



Bee Network Committee

Date: Thursday 23rd November 2023
Subject: Greater Manchester Streets for All Design Guide
Report of: Martin Lax, Transport Strategy Director, TfGM

Purpose of Report

This report provides an overview of the Greater Manchester Streets for All Design Guide. It sets out the purpose of the guide, and process of production.

Recommendations:

The Committee are requested to:

1. Note the key role the Greater Manchester Streets for All Design Guide will have in helping the region achieve the ambition set out in the Streets for All Strategy, GMTS 2040, and in building the Bee Network;
2. Adopt the Greater Manchester Streets for All Design Guide V1.1;
3. Note that all schemes funded through the GMCA should be developed and designed following the approach and requirements set out in the Streets for All Design Guidance;
4. Note that Supplementary Technical Guidance and any minor updates to the Design Guide will be agreed by TfGM and local authorities using the GM Transport Strategy, GM Highways and GM Delivery Groups; and
5. Note the commitment to return to this Committee in the event of substantive revision and update.

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Equalities Impact, Carbon and Sustainability Assessment:

Recommendation - Key points for decision-makers

Note the importance of the LTP to deliver the wider objectives of the GM Strategy and the intention to undertake an Equalities Impact Assessment (EIA) as part of a wider Integrated Assessment that will also include Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA) and Habitat Regulation Assessment (HRA).

Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion	G	<p>Core principle of the Guide is to support delivery of inclusive and universally accessible streets. The aim of the Guide is to consider all users and uses as an inclusive whole, considering people with different needs or disabilities is integral to this.</p> <p>The Guide sets out that our streets should, by design, enable everyone, regardless of age, ability, income or vehicle availability, to move, to meet and to engage with their local communities.</p> <p>The Guide promotes good street design that will support and connect everyone of us, everyday with opportunities, public services and each other.</p> <p>Consultation and engagement with local communities is crucial in delivering successful street schemes, ensuring their ongoing success following implementation.</p> <p>The Guide promotes that our streets are valuable public spaces in which people and communities can spend time in and come together, as well as places for passing through.</p>
Health	G	<p>The Guide supports the delivery of safer, healthier, greener and universally accessible streets which enable people to drive less, instead include more activity in their daily lives through active travel.</p> <p>The Guide supports the delivery of safer, healthier, greener and universally accessible streets which enable people to meet, come together and socialise in their community.</p> <p>The Guide supports the delivery of safer, healthier, greener and universally accessible streets which enable people to drive less, instead include more activity in their daily lives through active travel.</p> <p>The Guide supports the delivery of safer, healthier, greener and universally accessible streets which enable people to meet, come together and socialise in their community.</p> <p>The Guide will support the delivery of universally accessible streets to enable more people to access healthcare services. Improved access to and from public transport stops, stations and interchanges, and removing barriers to movement.</p> <p>The Guide will support people to walk, wheel and cycle to local shops. The Guide promotes the use of green space or underutilised space on our streets for community food production.</p>
Resilience and Adaptation	G	<p>The Guide's design principles include future proofing our street network and promoting the delivery of a reliable, integrated and accessible public transport network.</p> <p>The Guide promotes the use of Sustainable Urban Drainage Systems to better manage surface water run-off and provide a cooling effect on our streets.</p> <p>The Guide promotes the use of Sustainable Urban Drainage Systems to better manage surface water run-off and provide a cooling effect on our streets.</p> <p>The Guide will support the delivery of streets which are safe and welcoming places for people to spend time in and travel through.</p> <p>The Guide supports the delivery of new and enhance existing green and blue infrastructure on our streets.</p>
Housing		
Economy	G	<p>The Guide contributes to delivering the vision for GM as a place where "everyone can live a good life, growing up, getting on and growing old in a greener, fairer more prosperous city region".</p> <p>The Guide supports improvements to public realm, particularly in our town centres and high streets.</p>

