gov.uk). Alternatively, contact the following Governance & Scrutiny Officer:



This agenda was issued on Date Not Specified on behalf of Julie Connor, Secretary to the Greater Manchester Combined Authority, Broadhurst House, 56 Oxford Street, Manchester M1 6EU

## Declaration of Councillors' Interests in Items Appearing on the Agenda

Name and Date of Committee.....>

| Agenda Item Number | Type of Interest - PERSONAL AND NON PREJUDICIAL Reason for declaration of interest | NON PREJUDICIAL Reason for declaration of interest Type of Interest – PREJUDICIAL Reason for declaration of interest | Type of Interest – DISCLOSABLE PECUNIARY INTEREST Reason for declaration of interest |
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Please see overleaf for a quick guide to declaring interests at GMCA meetings.

## Quick Guide to Declaring Interests at GMCA Meetings

Please Note: should you have a personal interest that is prejudicial in an item on the agenda, you should leave the meeting for the duration of the discussion and the voting thereon.

This is a summary of the rules around declaring interests at meetings. It does not replace the Member's Code of Conduct, the full description can be found in the GMCA's constitution Part 7A.

Your personal interests must be registered on the GMCA's Annual Register within 28 days of your appointment onto a GMCA committee and any changes to these interests must notified within 28 days. Personal interests that should be on the register include:

1. Bodies to which you have been appointed by the GMCA
2. Your membership of bodies exercising functions of a public nature, including charities, societies, political parties or trade unions.

**You are also legally bound to disclose the following information called Disclosable Personal Interests which includes:**

1. You, and your partner's business interests (eg employment, trade, profession, contracts, or any company with which you are associated).
2. You and your partner's wider financial interests (eg trust funds, investments, and assets including land and property).
3. Any sponsorship you receive.

**Failure to disclose this information is a criminal offence**

**Step One: Establish whether you have an interest in the business of the agenda**

1. If the answer to that question is 'No' then that is the end of the matter.
2. If the answer is 'Yes' or Very Likely' then you must go on to consider if that personal interest can be construed as being a prejudicial interest.

## Step Two: Determining if your interest is prejudicial

A personal interest becomes a prejudicial interest:

1. where the wellbeing, or financial position of you, your partner, members of your family, or people with whom you have a close association (people who are more than just an acquaintance) are likely to be affected by the business of the meeting more than it would affect most people in the area.
2. the interest is one which a member of the public with knowledge of the relevant facts would reasonably regard as so significant that it is likely to prejudice your judgement of the public interest.

### For a non-prejudicial interest, you must:

1. Notify the governance officer for the meeting as soon as you realise you have an interest.
2. Inform the meeting that you have a personal interest and the nature of the interest.
3. Fill in the declarations of interest form.

### To note:

1. You may remain in the room and speak and vote on the matter

2. If your interest relates to a body to which the GMCA has appointed you to, you only have to inform the meeting of that interest if you speak on the matter.

### For prejudicial interests, you must:

1. Notify the governance officer for the meeting as soon as you realise you have a prejudicial interest (before or during the meeting).
2. Inform the meeting that you have a prejudicial interest and the nature of the interest.
3. Fill in the declarations of interest form.
4. Leave the meeting while that item of business is discussed.
5. Make sure the interest is recorded on your annual register of interests form if it relates to you or your partner's business or financial affairs. If it is not on the Register update it within 28 days of the interest becoming apparent.

### You must not:

Participate in any discussion of the business at the meeting, or if you become aware of your disclosable pecuniary interest during the meeting participate further in any discussion of the business,  
participate in any vote or further vote taken on the matter at the meeting.

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**MINUTES OF THE GREATER MANCHESTER TRANSPORT COMMITTEE, ACTIVE  
TRAVEL SUB COMMITTEE  
HELD ON FRIDAY 27 JANUARY 2023**

**PRESENT:**

|            |                        |
|------------|------------------------|
| Manchester | Tracey Rawlins (Chair) |
| Manchester | Dzidra Noor            |
| Salford    | Roger Jones            |
| Trafford   | Linda Blackburn        |
| Tameside   | Warren Bray            |
| Trafford   | Aiden Williams         |

**ALSO IN ATTENDANCE:**

|      |                   |
|------|-------------------|
| GMCA | Dame Sarah Storey |
| GMCA | Gwynne Williams   |
| GMCA | Ninoshka Martins  |
| GMCA | Ed Flanagan       |
| TfGM | Peter Boulton     |
| TfGM | Simon Warburton   |
| TfGM | Richard Nickson   |
| TfGM | James Baldwin     |

**GMAT 09/23      APOLOGIES**

That apologies be received and noted from Councillors Doreen Dickinson, Kevin Peel, Angie Clark and David Mellor.

**GMAT 10/23            CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS**

There was no Chairs announcements or urgent business.

**GMAT 11/23            DECLARATIONS OF INTEREST**

There were no declarations of interest received.

**GMAT 12/23            MINUTES OF THE MEETING HELD ON 28 OCTOBER 2022**

**RESOLVED /-**

That the minutes of the Active Travel Sub Committee meeting held on 28 October 2022 be approved as a correct record.

**GMAT 13/23            ACTIVE TRAVEL ENGLAND – FUNDING UPDATE**

The Active Travel Programme Director, Richard Nickson gave a verbal update on funding from Active Travel England.

**RESOLVED /-**

That it be noted that confirmation from Active Travel England on the programme and allocation of funds for round 4 were still awaited.



The Committee received a presentation from the Active Travel Commissioner, Dame Sarah Storey. The main points referred to included: -

- The Active Travel Commissioner, appointed in May 2022, shared a refresh of Greater Manchester's Active Travel Mission at the Big Active Travel Conversation event held in Wigan on 1 November 2022.
- Fundamental to the programme would be three foundations, referred to as the ABC at the heart of the programme. They were: -
  - A – Accessibility
  - B – Behaviour Change
  - C – Communications and Engagement
- To provide a more formal process for communications, a dedicated email address had been set up – [AT@greatermanchester-ca.gov.uk](mailto:AT@greatermanchester-ca.gov.uk) This would enable residents to better engage directly with the Active Travel team.
- Future infrastructure investment would include accessible longer routes and active neighbourhoods which would include high quality continuous crossings across roads.
- Improvements would be made to link active travel with public transport, for example, improved cycle storage at tram and train stations, to enable commuters to cycle from their home to their local public transport hub, safety store there bike there and continue their journey on public transport.
- How children travel to school would be reviewed, were there active travel alternatives to the school bus.

- The Bee Bike cycle hire scheme would be extended and further initiatives encouraged, such as bike libraries, to enable people to cycle without having to own a bicycle.
- A new Road Danger Reduction Action Plan would be introduced with a target of zero deaths or severe injuries on Greater Manchester's roads.

It was reported that ten recommendations had been developed to deliver the Active Travel Mission as follows: -

- 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 timeframe and plan for all people in GM to commit to.
- Publish a plan for the expansion of GM's cycle hire scheme to additional areas of Greater Manchester.
- 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.
- Explore new offers - including for Our Pass holders - on Cycle Hire and TfGM's Cycle Hubs to improve access and encourage use.
- Publish the comprehensive network review by the end of April 2023.
- 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. Target date of April 2023 for the initial update.

- Deliver a new plan for travel between home and school that reduces the number of children being driven less than 2km to their school and helps support Greater Manchester ambitions for improved air quality.
- Work with GM's local authorities and the VCSE sector to create an expanding, accessible and diverse range of training offers to suit local needs that reaches all residents of GM 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.

In the discussion that followed the following points were raised: -

- A request to receive an update on proposals for the Vision Zero project at a future meeting.
- Whilst the Active Transport vision was developed at a Greater Manchester level, delivery of the vision was delegated to Local Authorities, some of whom may struggle to allocate sufficient resources.
- To address resourcing issues relating to supporting school streets. New proposals included installing cameras on school streets enabling monitoring of the street to be undertaken remotely.
- A request was made for data on the success of the Bikeability courses previously run. It was suggested that this could be measured in the number of participants who continued to regularly cycle 2 years after attending a Bikeability course.
- It was noted that the majority of adult cyclists were male and that two thirds of women cited safety as a reason for them not to cycle. It was reported that

raising the standards of cycle infrastructure including using quieter roads with decent crossings would support an increase in women cyclists.

- It was acknowledged that more was needed to be done to support GM residents to use active travel for the first and last mile of their journey on public transport, rather than using park and ride schemes. Additional safe bike storage facilities at tram stops and railway stations would support this.
- It was suggested that having the same rules of carriage across different public transport modes, when practical, would support the ethos of an integrated transport system. An example given was allowing dogs to travel for free on trams but charging for dogs to travel on busses.

#### **RESOLVED /-**

1. That the report and its contents be noted.
2. That the Committee receive an update on Vision Zero at a future meeting.
3. That an update on the success of the Bikeability scheme in relation to the number of young people regularly cycling 2 years after they attended their bike ability course be shared with the Committee.

#### **GMAT 15/23            DATE AND TIME OF FUTURE MEETINGS**

That the next meeting of the Active Travel Sub Committee take place at 1.30pm on Friday 10 March 2023.

## GREATER MANCHESTER TRANSPORT COMMITTEE

### ACTIVE TRAVEL SUB COMMITTEE

Date: Friday 10<sup>th</sup> March 2023

Subject: Active Travel Programme Update

Report of: Richard Nickson, Active Travel Programme Director, TfGM

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#### PURPOSE OF REPORT:

To provide an update on the Greater Manchester (GM) Active Travel programme, and its key activities, as of February 2023. To highlight forthcoming workstreams and to note progress across GM, particularly in terms of capital delivery.

#### RECOMMENDATIONS:

The Sub Committee is requested to:

1. Note the status of the Mayor's Challenge Fund (MCF) and Active Travel Fund (ATF) capital programmes as at the end of February 2023, set out in paragraphs 3.1 to 3.5 and Appendices A, B and C.
2. Note the progress being made in the wider Active Travel Programme (under each pillar):
  - a. that the GM Levelling Up Fund 2 (LUF2) bid was unsuccessful.
  - b. that a separate paper on Streets for All Design Guide will be presented to this committee on 10 March 2023.
  - c. The bid submitted to ATF4 at Appendix D;
  - d. the outcome of Capability and Ambition Fund (1 and 2) at para 3.17.
  - e. that a feasibility study into Cycle Hire expansion is being developed.
  - f. that a separate paper on Road Danger Reduction is on this agenda and its relation to Active Travel is set out at paragraph 5.3.

## **CONTACT OFFICERS:**

Richard Nickson    Active Travel Programme Director [richard.nickson@tfgm.com](mailto:richard.nickson@tfgm.com)

General enquiries: [active.travel@tfgm.com](mailto:active.travel@tfgm.com)

## **Equalities Implications**

The schemes and initiatives, which are developed and delivered through Greater Manchester's Active Travel 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 capital 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 Assessment and Mitigation Measures**

The Active Travel programme has been designed to support and expedite delivery of a network which is designed to facilitate a switch from a mechanised mode to walking, wheeling or cycling, which will see a reduction in both local pollutants and greenhouse gases. By 2040 at least 130,000 daily trips are expected to switch to active travel 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**

The recommendations of this report will directly support active travel capital delivery, deliver behavioural change and enhance access to cycles. This will directly assist in mitigating the programme risk of not delivering the active travel ambitions of the GM Bee Network. A programme risk register is maintained and updated by the TfGM Active Travel programme team.

## **Legal Considerations**

Legal Delivery Agreements and legal side-letters will be produced and implemented for full scheme and development cost approvals as appropriate.

## **Financial Consequences – Revenue**

Revenue consequences are set out in section 3 of this report.

## **Financial Consequences – Capital**

Financial consequences are set out in section 3 of this report.

**Number of attachments to the report: 0**

## **Comments/recommendations from Overview & Scrutiny Committee**

N/A

## **Background Papers**

### **GMCA**

- 27 January 2023 – Greater Manchester Active Travel Programme

### **GMTC**

- 12 August 2022 – Active Travel Programme Update

### **GMTC Active Travel Sub Committee**

- 28 October 2022 – Active Travel Programme Update
- 27 January 2023 – Refresh the Mission presentation by Dame Sarah Storey.

