

GMTC Active Travel Sub-committee

Streets for All Design Guide Update

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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
- 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

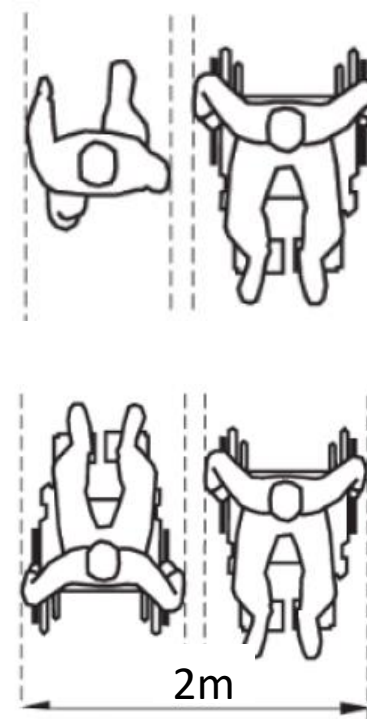
- Universally accessible streets and places are where the design of the environment is usable by all people, to the greatest extent possible, without the need for adaptation or specialised design
- To ensure people's authentic experiences are reflected in design guidance, engagement over the past 6 months 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)



Streets for All Street Typologies

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.



Streets for All Essentials



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.

