

# 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.

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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 GMTC 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.

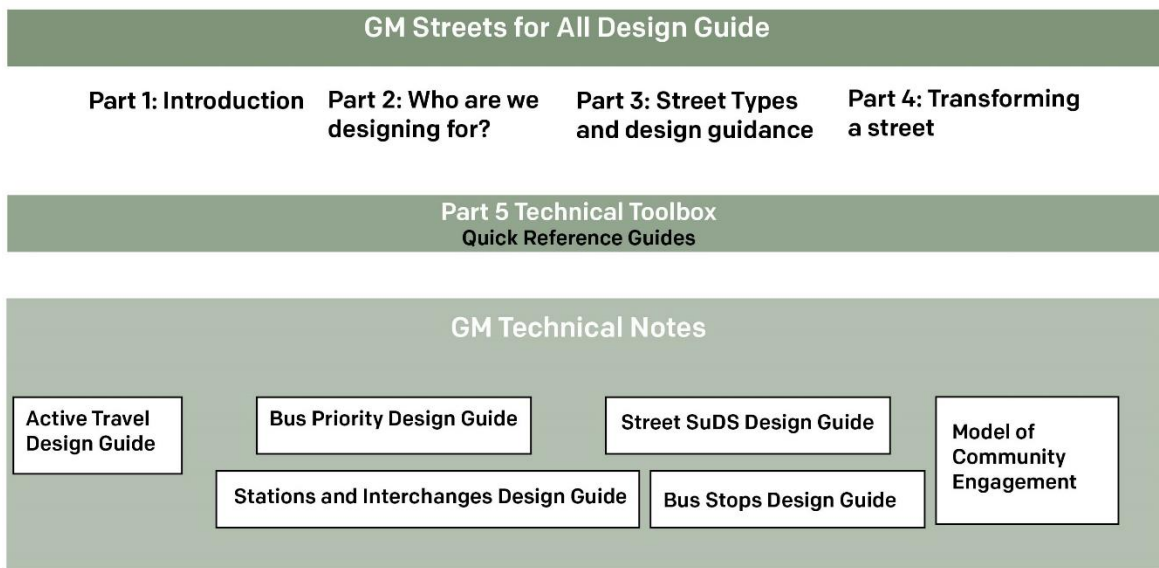


Figure 1: Streets for All Design Guide content and supporting Technical Notes

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.

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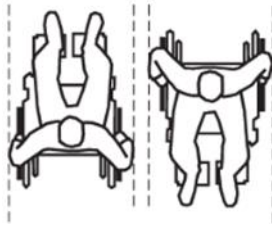
## Appendix B

### 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