## **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

**GM Transport Committee** N/A

**Overview and Scrutiny Committee** N/A



# 1. Active Travel Introduction

- 1.1 'Active Travel' can be any form of sustainable transport that is predominantly 'human powered' – walking and cycling being the classic 'Active' modes. Those using mobility aids are also travelling actively – collectively described as 'wheeling'. Equally, 'assisted' active travel – 'micro mobility', such as 'e-scooters' and 'e-bikes' – provides positive means for people to be more active, more often. Therefore, when providing for active travel we need to consider and cater for not only those on foot as pedestrians and riding traditional bikes but also adapted and specialist active modes, such as self-propelled and electrically assisted mobility aids, trikes, cargo bikes and similar vehicles. Walking also includes the use of guide dogs and other forms of accompanied mobility. We support inclusive and accessible active travel for all.
- 1.2 Active Travel enables trips for any purpose (i.e., not only utility trips such as commuting) and significant benefits for health, well-being and the environment can be accrued with more active travel. Hence, active travel supports wider GM objectives for Healthy Active Lives and includes walking, wheeling and cycling for leisure as well as running and rambling.
- 1.3 Active travel can support public transport (bus, tram, train) usage; for it to do so, routes to and from public transport have to be accessible to all and access points conveniently distributed within reasonable distances of homes/destinations. When undertaking active travel, it is important to feel and be safe, and provision for resting is equally as important as provision for moving. Cycle parking (that is accessible to all users and all types of cycles) is essential at destinations and along routes. Dropped kerbs are vital for those wheeling – or better still raised road surfaces to give those wheeling greater priority, especially at side roads in keeping with the Highway Code.
- 1.4 The Greater Manchester Active Travel Programme comprises an extensive range of workstreams and activities which can be broadly split into five 'pillars' of work

relating to delivery of the Active Travel components of the GM Bee Network, as set out in the original 'Made to Move' document. This programme is working towards the delivery of Local Cycling and Walking Investment Plan (LCWIP) entitled [Change a Region to Change a Nation](#).

- 1.5 These delivery pillars are; strategy and policy development; infrastructure programmes; access and opportunity to active travel; behavioural change (activation); and safety and road danger reduction. These pillars operate GM-wide, with TfGM typically performing programme management, commissioning, and assurance functions, with onward reporting to the GMCA, the DfT and Active Travel England (as appropriate). This report highlights key actions that are being progressed in each pillar.
- 1.6 Dame Sarah Storey was appointed as Active Travel Commissioner in May 2022 and has reviewed the approach to Active Travel in GM. The Commissioner has now published her document [Refreshing Greater Manchester's Active Travel Mission](#) and presented that vision to the January 2023 meeting of this committee. Work is underway to respond to those recommendations.

## **Active Travel Pillar updates (since October 2022):**

### **2. Strategy and Policy Development**

- 2.1 In alignment with national government strategies, GM's strategy and policy development work is currently focused on the following areas of GM's overall active travel programme:
  - Progressing Streets for All priority pipeline schemes (focusing on major corridor and regional centre proposals).
  - Embedding a Streets for All approach in Local Implementation Plans (LIPs), sub-strategies and in ways of working, including through the development of a Streets for All Design Guide.

- Ensuring the integration of the Active Travel Bee Network with strategic and spatial planning.
- Ongoing support for the Active Travel programme to ensure analysis and appraisal tools are used to support programme optimisation appropriately.
- Supporting funding bids, including Levelling Up Fund Round 2 (GM's developed bid was heavily focused on active travel, utilising the existing active travel infrastructure pipeline).

2.2 Members are asked to note that the LUF2 bid was unsuccessful.

2.3 Members are also asked to note that a separate paper on the Streets for All Design Guide will be presented to this committee.

### **3. Infrastructure**

#### **Mayor's Challenge Fund (MCF)**

3.1 On 29 March 2018, GMCA agreed to allocate £160 million of Greater Manchester's £243 million Transforming Cities Fund (TCF) to develop a Mayor's Cycling and Walking Challenge Fund (MCF). The fund had an initial four-year timeframe, running until the end of 2021/22. The MCF programme was extended into, and is now coming to the end of its fifth year, as part of an ongoing pipeline development approach to active travel capital delivery and continue to build the network. To enable the creation of an active travel infrastructure pipeline, the Mayor's Challenge Fund was overprogrammed, and on the 5 May 2020 GMCA approved a prioritised block of schemes for development, based on identified local authority priorities. This priority phase had a forecast value of £217 million and represents the summation of a series of ceiling MCF budgets for each GM local authority.

3.2 The shortfall in funding (between the original £160m TCF funding and the £216.5m prioritised block) is to be funded, in part, by GM's City Region Sustainable Transport Strategy (CRSTS) settlement, with £54 million having been identified for

Active Travel. The balance of the required funding will need to form the basis of future active travel funding bid submissions, such as ATF4 (see section below) and/or be considered as part of an MCF funding reprioritisation exercise across GM.

- 3.3 The MCF programme (combining TCF and CRSTS funding) now comprises 127 individual infrastructure schemes. 47 schemes have received full delivery funding approval from the GMCA to date, with a combined value of circa £112 million. Spend to date over the lifetime of the programme is £96.4million, including programme management costs.
- 3.4 24 MCF schemes are now complete, whilst there are a further 16 under construction, with the balance either under development or at mobilisation stage. As scheme development progresses, local authority partners have taken the decision to put some work packages on hold for reasons of affordability and deliverability.
- 3.5 MCF capital delivery performance across GM continues to represent a mixed picture, with varying degrees of progress and approvals between local authorities' individual MCF programmes. A series of summary graphs, showing individual local authority MCF spend and approvals to February 2023 can be found at Appendix A.
- 3.6 The Active Travel Commissioner has requested a review of the infrastructure pipeline and the network plan, as set out in recommendations 7 and 8 of the Refreshing the Mission document. The TfGM Active Travel team is working to establish that, and the outcomes of that process will be consulted upon and published in due course.

### **Active Travel Fund (ATF)**

- 3.7 The October 2022 report set out the position of Active Travel Funding Rounds 2 and 3. This report provides an update to the progress on each scheme.

- 3.8 A summary chart showing ATF2 progress, inclusive of the additional schemes, is set out at Appendix B.
- 3.9 The ATF3 delivery window extends into the 2023/24 financial year. A summary chart showing ATF3 progress is set out at Appendix C.
- 3.10 The bidding process for the fourth round of funding (ATF4) has concluded with the outcome expected to be confirmed before the end of March 2023. The proposed schemes within the GM bid are enclosed at Appendix D and delivery commitment is forecast by the end of the 2023-24 financial year.

### **Network Development**

- 3.11 Greater Manchester has an adopted plan for a fully-joined-up active travel network – our Local Cycling and Walking Investment Plan (LCWIP) - entitled [Change a Region to Change a Nation](#). This articulates a long-term vision to deliver an active travel network which links up every community in Greater Manchester with high-quality cycling and walking infrastructure capable of delivering large-scale modal shift to cycling and walking.
- 3.12 The network evolved through extensive consultation with local communities to understand the barriers and opportunities for cycling, walking and wheeling in local areas. The [network map](#) shows those routes which have been identified as future Bee Network active travel routes, and also shows the projects which are currently in the delivery pipeline to realise the first parts of the network.
- 3.13 An important feature of the Bee Network active travel routes is that they come with a promise of meeting a defined infrastructure standard, as set out in Greater Manchester’s [Interim Active Travel Design Guide](#) – the standard ensures that the infrastructure is fully inclusive for all ages and abilities. All new active travel infrastructure being constructed in GM must conform to this standard (as previously agreed by GMCA and in accordance with DfT national requirements) and is a

development process overseen by TfGM's Design Review Panel and covered in the 'Design Assurance' section below.

- 3.14 There is a large amount of existing active travel infrastructure within GM which predates the commitment to these design standards. Relatively little data is currently held on the condition and standard of this infrastructure. A Network Audit is therefore underway to understand the extent to which the conditions on the existing network conform to the above design standards, and what work needs to be done to bring sections of it up to standard, so it can be designated as Bee Network. Consultants have been commissioned to undertake this work, and will deliver three key outputs:
- An updated network plan for the active travel elements of the Bee Network, which eradicates identified issues and duplications in previous versions and updates it to reflect more recent work.
  - An audit of key parts of the network, to confirm whether they meet Bee Network standard and can be signed.
  - Identification of packages of measures which could be funded to facilitate rapid network delivery, for example through packages of new crossings to link existing quiet streets and traffic-free routes.
- 3.15 The Network Audit is currently ongoing and is due to conclude by the end of the financial year. It will inform the Refresh the Mission recommendation 7.

### **Design Assurance**

- 3.16 In order to ensure consistency of conformity to design standards, TfGM has established a Design Review Panel (DRP) of technical experts. DRP endorsement must be obtained prior to funding award for an active travel scheme from GMCA. The Panel applies a range of design guidance, including the national standard for cycling infrastructure, [Local Transport Note 1/20](#), the locally adopted Greater Manchester [Interim Active Travel Design Guide](#), and Manual for Streets. Members of DRP are currently engaged in producing the wider Greater Manchester Streets

for All Design Guide which will become the primary design code for all street and transport infrastructure schemes in Greater Manchester when published in 2023.

## **Capability and Ambition Fund**

- 3.17 On 2nd January 2023 Active Travel England (ATE) awarded Greater Manchester revenue grant funding of £3,395,312 from the national Capability Fund, which requires delivery commitment within the 2023-24 financial year. ATE's funding award represented a 10% increase on the initial indicative allocation, owing to the quality of the bid submission.
- 3.18 This is revenue grant funding from Active Travel England and broadly focused on two main aims: firstly, to build the pipeline of designed infrastructure that can implemented (shovel ready) and secondly, to build supportive measures around infrastructure that increase the uptake of walking, wheeling and cycling.
- 3.19 As such £1.66m of this funding is to be used to progress the development of a GM walking, wheeling, and cycling infrastructure scheme pipeline. The detail is available in Appendix E.
- 3.20 In addition, a further £1.74 million of GM's Capability revenue funding is to be used to deliver centrally coordinated activities associated with the promotion, analysis, management and enablement of active travel across Greater Manchester. Managed and led by TfGM, these initiatives are grouped as shown in the table in Appendix E.

## **4. Access and Activation for Active Travel**

### **Bee Network Cycle Hire update**

- 4.1 Only 26% of GM households have access to a cycle and this drops to just 16% for those living in flats. The GM Bee Network Cycle Hire scheme seeks to address this

and forms part of Greater Manchester's integrated London-style public transport system.

- 4.2 Bee Network Cycle Hire has been live since 18 November 2021, as at end of February 2023 the scheme has enabled over 230,000 rides, more than 565,000km ridden with nearly 43,000 active users. Over 1100 rides occur every day.
- 4.3 Recommendation 4 of the Commissioner's Refresh the Mission aims to publish a plan for the expansion of the scheme to additional areas of GM. The development of a feasibility study has commenced.

### **Complementary Measures**

- 4.4 122 parking/facility grants (via ATF / CF) now complete providing 1,895 cycle parking spaces. £686.4k spent and the project is c.92% complete. A CAF grant programme proposal is currently in development.
- 4.5 Almost 2,000 cycle training sessions have taken place this year, with 346 drivers attending Safe Urban Driver Training (further funding from Safer Roads Partnership has recently been approved for 2 years). As one of the 10 steps in Refresh the Mission, work is underway to understand how we best deliver an improved training offer across the region. CAF funding will allow for an extension of current activity (geographically/demographically) as well as a project to specifically review accessible provision.
- 4.6 33 community groups are currently participating in Cycle & Stride for Active Lives. Applications for the next round closes March 3rd – we have received 80+ EOIs. This project will continue until September 2024.
- 4.7 Education - work continues on the School Streets pilot with schemes being delivered in Bury, Manchester, Stockport and Wigan. Own the Ride secondary school cycle training is being rolled out across GM. CAF funding will be used to



extend delivery of Youth Travel Ambassador (YTA) as well as providing some dedicated support to Districts and schools around Modeshift.

- 4.8 There are now 23 Bike Libraries offering bike loans to their local community, with 6 yet to launch. We aim to re-open applications to this scheme using CAF in the Spring. Bike Buddy pilot with Wheels for All underway.
- 4.9 The team continues to support activation of schemes across the region. A marketing and communication package for 23-24 is in development, to include delivery of further GM Active Travel roadshows as trialled last year.

## **5. Safety and Technical Policy**

- 5.1 Everyone has a responsibility for road safety; however, the principal source of danger on our streets comes from motor vehicles. Addressing road danger will help to make people feel safer and empower them to make more sustainable travel choices.
- 5.2 Only 31% of Greater Manchester residents agree that “Greater Manchester’s transport network encourages you to walk or cycle as part of your trips”. Satisfaction for people who walk and feel safe from traffic during the day is 75%, and this drops to 51% of people who cycle. These metrics need improving to meet our transport targets.
- 5.3 The GM Mayor made a commitment to publish a Road Danger Reduction Action Plan with the first plan developed for 2022/23 and the plan for 2023/24 currently being developed. Road Danger Reduction was a key priority in the Active Travel Commissioners Refresh the Mission. Recommendation 3 made a commitment for GM to adopt Vision Zero where the target is no deaths and severe injuries on Greater Manchester’s roads.
- 5.4 A separate paper giving more detail on the approach to Road Danger Reduction is on the agenda for this committee.

- 5.5 A partnership approach is required to succeed, with GMP, GMF&RS, GMCA, TfGM, National Highways and local authorities all needing to play a significant part in making our roads feel safe.
- 5.6 Road Danger Reduction represents more than reducing collisions. It focuses on reducing the source of danger, just as a business would approach health and safety at work. Creating a 'safe system' approach for use of the roads will not only help achieve our transport targets, but it will also create safer roads for children to play and lead to a more equal and accessible environment for residents.
- 5.7 The Road Danger Reduction Action Plan will highlight areas of focus for all partners and stakeholders and will help to monitor delivery of interventions and actions ensuring steady progress in addressing road danger, deaths, and serious injuries on the region's streets.

