



# Manchester Active Travel Strategy.

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MANCHESTER  
CITY COUNCIL

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# Foreword



*Every journey we make involves a walk, whether it's going to the shops, to get the bus, taking children to school or getting out of the car at the other end. Some longer journeys could be made by other means if it were safe and convenient. Too often, that has been forgotten as we have planned our cities around the car. For a long time, we have taken for granted that our streets are for moving around as quickly as possible. For too long that has meant arranging our streets, our neighbourhoods and our city around what's best for people driving cars. Not every journey is suitable for walking, wheeling or cycling, and that's why this Strategy is part of a wider agenda about creating a truly integrated public transport system as well. Where cars and vans are still essential, they should be moving more slowly, and in a way that doesn't get in the way of people moving around in a more sustainable way.*

*As a city, we know we have multiple challenges to face – climate change, clean air, the cost of living – these issues can seem overwhelming, but one of the best solutions, with the most benefits, is to help people move around more easily in an active way, whether that's by walking, cycling or using forms of mobility aid like wheelchairs or powered scooters. We have seen other cities around the world make the kinds of changes we are setting out in this Strategy not just to help them address these crucial issues, but simply to put people first.*

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## **Councillor Tracey Rawlins Executive Member for Environment and Transport Manchester City Council**

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*If we can make some relatively small changes to the way we manage our streets, we can make sure our children can enjoy walking wheeling or cycling to school, or playing out on the street, without having to worry about being safe. We can all get to the park to enjoy nature and greenery, and we can get more of the things we need in our local neighbourhoods, without having to drive further away and sit in traffic. We can get the huge mental and physical health benefits of being a bit more active in our everyday routines, probably without even realising it.*

*None of us dream of a world where we would sit trapped in cars on congested roads, or breathe dirty air, or live further and further away from the things we need. This strategy sets out our first steps towards building better places and spaces with cleaner air, safer and greener streets, more vibrant local centres and more accessible green areas.*

**It's going to take time, but every step gets us nearer to being a healthier, happier, stronger city.**

***Councillor Tracey Rawlins,  
Executive Member for Environment and Transport  
Manchester City Council***



# What will Active Travel look like in Manchester?

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## Vision

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Our vision is that everybody in Manchester will be able to walk, wheel or cycle as part of their everyday lives - for school, work, shopping and socialising, in safety, comfort and happiness.

## Target

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We aim to convert existing and future short journeys to walking and cycling.

## Ambitions

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Strategic ambition  
Improve access to regional centre, district centres, parks and other key destinations



Enable safe access to schools and colleges



Improve citywide health and wellbeing through transport investment



Reflect the diversity of Manchester and address transport inequalities



# What does a good level provision for walking, wheeling and cycling look like?

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Our streets are complex places with many roles and functions. Over the years these have become increasingly out of balance, with more priority given to the movement and storage of motor vehicles as opposed to their role as places for people. We must seek to readdress this inequity and in doing so, make our streets more attractive and inclusive places for everyone to spend time in, as well as pass through.

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
- 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

We will ensure that these principles inform the schemes we deliver when we make changes to our streets and places

## 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 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

We will ensure that these principles inform the schemes we deliver when we make changes to our streets and places.

## Our Manchester Strategy

We are focussed on our goal for Manchester to be in the top-flight of world cities by 2025 with a strong economy and highly skilled people. It will be well connected, limiting climate change and everyone will feel safe and live well in an attractive and welcoming city”.

The Manchester Active Travel Strategy and Investment Plan sets out our ambition to enable a wider range of travel choices for all our residents, focussing on our priorities to 2025.

Through each ambition runs Manchester’s commitment to build a more equal, inclusive and sustainable city for everyone who lives, works, volunteers, studies and plays here. Only by working together can we achieve our vision by making an impact on our priorities of making Manchester:

### Our priorities are:

- A thriving and sustainable city
- A highly skilled city
- A progressive and equitable city
- A liveable and zero-carbon city
- A connected city

The Manchester Active Travel Strategy and Investment Plan sets out our ambitions to enable a wider range of travel choices for everyone to meet our our priorities to 2025 by:

- Improving active travel and aligning this with investment in other non-car modes across the city to support growth of the economy, contribute to economic recovery, and maximise the city’s competitiveness.
- Supporting the delivery of projects to connect all Manchester residents with high-quality employment opportunities in the city and growth in a range of key sectors of the economy. Improving infrastructure and unlocking regeneration opportunities will attract new investment, boosting the local economy and providing new jobs in Manchester.
- Improving local walking and cycling routes to facilitate opportunities for communities across the city to make more sustainable transport choices and enhancing city centre and wider connectivity to support inclusive economic growth. An inclusive and accessible active travel network is a key aim of the Active Travel Strategy.
- Supporting and promoting active travel, aligned with other sustainable transport improvements we will reduce carbon emissions by increasing the overall share of public transport, cycling and walking trips and reducing short journeys by car. Active travel also offers significant leisure opportunities particularly where links can be made to green spaces.
- Delivering world class infrastructure will attract investment and together with related strategies will improve transport integration across Manchester, making it easier for people getting into and moving around the city.







# Why do we need Active Travel in Manchester?

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Active travel, by which we mean walking, wheeling and cycling, is an integral part of how Manchester will create a zero carbon, liveable city, with clean air, pleasant streets and an environment in which active travel is an enjoyable, natural choice for everyday journeys. '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 cycles 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. E-scooters are currently only legal to use on public highways as part of approved public hire trial schemes, although it is expected that legislation to allow full usage is imminent. The Council is monitoring and learning from hire schemes in other cities in the UK, and awaits the detail of legislation to allow their full use. We would expect that that when fully legal to use on-road that e-scooters would be required to use the carriageway, including cycle lanes and paths, and not footways.

Our active travel strategy fits alongside our work to implement the Transport Strategy 2040 (GMTS 2040) transport strategy, to create the Bee Network integrated transport system, with investment in public transport and roadspace reallocation to enable people to move around the city without always using a private car.

Not every journey is suitable to be walked or cycled, which is why active travel sits within the Bee Network integrated transport system for Greater Manchester which will deliver investment in bus priority, Metrolink expansion and integrated ticketing to create a joined-up transport network.

This Active Travel Strategy will be complemented by a new Manchester Local Implementation Plan in 2023, which will prioritise more radial corridors for multi-modal sustainable transport, and ongoing work to deliver the City Centre Transport Strategy to 2040 (CCTS).



The benefits of enabling active travel extend across many different aspects of our lives:

- Being active as part of everyday life has significant physical and mental health benefits.
- Travelling by walking and cycling is cheaper and more reliable than sitting in traffic.
- Children are more alert and learn better when they have walked or cycled to school, and are less likely to develop health problems later in life. Our air could be cleaner, our roads safer, our streets cleaner and greener.
- Deliveries to businesses work better when there is less congestion, and dense, walkable neighbourhoods can support a wider range of local shops and services.

Not every journey is suitable to be walked or cycled, but that is why active travel sits within the Bee Network integrated transport system for Greater Manchester which will deliver investment in bus priority, Metrolink expansion and integrated ticketing to create a joined-up, London-style transport network.

The Manchester Network Plan has been developed to demonstrate the routes around the city which will form the basis of our active travel investment plans in the short to medium term. It consists of priority corridors for fully segregated cycle lanes to enable safe cycling towards the city centre and other major locations and a series of local neighbourhood improvements to enable connections to schools, colleges and shops that are closer to home.

It consists of priority corridors for fully segregated cycle lanes to enable safe cycling towards the city centre and other major locations and a series of local neighbourhood improvements to enable connections to schools, colleges and shops that are closer to home.

**The strategy sets out not just what we want to achieve, and why, but also how, where and when.**





# Current provision

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The city's highway network contains footways which are used for walking – this strategy will support the delivery of improvements to the walking experience through measures such as continuous footways, footway widening, strategic maintenance, junction and crossing improvements and resting places. Walking is the golden thread connecting every way of moving around the city, and every journey made includes a walking element. We will seek to mainstream walking benefits in every scheme. This includes off-carriageway footpaths and cycle paths which can also be useful in connecting to key destinations and avoiding severance.

In terms of cycling, Manchester has one complete major scheme providing mostly segregated cycling infrastructure – the Oxford / Wilmslow Road Cycleway, completed in 2018. This provides 5km of protected cycle tracks and 26 bus-stop bypass lanes, a key feature as this is the most heavily used strategic bus corridor in GM and one of the busiest in the country, and features a bus gate to restrict general traffic. The Oxford Road / Wilmslow Road scheme has been highly successful, recording 5,000 journeys per day soon after completion, equating to over 1 million per year. Despite a dip during and in the aftermath of the COVID-19 pandemic and the resulting shift in working patterns, annual usage has rebounded and exceeded pre-pandemic levels.

The second radial corridor scheme, the Chorlton Cycleway, is close to completion. There are existing protected cycle lanes on the A6010 Intermediate Relief Road (Hulme Hall Lane, Pottery Lane) and sporadic, limited other provision. The rest of the city's current provision for cycle lanes is in the form of painted mandatory and advisory lanes, which does not meet current design standards and is not considered to form part of a network.



# Existing plans

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Manchester's statutory Local Transport Plan is the GM Transport Strategy 2040 (GMTS 2040). The strategy was prepared in close cooperation by TfGM, GMCA and the 10 local authorities and an update to the original 2017 strategy was endorsed by Manchester's Executive in January 2021. Sitting underneath this is the City Centre Transport Strategy to 2040, co-produced by MCC, TfGM and Salford City Council. There is a suite of sub-strategies which provide more detail on the GMTS 2040, including the Streets for All Strategy (S4A) and a forthcoming S4A design guide.

The GMTS 2040 sets out the principles, policies and investment in transport infrastructure necessary to protect our environment, improve quality of life for all along with delivering the growth and spatial strategy in the Places for Everyone Plan, the joint development plan being prepared by nine GM districts. Manchester will begin the process of reviewing its Local Plan in 2023 following adoption of Places for Everyone, and we will look to align our spatial planning policies which could deliver benefits to active travel with this strategy.

