

**GREAT MANCHESTER TRANSPORT COMMITTEE - ACTIVE  
TRAVEL SUB-COMMITTEE**

**DATE:** Friday, 27th January, 2023

**TIME:** 10.30 am

**VENUE:** The Tootal Buildings - Broadhurst House , 1st Floor, 56  
Oxford Street, Manchester, M1 6EU

**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.

<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>

**4. Minutes of the Active Travel Sub Committee meeting held on 5 - 12  
28 October 2022**

To consider the approval of the minutes of the meeting held on 28  
October 2022.

**5. Active Travel England - Funding Update**

Verbal update from Richard Nickson, Active Travel Programme  
Director, TfGM

**6. Introduction to the Active Travel Commissioner 13 - 54**

A presentation by Dame Sarah Storey, Active Travel  
Commissioner, GMCA

**7. Date and Time of Next Meeting**

10.30am on Friday 24 February 2023

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 Ed Flanagan, Governance & Scrutiny Officer:

[edwardflanagan@greatermanchester-ca.gov.uk](mailto:edwardflanagan@greatermanchester-ca.gov.uk)

This agenda was issued on 19 January 2023 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
Page 1			

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 MEETING OF THE  
GREATER MANCHESTER ACTIVE TRAVEL SUB COMMITTEE HELD ON 28  
OCTOBER 2022 AT MANCHESTER TOWN HALL**

**PRESENT:**

Bury	Kevin Peel (Chair)
Manchester	Dzidra Noor
Stockport	Angie Clarke
Stockport	David Meller
Tameside	Warren Bray
Tameside	Doreen Dickinson
Trafford	Aiden Williams
Trafford	Linda Blackburn

**ALSO IN ATTENDANCE:**

GMCA	Gwynne Williams
GMCA	Ninoshka Martins
TfGM	Richard Nickson
TfGM	Dan Mullan
TfGM	David Budd
GM Moving	Eve Holt
GM Moving	Louise Robbins
Love to Ride	Pete Abel
NTL World	Alan Manning
Sustrans	Nick Brelsford
Walk & Ride	Claire Stocks
Wheels for all	Ian Tierney

**GMAT 01/22            APOLOGIES**

That apologies were received and noted from Councillors Tracey Rawlins, Roger Jones and Andrew Western.

**GMAT 02/22            CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS**

There was no Chair's announcement or urgent business raised at the meeting.

**GMAT 03/22            APPOINTMENT OF CHAIR AND VICE CHAIR**

**RESOLVED /-**

That the Committee note the appointment of Councillor Tracey Rawlins as Chair and Councillor Kevin Peel as Vice Chair of the Active Travel Sub Committee for the forthcoming municipal year as agreed by the GM Transport Committee at their meeting on the 14 October 2022.

**GMAT 04/22            MEMBERSHIP OF THE ACTIVE TRAVEL SUB COMMITTEE**

**RESOLVED /-**

That the membership of the Active Travel Sub Committee for the forthcoming municipal year be noted as follows –

<b>Members</b>	<b>Representing</b>	<b>Political Party</b>
Councillor Kevin Peel	Bury	Labour
Councillor Andrew Western	GMCA	Labour
Councillor Dzidra Noor	Manchester	Labour
Councillor Tracey Rawlins	Manchester	Labour
Councillor Roger Jones	Salford	Labour
Councillor David Meller	Stockport	Labour



Councillor Angie Clark	Stockport	Liberal Democrat
Councillor Warren Bray	Tameside	Labour
Councillor Doreen Dickinson	Tameside	Conservative
Councillor Aidan Williams	Trafford	Labour
Councillor Linda Blackburn	Trafford	Conservative

**GMAT 05/22            DECLARATIONS OF INTEREST**

None received.

**GMAT 06/22            ACTIVE TRAVEL PROGRAMME UPDATE**

Richard Nickson, Active Travel Programme Director, TfGM introduced the report that provided an update on the Greater Manchester (GM) Active Travel programme, and its key activities, following the first ten months of 2022. Also included within the report was the forthcoming workstreams and the progress made across GM in terms of capital delivery.

Members welcomed the report and noted the progress made within this area of work.

The Committee was advised that Dame Sarah Storey was appointed as Active Travel Commissioner in May 2022 and would be presenting her recommendations to the Big Active Conversation event in Wigan that was scheduled to be held on 1st November 2022. It was agreed that the priorities of the Commissioner would be shared with members following the meeting.