**Richard Nickson**

**Active Travel, Programme Director, TfGM**

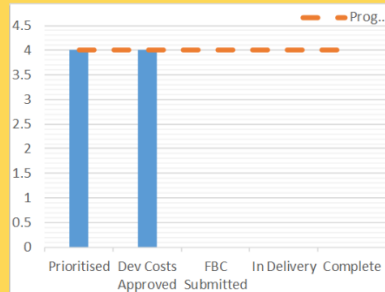
# The Mayor's Cycling & Walking Challenge Fund

## Appendix A – Local Authority Delivery Performance (February 2023)



### Bolton

#### Total Scheme Summary:

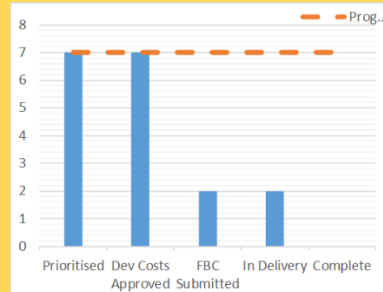


#### Finance Summary:

|                       | Total (£)   |
|-----------------------|-------------|
| Prioritised Budget    | £ 7,600,000 |
| Dev Costs Approved    | £ 1,221,000 |
| Full Approval Value   | £ -         |
| Reported Scheme Spend | £ 916,330   |

### Bury

#### Total Scheme Summary:

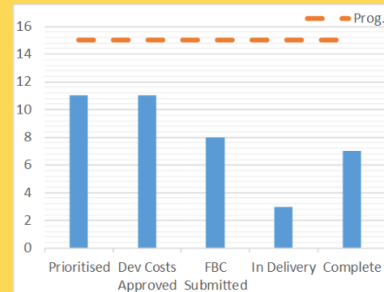


#### Finance Summary:

|                       | Total (£)    |
|-----------------------|--------------|
| Prioritised Budget    | £ 12,000,000 |
| Dev Costs Approved    | £ 1,607,305  |
| Full Approval Value   | £ 3,495,342  |
| Reported Scheme Spend | £ 2,772,160  |

### Manchester

#### Total Scheme Summary:

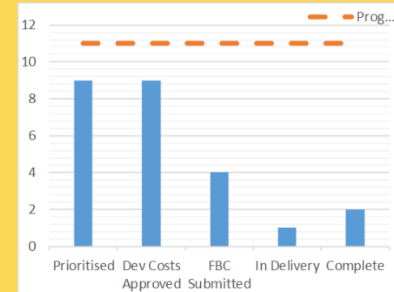


#### Finance Summary:

|                       | Total (£)    |
|-----------------------|--------------|
| Prioritised Budget    | £ 37,200,000 |
| Dev Costs Approved    | £ 6,298,449  |
| Full Approval Value   | £ 19,730,427 |
| Reported Scheme Spend | £ 20,595,149 |

### Oldham

#### Total Scheme Summary:

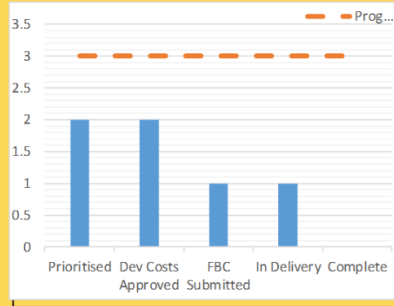


#### Finance Summary:

|                       | Total (£)    |
|-----------------------|--------------|
| Prioritised Budget    | £ 12,600,000 |
| Dev Costs Approved    | £ 2,120,515  |
| Full Approval Value   | £ 3,661,844  |
| Reported Scheme Spend | £ 2,226,770  |

### Rochdale

**Total Scheme Summary:**

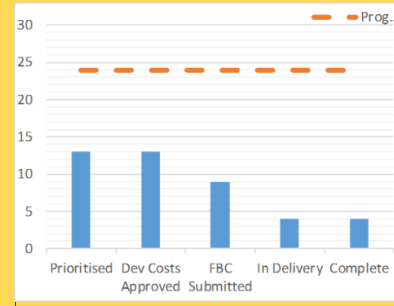


**Finance Summary:**

|                       | Total (£)    |
|-----------------------|--------------|
| Prioritised Budget    | £ 11,900,000 |
| Dev Costs Approved    | £ 1,184,700  |
| Full Approval Value   | £ 1,975,140  |
| Reported Scheme Spend | £ 1,933,461  |

### Salford

**Total Scheme Summary:**

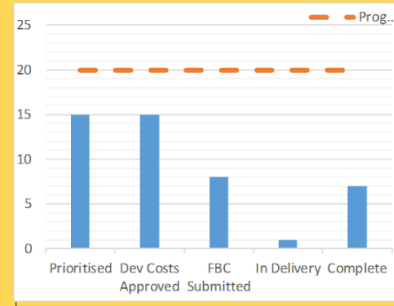


**Finance Summary:**

|                       | Total (£)    |
|-----------------------|--------------|
| Prioritised Budget    | £ 28,300,000 |
| Dev Costs Approved    | £ 12,437,564 |
| Full Approval Value   | £ 22,509,967 |
| Reported Scheme Spend | £ 22,132,719 |

### Stockport

**Total Scheme Summary:**

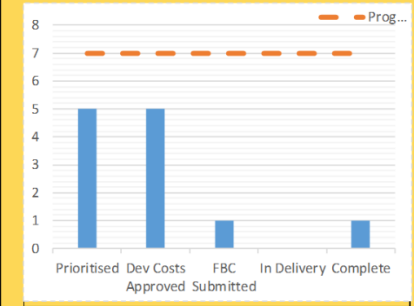


**Finance Summary:**

|                       | Total (£)    |
|-----------------------|--------------|
| Prioritised Budget    | £ 27,500,000 |
| Dev Costs Approved    | £ 8,652,680  |
| Full Approval Value   | £ 26,577,619 |
| Reported Scheme Spend | £ 20,328,131 |

### Tameside

**Total Scheme Summary:**

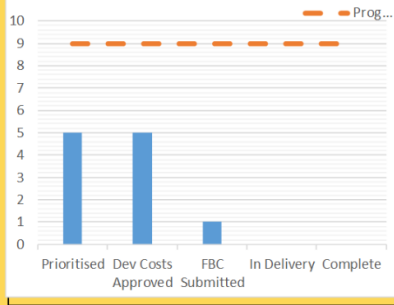


**Finance Summary:**

|                       | Total (£)    |
|-----------------------|--------------|
| Prioritised Budget    | £ 10,300,000 |
| Dev Costs Approved    | £ 1,937,125  |
| Full Approval Value   | £ 686,951    |
| Reported Scheme Spend | £ 1,753,040  |

### Trafford

**Total Scheme Summary:**

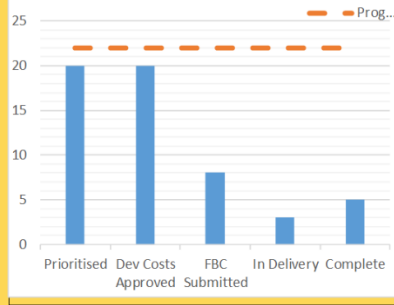


**Finance Summary:**

|                       | Total (£)    |
|-----------------------|--------------|
| Prioritised Budget    | £ 20,000,000 |
| Dev Costs Approved    | £ 2,922,848  |
| Full Approval Value   | £ -          |
| Reported Scheme Spend | £ 1,776,396  |

### Wigan

**Total Scheme Summary:**

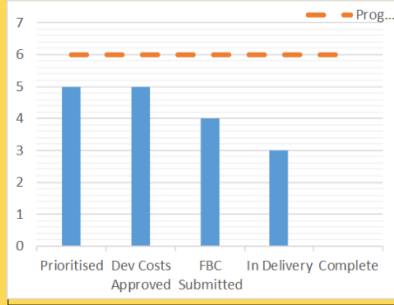


**Finance Summary:**

|                       | Total (£)    |
|-----------------------|--------------|
| Prioritised Budget    | £ 19,800,000 |
| Dev Costs Approved    | £ 4,942,010  |
| Full Approval Value   | £ 8,394,548  |
| Reported Scheme Spend | £ 4,451,082  |

### GM Wide Schemes

**Total Scheme Summary:**

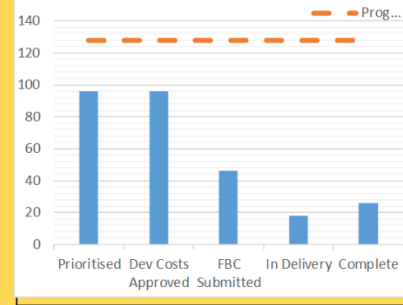


**Finance Summary:**

|                       | Total (£)    |
|-----------------------|--------------|
| Prioritised Budget    | £ 29,300,000 |
| Dev Costs Approved    | £ 4,896,857  |
| Full Approval Value   | £ 22,040,309 |
| Reported Scheme Spend | £ 9,752,533  |

### Programme

**Total Scheme Summary:**



**Finance Summary:**

|                            | Total (£)           |
|----------------------------|---------------------|
| Prioritised Budget         | £ 216,500,000       |
| Dev Costs Approved         | £ 48,221,053        |
| Full Approval Value        | £ 109,072,147       |
| Reported Scheme Spend      | £ 88,637,770        |
| Programme Mngt Spend       | £ 7,755,740         |
| <b>Total Spend to Date</b> | <b>£ 96,393,510</b> |

# Active Travel Fund, Tranche 2 (ATF2)

## Appendix B – Local Authority Delivery Performance



| Scheme Information |            |   | Scheme Status                       |                |                       |                        |         |          |
|--------------------|------------|---|-------------------------------------|----------------|-----------------------|------------------------|---------|----------|
| Scheme ref. no.    | Authority  | Scheme name                             | Reported next milestone achievement | In Development | Consultation Complete | Delivery Plan Approved | On Site | Complete |
| BO-ATF-001         | Bolton     | Manchester Rd corridor Phase 1          | Jun-23                              | Blue           | Blue                  | Blue                   | Blue    | Blue     |
| BU-ATF-001         | Bury       | Fishpool & Pimhole AN                   | Mar-23                              | Blue           | Blue                  | Blue                   | Blue    | Blue     |
| MA-ATF-001         | Manchester | City Centre Triangle                    | Jun-23                              | Blue           | Blue                  | Blue                   | Blue    | Blue     |
| OL-ATF-001         | Oldham     | Wellington St Modal Filter              | May-23                              | Yellow         | Blue                  | Blue                   | Blue    | Blue     |
| OI-ATF-002         | Oldham     | Links to Royal Oldham Hospital          | N/A                                 | Green          | Green                 | Green                  | Green   | Green    |
| OL-ATF-003         | Oldham     | Oldham Town Centre                      | Feb-23                              | Blue           | Blue                  | Blue                   | Blue    | Blue     |
| OL-ATF-006         | Oldham     | Chew Valley Road, Greenfield            | N/A                                 | Green          | Green                 | Green                  | Green   | Green    |
| OL-ATF-007         | Oldham     | Church Road, Shaw                       | Mar-23                              | Blue           | Blue                  | Blue                   | Blue    | Blue     |
| RO-ATF-002         | Rochdale   | St. Leonards                            | Mar-23                              | Blue           | Blue                  | Blue                   | Blue    | Blue     |
| RO-ATF-003         | Rochdale   | New Barn Lane                           | Apr-23                              | Blue           | Blue                  | Blue                   | Blue    | Blue     |
| RO-ATF-004         | Rochdale   | Bury Road/Sandy Lane Junction Upgrade   |                                     | Blue           | Blue                  | Blue                   | Blue    | Blue     |
| SA-ATF-002         | Salford    | Blackfriars Street                      | N/A                                 | Green          | Green                 | Green                  | Green   | Green    |
| SA-ATF-005         | Salford    | Bury Rd/Moor Lane/Singleton Rd Junction | Jun-23                              | Yellow         | Blue                  | Blue                   | Blue    | Blue     |
| ST-ATF-001         | Stockport  | Historic Markets and Underbanks         | Mar-23                              | Blue           | Blue                  | Blue                   | Blue    | Blue     |
| ST-ATF-002         | Stockport  | Edgeley to Stockport Phase 2            | Apr-23                              | Yellow         | Blue                  | Blue                   | Blue    | Blue     |
| ST-ATF-003         | Stockport  | SMBA Mauldeth Road Roundabout           | Feb-23                              | Blue           | Blue                  | Blue                   | Blue    | Blue     |
| TA-ATF-004         | Tameside   | Upgrade of Existing Cycle Lanes         | Apr-23                              | Blue           | Blue                  | Blue                   | Blue    | Blue     |
| TR-ATF-001         | Trafford   | A56 Corridor                            | Mar-23                              | Blue           | Blue                  | Blue                   | Blue    | Blue     |
| TR-ATF-002         | Trafford   | Edge Lane, Stretford                    | Feb-23                              | Yellow         | Blue                  | Blue                   | Blue    | Blue     |
| TR-ATF-004         | Trafford   | Longford Park Area LTN                  | N/A                                 | Green          | Green                 | Green                  | Green   | Green    |
| WI-ATF-001         | Wigan      | Worsley Mesnes Active Neighbourhood     | Jan-23                              | Blue           | Blue                  | Blue                   | Blue    | Blue     |

A green progress bar indicates that the scheme scope has been delivered.  
A yellow progress bar indicates that the scope of the scheme is not yet clear and/or that there is a risk of scheme withdrawal from the Programme.  
A blue progress bar means no scheme withdrawal/scope concerns.