To inform and direct active travel investment, the Greater Manchester Cycling Commissioner's Made to Move report (2017), sets out 15 steps necessary to deliver 'the Bee Network' (now called the Active Bee Network). This was followed by the Bee Network Proposal itself (2018) and GM's Local Cycling and Walking Investment Plan (LCWIP) called Change a Region to Change a Nation (2019). All of the above have informed the current Bee Network Map, which is currently being refreshed for GM and will be published in spring 2023.

The GM Active Travel Commissioner, Dame Sarah Storey, published Refresh the Mission, in September 2022. This document sets out the new phase of active travel for GM, to ensure it is completely embedded in the city region's transport system. The mission is based around infrastructure delivery, home to school travel, cycle hire and access to cycles, integration with public transport and road danger reduction. The latter includes a new commitment to the Vision Zero approach to deaths and severe injuries as a result of road collisions.

This Strategy aims to deliver the Active Bee Network in Manchester, tailored to our priorities as we set out here, based on engagement and involvement of Manchester's people, and prioritising schemes and investment in Manchester to align with the city's overall priorities as set out in the Our Manchester Strategy (2021) and our place-based growth and development strategies as set out in Strategic Regeneration Frameworks.

The funding to deliver the Active Bee Network has mainly come from the Mayor's Challenge Fund, and the first three tranches of the central government's Active Travel Fund. Across these two funding sources Manchester has a pipeline of nearly £46m to deliver 12 schemes.

The updated Manchester Climate Change Framework was adopted by the Council in September 2022. It sets out the council's vision of "a green city with walkable neighbourhoods, clean air, good jobs in successful businesses, warm homes and affordable energy, safe cycling routes and a public transport system that works for everyone." This strategy aims to ensure that active travel plays a full role in meeting the commitments set out in the Climate Change Framework to get back on track to net zero carbon by 2038.



# Target

## Turn short journeys to walking and cycling, and double cycling mode share.

### Modal shift targets in Greater Manchester

In Greater Manchester, 30% of trips under 1km are made in a car. Of trips between 1 and 2km, 62% are made in a car. GMTS 2040 sets out the overall target for GM of achieving the 'Right Mix' of transport types – public transport, walking, cycling, car and others – on Greater Manchester's transport network. GMTS 2040 sets out the aim to improve our transport system so that we can reduce car use from 61% to 50% of daily trips (or less) with the remaining 50% made by public transport, walking and cycling.

This will mean approximately one million more trips each day using active travel or public transport in Greater Manchester by 2040, with no net growth in motor vehicle traffic. Delivering the Bee Network ambitions and achieving the Right Mix target will make an extremely important contribution to our carbon reduction ambitions, but on their own they will not be sufficient to meet decarbonisation commitments. The Climate Emergency declaration and the adoption of a much more ambitious target of zero carbon emissions by 2038 means that in GM a review of the relationship between our Right Mix targets and pathways and GM's carbon reduction commitments is being undertaken.

In addition to Right Mix Targets, the Greater Manchester Made to Move report establishes the target to double and double again levels of cycling, and to and make walking the natural choice for as many short trips as possible across the City Region. To achieve this, it recognises the need to put people first, creating world class streets for walking, building one of the world's best cycle networks, and create a genuine culture of cycling and walking.

### Modal shift targets in Manchester

In Manchester itself, walking is the dominant mode for all trips of 0-2km, accounting for 59% of the total in 2021, and this strategy aims to grow this mode share even higher, by making walking the definitive natural choice for short trips, whether as the whole trip or connecting to public transport. Cycling has the highest potential to fill the gap between walking and public transport for trips of 2-5km and 5-10km.

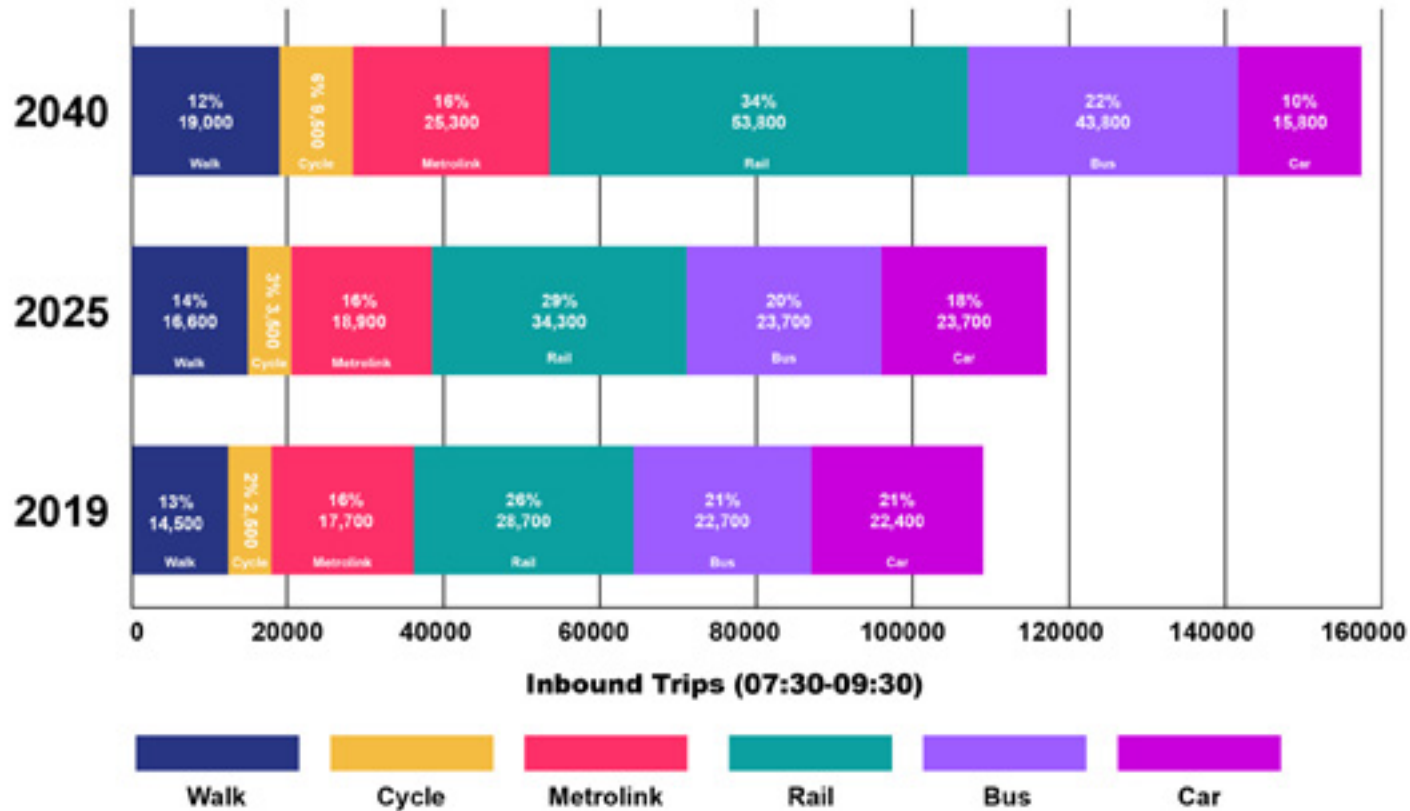
Currently cycling has an overall 6% mode share for trips with one end in Manchester, and as an initial aim at this stage of our network development we would like to see this doubled to 12% by 2028. This is consistent with Made to Move targets for the City Region, set out above.

The City Centre Transport Strategy to 2040 (CCTS) is co-produced by MCC, TfGM and Salford City Council, and was adopted in March 2021. The CCTS overall vision is *"for a well-connected, zero-carbon city centre at the heart of the North, offering our residents, employees and visitors a great place to work, live and visit."* The strategy sets out seven ambitions, most of which are directly or indirectly related to active travel. Specifically, Ambition 1 is *"Walking is the main way of getting around the city centre,"* and Ambition 3 is *"More people choose to cycle to destinations within the city centre."*

The central target is for 90% of morning peak trips to the city centre to be made by public transport and active travel before 2040. In 2019 the figure was approximately 61%. Achieving this target will require substantial increases in bus usage, as well as an increase of approximately 4,500 more walking trips and 7,000 more cycling trips every morning. Due to the increase in the absolute number of trips, walking's mode share would be maintained at 12-13% but cycling would grow from 2% of current journeys to 6%. The need to increase bus, Metrolink and active trips to the city centre is informing our approach to our radial roads, which are being proposed for a combination of bus priority and active travel measures as part of the City Regional Sustainable Transport Settlement investment programme and the Network Plan presented in this strategy.