Mobility and Connectivity	G	<p>The Guide promotes use of technology to improve the operation and efficiency of streets.</p> <p>The Guide supports the delivery of transport infrastructure which will improve access for all.</p> <p>The Guide sets out a wide range of options for designers to consider in relation to optimising the use of limited street space to deliver better and more space for walking and wheeling, cycling, and to give more priority for public transport.</p> <p>The Guide sets out requirements and options for connectivity improvements across GM - through the creation of an integrated, reliable, safe and secure, well-maintained street network.</p> <p>The Guide sets out design requirements and options to enable and encourage more people to cycle, walk and use public transport.</p> <p>The Guide sets out requirements and options for street improvement schemes that are likely involve the redesign of the highway and on-street parking arrangements to better provide for all street users.</p>	
Carbon, Nature and Environment	G	<p>The Guide will support improving local air quality through improved street design.</p> <p>The Guide promotes the use of Sustainable Urban Drainage Systems that serve to filter water and run-off from highways.</p> <p>The Guide promotes the use of bat-friendly lighting, particularly on off-highway routes, and low colour temperature lighting which is better for people's health and wellbeing.</p> <p>The Guide promotes the enhancement of green infrastructure provision that mitigates the impact of traffic noise, and promotes the use of quieter surfacing.</p> <p>The Guide will support the delivery of improvements to public realm in streets across GM.</p> <p>The Guide will support the delivery of improvements to biodiversity in streets across GM.</p> <p>The Guide will improve accessibility to green space by sustainable modes and supports the provision of green space within our streets and public spaces.</p> <p>The Guide supports the delivery of better streets to support people to drive less and choose to travel by sustainable modes.</p>	
Consumption and Production			
Contribution to achieving the GM Carbon Neutral 2038 target		<p>The Guide will contribute to achieving carbon neutral by 2038 by supporting the delivery of greener, future-proofed streets that support sustainable transport choices and enable people to drive less.</p>	
Further Assessment(s):	Equalities Impact Assessment and Carbon Assessment		
G Positive impacts overall, whether long or short term.	A Mix of positive and negative impacts. Trade-offs to consider.	R Mostly negative, with at least one positive aspect. Trade-offs to consider.	RR Negative impacts overall.

Carbon Assessment

Overall Score				
Buildings	Result	Justification/Mitigation		
New Build residential	N/A			
Residential building(s) renovation/maintenance	N/A			
New build non-residential (including public) buildings	N/A			
Transport				
Active travel and public transport		The Guide will set the framework for improvements The Guide will set the framework for improvements		
Roads, Parking and Vehicle Access		The Guide supports the delivery of increased provision for cyclists and pedestrians. The Guide supports the delivery of increased provision for cyclists, peds and public transport users in our streets. In some circumstances the provision of infrastructure will lead to a decrease in parking spaces.		
Access to amenities		The Guide sets the framework for improved access to shops and services by sustainable modes- however, the question relates to "a development" so is not directly applicable. The Guide sets the framework for improved access to shops and services by sustainable modes- however, the question relates to "a development" so is not directly applicable. The Guide sets the framework for improved access to shops and services by sustainable modes- however, the question relates to "a development" so is not directly applicable.		
Vehicle procurement	N/A			
Land Use				
Land use		The Guide promotes the preservation of green space/ important habitat on our streets. Impact assessment will be done for schemes not the Guide The Guide supports schemes to meet net gain criteria. Impact assessment will be done for schemes not the Guide		
No associated carbon impacts expected.	High standard in terms of practice and awareness on carbon.	Mostly best practice with a good level of awareness on carbon.	Partially meets best practice/ awareness, significant room to improve.	Not best practice and/ or insufficient awareness of carbon impacts.

Issues relating to national design guidance for pedestrian and cycle facilities have been raised by a small number of stakeholders. TfGM will continue to engage with stakeholders to address the issues raised.

Risk Management

The Guide brings together existing multidisciplinary national standards and national and local guidance for application in GM.

Legal Considerations

See Equalities Impact Assessment above.

Financial Consequences – Revenue

No financial consequences at this stage.

Financial Consequences – Capital

No financial consequences at this stage.