## Active Travel Fund, Tranche 3 (ATF3)

### Appendix C – Local Authority Delivery Performance



| Scheme Information |   |                      |                                     |                       |                            |               |                         |         |          |
|--------------------|---|----------------------|-------------------------------------|-----------------------|----------------------------|---------------|-------------------------|---------|----------|
| Authority          | Scheme name                                     | ATF3 Award Value (£) | Reported next milestone achievement | Scheme Funding Agreed | Development Costs Approved | FBC Submitted | Delivery Costs Approved | On Site | Complete |
| Manchester         | Alan Turing Way                                 | 3,200,000            | Oct-22                              |                       |                            |               |                         |         |          |
| Manchester         | Traffic Free City Centre Streets                | 750,000              | Oct-22                              |                       |                            |               |                         |         |          |
| Rochdale           | Castleton Corridor, Phase 1                     | 2,200,000            | Aug-23                              |                       |                            |               |                         |         |          |
| Salford            | Oldfield Road Corridor                          | 3,820,000            | Jan-23                              |                       |                            |               |                         |         |          |
| Salford            | Salford City Centre Bee Network - Inwell Street | 1,000,000            | Mar-23                              |                       |                            |               |                         |         |          |
| Tameside           | A57 Crown Point, Phase 1                        | 1,950,000            | Mar-23                              |                       |                            |               |                         |         |          |

**Appendix D ATF4 scheme bid:**

| Delivery Authority | Infrastructure Scheme                                      | Capital value £m |
|--------------------|--|------------------|
| Rochdale           | Milkstone and Deeplish Active Neighbourhood                | 1.36             |
| Wigan              | Golborne Active Neighbourhood                              | 1.29             |
| Salford            | Chapel St East   | 1.8              |
| Bury               | Parkhills Rd/Heywood St Junctions                          | 0.6              |
| Manchester         | Parsonage Safer Streets                                    | 1.5              |
| Bury               | Radcliffe Metrolink Active Access Package                  | 1.25             |
| Stockport          | Stockport East - Romiley to Stockport                      | 3.4              |
| Manchester         | Manchester Cycleway: Yellow Brick Road                     | 1.5              |
| Manchester         | Manchester Cycleway: Cyclops                               | 0.9              |
| Various            | Bee Network Crossings Phase 3                              | 5.25             |
| Various            | Pedestrian facilities at signal junctions programme        | 1.75             |
| Salford            | City Centre Bee Network – Islington Filtered Neighbourhood | 1.44             |
| GM                 | SMU Helix  | 3.6              |
| Stockport          | Ladybrook Valley Phase 2                                   | 2.3              |
| GM                 | Parking Grant regime (integrated with public transport)    | 0.5              |
| Stockport          | Heatons Link Phase 2                                       | 2.7              |
| GM                 | Parking Grant regime (schools, NHS)                        | 0.85             |
| Salford            | Ordsall Chord Riverside Connection                         | 0.228            |



## Appendix E – CAF breakdown

List of Scheme development

| <u>Authority</u> | <u>Scheme Name</u>   | <u>£000's</u> |
|------------------|--|---------------|
| Bolton           | Bolton Town Centre West  | 95            |
| Bolton           | Farnworth Town Centre East-West Links                          | 133           |
| Bury             | Bury Town Centre   | 100           |
| Manchester       | City Centre Movement Strategy                                  | 100           |
| Manchester       | Whitworth Street – Streets for All Study                       | 50            |
| Manchester       | Wythenshawe Active Travel                                      | 50            |
| Oldham           | Bee Network Connectivity                                       | 100           |
| Oldham           | Bee Network Audit Scheme Development                           | 75            |
| Rochdale         | Hollin Lane / Middleton Road                                   | 100           |
| Salford          | Islington Active Neighbourhood                                 | 206           |
| Stockport        | High Lane to Stepping Hill                                     | 80            |
| Stockport        | Accessibility Improvements/Cycle Access to Non-Inclusive Paths | 30            |
| Stockport        | Heaton Chapel Active Neighbourhood                             | 50            |
| Tameside         | Dowson Road, Hyde  | 20            |
| Tameside         | Hurst Brook Active Neighbourhood                               | 50            |
| Wigan            | Saddle Junction Additional Links                               | 100           |
| Wigan            | Ashton Town Centre Infrastructure Study                        | 100           |
| GMCA/TfGM        | Cycle Hire Expansion   | 120           |
|                  |  | <b>1,659</b>  |

TfGM led programme:

|  | <u>£000's</u> |
|--|---------------|
| Grants for Workplaces, Schools, Communities              | 535           |
| Awareness, Engagement and Participation Campaigns        | 310           |
| Monitoring and Evaluation (Data and Evidence Collection) | 275           |
| Cycle /Loan / Share / Training                           | 255           |
| Network Audit / Wayfinding                               | 151           |
| Programme Management                                     | 110           |
| Cycling, Wheeling, and Walking to School Programme       | 100           |
|  | <b>1,736</b>  |

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# GMTC Active Travel Sub-committee

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Active Travel Programme Update

March 2023

Dr. Richard Nickson



BEE NETWORK

# Active Travel Fund 4

- GM indicative settlement (received 06/2) : **£14,889,823**
- 24 February 2023 submission and schemes must preferably start (or be committed to contract) by 31<sup>st</sup> March 2024.
- Emphasis on delivery and hence 'shovel ready' schemes (with detailed design) – this restricts us to schemes that are already in the pipeline. The total funding is small, and timescale restricts our ability to build big schemes that would take longer to deliver.
- There is an emphasis on walking and wheeling, and we have included some packages of crossings and access to public transport, as well as cycle parking



# Active Travel Programme

- Overall (MCF) approval now sitting at circa £112m. 47 now approved to be delivered.
- ATF2 and ATF3 represent a further £28m of investment (total of £140m – MCF and ATF).
- Approved schemes as at end February 2023 – will deliver a total of 145km of Bee Network.
- Crossing sub programme – 16 complete, 8 on site. Phase 3: 9 in development for delivery, further 7 potential for ATF4.
- Capability funding of circa £6m
- ATF and CF funding also providing revenue, and, capital grant schemes.



# Cycle hire

- **1500 bikes; 231,111 Total rides.**
- **579,487 Total kms ridden.**
- **42,933 Total active users.**

So far this month we are averaging

- 1088 rides a day.
- 1.2 rides per bike per day (standard bikes = 1.05 & e-bikes = 2.08).



# Active Travel – Complementary Measures

- CAF 22/23 (delivery to Mar 24)- £1.16m -
  - Expansion of Bike libraries. 20 Bike Libraries now live (9 still to launch). Planning for next round (CAF) and wider discussions about access to cycles
  - Grants programme
  - Widening cycle training offer (incl inclusive cycling)
  - Continuation of Youth Travel Ambassador (YTA) and additional Modeshift support
  - Marcomms package (incl roadshows)



# Active Travel – Complementary Measures cont.

- **Cycle And Stride**

- Currently have 33 live groups. Funded London Marathon Charitable Trust
- New application round NOW OPEN (support and grants of up to £10k available) - <https://beeactive.tfgm.com/cycle-and-stride/>

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- **Own the Ride** – free training for secondary schools - [The school run | TfGM Bee Active](#)
- **122 grants** delivered via ATF /CF (1791 cycle parking spaces) and £686.4k spent
- **1,860+ cycle training sessions** to date this year
- Can we support you / How can you spread the word?



**BEE NETWORK**



# Streets for All Design Guide

Developing with intent to publish during Summer 2023.

'Technical Note on Active travel will update interim GM Active Travel design guide

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BEE NETWORK

# Spotlight on integration with Wigan & Bolton Tranche 1

Work underway to consider / confirm how Active Travel integrates. Wigan has well advanced schemes. Bolton have concluded ATF and SBNI schemes and plan to submit and commence MCF schemes in 2023.



# Bolton Town Centre



**Cyclops junction give walking, wheeling and cycling access to Bolton Bus Interchange and Railway Station**



# Bus, rail, walking, wheeling and cycling



# Cycle Hire/Metrolink



# Wigan Wallgate – access to and from the Town Centre

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# Wigan Victoria St



## **GREATER MANCHESTER TRANSPORT COMMITTEE**

### **ACTIVE TRAVEL SUB COMMITTEE**

Date: Friday 10<sup>th</sup> March 2023  
Subject: Road Danger Reduction  
Report of: Peter Boulton, Head of Highways, TfGM

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#### **PURPOSE OF REPORT:**

To provide an update on Road Danger Reduction and Vision Zero.

#### **RECOMMENDATIONS:**

Members are requested to note and comment on the content of the report.

#### **CONTACT OFFICERS:**

Peter Boulton      Head of Highways      [peter.boulton@tfgm.com](mailto:peter.boulton@tfgm.com)

## **Equalities Implications**

N/A

## **Climate Change Impact Assessment and Mitigation Measures**

N/A

## **Risk Management**

N/A

## **Legal Considerations**

N/A

## **Financial Consequences – Revenue**

N/A

## **Financial Consequences – Capital**

N/A

**Number of attachments to the report: 0**

## **Comments/recommendations from Overview & Scrutiny Committee**

N/A

## **Background Papers**

### **GMTC**

- 14 October 2022 – Road Safety Update

### **GMTC Active Travel Sub Committee**

- 28 October 2022 – Active Travel Programme Update
- 27 January 2022 – Refresh the Mission presentation by Dame Sarah Storey.

## **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

## **GM Transport Committee**

N/A

## **Overview and Scrutiny Committee**

N/A

## **1. Background**

- 1.1 Road Danger Reduction (RDR) 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. The RDR approach seeks to create a more inclusive and equitable environment that encourages active travel and the use of public transport. It does this by reducing the source of danger through control and reduction of vehicle speeds and dangerous or inconsiderate behaviours on our streets; and complements the creation of safe and attractive urban spaces.
- 1.2 In 2021, the GM Mayor stated in his manifesto that a Road Danger Reduction Action Plan (RDRAP) was to be produced to help reduce the number of people killed and seriously injured (KSI) on Greater Manchester's (GM) roads.
- 1.3 The RDRAP was created for 2022/23 and was reported to the meeting of the GMTTC on 14 October 2022 in the Road Safety Update paper. This paper gives an update on the actions carried out over the last 12 months and provides an overview of actions being proposed for 2023/24, together with the approach to deliver the ambition of Vision Zero for GM.
- 1.4 The Active Travel Commissioner has recommended the adoption of Vision Zero, which is an ambition to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

## **2. DfT Road Casualty Figures for 2021**

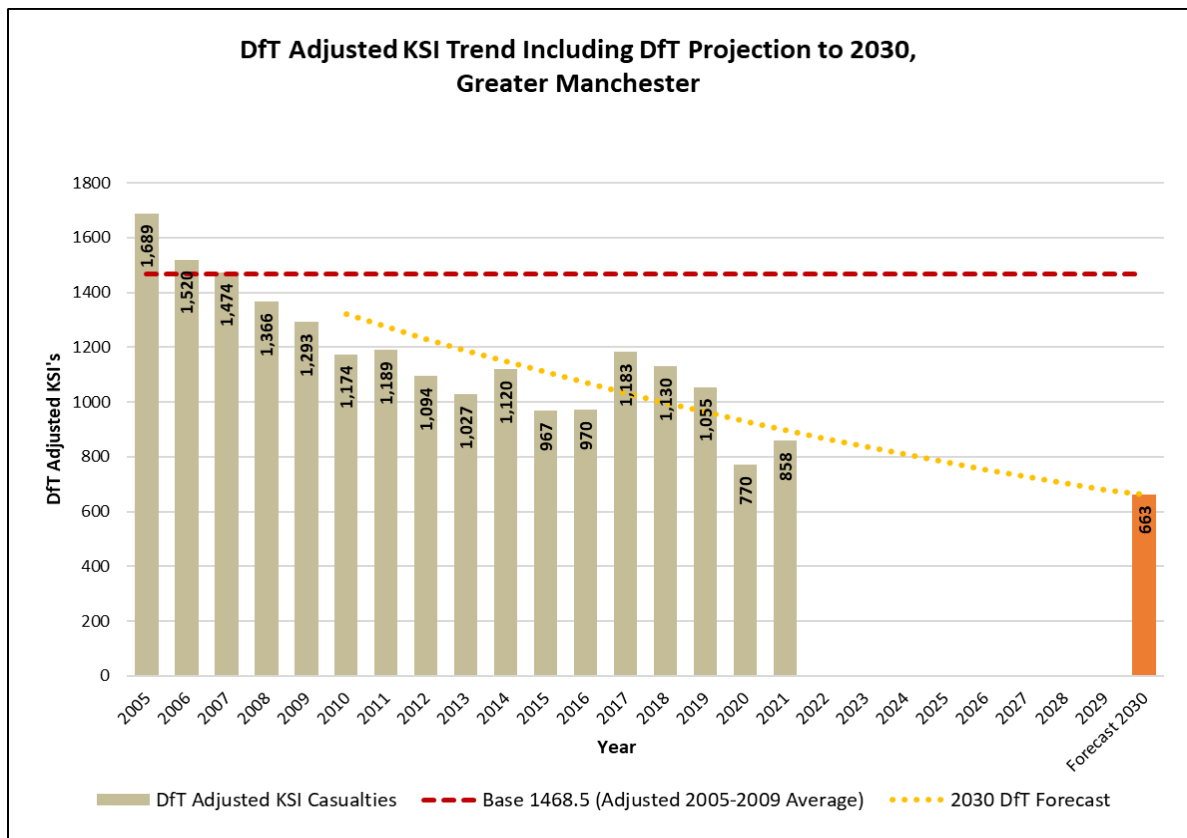
### **GM Killed and Seriously Injured (KSI) Road Casualties**

- 2.1 For the purpose of this report all data provided for 2021 is based on the DfT's 'Reported casualties by police force, Great Britain, ten years up to 2021' which was published in September 2022. Casualty statistics are calculated from figures

reported by police forces and from data provided by DfT in 'Reported road casualty statistics in Great Britain: interactive dashboard'.