**To support our vision, our aim is for 90% of morning peak trips into the city centre to be made on foot, by cycle or public transport before 2040. This means fewer cars in the city centre so we can have cleaner air, support our carbon reduction targets and rebalance street space, enabling us to make walking the main mode of travel for getting around. We define walking in its most inclusive form, recognising for those who may be disabled or with limited mobility this may mean relying upon guide dogs, wheelchairs, or other mobility aids to travel.**

## Mode share targets for Manchester City Centre



# What we are trying to achieve?

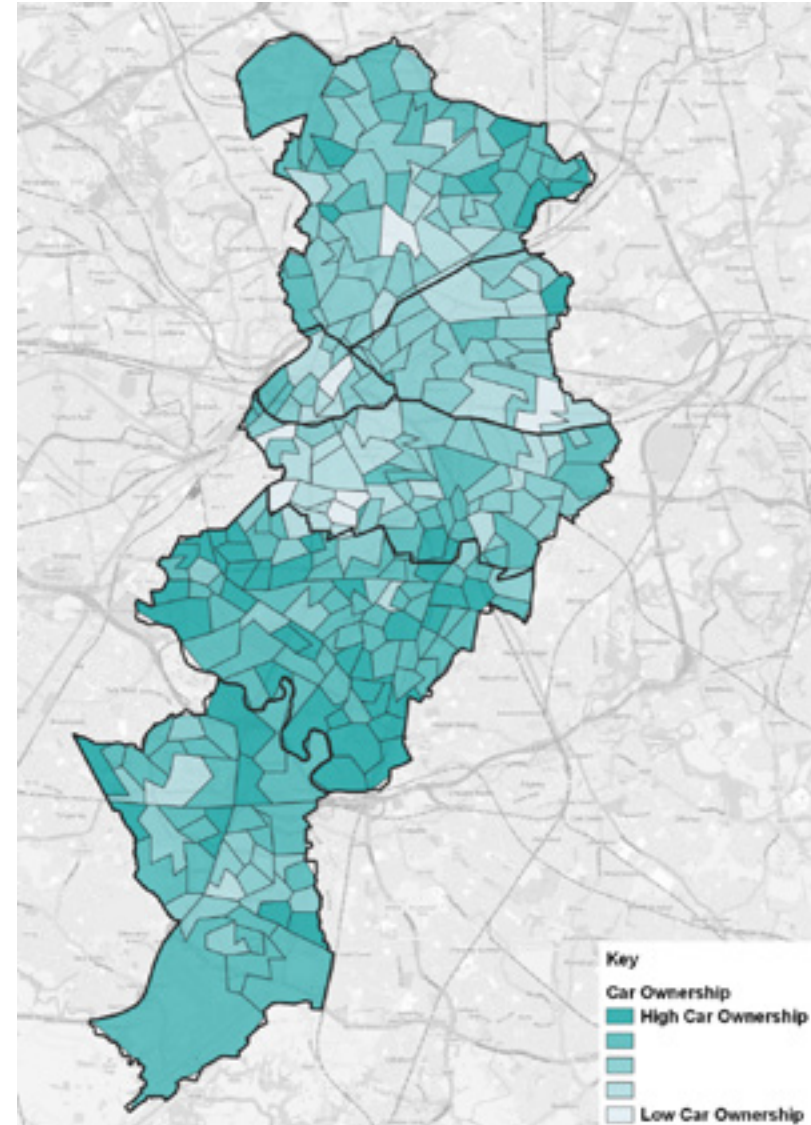
By committing to the principles outlined in this strategy and delivering the Manchester Network Plan we are trying to achieve our modal shift targets as a minimum. We are trying to enable and create a more liveable city, with compact, dense, pleasant local neighbourhoods where all daily needs are available on foot, by cycle or by wheeling within a 15-minute trip. We are trying to enable Manchester to get back on track in meeting the challenge of reducing direct carbon emissions in time to achieve our target of net zero by 2038. In our sustainable transport investment decisions, we will take a 'decide and provide' approach - in which our transport planning is vision-led, we decide on the preferred future and infrastructure is provided to fulfil that vision.

## Identified issue

The modal shift targets in GMTS 2040 and the CCTS are intended to help us achieve our zero-carbon target by 2038, to clean up our air and to improve quality of life for Manchester's people whilst at the same time delivering the volume of growth to support economic rebalancing and opportunities.

According to Census 2021, 39% of Manchester residents do not have access to a car or van, a reduction from 45% in Census 2011. The city's population has increased by 9.7% since 2011, from 503,000 to 552,000, and the number of cars, light goods vehicles and heavy goods vehicles registered in the city has increased by 28% between 2012 and 2022. Of course, the city's streets are used by thousands of vehicles registered outside the city, from across GM and beyond. Across the city region, car registrations have risen by 30%, and light goods vehicles by 82%, between 2012 and 2022. More vehicles are trying to use the city's roads than ever before, which is not sustainable if we are to achieve any of our policy aims and deliver the growth we need to prosper.

The negative impacts of air pollution, congestion and road danger are disproportionately felt by those who are not causing this damage. Ground transport accounts for 24% of the city's direct carbon emissions, and within that, 95% of emissions are from on-road vehicles: cars, buses, vans, and motorbikes, predominantly running on petrol and diesel.





The map shows levels of car ownership across Manchester. The darker the colour, the higher the percentage of households with access to a vehicle. It shows the areas of the city with lowest vehicle availability are primarily in the city centre, north, east and Wythenshawe.

When we prioritise road space for private vehicles, we are not addressing the needs of a significant proportion of Manchester residents who do not have access to that mode, and we downgrade or minimise the public transport and active travel options open to them, resulting in inequitable access to opportunities, jobs, leisure and services. If road space was allocated per person travelling rather than per vehicle, increasing the space given to buses and cycles becomes the default option.

The updated Manchester Climate Change Framework (2022) sets out that to reduce the city's direct carbon emissions by 50% between 2020 and 2030, we need to travel less and change the way we travel, ensuring we chose the right mix of transport for each journey, prioritising active travel and public transport, particularly for short trips. Around one third all trips that start in Manchester are neighbourhood trips under 2kms and could be walked in around 20 minutes or less, in many situations, or cycled in around 5 minutes.

The reason why we need to invest in active travel infrastructure to support a just transition to a low carbon economy is that “there are significant economic, technical, institutional, societal, and regulatory challenges in decarbonising our transport system”, including, as set out in the Climate Change Framework:

- “To make walking / wheeling the natural choice, people need safe, inclusive, and attractive routes.
- To enable more people to cycle, there needs to be high quality, connected and safe cycling infrastructure, broad access to bikes and sufficient places to safely park and store them.
- The space needed to deliver more priority for active travel and public transport infrastructure may be constrained in the city centre and some built-up residential areas, and will, in some cases, require road space to be reallocated away from general traffic towards the most space-efficient and sustainable modes
- Delivering the infrastructure needed to support behaviour change requires a significant scale and pace of change, which presents challenges in terms of capacity of local government and delivery authorities and will require significant engagement with communities and businesses.
- Revenue funding is needed to maintain integrated transport systems, including maintaining cycle infrastructure and footpaths and operating public and shared transport services, not just the upfront capital cost of infrastructure.”



# Delivering Growth

The Council is seeking to deliver around 64,000 homes by 2039, including around 15,000 in Victoria North. There is the potential for 100,000 more jobs and 50,000 more homes in the city centre alone over the next 20 years. This will only be possible if growth and development is decoupled from increases in private vehicle traffic.

When we build new homes and create new neighbourhoods, we need to make them pleasant, clean places to live, and provide the homes people need without creating hundreds of thousands of new car journeys.

We want our existing local centres to have a distinct offer, and be pleasant places to walk and cycle to and spend time in. Better streets designed for people travelling actively have quantifiable economic benefits for businesses and communities, with examples across the City Region showing that this results in higher footfall, reduced vacancy rates and higher spend on our high streets. However, higher density, walkable neighbourhoods with thriving local shops and services can only happen if our reliance on private car trips to access them is reduced.

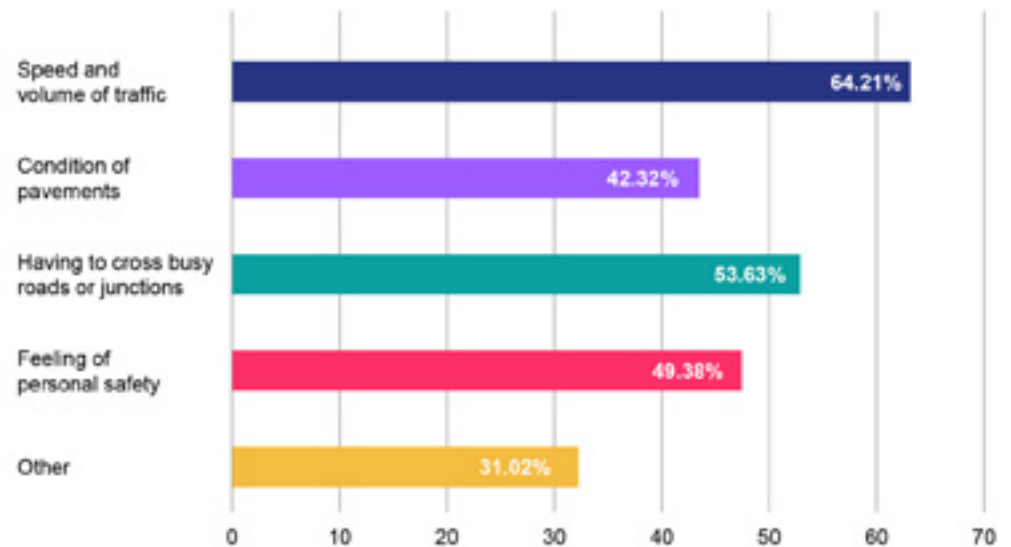
## What did you say?

We know from public engagement during the development of this strategy that where multiple barriers to taking up active travel as part of a daily routine exist, the most important factors are safety and infrastructure. The graph shows the response when people were asked what *the main barriers to walking, wheeling and cycling are in Manchester*.

Other responses, additional to the options presented in the survey include:

- Poor weather or lighting conditions
- Pavement parking acting as a physical barrier
- Lack of dedicated infrastructure for active travel
- Poor maintenance on existing routes e.g., vegetation and litter issues presenting a barrier
- Safety concerns e.g., interaction with speeding motorists
- Physical barriers e.g., parked cars on pavement
- Rat running of motorists on certain routes

## What are the main barriers to walking, wheeling and cycling in Manchester?





# What is happening elsewhere?

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The following examples are shown to demonstrate the results of coordinated investment in and prioritisation of sustainable transport measures in comparable cities.

In **London**, following significant investment in high quality cycling infrastructure, “post-pandemic cycling levels in spring 2022 were firmly above the pre-pandemic baseline, with **weekday cycle-km travelled in London 18% higher in 2022 compared to 2019 and the seven-day average number of trips 14% higher over the same period.**”

By 2025, TfL wants the proportion of Londoners living within 400 metres of a high-quality cycle route to increase to 33%. By autumn 2022, this proportion was 21.9%, up from 19.4% in autumn 2021 and 11.5% in 2019 before the pandemic.

This suggests that building high-quality cycling infrastructure can and has led to rapid increases in mode share, furthering the case to accelerate investment in Manchester.