Pavement parking was highlighted as a key issue for residents with disabilities. Officers noted the concerns and advised on the enforcement powers held by local authorities. Officers advised officers of discussion held as part of the devolution asks for GM and suggested that it this item could be considered as part of the work

programme of the Committee to understand how GM could tackle this issue in the absence of a response from Government. It was felt that it would be useful for members to receive an update on the powers held by local authorities in relation to pavement enforcement.

Officers further commented on the consultation that had been launched pre-pandemic looking at the roll out of London traffic enforcement powers to other areas of England. It was felt that it would be useful for the GM Transport Committee to write to Government asking for an update on progress.

It was noted that pavement parking was a necessity for those living in terraced houses and therefore highlighted the need for alternative arrangements for such areas.

Reflecting on the performance of schemes, it was noted that performance significantly differed across the 10 Districts and therefore members sought to understand the measures that would be undertaken to improve productivity. Officers explained that the challenges were unique to each district, and assured members that TfGM would continue to support districts with individual schemes.

It was clarified that Local Authorities were solely responsible for decisions made in relation to the progression of schemes. However, officer welcomed the opportunity to discuss individual schemes outside the meeting with members should that have any questions.

In terms of the next round of funding, members were advised that this would entail a review of the overall pipeline of schemes and as such would be prioritised in order of deliverability. Members were assured that TfGM would continue to support District's in preparation for the next round of funding.

In response to a members comment regarding shelving of a particular scheme in Stockport, officers explained that this was due to the Local Authority having insufficient funds to deliver the originally envisaged programme entry pipeline through the initial block of money out of the Mayors Challenge Fund. Members were advised that further

work was underway with district officers to develop the prioritisation process to ensure that proposals meet the objectives of the Combined Authority.

A member sought to understand how GM's delivery performance was reviewed by Active Travel England. Officer advised that the self-assessment process was coordinated by TfGM through the data received from across the 10 districts following which a consolidated response was drafted in consultation with district officers.

In relation to the Active Travel self-assessment tool, officers advised that TfGM had completed the GM level assessment on behalf of GMCA, which had recently been confirmed as having achieved a level 3 moderated outcome along with four other areas. In terms to the identity of the four areas, members were advised that this information was not publicly available.

**RESOLVED /-**

1. That the current status and delivery performance of the Mayor's Challenge Fund (MCF) and Active Travel Fund (ATF) capital programmes as at the end of September 2022 and the intention to continue to develop the Active Travel capital pipeline be noted.
2. That the agreed approach to reallocating ATF2 funding, following a series of scheme withdrawals from the programme (see section 3) be noted.
3. That the emergence and role of Active Travel England, and the timescales expected for submitting a GM bid to the fourth round of the national Active Travel Fund be noted.
4. That the recent submission of an Active Travel self-assessment to Active Travel England, and the resultant classification of GMCA as a 'Level 3' authority by Active Travel England be noted.

5. That the progress made with the continued roll-out of the GM Cycle Hire scheme across the Regional Centre, and the revised timeframes for the full public launch be noted.
6. That the approach to delivery outlined in the report, including to that of behaviour change be noted.
7. That the priorities of the new Active Travel Commissioner be shared with members following the meeting.
8. That the Chair of the GM Transport Committee be requested to write to Government asking for an update on the outcomes of the consultation held in relation to the roll out to Pavement Parking Consultation.
9. That the following item be noted for inclusion in the work programme:  
Pavement Parking - Local Authority Enforcement Powers

## **GMAT 07/22            WORK PROGRAMME**

The Chair requested members of the Committee and representatives of interested groups to suggest areas of work that the Committee would benefit from considering as part of the future work programme.

The following items were suggested:

- Update on schemes through site visits and in terms of usage/ value for money/ socio economic benefits/ carbon saving/impact on health.
- Embedding active travel into future projects and existing projects.
- Review the mechanism for funding release and for the releasing of funding and scheme approvals.
- To ensure that schemes are inclusive and accessible for all users.
- To consider the road safety reduction policy

- To consider footpaths/pavements and right of way in the wider inclusion of schemes.
- Explore the use of incentives to encourage active travel examples include mobility vouchers/ bike storage on streets etc.
- A report on GM plan's on delivering low traffic neighbourhoods.
- Update on Communication and Engagement plan
- Review of the language around active travel schemes.
- Update on integrated active travel (Bus/Metrolink/Rail)
- Update on the engagement toolkit

**RESOLVED /-**

That officers consider the list of suggestions put forward by members of the Committee and representatives of interested groups, in consultation with the Chair to see how appropriately the suggestions could be included within the draft work programme that would be presented to members for agreement at the next meeting of the Committee.