2.2 GM saw an increase in KSI casualties of 11.4% between 2020 (770) and 2021 (858)<sup>1</sup>. It should be noted that comparisons to 2020 requires 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.

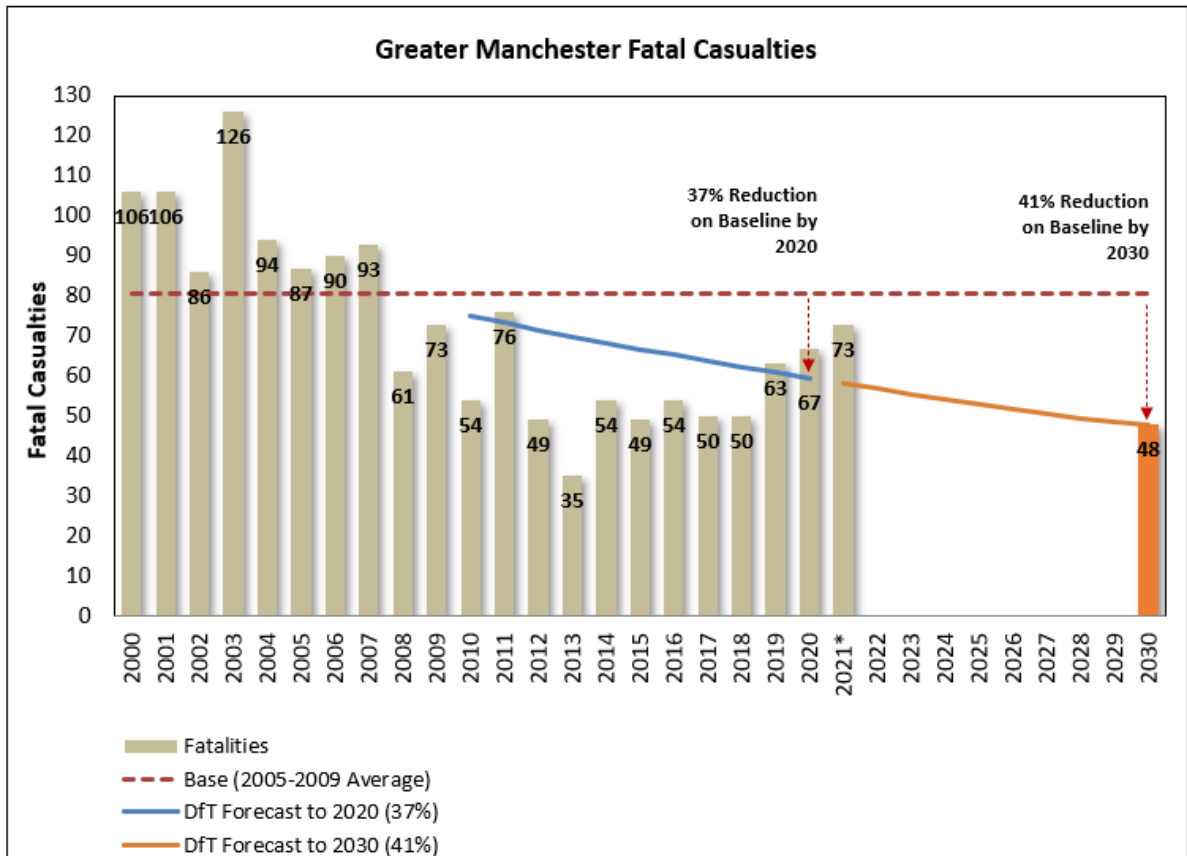
2.3 If we compare the 2021 figures to the annual average for 2017 to 2019, GM saw a 23.6% reduction in 2021 (858 compared to 1123).



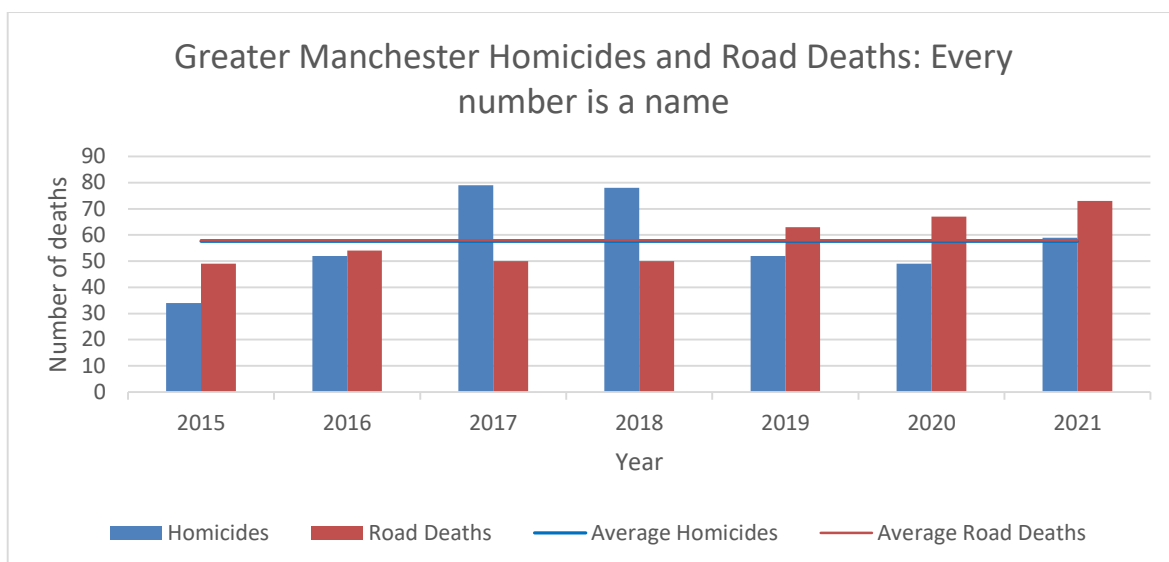
<sup>1</sup> Based upon Department for Transport adjusted years end figures.

## GM Fatal Road Casualties

- 2.4 In GM there was a worrying 9% increase in the number of fatal casualties in 2021 (73) compared to 2020 (67). This is slightly higher than a 7% increase in Great Britain during the same period. In 2021 there was a 35% increase in fatalities in GM (73) when compared to 2017 to 2019 average (54).



- 2.5 Since 2019, the number of people killed on GM roads has exceeded the number of homicides, however violent crime such as knife crime is a national priority and attracts a lot of attention in the media both locally and nationally. The same cannot be said for road deaths and they are equally as devastating and senseless.



2.6 GMP have indicated that the number of people fatally injured in road collisions for 2022 is 65. This figure is yet to be validated by the DfT and is subject to change. Figures for 2022 will be validated and released by DfT in the Autumn.

### 3. Road Danger Reduction

3.1 The RDR approach seeks to reduce the danger experienced by unprotected road users due to the presence of motorised vehicles on our streets. Promotion of active travel and public transport can support this by reducing the amount of road traffic overall whilst also contributing to Greater Manchester objectives to reduce congestion, reduce transport related carbon emissions and improve air quality.

3.2 RDR is an extension of the Safe Systems approach. It places less exclusivity on reducing road casualties as it holistically focuses on addressing road danger at its source. Reduced casualties and overall improvement in safety are direct consequences of reduction in road danger. RDR also seeks to ensure that safety improvements for people protected by the structure of a motor vehicle do not adversely affect the safety of other pedestrians.

## Safe Systems

3.3 The Safe Systems approach to road safety management emphasises that life and health should not be compromised by one's need to travel. The approach advocates the uses of system interventions and a shared responsibility for long term elimination of road deaths and serious injuries.

3.4 The three principles of the Safe Systems approach are:

- People make mistakes which can lead to collisions; however, no one should die or be seriously injured on the road because of these mistakes.
- The human body has a limited physical ability to tolerate impact forces – any impact greater than 20mph increases the risk of fatalities significantly.
- It requires a collaborative approach involving those that design, build, operate, and use the road system, in particular people who use vehicles that can cause the greatest harm for road users.

3.5 The five pillars of the 'Safe Systems' approach, adapted to the TfGM context are:

- Safe Behaviours
- Safe Streets
- Safe Speeds
- Safe Vehicles
- An efficient Post Incident Response.

### **Update on the Road Danger Reduction Action Plan 2022/23**

3.6 **Improving the education of learner drivers** – Safer Roads Greater Manchester (SRGM) are now part of the Engage programme. 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 which are proven to be contributory factors in young drivers involved in KSI collisions. Engage trained Advanced Driving Instructors are promoted on the Engage website, leaflets are

distributed through Partners and were provided to over 9,000 Safe Drive Stay Alive attendees in November 2022.

- 3.7 **Looking and seeing people on two wheels** - This campaign is a two-pronged approach focusing on the promotion of a coping mechanism called 'saccadic masking' and 'Safe Pass'. SRGM ran a campaign to promote Safe Pass called 'See the Rider'. The campaign ran through October and Mid November 2022 reminding drivers to leave at least 1.5 metres when passing cyclists. The campaign was humanised to show that cyclists were people just like you and me. It received above benchmark impressions and engagement across the duration of the campaign. Saccadic masking is a coping mechanism for drivers to allow them to look and properly see riders on 2 wheels. Drivers will be encouraged to use it when at a junction or turning right to look and see riders on two wheels. A campaign to promote this will be launched in March 2023 where an increase in journeys can be seen by both motorcyclists and cyclists.
- 3.8 **Road Safety Champion** – The project is 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 will be given a good knowledge of road safety issues which they will then deliver to their peers whilst linking into the curriculum through subjects such as Maths, English, Art etc. The children will be encouraged to use their own creativity and ideas to engage with their peers and teach them about road safety. They will gain experience in working as a team and decision making. The schools will create a positive image as being a safe and caring environment and can work with local community groups and Greater Manchester Police and take part in 'Community Speed Watch' around their schools. The initiative will be offered to all schools within GM but during the pilot period there are 5 schools in Tameside, 1 in Salford and 1 in Manchester.
- 3.9 **Driver Education Campaigns** – Along with the two campaigns to promote looking for those on two wheels we have also created two other campaigns around some of the Fatal 4 contributory factors (i.e. the main factors that contribute to serious injury

and fatal collision on our roads - drink and drug driving, not wearing seatbelts, inappropriate speeds and driving whilst distracted).

- 'It's not a game' – the Drink and Drug Drive campaign ran from 14th November 2022 until 3rd January 2023 to coincide with the World Cup and Christmas. The campaign raised awareness of the dangers of drink and drug driving and to encourage drivers not to drive under the influence. A press launch took place at Mayfield depot on 21st November – the date of the first England game of the World Cup. The campaign reached above benchmark on social media impressions. The campaign also ran a radio advert which was featured on BBC Radio Manchester, Hits Radio, Spotify and TalkSPORT reaching up to 550,000 people.
- Mindless Moments Campaign – launched 16th January and will run until 12<sup>th</sup> March 2023. The overarching aim is to educate drivers about the dangers of losing concentration when on the road and encourage positive behaviour change. A series of bespoke video clips addressing several common distractions – eating, talking, daydreaming and using a mobile phone. The short videos highlight the consequences of losing concentration in everyday scenarios. The campaign has been commended by road safety charity BRAKE who have expressed an interest in collaboration on future campaigns. Mid campaign analysis shows that the campaign is performing well against benchmarks and has received a lot of engagement on social media.