In **Paris**, the mayor has overseen the creation of an additional 60km of cycle lanes, as part of ‘Plan Velo’, removed a significant proportion of city centre car parking spaces, reduced speed limits to 30km/hr (19mph) and plans to introduce a prohibition of non-resident through-traffic in central areas. Cycling mode share is now estimated at 15% inside the ‘Peripherique’ intermediate ring road.

The mode share of private cars has halved since 1990 and now sits at 12%, which is close to the 2040 target for city centre morning peak journeys in the our City Centre Transport Strategy. Paris has benefited from significant investment in Plan Velo and associated initiatives, totalling approximately €150m to date.

**Edinburgh’s** citywide 20mph limit was phased in between 2016 and 2018. Research in 2022 found that “the overall percentage reduction in casualty rates was 39% (the overall percentage reduction in collision rates was 40%). The percentage reduction for each level of severity was 23% for fatal casualties, 33% for serious casualties and 37% for minor casualties.

Prior to implementation, 50% of streets already had speed limits of 20 mph. Edinburgh implemented the 20-mph intervention in a further 30% of streets, which equated to an additional 1,572 roads being reduced to 20 mph. This implementation resulted in 80% of streets in Edinburgh having speed limits of 20 mph (771 miles/1240.3 km), with a coherent network of 30-mph and 40-mph speed limits in the remaining 20% of streets.

A recent research paper examined the phenomenon of traffic evaporation, carrying out a review of existing studies and a case study of **Barcelona** following the ‘Superblocks’ tactical urbanism interventions in which selected streets in the city were closed to traffic and re-prioritised for seating, greenery and general public use.

The paper sets out that there is a well-established academic literature that demonstrates where more road-space is provided for general traffic, the volume of general traffic increases to fill the newly available space. Traffic evaporation is the opposite of induced traffic – it refers to the reduction in traffic flows which is often observed following a reduction in road space capacity.

The existence of this phenomenon means that the impacts of road space reduction on traffic congestion are less severe than predicted by traffic models. It also means that the concomitant impacts on air quality which are assumed to result from ‘traffic displacement’ are also less severe, or non-existent.





# What are we going to do?

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To achieve the committed modal shift targets in GMTS 2040 and CCTS, we must deliver an active travel network which enables Manchester residents, workers and visitors to make short journeys by walking and cycling – both to, from and within the city centre and in our neighbourhoods across the city. To do this, we will deliver sustainable transport measures which are designed for the hierarchy of road users:

1. walking and wheeling
2. cycling and public transport
3. servicing, business and delivery vehicles and shared vehicles including taxis
4. private car trips

This means that in designing and implementing changes to the highway network, we will:

- Take an approach to network management which prioritises movements by active travel and public transport as part of a holistic approach to integrated sustainable transport
- Reallocate road space for active travel, including footway widening, continuous footways, new crossings and improvements to existing crossings, protected space for cycling and filtering roads to allow safer use for active travel
- Seek to deliver an ambitious programme of active travel schemes as set out in our prioritisation framework, based on selected radial corridors and a network of quieter streets enabled by filtered permeability connecting between them, based around district centres, schools, colleges and parks

To enable and support people to use walking, wheeling and cycling for more everyday journeys we will:

- Reduce the default speed limit in the city to 20mph, and also reduce 40mph speed limits to 30mph, where justified and consistent with overall road safety
- An education and promotion campaign against pavement parking followed by a pilot scheme for targeted enforcement using existing powers, alongside lobbying central government to grant civil enforcement powers at the earliest opportunity

- Incorporate footway maintenance and repair, lighting, seating and other public realm improvements to support everyday walking and wheeling across all Council programmes and initiatives
- Deliver a substantial uplift in public cycle parking in city centres and district centres
- Work with TfGM and Beryl to expand the Bee Network Cycle Hire scheme, which currently offers 1,500 cycles including 300 e-cycles, primarily in central Manchester. Within the current scheme boundary across Manchester, Trafford and Salford approximately 198,000 people live within a five-minute walk of a docking station. We will support expansion across Manchester, so more Manchester residents, workers and visitors can benefit from the access to affordable public cycle hire.
- Roll out a citywide programme of secure, on-street cycle hangars, available for rent at an affordable price, targeted at households who cannot otherwise easily store one or more cycles off-street. The first phase of this will be a pilot project to establish good practice and test the concept.





# Strategic Ambition

**A network that connects the city, providing access to the city centre, local centres, and other important destinations**

The Manchester Network Plan sets out our ambition for a city-wide active travel network that connects people with the places they want to go. While funding is not available to deliver all this network immediately, the Network Plan provides a mechanism from which we can seek and identify funding sources as they become available. When it is fully delivered the Manchester Network Plan will connect the city through a comprehensive network of active travel links.

The Network will enable people to make trips in their local area by walking, wheeling, and cycling while providing for trips across the city in all directions, including linking with public transport services and connecting with neighbouring areas.

Manchester city centre, as the regional centre for Greater Manchester, attracts people for a range of purposes such as employment, shopping, and leisure. The city centre has a large and increasing residential population as more people choose to live close to bustling and vibrant areas such as the Northern Quarter and Ancoats.

Data on existing travel patterns shows that cycle trips to the city centre are popular from some areas of the city but with many current and future communities within a 20-minute cycle trip, there is potential for a significant growth in the use of this mode to access the city centre and the wide range of amenities.

Across the city there are more than 20 local centres that are the location of important amenities that serve the local population, such as shops, healthcare, leisure, and education facilities. Many people live within a 15-minute walk or a 5-minute cycle trip of one or more of these local centres, however, a lot of short trips are made by car. Switching these trips to walking, wheeling, and cycling will reduce traffic congestion, help people stay healthy and active, and increase the vibrancy of our local communities.

There are a range of other key destinations across the city that generate a high number of trips and need to be better connected by sustainable means to support the environment, society, and the economy. A site of regional strategic importance is Manchester Airport, which is among the busiest in the country and employs

thousands of people, many of which live within a short distance.

Another important area is the Oxford Road corridor which is a hub of activity around the two Manchester university campuses and a large healthcare site with many people travelling to and through this area for education and work every day. Further to this there are several other areas of employment and activity that attract high numbers of trips, many of which have the potential to be made by active travel should the appropriate conditions be met.

## The cycling and walking network needs improving

The current network of active travel infrastructure in Manchester is limited in both its scope and quality. Recent schemes have delivered appropriate infrastructure in parts of the city, such as the Oxford Road/Wilmslow Road corridor and the Chorlton cycleway. However, many roads in the city have either substandard cycle infrastructure or none at all. While walking is better catered for in terms of footways, there are still examples of substandard pedestrian infrastructure and desire lines not being met across the city, or being blocked by inconsiderate parking that hinder or prevent many trips that would be made by walking and wheeling.

Achieving our targets to improve the walking and cycling network across Manchester, as set out in this strategy, will be key to improving active travel connections across the city. By working together we can make Manchester a more connected city that is accessible by walking and cycling.





## What did you say?

Across Greater Manchester the lack of safe and appropriate infrastructure is the main barrier to people using active travel, particularly cycling, for many of their day-to-day trips with 49% of people stating safety as the reason they do not cycle at all or less often than they would like (Bike Life GM 2019).

As such, the Manchester Network Plan is at the core of the Active Travel Strategy as the Council recognises the importance of having the right infrastructure in place to enable people to consider active travel as a means to get around, particularly for journeys that they currently make by car.

Public engagement on this Strategy further emphasised the importance of appropriate infrastructure being in place for people to cycle or walk. Over 70% of people stated that more cycle infrastructure on roads along with traffic-free routes and quieter streets would mean they would cycle or walk more. Comments ranged from the need for protected cycle infrastructure on the main road network, particularly at busy junctions to feedback on more local infrastructure barriers such as the lack of pedestrian crossings restricting walking to local shops and amenities.

Many respondents to the survey stated the need for improved pedestrian crossing facilities to enable them to access schools, shops and doctors' surgeries on foot. Other significant issues raised included better road surfacing, enforcement against pavement parking and drainage issues.

The Strategy engagement also provided the opportunity to inform the components of the network based on peoples' knowledge of their local area. For example, one respondent suggested that 'Withington Road is a more suitable road than Alexandra Road to be in the Active Travel Network.' The respondent claimed that this route 'has more useful destinations on it (shops, doctors, church, and a school), it's not a bus route and it links up to Chorlton cycleway.'

## What is already happening?

Manchester has a pipeline of schemes with committed funding from the Mayor's Challenge Fund and Active Travel Fund. These schemes are in varying stages of design and delivery. This Strategy aims to help with delivering the existing pipeline and the continuation of delivery from future funding sources, to build out the Network Plan and achieve the Strategy's aims and objectives.

A key part of this pipeline is work to deliver the 'City Centre Triangle' of routes as set out in the City Centre Transport Strategy to 2040. This comprises three major routes – Deansgate, Whitworth Street West and the Northern Quarter route.

Future funding for active travel will primarily be from Active Travel England, the new executive agency of the Department for Transport charged with enabling achievement of Gear Change – DfT's long term plan for walking and cycling, which has the overall aim of half of all journeys in towns and cities to be walked or cycled by 2030. Sitting underneath this is Local Transport Note 1/20, the government's design guidance for cycling, which ATE will be charged with design assurance, assistance and inspection to ensure its principles and standards are adhered to in active travel schemes.

A key aim of this strategy is to set out Manchester's principles and priorities in building the Manchester Network Plan so that we can draw in other sources of funding, to accelerate delivery. Through publishing the Network Plan we can make the case for bringing in place-based, housing-delivery, regeneration, developer contributions and other sources of funding beyond dedicated highways and transport funding.



## What are we going to do?

The Manchester Network Plan provides the basis for how we are going to develop a connected and safe active travel network across the city.

The network will ensure that people will be able to reach the places they need to get to every day, such as work, school, college, university, healthcare, shopping and leisure.

The Network will be delivered based on the priorities identified (see section Prioritisation later in this Strategy) using local authority budgets enhanced through securing national and regional funding.

