

Housing Planning and Environment Overview and Scrutiny Committee

Date: 9th September 2021

Subject: Streets for All

Report of: Andy Burnham, Mayor of Greater Manchester, Portfolio Lead for Transport and Eamonn Boylan, Chief Executive Officer, GMCA & TfGM.

PURPOSE OF REPORT

This report provides an overview of the Streets for All Strategy, which forms a sub-strategy to the Greater Manchester Transport Strategy 2040.

RECOMMENDATIONS:

Members are requested to;

1. Review and comment on the GM Streets for All approach and principles set out in the Streets for All Strategy and this report.

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Equalities Implications:

The Greater Manchester Transport Strategy 2040 documents aim to contribute to delivering sustainable economic growth, improve quality of life and protect the environment. The original GM Transport Strategy 2040 was the subject of an Integrated Assessment which includes an Equalities Assessment. Streets for All will form part of the suite of GM Transport Strategy 2040 documents.

Climate Change Impact Assessment and Mitigation Measures:

The Greater Manchester Transport Strategy 2040 documents support Greater Manchester's ambition to be carbon neutral by 2038.

Risk Management:

N/A

Legal Considerations:

N/A

Financial Consequences – Revenue:

See capital below.

Financial Consequences – Capital:

Please see Our Five-Year Transport Delivery Plan (2021-26) which includes a funding summary statement.

Number of attachments to the report?

N/A

BACKGROUND PAPERS: <https://tfgm.com/2040>

The author of the report must include list of those documents on the subject matter which:

- Disclose any facts or matter on which the report or an important part of the report is based;
- Which have been relied on to a material extent in preparing the report

TRACKING/PROCESS		[All sections to be completed]
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		Yes
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	Overview & Scrutiny Committee	
August 2021 meeting of the GMTCC	GM HPEOS meeting January 2021 (part of GM Transport Strategy 2040 update)	

1. INTRODUCTION

- 1.1 Updated Greater Manchester Transport Strategy 2040 documents were approved by GMCA in January 2021, including: a refreshed version of the long-term, statutory local transport plan (LTP) - the Greater Manchester Transport Strategy 2040; a final version of Our Five-Year Transport Delivery Plan (2021-2026); and ten new Local Implementation Plans (one for each Greater Manchester council).
- 1.2 To support the overarching LTP documents a suite of GM2040 sub-strategies is being developed which sets out more detailed policies, principles and guidance on how GM intends to deliver the 2040 ambitions. These sub-strategies will be crucial in helping to ensure we are focusing our finite resources on 'doing the right things' (to achieve our 2040 vision) and 'doing things right' in terms of delivering against consistently high standards to maximise the impact of our transport interventions; and to ensure we are creating a coherent transport network for GM which is aligned with the 2040 Network principles and delivers Our Bee Network ambitions. These sub-strategies are at varying stages of development.
- 1.3 The Streets for All Strategy is well-aligned with national policy documents, including 'Gear Change: A bold vision for Cycling and Walking' (2020) in which Government outlines its ambition to create better streets for people walking and cycling, and 'Bus Back Better: A National Bus Strategy for England' (2021) in which Government asks all Local Transport Authorities to 'commit to significant improvements in traffic management, including bus priority measures and active travel measures'.
- 1.4 In Greater Manchester, our Local Cycling and Walking Improvement Plan (LCWIP) 'Change a Region to Change a Nation' and upcoming Bus Service Improvement Plan (BSIP) sit alongside this Streets for All Strategy in setting out the overall aspirations for active travel and the bus components of the Bee Network. This Streets for All Strategy enables us to deliver our ambitions for walking, cycling and bus in a holistic way. The approach set out in Streets for All will also support our pathway to net zero transport, which is vital to the Government's 'Decarbonising Transport' plan, alongside our local plans to reduce carbon and improve air quality.
- 1.5 Streets for All is planned to be one of the first sub-strategies to be approved and adopted by GMCA. The Streets for All Strategy is appended to this report.

2. What is 'Streets for All'?

- 2.1 Streets for All is a new approach for everything we do on streets in Greater Manchester. Streets for All supports our place-based agenda as well as achieving our ambition for more travel by walking, cycling and public transport, which will help us to tackle our most pressing economic, environmental, quality of life and innovation challenges.
- 2.2 The ambition is to design more welcoming and greener streets which enable people to incorporate more physical activity into their daily lives; which have clean

air; which are safe and secure for everyone; which provide good access to public transport; and which are accessible for those with mobility impairments.