3.10 **GM Safety Camera Project** – The replacement of 91 Spot Speed safety cameras have moved to preferred supplier status and contract award will be before the end of the March 2023. A separate procurement exercise for Average Speed safety cameras is currently underway. 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.



- 3.11 **Community Speed Watch** – This is available for communities to access and apply to have in their neighbourhoods. GMP currently have groups from North Manchester, Bury, Hyde, Stockport & Wigan at the application & vetting stage.

### **Other GM Initiatives**

- 3.12 **Active Neighbourhoods** - Active Neighbourhoods are community led and aim to create safer, quieter streets. This includes measures to:
- Reduce traffic speed and volume.
  - Create safer routes and attractive areas for local people to enjoy.
  - Improve the area through more greenery and improved lighting.
  - Help everyone get around more easily and safely, walking, cycling, and wheeling.

There are two separate streams of Active Neighbourhoods being developed across GM. 'GM Active Neighbourhoods' is funded through the Mayor's Challenge Fund (MCF) and received Programme Entry for £2.8m from the Combined Authority in June 2019. The first Active Neighbourhood in the Milkstone and Deeplish area of Rochdale started their trial in February 2023 with two other trials planned for early summer, one in Manchester and one in Wigan. The trials will run for a minimum of 6 months and if they are successful the schemes will be made permanent.

There are also a number of other Active Neighbourhoods which have been brought forward by the districts, these are being funded through MCF and Active Travel Fund 2 (ATF2). There are a significant number of these Active Neighbourhoods being developed across Greater Manchester.

- 3.13 **School Streets** - A School Street aims 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. TfGM has earmarked £500,000 from its £15.9 million grant from national government's Active Travel Fund to deliver 50 School Streets across GM.

The fund is managed by TfGM; however schemes are delivered locally by the districts, who have each bid for funding School Street schemes in their borough. To date:

- £438,231 has been allocated to deliver 41 schemes across 43 schools in 10 GM districts.
- £25,000 has been allocated to deliver Air Quality monitoring at two schemes.

**3.14 Bus and Streets for All Corridors** – The Bus Infrastructure Programme is part of City Region Sustainable Transport Settlements (CRSTS) with significant investment across the bus network over the next 4 years. Investment will be focussed on providing better bus infrastructure on a selection of orbital and radial corridors in GM connecting our towns and Regional Centre – this is aimed at improving reliability of services, shortening passenger journey times, improving the customer experience at and in the locality of stops, encouraging travel by active travel modes and improving highway safety.

The two corridors where progress is most advanced include the Rochdale-Oldham-Ashton Quality Bus Transit Corridor and the corridor connecting Salford Crescent to Media City. Both of these schemes are progressing towards an outline business case later this year. The remainder of the programme is in Strategic Outline Business Case Development

## **4. RDR Action Plan 2023/24**

The Action Plan for the next financial year (2023/2024) is currently in development with GM partners. It will detail GM's commitment to officially adopt Vision Zero and to develop a strategy this year. Working with partners across GM, it will focus on the following themes for each of the pillars.

**4.1 Safe Streets** – We will be looking to build on the success of the school streets initiative to create more school streets across GM and to start more Active Neighbourhood trials. From conversations with the public, they feel that pavement and cycle lane parking is a big issue and a barrier for some people to actively travel. We will be actively encouraging the districts to do more to prevent this issue

occurring. The public also feel that segregation of the different modes such as cycleways and footpaths will make them feel safer, particularly those most vulnerable. We will therefore increase the number of segregated cycleways and footways across GM.

- 4.2 **Safe Speeds** – Speed is the biggest factor in collisions resulting in a fatality, regardless of who the collision involves. Reducing the speed of motorised vehicles will have the biggest effect in reducing the number of people killed or seriously injured in a collision. In areas where they have reduced the speed limits to 20mph from 30mph they have seen a significant reduction in the number of collisions involving death or serious injury. Since TfL introduced more 20mph speed limits across Transport for London’s key routes they have seen a reduction of KSI’s by 25%, a 9% fall in collisions with cyclists, a 49% fall in motorbike collisions and a 64% fall in pedestrian collisions.

All districts within GM will look at ways in which they can reduce the speeds on their roads starting with the routes of most harm i.e., where there are the most interactions between a motorised vehicle and a more vulnerable road user.

- 4.3 **Safe Vehicles** – Using an intelligence led approach, GMP will look to target those that have no insurance, tax or MOT. Research shows that the chances of you being involved in a collision resulting in a KSI significantly increases if you do not have one or more of these correctly for your vehicle.
- 4.4 **Safe Behaviours** – Continue to run education campaigns for drivers, riders and all road users, particularly drivers at the times that are most relevant to the campaign. It will focus on the Fatal 4 as well as any behaviour which needs attention from collision data. This year we will be paying attention to motorcyclists and how we can make them safer on the roads. Motorcyclists account for only 1% of traffic on our roads but in 2021 they made up 13.5% of KSI’s in GM. Free cycle training continues to be available for anyone who lives or works in GM.

GMP will increase their capacity to deal with third party reporting and look to see how we can use the data they receive even if it cannot be used in a prosecution to highlight where there may be issues and the types of anti-social driving that is seen.

- 4.5 **Post Collision Response** – Increase the first aid provision given to TfGM drivers to allow them to be able to give potentially lifesaving CPR or other treatment to anyone involved in a collision. As they are driving for a living, they are much more likely to come across a collision and be close to the scene of a collision before the emergency services. Future monitoring of emergency services response times; in depth reviews of police fatal collision investigation files; and the outcome of Coroners' inquests are all areas of further development.

## 5. Vision Zero

- 5.1 Vision Zero is an ambition to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. It uses the Safe systems approach to ensure that if one part of the system fails i.e., speed, then the rest of the pillars work together effectively in such a way to support that pillar so that it doesn't fall. The result may still be a collision but one without a fatality or serious injury.
- 5.2 As part of her refresh of Greater Manchester's Active Travel mission, Dame Sarah Storey has recommended adopting Vision Zero where the target is no deaths or severe injuries on Greater Manchester's roads.
- 5.3 Vision Zero has been adopted all over the world and is now increasingly becoming adopted across the UK. Amongst them, London, South Yorkshire, Liverpool, Essex, Devon and Cornwall, Bristol and Edinburgh. Over the next 12 months TfGM will develop a Vision Zero strategy setting out the actions required to work towards this long-term goal with our partners.

## **Vision Zero Strategy Approach**

- 5.4 Achieving Vision Zero will only be possible if all partners are bought into the approach and working towards the same priorities and goals. It is important that the strategy is written correctly and involves stakeholders to make it a success. There are 4 parts to the Vision Zero strategy creation and they are:
- Partner Consultation
  - Strategy Creation
  - Public consultation
  - Handover
- 5.5 **Partner Consultation** – All partners involved in Vision Zero will be involved and consulted on their views and where they see opportunities and challenges within Vision Zero. It will look at future governance structures and working practices.
- 5.6 **Strategy Creation** - A long term strategic plan will be created, using international best practice to shape the partnership going forward. It will set targets for casualty reduction, provide suggestions for KPI's and identify priority areas for actions.
- 5.7 **Public Consultation** – Public consultation will follow the development of a draft strategy. The focus of the consultation will be on understanding the acceptability of the strategy actions, vision, and objectives. Response rates will be monitored and there is the option to target specific segments of the community, based on collision risk and/or local representation. The insights will be used for amending the strategy and/or community liaison.
- 5.8 **Handover** - This phase will focus on the adoption of the new structure and strategic plan. Workshops will engage all partners; provide an opportunity to explore the benefits and challenges the GM Vision Zero strategy will bring; and provide ownership going forwards.

**Peter Boulton, Head of Highways, TfGM.**

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**GREATER MANCHESTER TRANSPORT COMMITTEE**  
**ACTIVE TRAVEL SUB COMMITTEE**

Date: Friday 10<sup>th</sup> March 2023  
Subject: Streets for All Design Guide Update  
Report of: Simon Warburton, Transport Strategy Director, TfGM

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**PURPOSE OF REPORT:**

To provide an update on the Greater Manchester Streets for All Design Guide, including the contents of the guide; progress on developing the guide from Summer 2022 to Feb 2023; and key activities planned over the next six months.

**RECOMMENDATIONS:**

The Greater Manchester Transport Committee is requested to:

1. Note the content, proposed status and timescales for development and adoption of the Greater Manchester Streets for All Design Guide.
2. Provide feedback as to any gaps or particular issues that the Committee would like the Guide to cover.

**CONTACT OFFICERS:**

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## **Equalities Implications**

Universal accessibility and inclusion are fundamental principles of the Streets for All approach, that our streets should be spaces to spend time in, and travel along, that provide for everyone, regardless of age, ability or income.

The “all” references all people who live, work, or visit Greater Manchester, with the design guide drawing together from legislation, regulation, standards, guidance and examples of best practice in respect of accessible public realm and streets.

In the development of the design guide, there is an ongoing programme of consultation with groups representing, and including, people with Protected Characteristics, as identified in the Equalities Act 2010.

The application of the guide by practitioners in design, construction, management and maintenance of our streets will assist the GM authorities in meeting responsibilities under the Equality Act, through the application of best practice, as collated, distilled and detailed in the guide.

Therefore, the production of the design guide, and its subsequent application, may be considered as having **significant positive benefit** in relation to a number of the protected characteristics. Furthermore, the considerations in the guide extend beyond the Protected Characteristics to include, for example, people at risk of social exclusion, people living in or at risk of deprivation, and People with Reduced Mobility beyond the EA2010 protected characteristics.

## **Climate Change Impact Assessment and Mitigation Measures**

The Streets for All Design Guide recognises the crucial role our streets can play in creating a greener more resilient region. The guide sets out design considerations to support Greater Manchester’s climate and transport ambitions, and champions PAS 2080.

## **Risk Management**

N/A



## **Legal Considerations**

N/A

## **Financial Consequences – Revenue**

N/A

## **Financial Consequences – Capital**

N/A

**Number of attachments to the report: 0**

## **Comments/recommendations from Overview & Scrutiny Committee**

N/A

## **Background Papers**

N/A

28 October 2022 GMTCC Active Travel Sub Committee.

GMCA Streets for All Strategy Dec 2021 (Part of the Greater Manchester Transport Strategy 2040)

[Streets for All | Transport for Greater Manchester \(tfgm.com\)](https://www.tfgm.com/streets-for-all-transport-for-greater-manchester)

## **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

## **GM Transport Committee**

N/A

## **Overview and Scrutiny Committee**

N/A

# 1. Background

- 1.1 Transport is central to Greater Manchester's ambitions to level-up across modes and deliver the Bee Network. The Streets for All Strategy, part of the Greater Manchester Transport Strategy 2040, provides an overarching framework for everything we do on streets in Greater Manchester. Achieving our ambition for more travel by walking, wheeling, cycling and public transport will help us to tackle our most pressing economic, environmental and quality of life challenges.
- 1.2 Greater Manchester's streets make up the majority of our public space, with the total area of adopted highway almost double that of public parks and gardens across the region. We use streets not only for travelling, but for living, learning, working, relaxing, playing, socialising and exercising in. The Streets for all Strategy recognises that our streets play many different roles and are used by a wide range of people. If the region is to achieve the objectives set out in the GM Transport Strategy 2040, and to best contribute to wider policy goals, there is a need to rebalance our streets towards better provision for more sustainable modes of travel and to make them better places to live and spend time in.
- 1.3 To support street design and management across the region, the Streets for All Strategy sets out an action to develop a Streets for All design guide for Greater Manchester.
- 1.4 The Streets for All design Guide will set out a code of practice which, when applied, will assist all involved in the (re)design of our streets in realising the vision for our streets:

“We will ensure that our streets are welcoming, green, and safe spaces for all people, enabling more travel by walking, cycling and using public transport while creating thriving places that support local communities and businesses.”

(Policy 20 – Greater Manchester Transport Strategy 2040)

1.5 The Streets for All Guide is also a key action that the Active Travel Commissioner identified in the publication of Refreshing Greater Manchester’s Active Travel Mission. The Guide will be a key means to deliver key priorities outlined by the Commissioner.

## 2. GM Streets for All Design Guide Overview

2.1 The Streets for All Design Guide, hereafter referred to as the Guide, is intended to support the delivery of streets and places in line with Greater Manchester’s shared vision for transport.

2.2 The Guide will be supported by a number of Technical Notes (Figure 1) detailing standards and guidance on Active Travel, Bus and Sustainable Urban Drainage.