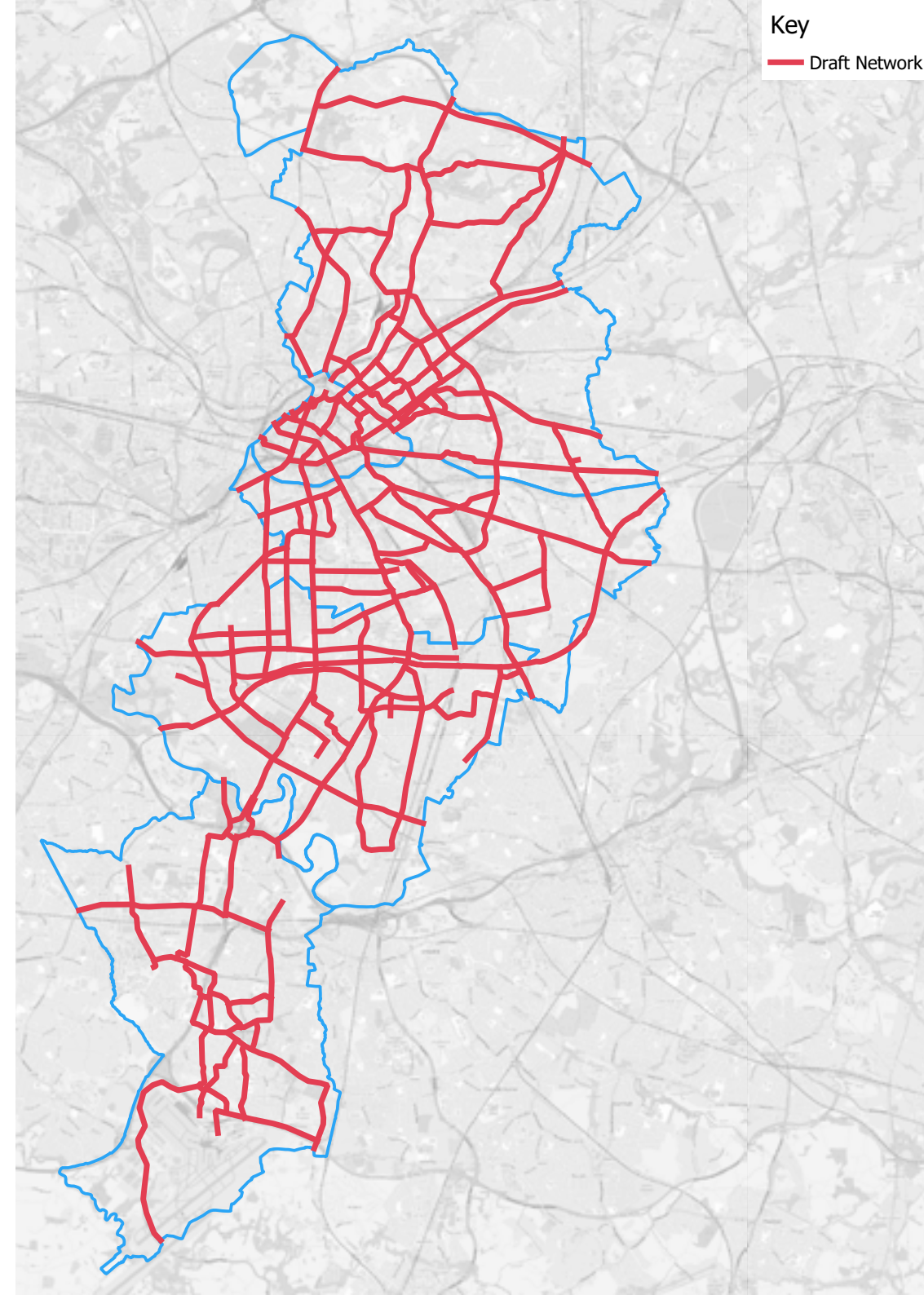
We will also use the land use planning system to secure developer contributions to deliver parts of the network that relate to planned and approved developments, particularly around the major strategic regeneration frameworks.

As the network is developed the gaps where existing infrastructure is not in place or not up to the appropriate standard will be filled in. This will link our communities with each other, providing for those local journeys that can be walked, cycled or wheeled while facilitating connections with key destinations across the city such as the city centre.

The Network will also connect outside of Manchester, linking with current and future schemes in the neighbouring districts of Bury, Oldham, Salford, Stockport, Tameside, and Trafford, as part of the Active Bee Network.

The Network will be continuous, direct, and coherent to provide ensure walking, cycling, and wheeling are the most convenient ways to travel for many journeys, particularly those over short distances.

The Network will also be safe and attractive for all users, offering an inclusive way for people to travel around regardless of age, gender, or disability.





# Ambition 1

## Enabling safe active travel to schools and colleges

Travel to school walking and cycling rates have changed significantly over the last 10 years. The majority of primary school age children in Manchester walk to school (53.5%) but less than 1% cycle.

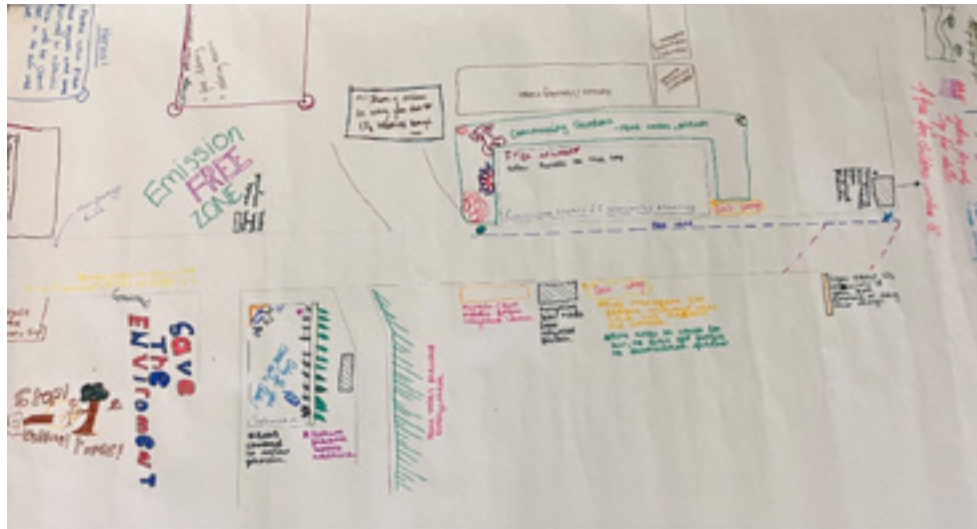


Image of ideal local neighbourhood created by Manchester school student at Green Bee Youth Assembly, June 2022

Only a relative minority are driven (33%) - but one of the biggest barriers for those who might walk and cycle is the speed and volume of traffic, especially around the school where anti-social parking, idling and poor driving exacerbates the dangers.

The 'school run' is shown to be a significant part of peak time congestion, especially mornings (DfT data). GM travel diary data shows 9.9% of neighbourhood trips in Manchester are for 'escort to education,' accounting for over 75,000 trips per day. 2018 research from TfL's Walking Action Plan shows that a quarter of weekday morning peak car trips are for school drop-offs in London.

In common with many other areas, obesity rates increase significantly in Manchester's children between the ages of 4 and 11. In school reception year, 11.9% of children in Manchester are considered obese, and 12.2% are considered overweight.

By year 6, this rises to 27.3% obese and 14.7% overweight, meaning 42% of our Year 6 children are overweight or obese.

Parents who drive are often 'trip chaining' - driving to school in order to make a following journey by car, for example to work - increase in working from home provides increased opportunity for different travel to school behaviours, which could change ingrained travel choices for the remainder of journeys in a day.

The wider aim to establish the Bee Network integrated transport system is a crucial part of increasing the mode share of active travel for school journeys.

Rates of primary age children walking to school are good but could be improved to be well above the government target in the Cycling and Walking Investment Strategy 2 (2022) to "increase the percentage of children aged 5 to 10 who usually walk to school from 49% in 2014 to 55% in 2025" - as a dense, urban area Manchester could and should be significantly exceeding current figures, and **we are setting the target of 70% of children walking or cycling to primary school by 2028.**

Walking to school for secondary aged children is lower than primary at around 30%, which is perhaps to be expected given the wider catchment areas for secondary schools. Cycling to school for both primary and secondary age children is extremely low. **This strategy aims for 40% of secondary age children to walk or cycle to school by 2028.**

This will require increases in both cycling and walking to secondary schools, and the Council believes that with the right infrastructure in terms of safe routes and cycle parking provision, cycling can play a significant role.

The following motion was adopted by full Council in March 2022  
(with an additional Motion in July 2022)

“Manchester City Council has declared 2022 the Year of the Child, and is committed to doing all we can to enable children to have a safe and active childhoods in our City.

This Council notes our commitment to enabling children and their families to walk and cycle to school and parks, and across the City, and the significant funds already committed to this. Further, we will:

1. Develop a programme of auditing school and park entrance points, to be completed within the next eighteen months, to ensure our records for these are up to date with a mechanism for regularly updating this.
2. Formulate a strategy to create safe crossing points for each of the school and park entrances over a precise timescale to be agreed with the Executive Member for the Environment, but with a view to the work being completed within the next 8 years;
3. Ensure that safe crossing points are an integral part of the Council’s Active Travel Strategy which is currently being developed.
4. Lobby central government for funding to enable this plan to be achieved as quickly as possible.
5. Lobby Highways England to prioritise schemes and spending that improve pedestrian and cycle safety in the major road network.”

**This Strategy aims to fulfil the commitments made in this Motion.**



# A Safer Manchester

Increasing physical activity in children is a clear priority in terms of longer-term public health, which is why enabling children and young people to safely travel to school and college is a key aim of this strategy. Being active plays a key role in brain development in early childhood, and is also good for longer-term educational attainment. According to Living Streets research:

*“Even a short walk to school contributes towards physical activity targets for both children and adults. Furthermore, supporting children to be more physically active from a young age increases the likelihood that they will continue to be physically active as adolescents and adults (Chief Medical Officers, 2011).”*

*In addition to physical health, children’s (and parents’) mental wellbeing can be supported by regularly walking to school. The mental health benefits of regular walking are widely accepted in the scientific community, by mental health practitioners and beyond.*

There is a range of measures that the Council can take to enable safer access to schools by walking or cycling, from providing or upgrading crossing facilities, speed reduction, to roadspace reallocation and vehicle restraint, whether through timed measures like School Streets or more permanent filters to support a neighbourhood-wide approach.