**GMAT 08/22                      DATES AND TIMES OF FUTURE MEETINGS**

**RESOLVED /-**

1. That the schedule of meeting dates be shared with members after the meeting.

Signed by the Chair: (to be printed off and signed by the Chair at the next meeting)

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## GREATER MANCHESTER TRANSPORT COMMITTEE

### ACTIVE TRAVEL SUB-COMMITTEE

Date: Friday 27<sup>th</sup> January 2023  
Subject: Refresh the Mission  
Report of: Dame Sarah Storey, Active Travel Commissioner, GMCA

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### Purpose of Report

To provide members with an overview of the progress made on Active Travel in Greater Manchester (GM) and to set out the Active Travel Commissioner's vision for GM.

### Recommendations:

Members are asked to note and comment on the report.

### Contact Officers

Lucy Prince, Transport Strategy Principal, [lucy.prince@greatermanchester-ca.gov.uk](mailto:lucy.prince@greatermanchester-ca.gov.uk)

Hannah Connery, Project and Policy Support Officer,  
[Hannah.connery@greatermanchester-ca.gov.uk](mailto:Hannah.connery@greatermanchester-ca.gov.uk)

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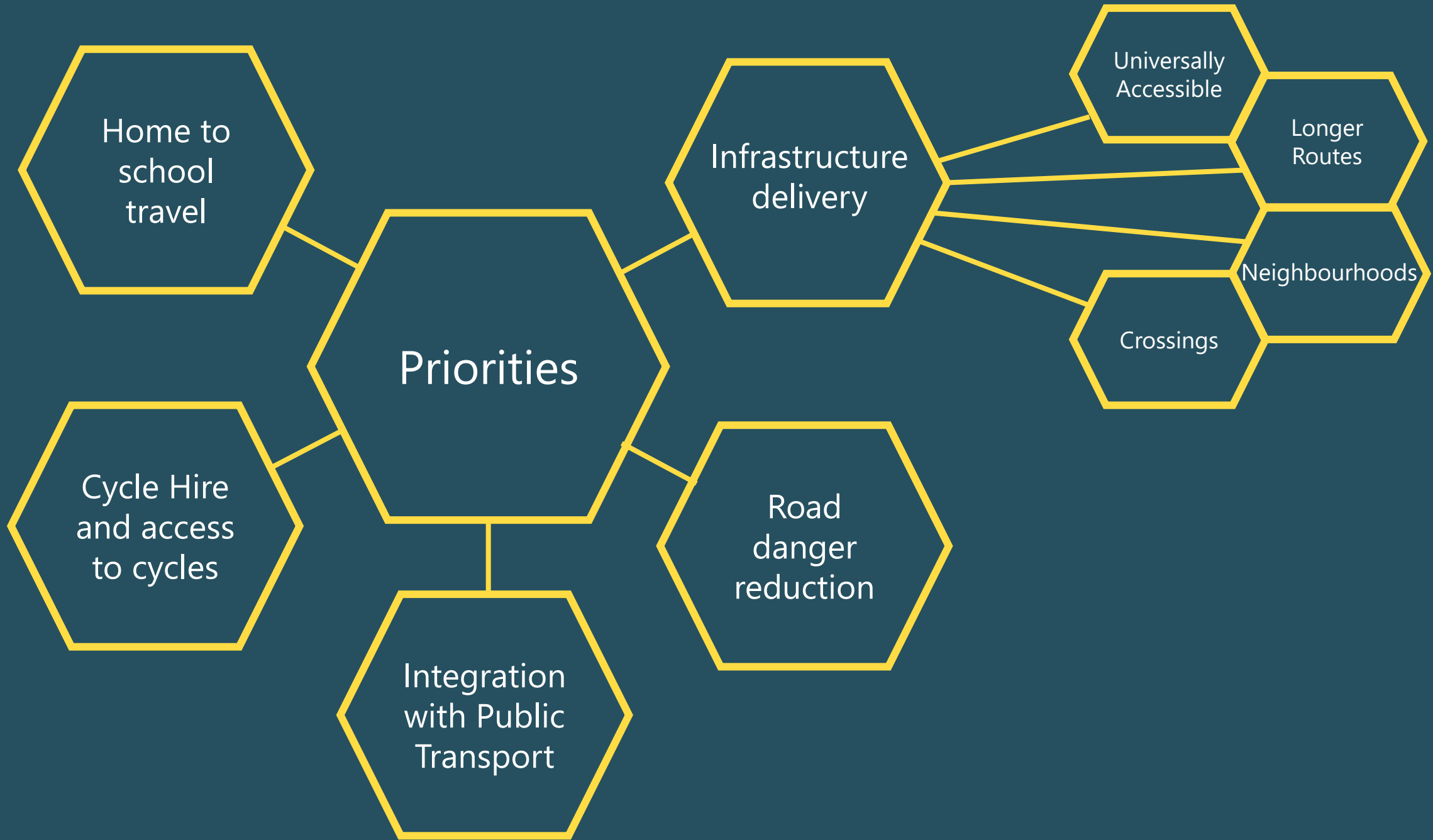
**REFRESHING  
GREATER MANCHESTER'S**