Number of attachments to the report: One

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

[GM Transport Strategy 2040](#)

[GM Streets for All Strategy](#)

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. Background

- 1.1. Greater Manchester Transport Committee adopted the Greater Manchester Streets for All Strategy in 2021. It is one of a number of sub-strategies to the Greater Manchester Transport Strategy 2040.
- 1.2. The Strategy sets out a new approach for everything we do in respect of streets in Greater Manchester. It sets out the change we wish to see – in how our streets are designed, improved, managed and operated. It supports a people and place-based approach and supports the ambition for more people to travel more often to sustainable means, walking, wheeling, cycling, and public transport, in particular bus.
- 1.3. It sets a vision for streets which:
 - Are universally accessible and inclusive;
 - Are safer, healthier and greener;
 - Enable people to include more activity in their daily lives;
 - Provide good access to public transport; and
 - Support the vision for GM as a place everyone can live a good life, growing getting on and growing older in a greener, fairer more prosperous city region.
- 1.4. The Greater Manchester Streets for All Design Guide provides a crucial bridge between the Strategy, and delivery of Streets for All.

2. Purpose and Applicability

- 2.1. The Guide will play a key role in supporting, and informing, the delivery of the Bee Network.
- 2.2. The Guide brings together existing multidisciplinary national standards and national and local guidance highlighting what is most important for Greater Manchester. By setting clear expectations and providing guidance, the Guide will make the task of people involved in street design easier.
- 2.3. The Guide sets out:
 - the Streets for All approach to designing streets and places.
 - design requirements, our overarching standards for street design which we will seek to achieve wherever possible.
 - design and infrastructure options for designers to consider.

- 2.4. Use of the Guide will help to ensure that schemes are:
- Inclusive;
 - Buildable;
 - Adoptable;
 - Maintainable; and
 - Value for money.
- 2.5. While there is a place for 'flagship' schemes, the Guide's emphasis is on measures which use standard materials and features, and that can be implemented in a wide range of contexts. This means that the principles of the guide can be applied and realised on more streets, more widely. The guide does not call for 'transformational change' in every street. Instead, it details a wide range of potential measures ranging from relatively small scale, through to 'transformation'.
- 2.6. The Guidance is forward-looking, and is as usual practice for requirements, applies for schemes commencing post adoption. The Guide makes no commitment, nor should one be inferred, to retrofit all existing streets in Greater Manchester to this standard.
- 2.7. The Guide is for use in improvement of existing, and development of new, streets and places in Greater Manchester. The Guide can also be applied to wider street improvement schemes across the region, such as where local highways interface with the Strategic Road Network.
- 2.8. It is proposed that, upon adoption, the use of the Guide will be a requirement for the design and development of all street schemes in Greater Manchester which are part, or fully, funded by GMCA.
- 2.9. Following adoption, it is proposed to deliver training, workshops, and briefings to support the roll-out of the Guide. We will also continue to work with GMCA and the 10 Local Authorities to embed the Guide into the planning and development process.

3. Co-design and guide development

- 3.1. Co-design principles have been applied in the production of the Guide, as an essential part of ensuring this is truly a Greater Manchester Guide, available for application across all 10 local authorities in Greater Manchester.
- 3.2. Playing an essential part in this achievement has been the GM Streets for All Design Guide Working Group. This was established at the outset of the Guide development, with members drawn from the 10 GM Local Authorities, across a range of disciplines including, highways, drainage, planning, asset maintenance, major projects, landscape and urban design. The Working Group has been invaluable throughout the development of the Guide and in providing critical review.
- 3.3. Regular updates on the development process, as well as opportunities to review and comment on working drafts, has been given to key groups with representation from across the 10 Local Authorities and TfGM, including GM Highways, Transport Strategy, and Planning Officers groups.
- 3.4. The role of, and input from Local Authority colleagues has been complimented by a TfGM Working Group, with representatives from across disciplines including Highways, Road Safety, Urban Traffic Control, Bus Infrastructure, Active Travel, Transport Strategy, and Projects.
- 3.5. There has also been wide ranging engagement with more than 20 Equalities Groups, and wider stakeholders and groups with an interest in streets and the built environment, including, GM Moving, GM Planning and Ageing forum, GM Road Danger Reduction Partnership, Active Travel England plus many others. Through this engagement we are aware of issues raised by a small number of stakeholders in relation to national design guidance for pedestrian and cycle facilities. Officers are and will continue to engage with stakeholders on these issues in relation to the Guide itself and in the development and delivery of street improvement schemes.