A School Street is where the road is closed to vehicles (except limited access for residents) at pick up and drop off. The scheme is implemented using a Traffic Regulation Order (TRO) allowing road use to be restricted.

There are two kinds of School Street:

1. Temporary / Volunteer-led School Streets - where parents will apply for permission to close the street - usually a few times a year - and marshal the traffic themselves voluntarily
2. Permanent, Enforced School Streets - permanent school streets with related enforcement which mean drivers avoid the area without the need for volunteer marshalls - in force every weekday during term time.

School Streets will not be possible for every school, as some are on bus routes and/or main roads. The location of some schools makes it easier to implement a School Street scheme, for example where the school is on a cul-de-sac.

Schools themselves may not support a school street, and it requires enthusiastic participation from volunteers (parents, governors, staff) if operated on a manual, marshalled basis. Whilst the Council is open to and will encourage further volunteer-led School Streets, subject to funding, in advance of ANPR camera enforcement powers being granted, it is not considered scalable to operate volunteer marshalled School Streets on a long-term basis.

The ability to enforce School Streets with no physical barrier, though use of ANPR cameras, is subject to parliamentary approval for local authorities outside Greater London. We anticipate these powers being granted and implementable by early 2024, but this is subject to the uncertainty of the parliamentary process.

**Achieving our targets to enable safe access to education by walking and cycling level, as set out in this strategy, will be key to addressing health, safety and access for all. By working together we can make Manchester a safer place and improve access to education.**

## What did you say?

We know through engagement that residents of Manchester would like to walk or cycle to school. 39% of respondents to the consultation stated they wanted to walk, wheel or cycle for journeys to education establishments including schools, colleges and universities.

There can be additional barriers to walking and cycling to education such as onward journeys of guardians dropping younger children off, ability of younger children and distance travelled to secondary education.

There is a latent demand of people wanting to walk or cycle to school, one survey respondent stated that “Improvements to paths would improve the wider community for work, leisure and health. this would include getting to work and group walking and cycling including get to school and educational visits.”

As such, this Strategy aims to enable people to consider active travel as a means to get to school and college, particularly for journeys that they currently make by car.

## What is happening elsewhere?

**Kesgrave High School, Ipswich** - Almost 90% of the 1,800 students at Kesgrave High School in Ipswich regularly walked or cycled to school in 2022, demonstrating what can be achieved by a network of safe routes suitable for secondary aged children can deliver.

This represents 18,000 low cost, healthy, zero carbon trips per week. The national average for secondary school students walking to school is 37% and 4% for cycling. The surrounding area benefits from designed-in cycle lanes, built in the 1950s at the same time as local housing, rather than retrofitted afterwards.

This example shows that where the necessary infrastructure is provided, and enables cycling and walking to be a natural choice which is quicker, safer and more enjoyable, it is entirely possible for teenagers to travel to school under their own steam.

## Proposals

In order to achieve the objective of 70% of primary aged children and 40% of secondary aged children walking or cycling to school by 2028 we will:

- Expand our School Streets programme and deliver at least one school street in each ward by 2028
- Enact Full Council Motions from March and July 2022
- Create safe crossing points for every school in the city as soon as possible and by 2030 at the latest
- Prioritise clusters of schools and colleges and the placing of filters to enable safe active travel to schools and colleges in delivering local active travel measures
- Expand cycle parking at schools and colleges



# Ambition 2

## Improving health, wellbeing and quality of life through transport investment

This strategy sets out our ambition to help address poor health, improve wellbeing and enhance quality of life for the residents of Manchester.

Up to 80% of what makes a difference in population health happens outside the health service. This makes the role of this strategy, and others like Our Manchester and GM Moving in Action, crucial to achieving positive change.

The key focus of this strategy is to use investment in walking and cycling infrastructure, and support other organisations to increase levels of physical activity, tackle poor air quality and improve access to services and areas of greenspace to ensure the people of Manchester can live long, happy and healthy lives.

Experience has shown that by providing the right environment and removing the barriers to greater walking and cycling we can:

- Get more people more active to improve physical health and wellbeing
- Support a reduction in car trips which will improve air quality
- Provide people with the infrastructure and tools to make access to healthcare services and greenspace easier
- Help make walking and cycling a fun way to spend time with friends and family

***“In Greater Manchester our poor health is not only about the air we breathe but because we aren’t active enough and we need to be cycling and walking more.”***

Greater Manchester’s Director of Public Health for Air Quality, Eleanor Roaf

## A Healthier Manchester

As set out in the Manchester Population Health Plan, Manchester’s population is sicker and dies younger than some other cities’ populations, and shockingly inequality sees 3.5 times more early deaths in the city’s most deprived areas compared to the least.

The work needed to improve Manchester’s population health needs to be delivered by everyone, not just health and social care workers and services. This is the essence of the Our Manchester approach: we will focus on what people say matters most to them and involve residents and communities to be active partners in their health and wellbeing.

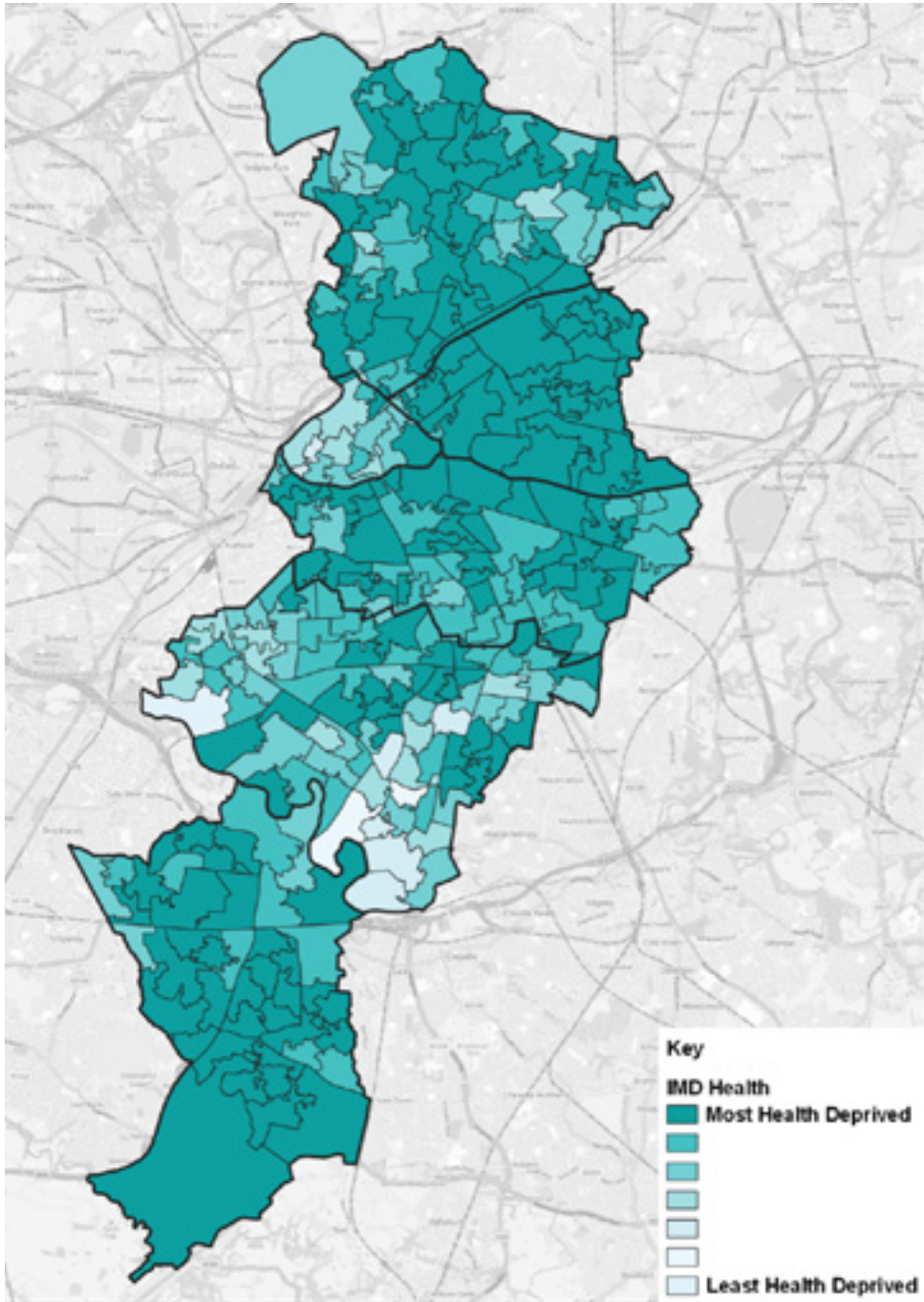


Manchester performs better than the national and regional average for adults who are overweight or obese but much worse for year 6 children. Within Manchester there are big disparities.

As the map shows many wards in Wythenshawe and north and east Manchester have higher levels of health deprivation – these wards have above average obesity levels, lower car ownership, higher rates of death from respiratory diseases, and more children receiving free school meals. In addition to this disparity in health there is further inequality across Manchester in terms of access to healthcare services due to a lack of viable transport options, and also inequality of access to areas of greenspace, which is widely regarded as being good for mental health and wellbeing.

This inequality and the impact it has on the health and happiness of residents highlights the need for walking and cycling interventions to be focused in areas of greatest need.

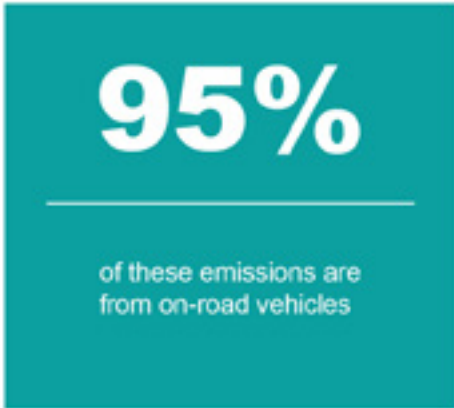




Dirty air makes a major contribution to ill health and early death in our communities. In towns and cities, road vehicles are the main source of air pollution.