# **ACTIVE TRAVEL MISSION**

# Foundations

- Fundamental to our programme will be three foundations, the **ABC** at the heart of our programme:
  - **Accessibility**
  - **Behaviour change**
  - **Communications & engagement**





# Recommendation 1

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



# Recommendation 2



Deliver a pilot for trialling the carriage of bikes and non-standard cycles on trams.



# Recommendation 3

Adopt Vision Zero, clearly stating a timeframe and plan for all people in GM to commit to.



# Recommendation 4

Publish a plan for the expansion of GM's cycle hire scheme to additional areas of Greater Manchester.



# Recommendation 5

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.





# Recommendation 6

Explore new offers - including for Our Pass holders - on Cycle Hire and TfGM's Cycle Hubs to improve access and encourage use.



# Recommendation 7

Publish the comprehensive network review by the end of April 2023 that I requested on taking up the Active Travel Commissioner role.



# Recommendation 8



Publish a comprehensive update to the future pipeline of active travel infrastructure, acknowledging the previous ten year target and including annual goals to enable progress to be transparently tracked and reported on year by year. Target date of April 2023 for the initial update.

# Recommendation 9



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.



# Recommendation 10



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.



# Next steps

- We are working with key delivery partners to make active travel easier, safer & more attractive. This will be fundamental to delivering on the ambitions within this document.
- We will also use an implementation plan as an opportunity to reflect on progress against the priorities & recommendations.



# Key discussion points

- Looking at the recommendations, what are the synergies with existing opportunities and where can we seek to explore new opportunities across the region?
- What role can the Committee play in the implementation of the Refresh, with a particular focus on overcoming challenges?
- How can we enhance communication with elected members to ensure regular updates on progress and challenges?



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Page 31

**REFRESHING  
GREATER MANCHESTER'S  
ACTIVE  
TRAVEL  
MISSION**

**DAME SARAH STOREY** ACTIVE TRAVEL COMMISSIONER



THESE STREETS ARE  
MADE FOR **MOVING**  
WALKING **WHEELING**  
**CYCLING** RUNNING  
PLAYING **WORKING**  
**RESTING** LEARNING  
**EXPLORING** DANCING  
CELEBRATING  
**SOCIALISING**

# FOREWORD

**Walking, wheeling and cycling are central to my vision for the future of transport in Greater Manchester, forming an intrinsic part of our future integrated transport system, the Bee Network.**

Earlier this year, I was delighted that Dame Sarah Storey agreed to become Greater Manchester's new Active Travel Commissioner, building on the work of her predecessor, Chris Boardman and working to deliver our ambitious plans for active travel, giving people new choices about the way they move around our city-region.

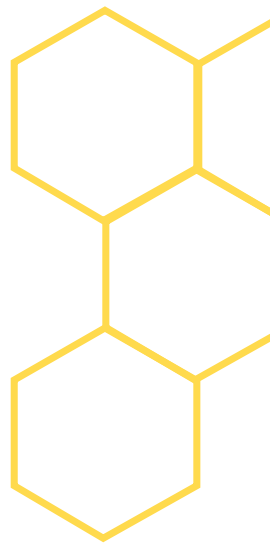
In this document, Dame Sarah has set out how she will build upon Greater Manchester's progress to date and look to refresh our mission, setting out her new priorities.