4. Streets for All Check and Supplementary Technical Guidance

- 4.1. The Guide sits within an overarching framework of Streets for All Design Guidance, as shown in Figure 1. It sits alongside, and integrates with the GM Streets for All Check, which sets out a number metrics by which an existing street, or proposed streets or scheme, is assessed. Use of the check is a requirement for schemes involving GMCA funding.
- 4.2. The Guide will be supported by Supplementary Technical Guidance, co-developed by TfGM and local authorities, which will provide additional technical detail. The audience for this supplementary guidance is Design Professionals. Technical guides are being produced which will update existing GM guidance, including the GM Interim Active Travel Design Guide (2021), which and GM Bus Stop Design Guide (2001), and integrates and aligns them with the overarching Streets for All Design Guidance family. New technical guides are also in the process of development for Sustainable Urban Drainage and Bus Priority.
- 4.3. There will also be a number of quick reference guides, covering particular street aspects of street design and street features.



Figure 1 – Streets for All Design Guide Contents

5. About the Guide

- 5.1. The Guide is informed by, and brings together existing, Legislation, Regulations, Requirements, Standards, Guidance. The core principles of the Guide are: **People Focused; and Context Sensitive**. 'All' means designers must consider:
- **All users:** residents of, workers in, travellers through, and visitors to GM
 - **Universal Accessibility:** our streets should, by design, enable everyone, regardless of age, ability or vehicle availability, to move, to meet and to engage with their local communities.
 - **All uses, and potential uses,** of our streets, not only for travel, but as places in their own right,
 - **All modes of travel,** in a way that is appropriate to the particular and unique context and function of the street.
- 5.2. The approach set out in the Guide is flexible and celebrates the diversity of streets and places in GM, recognising that streets change along their length, and every street has a unique context.
- 5.3. At the same time, the Guide sets out clear requirements, setting out overarching GM standards for our streets, with a particular focus on ensuring universal accessibility. Further detail will be provided in the Supplementary Technical Guidance.
- 5.4. The Guide calls on designers to make best use of our limited street space. What this looks like will differ from street to street. The Guide provides options for consideration, not templates for reproduction. The approach encourages and prompts designers to think about options which put people first, and which are in harmony with the various factors which make up the unique context.
- 5.5. Potential options for application in different types of street are set out, framed by the Streets for All Essentials, and Street Types which were introduced in the Streets for All Strategy. These are then applied to real-world examples of streets. The Guide aligns with the GM Congestion Intervention Plan approach endorsed by BNC in September 2023, including network management options such as implementation of Red Routes.
- 5.6. Consultation and engagement with local communities is crucial in delivering successful street schemes, ensuring their ongoing success following

implementation. Use of the GM Model of Community Engagement is embedded within the approach.

6. Keeping it current – Proposed governance approach

- 6.1. The Supplementary Technical Guidance is planned to be released over the next 12 months. We will continue to work with the GM Local Authorities and stakeholders as we progress these items.
- 6.2. The core references which underpin the guidance will be subject to periodic review and update. Initially we will review the Streets for All Design Guide 1.1 and the application of the guidance and standards, if appropriate, over the next 12 months. It is essential that the guidance remains current, and we are committed to updating the Guide when this is required. We are also eager to learn from people who will be using and applying the Guide as to issues that may arise or suggestions they may have.
- 6.3. Minor updates to the design guide will be agreed by TfGM and local authorities via the GM Transport Strategy Group, GM Highways Group and GM Delivery Group. Any substantive changes will be brought to Committee for consideration.
- 6.4. With publication of the Guide, we will also provide a mechanism for general feedback and comment on the Guide and will be signposting its release to wider interest groups and stakeholders.
- 6.5. The current version of the Guidance will be that available on the Bee Network website.