

Greater Manchester Combined Authority

Date: Friday 25th November 2022

Subject: Delivering the Bee Network: Active Travel Programme Update

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

Purpose of Report

To provide GMCA with an update on the Greater Manchester (GM) Active Travel programme, and its key activities.

Recommendations:

The GMCA is requested to note the update on the Active Travel Programme.

Contact Officers

Richard Nickson Active Travel Programme Director richard.nickson@tfgm.com

Equalities Impact, Carbon and Sustainability Assessment:

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.

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

N/A

Legal Considerations

No specific considerations in this report

Financial Consequences – Revenue

No specific consequences in this report

Financial Consequences – Capital

No specific consequences in this report

Number of attachments to the report: 0

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

GMTC Active Travel Sub-Committee - 28 October 2022 – Active Travel Programme Update

Tracking/ Process

Does this report relate to a major strategic decision, as set out in the GMCA Constitution?
No

Exemption from call in

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency? No

1. Active Travel

- 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. In this way we will 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; in order 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 important as provision for moving. Active Travel is hence intrinsically supportive of place- and people-centred design: a bench and somewhere pleasant to pause is a pedestrian’s ‘service area’. 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 a broad and 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.

2. Programme Overview

2.1 The Greater Manchester Active Travel Programme comprises a broad and extensive range of workstreams and activities which can be broadly split into five ‘pillars’ of work, aligned to the original ‘Made to Move’ document.

2.2 The pillars are:

- Strategy and Policy Development;
- Infrastructure Programme;
- Access to Active Travel;
- Behavioural Change (Activation); and
- Safety and Road Danger Reduction.

2.3 A detailed progress report was presented to the [GM Transport Committee Active Travel Sub-committee on Friday 28th October](#). Some highlights from programme delivery are summarised below.

Active Travel Infrastructure Programme

2.4 The Mayor’s Cycling and Walking Challenge Fund (MCF) has now been extended into a fifth year, as part of an ongoing pipeline development approach to active travel capital delivery and building the network.

2.5 At a summary level, the MCF programme now comprises 127 individual infrastructure packages. 41 schemes have received full delivery funding approval from the GMCA to date, with a combined value of circa £94 million.

2.6 22 MCF schemes are now complete, whilst there are a further 15 under construction, with the balance either under development or at mobilisation stage.

2.7 Greater Manchester has successfully secured £32m from the Government’s Active Travel Fund (ATF) to date which has been used for temporary projects during the Covid 19 pandemic, active travel infrastructure schemes (including school streets) and a series of supporting complementary measures, including monitoring and evaluation, cycle parking, marketing and behaviour change activities.

2.8 An update on the fourth round of ATF is anticipated from Active Travel England shortly and it is expected to offer multi-year settlements from a national funding pot of circa £500 million.

Access to Active Travel and Behaviour Change

2.9 Bee Network Cycle Hire launched on 18 November 2021 and has subsequently expanded from three initial areas: Oxford Rd, University of Salford and Media City to large areas of Manchester, Salford and Trafford, including the City Centre, Ancoats, Chorlton and Hulme, with more than 500 bikes now on-street. The scheme has averaged 2 rides per bike per day throughout the recent expansion totalling over 130,000 rides and 340,000km ridden so far. The current extension will lead to the full rollout of 1,500 bikes (including 300 E-Bikes) by December 2022. At that point there should be over 180 Stations and approx. 3,000 stands within a five-minute walk of circa 200,000 residents, providing convenient and affordable access to bikes. If successful, subsequent phases will see the scheme expand further across Greater Manchester.

2.10 Increasing levels of active travel requires that infrastructure delivery is supported and ‘activated’ by complementary programmes of behavioural change activity. The following are some examples of these.

- A Bee Active campaign in Spring 2022 to encourage people to walk and cycle across GM. This activity also featured promotion of the GM cycle hire scheme. Active Travel now features prominently in TfGM’s overarching #GetOnBoard campaign to promote sustainable travel.
- The Cycle and Stride project, funded by the London Marathon Charitable Trust which continues to work with community groups and schools with the aim of inspiring 10,000 people in Greater Manchester to take up walking, wheeling and riding for more journeys.
- School Streets; cycle parking grants; and a pilot Youth Travel Ambassador project (delivered in eight Secondary Schools) with the intent to recruit a further ten schools later this year, exploring how children and young people could help themselves and their schools to develop more sustainable travel patterns.
- A comprehensive training programme for skills and confidence.
- Partnering with Wheels for All to provide adapted cycles, training and support.

- Cycle Loans, Libraries and a continued push on training.

3. Active Travel Commissioner

3.1 Dame Sarah Storey was appointed as Active Travel Commissioner in May 2022 and has been reviewing the approach to Active Travel in GM since then. She presented her recommendations to the Big Active Conversation event in Wigan on 1st November 2022.