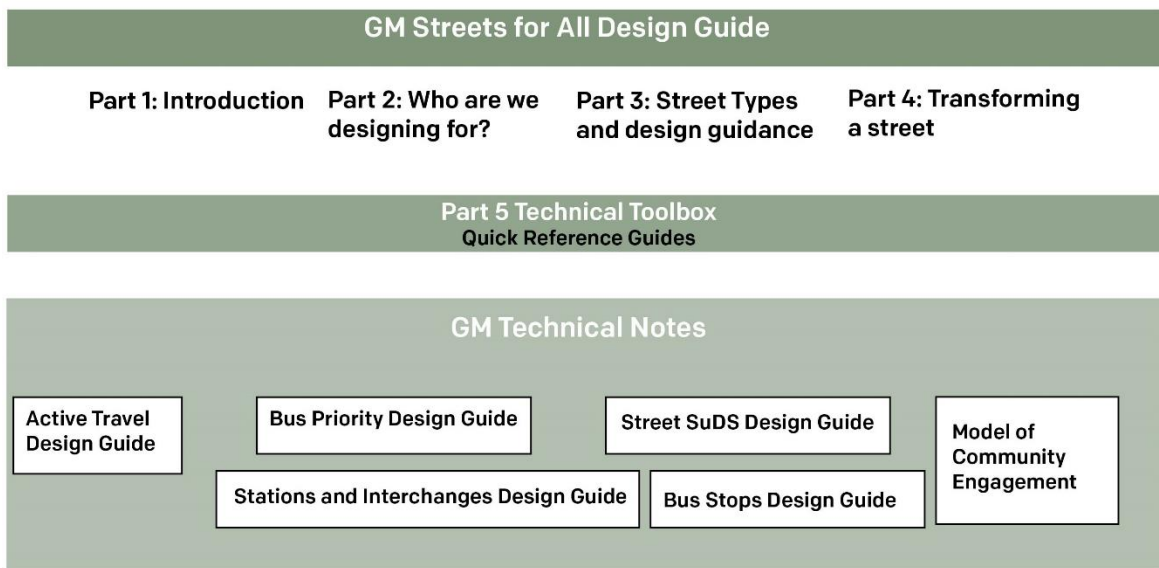


Figure 1: Streets for All Design Guide content and supporting Technical Notes

2.3 Transport for Greater Manchester’s Active Travel Team is developing an update to the Interim GM Active Travel Design Guide which was adopted in 2021. This is being undertaken in close collaboration with the Active Travel Commissioner Dame Sarah Storey, and the intention is that this will be published at the same time as the Streets for All Design Guide.

2.4 The Guide is primarily an infrastructure design guide intended for use by everyone involved in the design of streets and places in Greater Manchester. The draft content of the Guide includes:

### 2.5 **Introduction (Part 1)**

- The Guide highlights infrastructure design options and details best practice to deliver schemes that contextually responsive and are buildable, adoptable and maintainable
- Intention for the guide be adopted by GMCA and used by TfGM and Greater Manchester's 10 local highway authorities
- The Guide's main focus is for retrofitting existing streets but all guidance could be applied when designing new build developments
- The Guide reflects and helps delivery of GMTS 2040 and Streets for All Strategy
- The Guide brings together existing multidisciplinary national standards, and national and local guidance
- The Guide is not intended to set policy or deal with transport service provision
- The Guide does not replace existing Local Authority design assurance, audit or related processes and it is for the Local Authority to ensure compliance with regulatory requirements

### 2.6 **Who are we designing for? (Part 2)**

- The Guide has a particular focus universal accessibility and safety.
- This is aligned with the Active Travel Commissioner Dame Sarah Storey's approach to Active Travel in the region [Refreshing Greater Manchester's Active Travel Mission](#).
- The Guide takes account of the needs of all current and potential users and uses of our streets and places.

## 2.7 **Providing for users and modes**

Technical detail is provided on:

- Space for walking and wheeling
- Space for cycling
- Space for bus stops – waiting, boarding, alighting and passing by
- Space to play and stay
- Appropriate provision of space for motor vehicles (including buses)

## 2.8 **Core References**

- DfT Inclusive Mobility – Access to pedestrian and transport infrastructure
- BS8300 – Design of an inclusive and accessible built environment
- LTN 1/20 – Cycle Infrastructure Design
- Manual for Streets 1 and 2 (Manual for Streets 3 - forthcoming)
- CIHT Buses in Urban Developments
- Traffic Signs Manual/ TSRGD

## 2.9 Streets for All Essentials

- The Streets for All Essentials set out the principles for street design in Greater Manchester (Figure 2)



Figure 2: Streets for All Essentials

- The Essentials align with the Active Travel Commissioner's priorities for our streets to be universally accessible, enabling people of all ages and abilities to comfortably and safely walk, wheel, cycle and easily access public transport.
- Universally accessible streets and places are where the design of the environment is usable by all people, to the greatest extent possible, without the need for adaptation or specialised design. (Appendix B)

- Key themes and potential interventions to deliver each of the Streets for All Essentials include:

### **Green, vibrant streets that are welcoming and safe places to spend time in**

- Universal accessibility
- Streets are social spaces, not just for passing through but for spending time in
- Healthy streets
- Play
- Trees and greening
- Personal safety and perception of safety
- Road safety / Vision Zero
- Lighting
- Streets function in supporting frontage context

### **An inclusive walking and wheeling environment**

- Universal accessibility
- Walking or wheeling as the natural choice for everyday journeys
- Connections to public transport
- Mitigating or removing physical and psychological barriers to walking or wheeling
- Crossing points
- Footway width and surface
- Dropped kerbs
- Speed limit and enforcement

### **A safe and connected cycling experience**

- Making cycling a more attractive option for everyday journeys
- Consistent standards across the 10 Local Authorities
- A connected and continuous network
- Universal accessibility
- Space for cycling
- Speed limit and enforcement of motor vehicle traffic
- Space to park and store cycles

### **A reliable, integrated, and accessible public transport network**

- Universal accessibility
- Getting to and from the stop or station
- Bus priority
- Accessible bus stops to, at a minimum, national standards

### **Appropriate provision for goods and servicing**

- Recognise critically important and positive economic role road freight and logistics plays in GM
- Seek to mitigate negative impacts of road freight and logistics, including poor air quality, on people and places
- Take account of goods and servicing needs of the street
  - Frontage activity and access
  - Role of the street in the wider freight distribution network e.g. KRN
- Appropriate management of kerbside space
- Access management and control
- Access for refuse collection vehicles

### **Making best use of limited street space**

- Balancing competing calls on street space in a context sensitive way
- Giving more space to the most efficient and sustainable modes of transport, to enable people to drive less
- Reduce levels of traffic on our roads
- Make productive use of kerb space

### **A resilient and connected street network**

- Sustainable Urban Drainage Systems (SuDS)
- Biodiversity
- Materials
- Drainage
- Technology
- Maintenance



- Traffic management and control

#### 2.10 **Greater Manchester Street Typologies (Part 3)**

- The Greater Manchester Street Typologies (Appendix A) are defined around the function and feel of a street or place, and not purely around volume or speed of motorised traffic:
  1. Active Neighbourhoods
  2. Connector streets
  3. High Streets
  4. Destination Places
  5. Strategic Roads
- They are not meant to be rigidly applied and a street or place may have aspects of more than one street typology, so application should be context sensitive.
- Each of the five street typology sections in the Guide details design considerations and options.

#### 2.11 **Transforming the street (Part 4)**

- This section sets out the approach to transforming a street through phasing, from de-cluttering, to interim measures, to re-designing the street.
- It details indicative costs, maintenance requirements and local case studies.

#### 2.12 **Technical guidance toolbox (Part 5)**

- This section details thematic technical guidance sourced from existing national standards, national and local guidance
- Each theme will relate back to how street design impacts people e.g. smooth and well-maintained surfaces support people using mobility aids to walk and wheel local trips

#### 2.13 **Delivery Toolbox**

- Learning and development workshops on the Guide will be undertaken in Summer 2023 that engage with multi-disciplinary design teams
- This section signposts to:
  - how to co-design streets and places with local people

- partnership working with businesses and communities
- match-funding opportunities
- available training and sharing good practice
- capturing the benefits of the scheme through the business case

### **3. Progress to date**

3.1 The initial draft of the Guide was developed in Spring/ Summer 2022 and has been reviewed by a range of technical disciplines and non-technical stakeholders.

3.2 Based on the detailed feedback received, revisions to the structure and additions to the content of the guide are being undertaken.

3.3 There has been ongoing and continued engagement with functions across the Greater Manchester Combined Authority, Transport for Greater Manchester and the 10 Greater Manchester Local Authorities, through the formation of the Streets for All Design Guide Working Group.

3.4 People-centred design is at the heart of Streets for All. To ensure people's authentic experiences are reflected in the Guide, engagement over the past 6 months with the following groups has been undertaken.

- Active Travel and Commitment to Inclusion Working Group
- Activity Alliance
- Beyond Empower
- Disability Design Reference Group
- GM Autism Consortium
- GM Equalities Panel Facilitators
- GM LGBTQ+ Equality Panel
- GM Moving
- GM Older People's Equality Panel
- GM Sight Loss Council
- Guide Dogs
- RNIB

- Travel Trainers Forum
- Walking and Cycling Coordination and Advisory Group (WACCAG)

3.5 Engagement with these groups will continue throughout the re-drafting process between February and May 2023.

## **4. Timescales**

4.1 The co-design and development of the Streets for All Design Guide and in particular the Active Travel Design Guide with all 10 Greater Manchester Local Authorities will continue over the next few months. The final draft version will be presented at GMTC in June 2023, prior to final approval from GMCA and potentially Greater Manchester Local Authorities in summer 2023.

4.2 This timescale acknowledges the potential impact of:

- local elections in May 2023; and
- the requirement for each Local Authority to approve the Guide through their own internal processes.

4.3 The timescales set out in this report are subject to agreement with Greater Manchester Local Authorities and other key stakeholders.

4.4 There is ambition for the Guide to be a Supplementary Planning Document (SPD). SPD's are used to add further detail to policies in each Authorities' Local Plan and are capable of being a material consideration in planning decisions.

**Simon Warburton,  
Transport Strategy Director**

Appendix A

**Our streets in Greater Manchester have different roles**

Less Vehicle Movement ← More People and Place ————— More Vehicle Movement → Less Place

**DESTINATION PLACES**



Destination places should be vibrant places for people to come together, they therefore have no motorised vehicles or very low levels of slow moving vehicles.

**ACTIVE NEIGHBOURHOODS**



Active neighbourhoods should be pleasant places to live, where it is easy to make local journeys and connections to public transport by walking and cycling.

**HIGH STREETS**



High streets should be interesting and enjoyable places to spend time and have lots of people travelling by active travel and public transport. Vehicle access is also important particularly for deliveries and servicing.

**CONNECTOR ROADS**



Connector roads allow people and goods to move between our key centres. They are key corridors for active travel and public transport and make appropriate provision for journeys that need to be made by private vehicles.

**MOTORWAYS & STRATEGIC ROADS**



Motorways and strategic roads enable people and goods to move reliably over long distances. These roads need to be safer, cleaner, greener and easier to cross.

**BOLTON**  
**BURY**

**MANCHESTER**  
**OLDHAM**

**ROCHDALE**  
**SALFORD**

**STOCKPORT**  
**TAMESIDE**

**TRAFFORD**  
**WIGAN**

**GMCA** GREATER MANCHESTER COMBINED AUTHORITY

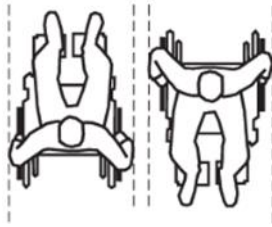
## Appendix B

### What a good level of service looks like for walking and wheeling, and cycling

#### Walking and wheeling – what good looks like

A universally accessible walking and wheeling environment is one where:

- **Barriers to movement are identified, then removed or mitigated**
  - Footway achieves desirable minimum unobstructed width of 2m throughout



*Inclusive Mobility 2022*

- Regular, well-maintained surface
  - Dropped / flush kerbs and tactile paving at all junctions and crossings
  - Raised entry treatments at side streets, with clear pedestrian priority
  - The footway continues at the same level across side roads, and vehicle crossovers for access to property
- 
- **There are formal crossings strategically located on desire lines**
  - **There are direct and easily accessible routes to public transport stops and stations**
  - **Streets feel safe for use by everyone at all times of day**

- **Appropriate space is allocated to different functions e.g. movement, social activity and greening**
- **There are benches or places to rest along the route**

### **Cycling– what good looks like**

A universally accessible active travel environment is one where:

#### **In neighbourhoods**

- People on cycles feel safe sharing the road with motor vehicles
- Street layout keeps both speed and volume of motor vehicle traffic low
- Permeability and connectivity are created by, for example, universally accessible modal filters or off-highway connections to provide routes that are more convenient than driving

#### **On busier streets**

- Dedicated and protected space for cycling is provided
- 2m minimum width is provided throughout
- Cycle facilities are continuous and uninterrupted
- People on cycles are given priority over general traffic across side roads and vehicle access to properties
- The cycle facility continues at the same level across side roads and vehicle crossovers for access to property
- Conflict at junctions is evaluated and managed through design choices

### **Across the network**

- People of all ages, backgrounds and abilities have the opportunity to cycle safely,
- Active Travel routes join up into a coherent and convenient network, offering access to destinations or onward travel options
- Accessible secure cycle parking is readily available
- Cycle facilities are designed to accommodate non-standard and adapted cycles
- Regular, well-maintained surfaces
- Interaction with large vehicles is minimised

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# GMTC Active Travel Sub-committee

Streets for All Design Guide Update

March 2023

Lily Feasby



BEE NETWORK

# Streets for All Design Guide

- The Streets for All design Guide will set out a code of practice which, when applied, will assist all involved in the (re)design of our streets in realising the vision for our streets.
- The Guide highlights infrastructure design options and details best practice to deliver schemes that contextually responsive and are buildable, adoptable and maintainable
- The Guide brings together existing multidisciplinary national standards, and national and local guidance
- The Guide's main focus is for retrofitting existing streets but all guidance could be applied when designing new build developments

## Our Streets for All vision:

We will ensure that our streets are welcoming, green, and safe spaces for all people, enabling more travel by walking, cycling and using public transport while creating thriving places that support local communities and businesses.