We have already made good progress since 2017, building over 100km of high quality walking and cycling routes and launching our cycle hire scheme, supporting over 110,000 sustainable journeys covering more than 300,000km to date. We now need to take the next step and make sure we give everyone in our city-region more opportunities to walk, wheel or cycle.

Dame Sarah is the right person to lead us towards these goals and I am grateful to her for this report.

## **Andy Burnham**

Mayor of Greater Manchester





# INTRODUCTION

**I was thrilled to be asked to be Greater Manchester's Active Travel Commissioner and since taking up the role in May 2022, have had the pleasure of building on the successes of the region's first Cycling and Walking Commissioner, Chris Boardman, whilst also working together with the new Transport Commissioner, Vernon Everitt, to drive integration and coherence across public transport and active travel.**

The term 'Active Travel' includes but is not limited to walking, wheeling and cycling; it includes all kinds of human-powered movement to reach a destination, including using a wheelchair, scooting, running, skateboarding or other forms of personal mobility. Aside from transport, it is fundamental to enabling the success of other key agendas for Greater Manchester, including improved health,

decarbonisation, educational attainment and the economy. My role is to work with stakeholders to find ways to make it safe and convenient for all people to travel actively for everyday trips, to connect areas and communities better across the city-region, as well as integrating active travel routes with public transport for seamless and efficient longer journeys.

Greater Manchester has already built the strong foundations of an active travel system – with at least 92km of routes adopted into the Bee Network by May 2022 and the first phase of the GM cycle hire scheme already rolled out. Work is also underway to enable places of education, work and other community groups to engage with the myriad of benefits that come from having a more active and physically mobile population.



But there is more to do. The world has changed since Chris Boardman presented Made to Move in 2017 and the COVID-19 pandemic didn't just change work travel habits but also highlighted, to a greater number of people, the wider health and well-being benefits of walking, wheeling and cycling. Local high streets continue to benefit from the greater footfall active travel supports and there is the continued imperative of providing solutions to support environmental targets. Not only that, the cost-of-living crisis means the need for affordable forms of transport and most-effective ways to maintain a healthy lifestyle has never been greater.

With all this in mind, now is the right time to revisit existing priorities and refresh the mission for Greater Manchester.

I look forward to working with the Mayor, Local Authority Leaders, Transport Commissioner and Community Groups to drive forward delivery of the active travel strategy and make this the best place in the country to walk, wheel and cycle.

### **Dame Sarah Storey**

Active Travel Commissioner







# WHY ACTIVE TRAVEL?

Providing people with the opportunity to walk, wheel or cycle is fundamental to helping us move around Greater Manchester in different ways, particularly for short trips or giving barrier free access to public transport stops. However, active travel is about much more than just transport; active travel for leisure is also an important part of our programme and there are many benefits far beyond it being just a way to move from one place to another.

Active Travel is a healthier way to move...

Physical inactivity is responsible for **1 in 6 deaths in the UK**



The annual cost of this inactivity is estimated to be at least **£7.4 billion**

Sustrans estimate that current levels of active travel in GM prevent at least **2,600 serious, long-term health conditions**



Walking in GM is reported to help prevent at least **425 early deaths annually**



Cycling helps to prevent more than 50 and **saves the local NHS £4 million**



## WE CAN'T AFFORD NOT TO ACT ON THIS AGENDA

**Active travel is essential in helping us tackle the climate emergency.**

Greater Manchester has set an ambitious target to reach net zero by 2038, twelve years ahead of the national target. Compared to driving, walking, wheeling or cycling in Greater Manchester currently saves 35,000 tonnes of greenhouse gas emissions per year, the equivalent of 44,000 people taking flights from Manchester to New York, but we need to go further.