Everyone is at risk. Air pollution harms our health at every stage of life – and the most vulnerable people in society are hit hardest – children, older people and those already in poor health. Air quality is particularly poor around some schools in Manchester, this can cause health problems like asthma, wheezing, coughs and infections like pneumonia.

The Council published a Climate Change Action Plan 2020-25, in March 2020, committing the council to reducing CO2 emissions from homes, workplaces and ground transport by 50% during 2020-25. Transport accounts for 24% of the city's direct carbon emissions, and within that 95% of these emissions are from on-road vehicles.



**Achieving our targets to increase walking and cycling levels as set out in this strategy will be key to addressing health inequality, achieving these ambitious decarbonisation goals and improving quality of life for everyone.**

## What did you say?

The consultation results show that residents of Manchester would like to access healthcare establishments using active travel and travelling to medical appointments were mentioned by survey respondents as a journey they would like to be able to take by walking or cycling.

However, walking and cycling health and safety concerns were raised by survey respondents as an issue, although the health benefits were cited as a reason for choosing to walk or cycle, as the quote below from one survey respondent illustrates:

***“I cycle to work everyday but the route is horrendous for a cyclist. Virtually zero cycle lanes roads very congested and pretty much everyday a near miss, thankfully! But it’s still quicker and healthier than driving”.***

From previous consultations we also know that addressing poor air quality is a priority for many people across Manchester. Our conversation on the City Centre Transport Strategy in 2018 highlighted that poor air quality is a strong concern, with 90% of respondents seeing it as an important issue to tackle.

Furthermore, 80% of respondents agreed that improving cycling, walking and public transport infrastructure would be the best way to improve air quality.

## What is already happening?

Lots of great initiatives and schemes are already happening in Manchester and across Greater Manchester. For example:

- Community Bike Libraries in Chorlton, Beswick, Moston and Harpurhey, Cheetham Hill and Wythenshawe, offering low-cost cycle hire and training
- Manchester City Council e-cargobike library – offers affordable short and longer term hire of e-cargobike to residents and businesses, can carry up to 180kg load (including rider)
- Back on Track to deliver projects encouraging disadvantaged groups in Manchester to walk more
- The Resonance Centre CIC to run a series of user-led circular walks for people who are not in work and/or who are living with a mental health condition
- Air quality awareness programmes to encourage people to take action against air pollution

- Working more with schools to support walking/cycling, anti-idling, and trialling ‘green screens’ around playgrounds
- promoting the contribution of green infrastructure across the city

We will build on these schemes and others across Manchester whilst also learning from good practice elsewhere. Milan has had a combination Low Emissions Zone and Congestion Charge Zone in the city centre since 2012, and it has reduced NO2 emissions by 76% and the number of average daily car trips by 38%. Milan adopted an ambitious cycling strategy in 2021, planning for 750km of protected cycle paths by 2035 in a model of concentric routes around the city with radial corridors from the suburbs to the centre.

During the Coronavirus pandemic, Milan reallocated 35 kilometres of city centre road space for cycle lanes, created new and widened pavements, designated streets as a priority for pedestrians and cyclists and imposed a speed limit of 30 kilometres per hour. The city wants cycling to become the primary mode of transport for at least 20 percent of its residents by 2035, and will seek to ensure that 80 percent of homes are within one kilometre of a fully protected cycle route.

## What are we going to do?

The Council, working with partners will promote active travel measures to help improve the health, well-being and quality of life of the people of Manchester. Achieving this requires cross-cutting investment and cross-discipline working and the city council will work with a range of partners to increase the investment per person in active travel measures every year.

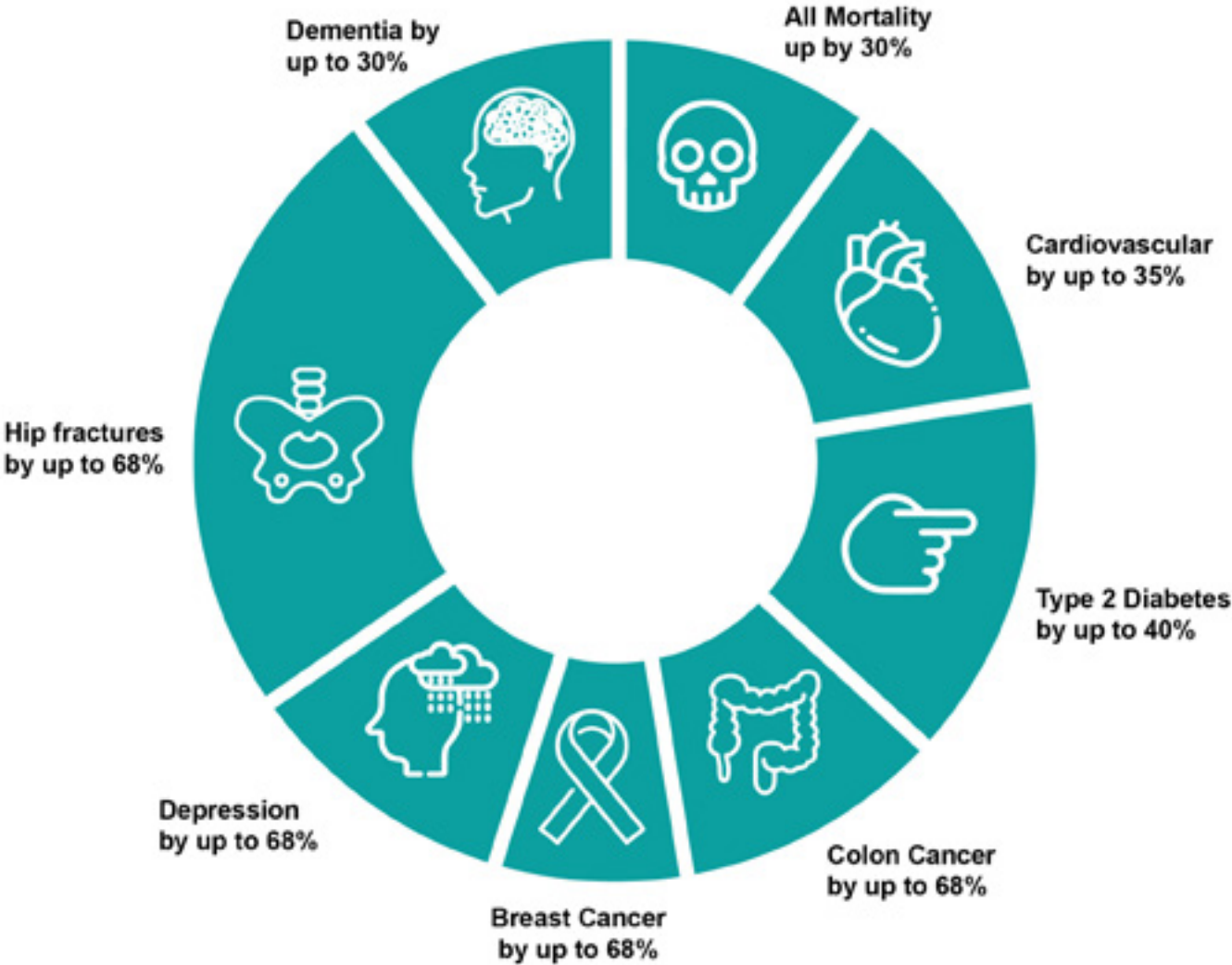
Investment will be prioritised in areas of greatest need by considering inequality, health and air quality – this investment will focus on:

- Providing people with easy access to a safe and good quality network for walking and cycling
- Improving access to public transport hubs, medical centres and areas of green space
- Delivering smaller packages of promotional activities and behaviour change measures to help support and encourage people to use active travel

# Reasons to Travel Actively

Walking and cycling are great ways to explore your town centre and they are great for your health, the environment and high street benefits including:

- Improving strength, burning calories and making your heart healthier.
- Swapping short car journeys with walking or cycling is not only a great way to build exercise into your day but will also help reduce carbon emissions making your local streets nicer places to spend time.



Source: Public Health England



# Ambition 3

## Reflect the diversity of Manchester and address transport inequalities

Manchester is a diverse city – the various socio-demographic attributes can impact how an individual or group accesses active travel in the area.

The Manchester Active Travel Strategy aims to overcome any socio-demographic barriers and provide equitable access to active travel for the people of Manchester.

Institute for Civil Engineers has published an article which discussed designing inclusive walking and cycling infrastructure. The article stated that designers cannot rely solely on their own knowledge if they are to create streets that work for everyone, instead designers should use the lived experiences of diverse people to start from a place of understanding the needs of individuals.

Walking, including with mobility aids, is one of the main ways of being physically active for women, disabled people, older people, people on lower incomes, and people from South Asian, Black and other minority ethnic backgrounds. Ensuring walking routes are safe and pleasant is therefore a significant equalities issue.