(Policy 20 – Greater Manchester Transport Strategy 2040)

Policy 20 – Greater Manchester  
Transport Strategy 2040



# Designing streets and places

- Traditional focus for transport planning and highway design has been on moving vehicles and maximising capacity for peak-hour commuter trips
- <sup>People</sup> Streets for All Design Guide represents a clear break from this, focussing on people, and taking account of the needs of all **users** and **uses** of our streets
- The guide's focus is on context sensitive design, not a one-size-fits-all template



# People - centred design

- Universally accessible streets and places are where the design of the environment is usable by all people, to the greatest extent possible, without the need for adaptation or specialised design
- To ensure people's authentic experiences are reflected in design guidance, engagement over the past 6 months with a wide range of people, a sample of which includes...
  - GM Older People's Equality Panel
  - GM Sight Loss Council
  - Active Travel and Commitment to Inclusion working group
  - GM Autism Consortium

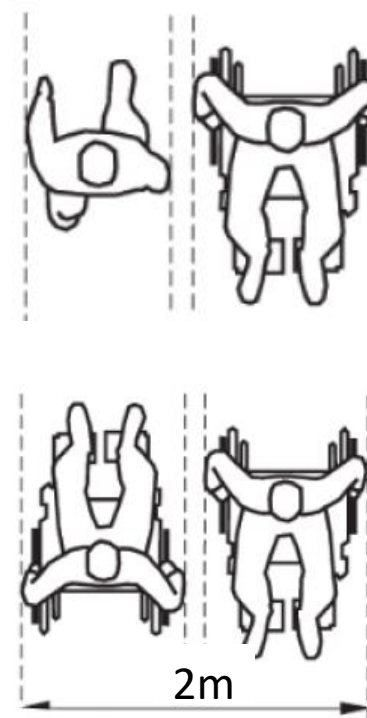


# People – centred design

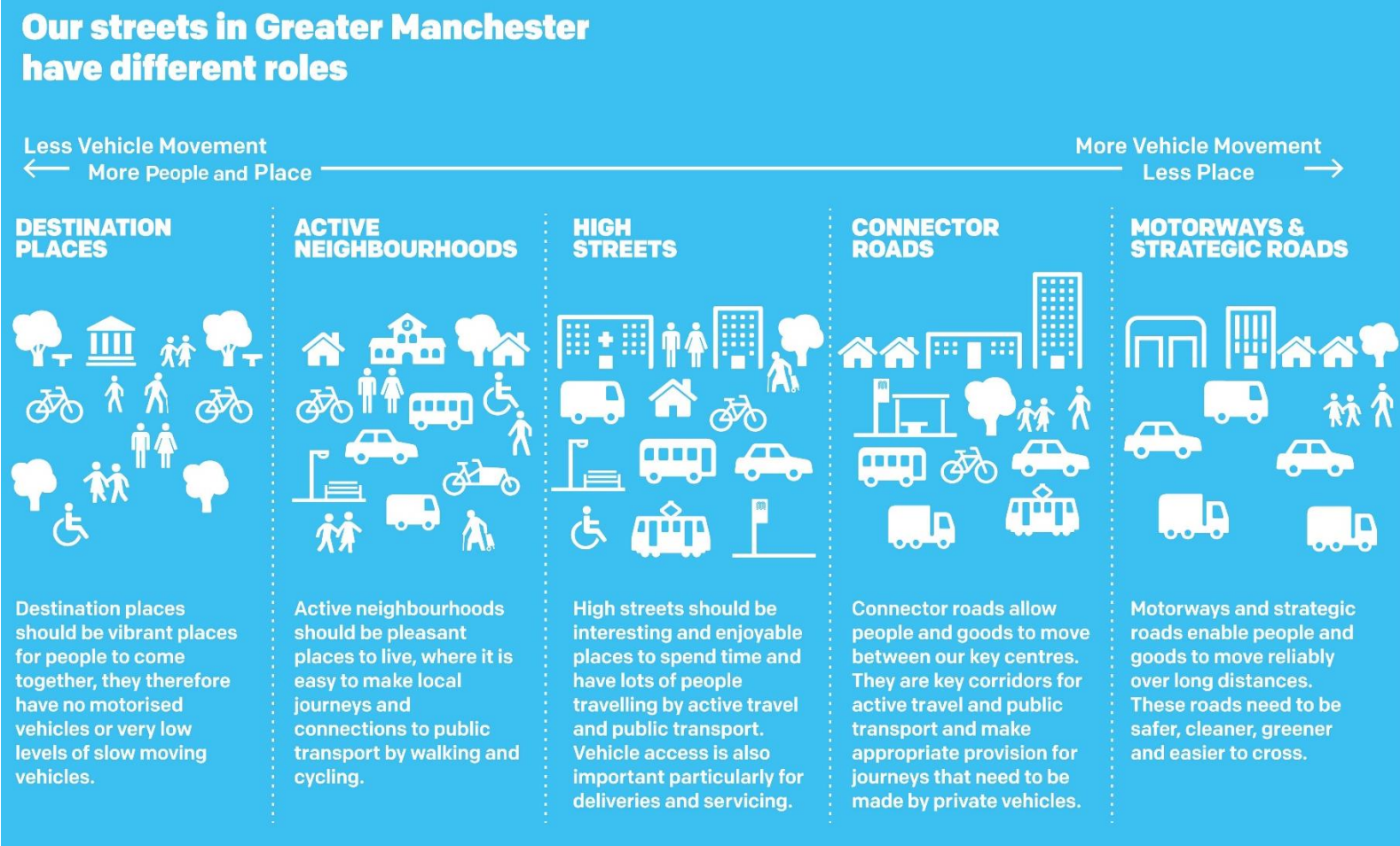
## Sources – Safe and Universally Accessible streets and places

- DfT Inclusive Mobility (2022) - Access to pedestrian and transport infrastructure
- BS8300 (2018) - Design of an inclusive and accessible built environment
- LTN1/20 - Cycle Infrastructure Design
- Manual for Streets 1 and 2 (MFS 3 forthcoming)
- CIHT Buses in Urban Developments (2018)
- Traffic Signs Manual/ TSRGD (2016)

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# Streets for All Street Typologies



# Streets for All Essentials

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**GET ON BOARD**

ANDY BURNHAM  
MAYOR OF GREATER MANCHESTER

HM Government

Metrolink logo

Metrolink logo

Photograph of a group of people, including a man in a white shirt, a woman in a floral top, and a woman in a black top, looking at a map or document.



# Active Travel Technical Note

## An inclusive walking and wheeling environment

- Universal accessibility
- Walking or wheeling as the natural choice for everyday journeys
- Connections to public transport
- Mitigating or removing physical and psychological barriers to walking or wheeling
- Crossing points
- Footway width and surface
- Dropped kerbs
- Speed limit and enforcement

## A safe and connected cycling experience

- Making cycling a more attractive option for everyday journeys
- Consistent standards across the 10 Local Authorities
- A connected and continuous network
- Universal accessibility
- Space for cycling
- Speed limit and enforcement of motor vehicle traffic
- Space to park and store cycles





# Engagement

- The initial draft of the Guide was developed in Spring/ Summer 2022 and has been reviewed by a range of technical disciplines and non-technical stakeholders
- There has been ongoing and continued engagement with the Active Travel Commissioner, functions across the Greater Manchester Combined Authority, Transport for Greater Manchester and the 10 Greater Manchester Local Authorities
- Engagement with stakeholder groups will continue throughout the re-drafting process between February and May 2023.



# Timescales

- The co-design and development of the Streets for All Design Guide and in particular the Active Travel Design Guide with all 10 Greater Manchester Local Authorities will continue over the next few months.
- The final draft version will be presented at GMTC in June 2023, prior to final approval from GMCA and potentially Greater Manchester Local Authorities in summer 2023.
- The timescales set out in this report are subject to agreement with Greater Manchester Local Authorities and other key stakeholders.
- There is ambition for the Guide to be a Supplementary Planning Document (SPD). SPD's are used to add further detail to policies in each Authorities' Local Plan and are capable of being a material consideration in planning decisions.



## Greater Manchester Transport Committee Work Programme

### March 2023

The table below suggests the Committee's work programme in March 2023.

Members are invited to further develop, review and agree topics which they would like to consider. The work programme will be reviewed and updated regularly to ensure that the Committee's work remains current.

The key functions of the Committee are –

- **Accountability:** active and regular monitoring of the performance of the transport network, including the Key Route Network, the operation of the GM Road Activities Permit Scheme, road safety activities, etc as well as all public transport modes. This role will include holding service operators, TfGM, highway authorities and transport infrastructure providers to public account, and to recommend appropriate action as appropriate;
- **Implementation:** oversee the delivery of agreed Local Transport Plan commitments. This includes the active oversight of the transport capital programme, and decisions over supported bus services network to be made within the context of policy and budgets set by the Mayor and the GMCA as appropriate; and
- **Policy Development:** undertake policy development on specific issues, as may be directed by the Mayor and / or the GMCA.

| <b>MEETING</b>                          | <b>TOPIC</b>  | <b>CONTACT OFFICER</b> | <b>PURPOSE</b>  | <b>ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE</b> |
|---|---|------------------------|---|---|
| Bus Services Sub Committee              | Changes to the Bus Network and Review of Subsidised Bus Services Budget | Stephen Rhodes, TfGM   | To note forthcoming changes to the bus network and to review and make decisions relating to supported bus services within the context of policy and budgets set by the Mayor and GMCA as appropriate. | Implementation  |
| Bus Services Sub Committee              | Bus Performance Report  | Stephen Rhodes, TfGM   | To provide an overview of bus services since the last subcommittee meeting.   | Accountability  |
| Bus Services Sub Committee              | Update from Operators   | All Operators          | To inform the Committee of the latest challenges, issues and achievements across the bus network.   | Accountability  |
| Metrolink & Rail Services Sub Committee | Metrolink Performance Report  | Daniel Vaughan, TfGM   | To review the performance of the Metrolink Network.   | Accountability  |

| <b>MEETING</b>                          | <b>TOPIC</b>                        | <b>CONTACT OFFICER</b> | <b>PURPOSE</b>  | <b>ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE</b> |
|---|-------------------------------------|------------------------|---|---|
| Metrolink & Rail Services Sub Committee | Rail Performance Report             | Simon Elliott, TfGM    | To review performance of rail services in Greater Manchester.                                     | Accountability  |
| Metrolink & Rail Services Sub Committee | Update from Operators               | All Operators          | To inform the Committee of the latest challenges, issues and achievements across the bus network. | Accountability  |
| Active Travel Sub Committee             | Active Travel Programme             | Richard Nickson, TfGM  | To provide an update on the Active Travel Programme   | Implementation and Accountability                       |
| Active Travel Sub Committee             | Road Danger Reduction (Vision Zero) | Peter Boulton, TfGM    | To provide an update on Vision Zero   | Policy Development                                      |
| Active Travel Sub Committee             | Streets for All Design Guide        | Jonathan Marsh, TfGM   | To provide an update on the Streets for All Design Guide  | Policy Development                                      |

| <b>MEETING</b> | <b>TOPIC</b>                                   | <b>CONTACT OFFICER</b>   | <b>PURPOSE</b>   | <b>ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE</b> |
|----------------|--|--------------------------|--|---|
| Full Committee | Bus Franchising Programme Update               | Anne Marie Purcell, TfGM | To provide an update on the latest status of the bus franchising programme.  | Implementation  |
| Full Committee | TravelSafe Update (Six monthly)                | Lucy Kennon, TfGM        | To provide a regular update on the work undertaken by the TravelSafe Partnership to tackle crime and anti-social behaviour on the network.                                     | Accountability  |
| Full Committee | Introduction to the Active Travel Commissioner | Dame Sarah Storey, GMCA  | To provide an overview on 'Refresh the Mission, a refreshed active travel mission for Greater Manchester focusing on accessibility, behaviour change and clear communications. | Policy Development                                      |
| Full Committee | Rail Operator Update                           | Chris Jackson, Northern  | To provide an update on the performance of Northern services.  | Accountability  |
| Full Committee | Public Transport Market Renewal                | Steve Warrener, TfGM     | To update Members on the public transport patronage and initiatives to encourage people to use public transport.   | Implementation  |