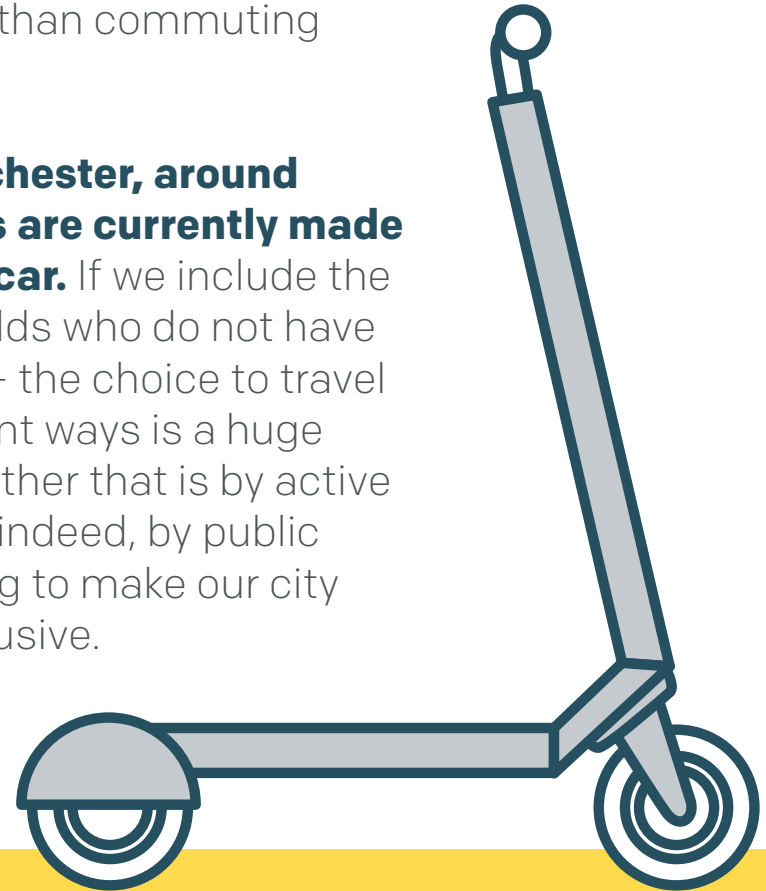
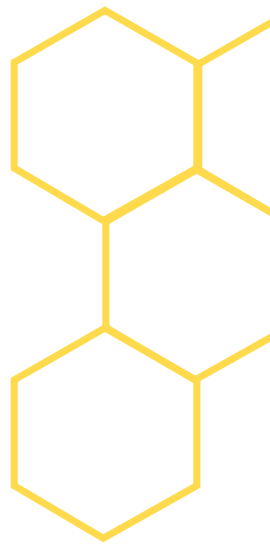
**Page 100** **There are still around 500 million journeys of less than three miles which are driven in Greater Manchester annually.** If 80% of these journeys were walked, wheeled or cycled, it could save approximately 160,000 tonnes of greenhouse gas emissions. Opting to travel actively for shorter journeys is essential to enable Greater Manchester to meet its 2038 target, making it a cleaner, healthier and more pleasant place for all to live, work, grow up and grow old.

**Active travel is a low-cost way to get around.**

Enabling people to switch an existing journey done by car to one done on foot or bike, can significantly ease the financial pressures on household budgets. A study by Lund University into travel habits in Copenhagen has shown that commuting by car is six times more expensive than commuting by bicycle.

**In Greater Manchester, around 60% of journeys are currently made using a private car.**

If we include the third of households who do not have access to a car – the choice to travel around in different ways is a huge opportunity, whether that is by active travel modes or, indeed, by public transport; helping to make our city region more inclusive.





# THE STORY SO FAR

**In recent years, Greater Manchester has committed itself to building a world-class walking, wheeling and cycling network, a commitment that was restated at the launch of the new Greater Manchester Strategy in March 2022. The city region's vision and plan for Active Travel is impressive and the next phase is to ensure active travel is now completely embedded into a region-wide, London-style transport system.**

In addition to the **92km** of active travel routes that were delivered to May 2022, Greater Manchester delivered the **UK's first fully protected CYCLOPS junctions** in 2020 and expect to have completed **14 more** junctions by the end of 2023.

**GM's first publicly operated cycle hire scheme**, which launched across areas of Manchester, Salford and Trafford this summer, now provides **over 100,000 people** with access to an affordable, reliable and convenient public bike share service.

.....

**Between 2019 and 2021**, the city region led an extensive research programme to make the case for innovative side road zebra crossings. This study concluded in 2021 and now forms part of the next phase of work being done to continue to influence national policy to enhance pedestrian provision.