- 2.3 When published, the Streets for All Strategy will build on the policy direction set out in the Greater Manchester Transport Strategy 2040 and our Right Mix vision. It emphasises the importance of delivering active travel and public transport infrastructure and service improvements in a co-ordinated way and of supporting land use changes, which bring day to day services closer to where people live. Culture change around active and sustainable travel is also becoming more embedded across Greater Manchester, and this also forms a key part of the Streets for All Strategy.
- 2.4 Streets for All offers a long-term approach - rather than an overnight 'quick fix' - which will require changes over time to how streets are designed and managed. It will also involve changes to the role of some existing streets where, for example, place-making may be given greater emphasis than the movement of private vehicles. Political leadership will be required - alongside close dialogue with local communities – as we transition towards Streets for All across Greater Manchester, as part of our ambition for clean air and carbon neutrality, and our ongoing commitment to improving public health.
- 2.5 For us to achieve all these important ambitions, our city-region needs to be much easier to get around on foot, by cycle and using public transport, with streets which are more pleasant to spend time in. The purpose of Streets for All is to set out Greater Manchester's progressive approach to making this happen, by putting people first as we shape and manage our streets.
- 2.6 Whilst we do not expect our Streets for All vision to change significantly over time, we will need to evolve our approach to delivering Streets for All as we work with local communities to implement it on different streets in different parts of GM. Therefore, we will review and, if appropriate, refresh the Streets for All Strategy and supporting design guidance a year after publishing, to make sure we are staying on track to achieve our goal of creating streets that are welcoming, green, and safe spaces for all people. This will allow the Streets for All approach to be tested and adapted for local conditions and allow any appropriate consultations by GM local authorities.

3. What kind of values underpin 'Streets for All'?

- 3.1 As shown in the graphic below, Streets for All will be guided by 7 'Essentials' which are for us – GMCA, 10 Greater Manchester Local Authorities, TfGM - to deliver in partnership with the NHS, emergency services, stakeholder groups, businesses and residents - all working together and doing our bit.



3.2 Our 7 Streets for All ‘Essentials’ are our priorities and our promise that support our people centred approach to streets across Greater Manchester.

4. The Streets for All Approach

- 4.1 The Covid-19 pandemic has brought the quality of our streets into sharp focus. People are spending more time in their local areas and high streets, and recognise the value of having safe places to walk and cycle and to spend time in. Our residential streets have started to feel more like community spaces as people have interacting more. Now, more than ever, people understand the urgent need to improve streets in their local neighbourhoods and town centres to support better health, wellbeing and economic vitality.
- 4.2 The Streets for All approach is about working at three levels (1. Spatial Planning; 2. Network Planning; and 3. Street Design & Management) to ensure that Greater Manchester’s roads can transition to Streets for All.
- 4.3 Central to the approach is reducing the distances people need to travel to reach everyday destinations such as work, healthcare, education, green spaces and

leisure facilities. Shorter distances mean more trips that can easily be walked or cycled, and new developments can be designed to be easy and safe to access when walking, cycling and using public transport. The 15-minute neighbourhood concept, whereby in urban areas residents can meet most of their needs within a short walk, cycle or public transport journey, is an example of this.

- 4.4 Our streets have a variety of different functions and a key objective of ‘Streets for All’ is to ensure the right movement is happening on the right kind of street. The strategy identifies five different street types, based on their role for moving vehicles vs. place-making. Some streets are ‘Destination Places’ or ‘Active Neighbourhoods’; which should be designed for limited levels of slow-moving through traffic – we need to make sure these kinds of streets are pleasant places to live and spend time in, where it is easy to access local facilities on foot or by cycle. Our ‘High Streets’ should be well served by public transport and active travel, as well as having good provision for access and servicing.
- 4.5 As well as moving general traffic, it is also important that ‘Connector Roads’ are designed to give good priority to buses so that they offer a reliable and attractive service for bus users (and with good walking provision, so that bus passengers can access them safely on foot). Connector Roads are also important for service and delivery vehicles accessing our city and town centres. ‘Motorways and Strategic Roads’ should be carrying larger vehicles on longer journeys to ensure that the impacts of motorised traffic on local streets are minimised.



- 4.6 A major benefit of this Streets for All approach is that it avoids pitting different transport users against one another (e.g., drivers vs. cyclists; bus users vs. pedestrians) and instead starts with a consideration of all people and places and

then considers what sorts of movement need to be facilitated within a broad corridor or across a local area. It also helps us to take a more strategic and integrated view of the transport networks we are delivering (whether that is walking and cycling networks as set out in 'Change a Region to Change a Nation'; bus networks with more detail to be provided in our forthcoming Bus Service Improvement Plan; or networks for moving freight and general traffic) and makes sure we provide the right quality and capacity of transport and infrastructure to meet that need. It also doesn't require ring-fenced funding pots for different transport modes: for example, within a single Streets for All scheme, we can design the right facilities for public realm, walking and cycling, buses and general traffic.

4.7 We are piloting elements of the Streets for All approach through a number of transport projects as we believe that these will make things better for people travelling in our local neighbourhoods, towns and cities. Other key actions we will undertake to create Streets for All include:

- Developing Traffic Reduction Plans as part of refreshed Local Implementation Plans;
- Preparing and adopting a Road Danger Reduction Plan for Greater Manchester;
- Developing a Greater Manchester Streets for All Design Guide;
- Progressing and delivering Streets for All redesign projects as part of our capital investment programme outlined in Our Five-Year Transport Delivery Plan (2021-26);
- Building 500 miles of new Active Travel networks by 2024, working with local communities to make sure we are putting them in the right places; and
- Designing our streets to support Quality Bus Transit services that make public transport a safe and attractive travel option, through bus priority, improved waiting facilities and better access to bus stops, as part of our Bus Service Improvement Plan.

4.8 As outlined above, we are clear about the need to review and report progress on these different elements of Streets for All, as we aim to deliver our overall transport vision for the people of Greater Manchester. We commit to keeping the Streets for All strategy and policies under regular review to ensure they meet the needs of the people of Greater Manchester.

Simon Warburton
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