It's an impressive picture from which to launch the ambitions of the next phase and, over the coming years, Greater Manchester will need to deliver more and faster in order to meet its active travel and decarbonisation targets. Delivering on the vision for the active travel network in Greater Manchester was always going to require a major increase in capacity to deliver transformational active travel infrastructure, and over the past 4 years Greater Manchester have succeeded in **increasing our delivery capability for active travel infrastructure from £500k per year to c.£50m a year** through consistent investment in the workforce and skill sets in TfGM and local authorities. To deliver the mission, we now need to work even more closely with our communities and clearly demonstrate the vast benefits of more movement.

The creation of Active Travel England was announced in 2020, As the Government's executive agency for making walking, wheeling and cycling more accessible,

it has replaced the Department for Transport as the body distributing active travel funding. This new approach nationally supports the momentum in Greater Manchester to provide people with more options to travel actively.

## Foundations

Fundamental to our programme will be three foundations, the ABC at the heart of our programme:

- Accessibility
- Behaviour change
- Communications & engagement

## Accessibility

Active travel in Greater Manchester must be inclusive, universally accessible and built to consistent standards that meet and exceed local and national standards. That means providing appropriate infrastructure, adaptations and indeed space on our streets for people to walk, wheel and cycle to their destinations with confidence and without fear.



## Behaviour Change

Enabling greater uptake of active travel is central to my role. As the most accessible form of active travel, I want to place greatest emphasis on the importance of walking and wheeling, fully integrating this into a viable option for all people. This means building on Greater Manchester's Right Mix target to increase take-up of active travel and, crucially, reduce the number of trips made by car and other non-sustainable modes.

Behaviour change is about more than just mode choice, it is also about how everyone values each others' choices. This is reflected in Streets for All and the Highway Code update of January 2022, and this hierarchy of road users must be reflected across the entirety of the Bee Network and adopted as standard road user practice through education, enforcement and engineering changes, reducing road danger and increasing confidence.



## Communications and Stakeholder Engagement

To deliver on A and B, I want to promote transparent and simplified communication lines for schemes at all stages of development and delivery, enabling issues to be detected, reported to local authorities and TfGM and solutions found and reported back on, in a timely fashion.

I want to continue to work with experts in the active travel space, as well as partners across health, education, sport, businesses, media, transport and anyone else who is interested in making our vision a reality. This will mean communicating with groups in ways that link active travel to their real life and everyday scenarios.

Strong, consistent and high-profile communications linking active travel to these real life and everyday scenarios (health, education attainment, workforce productivity etc) will play a vital role in embedding the benefits into every community and for all ages within our population.



# PRIORITIES

Building upon these foundations, I have identified five key priorities that will drive the work and focus of active travel over the coming years. The aim is to develop some core principles of delivery and engagement that will make the biggest difference to every community and area of our region.

## 1. Infrastructure Delivery - four principles to a connected network

Page 46

- Universally Accessible
- Longer routes
- Active Neighbourhoods
- Crossings

At the heart of the strategy is the building of the active travel network and, whilst development of new infrastructure is the responsibility of local highways authorities, I will work with CA and TfGM to enable them to deliver a universally accessible, coherent and connected network for Greater Manchester.

I want us to develop Active Travel routes of 1km or more that link neighbourhoods and destinations into a coherent network, with a clear plan of how we enable the longer journeys that e-bikes and greater levels of fitness will enable. I want to find ways to help future-proof active travel routes so that they will be able to accommodate all forms of personal mobility. I want to work with GMCA and TfGM to co-ordinate and publish this plan, and for progress to be plotted against it so everyone can see how the network is progressing. I would like to do that alongside our plans for bus and other public transport improvements.

Polls consistently report more than two thirds of people agree places are improved with a reduction in the presence of motor vehicles and Active Neighbourhoods are one tool that can be used to deliver this. They provide an opportunity for communities to come together to make their areas safer and more welcoming, effectively creating “community zones” across the city region where people are able to walk, wheel and cycle with ease. I want to work with partners to optimise these plans so that local people are central to their implementation and success.





Despite good intentions, routes can become severed when difficult junctions are encountered and the past priority of vehicles flowing first is deployed. I want to work with all parties involved to realign the priority of travel, reflect Greater Manchester's Streets for All approach, the hierarchy of road users laid out in the Highway Code and remove the danger these spaces pose to people using active modes.

## 2. Home to School Travel

Research into childhood well-being consistently reports Dutch children to be amongst the happiest in Europe and this is often attributed to their ability to travel independently from such a young age. With such a significant focus on mental well-being in schools, I want to ensure education establishments across the region are provided with the tools to engage with every option available to support our youngest members of society.

From School Streets and bike or walking buses to wider infrastructure improvements and new active neighbourhoods, it is vital more is done to

make it safer and easier for pupils to get to and from school each day, whilst also enabling families to be active and enjoy the benefits of being outside. Alongside the Transport Commissioner, TfGM, local authorities and schools, I want young people to have the opportunity of voicing their preferences and help design the school travel of the future.

## 3. Cycle Hire and access to cycles

Greater Manchester's cycle hire scheme – the 'Bee Bikes' as they have become known – have already proven themselves, with over 110,000 rides taken since they launched in November 2021. With the first phase now fully operational, I want to support the scheme to grow and reach as many people as possible.

I want to support the development of the new bike libraries scheme that has launched across the city region, to give communities and individuals access to cycles and adapted bikes. Bike libraries allow people to borrow a bike and access cycling at a time convenient for them. With the scheme currently focusing on two-wheeled cycles, I am committed to ensuring that it will eventually cater for those who require a non-standard cycle too.

## 4. Integration with Public Transport

As the wider Bee Network is built, I want to work with our Transport Commissioner, Vernon Everitt, to ensure that stops and interchanges are easy and safe to walk, wheel and cycle to. Passenger experience is the highest priority so it must be good from start to finish. By taking a fully integrated approach it will enable active travel to be the preferred choice for the first and last mile of a journey.

I am already working with the Mayor, Transport Commissioner and TfGM to deliver a pilot scheme to allow cycles on the Metrolink system and have instigated a review into the current policies in place for those with mobility aids on trams.

## 5. Road Danger Reduction

In 2021, 858 people were killed or seriously injured on Greater Manchester's roads, an increase from the previous year of 11%, compared to 13% across the whole of Great Britain.

This figure is unacceptable, and action is required. New infrastructure alone will not solve the problem of road crime or ensure road safety. The feeling of being unsafe is the overarching reason many people cite when asked about the barriers they face to walking, wheeling or cycling.

I want Greater Manchester to adopt Vision Zero - a commitment that will see individuals and communities contribute to a new Road Danger Reduction Action Plan where the target is no deaths and severe injuries on Greater Manchester's roads. To do this I will work closely with Greater Manchester Police, local authorities, the Safer Roads Greater Manchester Partnership and communities to develop a plan to deliver this within the shortest timescale possible.

The benefits of adopting Vision Zero go far beyond the important first reason of ensuring no family has to endure the death of a loved one through road crime. Emergency and health services are too frequently overwhelmed by the aftermath of collisions and the fiscal cost to society each year runs into the billions of pounds.



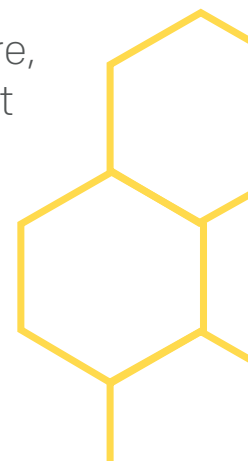
# NEXT STEPS

**I want to give everyone the opportunity to get involved in this agenda and the chance to improve their own communities. This means seeking input and involvement from the wide array of stakeholders and members of the public who are already invested in making active travel more accessible for all, whilst also endeavouring to introduce every community to the benefits they may not yet be aware of.**

Page 50  
To deliver on this mission, I have developed ten recommendations for Greater Manchester:

1. Renew the commitment for every part of the Bee Active Network to be universally accessible.
2. Deliver a pilot for trialling the carriage of bikes and non-standard cycles on trams.
3. Adopt Vision Zero, clearly stating a timeframe and plan for all people in GM to commit to.

4. Publish a plan for the expansion of GM's cycle hire scheme to additional areas of Greater Manchester.
5. 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.
6. Explore new offers - including for Our Pass holders - on Cycle Hire and TfGM's Cycle Hubs to improve access and encourage use.
7. Publish the comprehensive network review by the end of April 2023 that I requested on taking up the Active Travel Commissioner role.
8. Publish a comprehensive update to the future pipeline of active travel infrastructure, acknowledging the previous ten year target and including annual goals to enable progress to be transparently tracked and reported on year by year. Target date of April 2023 for the initial update.



9. 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's ambitions for improved air quality.
10. 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.





## References

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