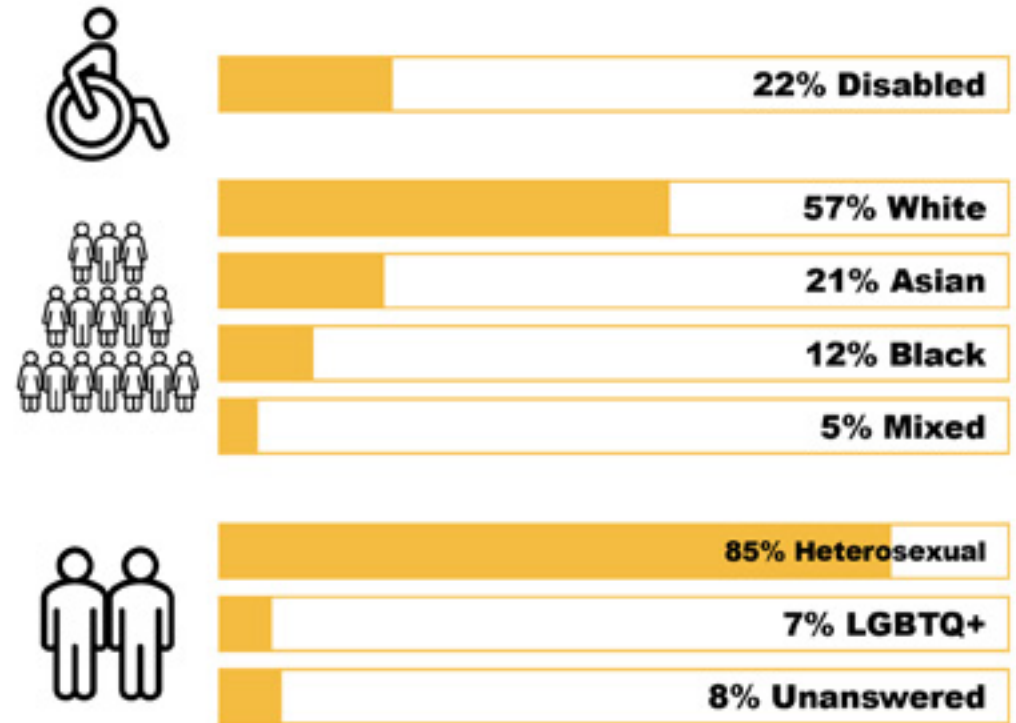
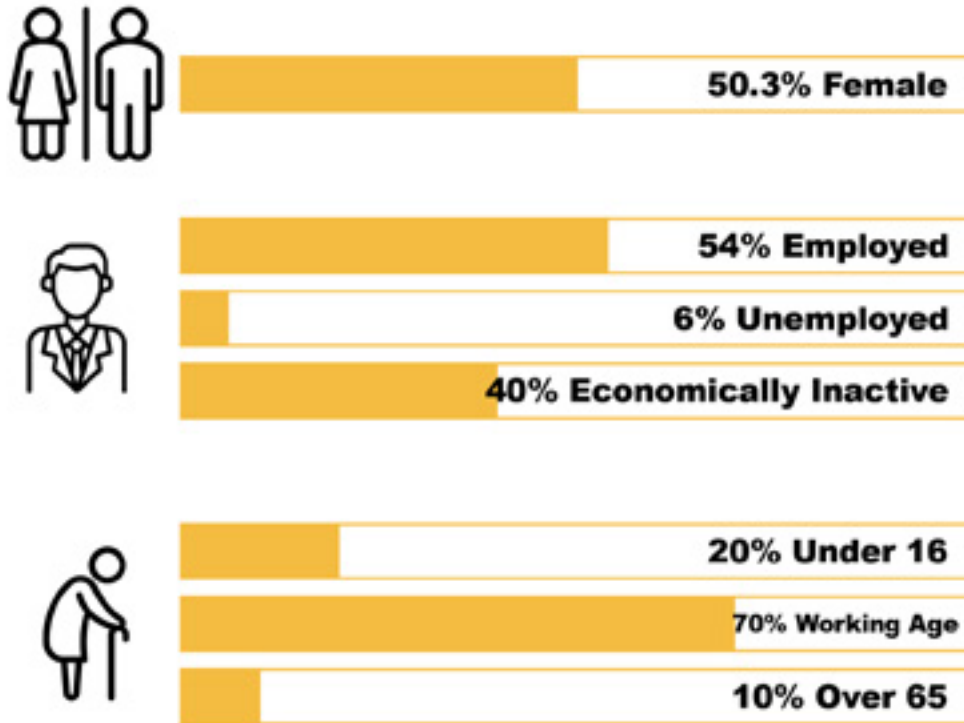
As discussed when outlining the other ambitions, the identified active travel network across Manchester will improve safety and access to key destinations within the district by walking, wheeling and cycling.

This ambition looks specifically at the needs of the different demographics within Manchester and how active travel can reduce inequality by providing new, and improving existing, connections to key services.



# Manchester is a Diverse City

Manchester has over 550,000 residents, each with different attributes that make up an individual's identity. The intersection of these attributes has the potential to impact a person's willingness to use, and accessibility to, active travel as a mode of transport. Attributes that have been considered as part of the strategy are sex, gender identity, age, employment status, disability, ethnicity and sexual orientation.



The different experiences people have when walking, wheeling and cycling are vital to designing and creating inclusive places. In March 2022, Sustrans and Living Streets published guidance *“Walking for Everyone: A guide for inclusive walking in cities and towns”*. The guidance states that while differences exist between different demographic groups, many of the barriers to improve walking and wheeling are shared.

Therefore, rather than focusing on the differences between people, instead address common issues and solutions that would benefit many people across different marginalised groups. To do this the guidance recommends improving governance, planning and decision making, creating better places for everyone to walk and

wheel and support everyone to walk and wheel. Specific recommendations include ensuring pavement space is reserved and maintained for people walking and wheeling and raising the profile of walking and wheeling, and equipping people with the information and tools they need.

**Achieving our targets to increase accessibility by walking and cycling for all, as set out in this strategy, will be key to supporting the diverse nature of Manchester. Where the lack of infrastructure combines with wider cultural, social or other barriers, we can provide equality of opportunity.**

## What did you say?

The engagement brought up concerns around inclusion across the network, with concerns mainly relating to disability access in areas as well as issues relating to the ease of access for the older population.

One respondent stated that as a wheelchair user they

***'cannot wheel up the road for cars on the pavements.'***

An additional comment stated that as a disabled cyclist

***'They find the speed bumps difficult to get round on a tricycle.'***

Softer measures such as behaviour change initiatives and enforcement were commonly cited by respondents to the engagement as ways of overcoming social barriers to promote wider inclusion.

These were particularly around the education of motor vehicle users and enforcement of speed limits and parking restrictions. For example, many respondents stated their desire to see the enforcement of 20mph and 30mph speed limits in certain locations.

However, the desire to see more enforcement was not just limited to restrictions on speed, with parking restrictions also a common theme picked out by the respondents including tackling the issue of parked cars acting as a barrier to walking and cycling, particularly for those using non-traditional cycles or in wheelchairs due to limited space.

Suggested interventions include 20mph in all residential areas and a city wide pavement parking ban.



## What is already happening?

In 2021, GM Walking gave grants to nearly 90 local voluntary and community groups with the aim of getting Greater Manchester walking. They offered the grants to support a huge range of activities that encourage people who are usually less active to start or to increase the amount they regularly walk. Almost half of the successful applications were from organisations based in the most deprived 20% of the region.

Organisations with a specific inclusion demographic supported by GM walking include:

- Praxis Care to run a weekly walking group for current and ex-tenants of supported accommodation
- Richmond Fellowship Manchester Women's Service to go on fortnightly walks
- Lesbian Immigration Support Group to organise walks for service users throughout Greater Manchester
- We Matter CIC to set up a women's walking group in Longsight
- The Booth Centre to run a project encouraging people who are homeless or at risk of homelessness to get walking in Greater Manchester's greenspaces
- The Greater Manchester Rape Crisis and Sexual Assault Centre to run walks for their service users
- Great Places Housing Group to run day trips to popular walking spots for vulnerable adults with a range of mental and physical health challenges
- The River Manchester to run monthly park walks for socially isolated local people, including those who have suffered domestic abuse
- Dynamic Support of Greater Manchester Ltd to take socially isolated and vulnerable women from diverse ethnic backgrounds on days out walking scenic routes across the region
- Canal and River Trust to promote walking and active lifestyles to young people and veterans
- Angels of Hope for Women to run a peer-supported walking groups, workshops and walk and talk sessions for women from diverse ethnic backgrounds
- Future Directions CIC to start a walking group for people with learning disabilities and additional support needs
- The Pakistani Resource Centre to run weekly walks and promote the benefits of walking and healthy lifestyles to centre users
- Manchester Deaf Centre set up a fortnightly specialised walking group for deaf, hard of hearing and deafened people

**“Speaking on behalf of my daughter, I would just like to say how absolutely fantastic the walkabout has been.**

**The fact she can get out and about with a group of her peers has had a huge effect on both her mental and physical health.”**





## What are we going to do?

Manchester City Council want to promote measures to make active travel accessible for all through the implementation of new schemes and MCC-led built environment initiatives, therefore removing access barriers in all new active travel interventions, including:

- Engage with marginalised groups to understand local community requirements for walking, wheeling and cycling.
- Continuous footways across side roads to remove issues of dropped kerb/level access at side road junctions, with clear priority for pedestrians and people wheeling.
- Carry out proactive enforcement against pavement parking using existing powers and lobby government to prioritise acting on the consultation to give local authorities outside London civil enforcement powers.
- Ensuring all kerb-separated cycle tracks are suitable for non-standard cycles including tricycles, as set out in LTN 1/20 guidance.
- Removing all access barriers to off-carriageway walking and cycling paths which prevent access to non-standard cycles, including tricycles.
- Ensure that the needs of people with disabilities who may require access by motor vehicle are protected when designing schemes which otherwise 'filter out' motor vehicles.
- Lighting to improve safety perception, particularly when walking, wheeling or cycling alone in the dark.
- Utilise open spaces where possible and avoid closed areas to increase passive surveillance and increase safety perception for active travel users.
- Link areas of higher deprivation to key destinations by active travel modes to increase accessibility without the reliance on private vehicle ownership.
- Promote and support community schemes and groups.





# Prioritisation

Developing a robust Investment Plan involved identifying which areas of the city warranted the highest priority for investment, particularly with the funding that will become available in the short and medium term. To achieve this, we implemented a two-stage prioritisation process:

- **Stage 1** involved the analysis of a range of data and information on where current walking and cycling journeys take place along with where there is the most potential for increases in the future. This provided an understanding of where the areas of the city are that have the greatest potential for increases in active travel.
- **Stage 2** will focus on assessing the identification and prioritisation of schemes within the areas identified as priorities. The assessment will consider the deliverability and feasibility of potential interventions.

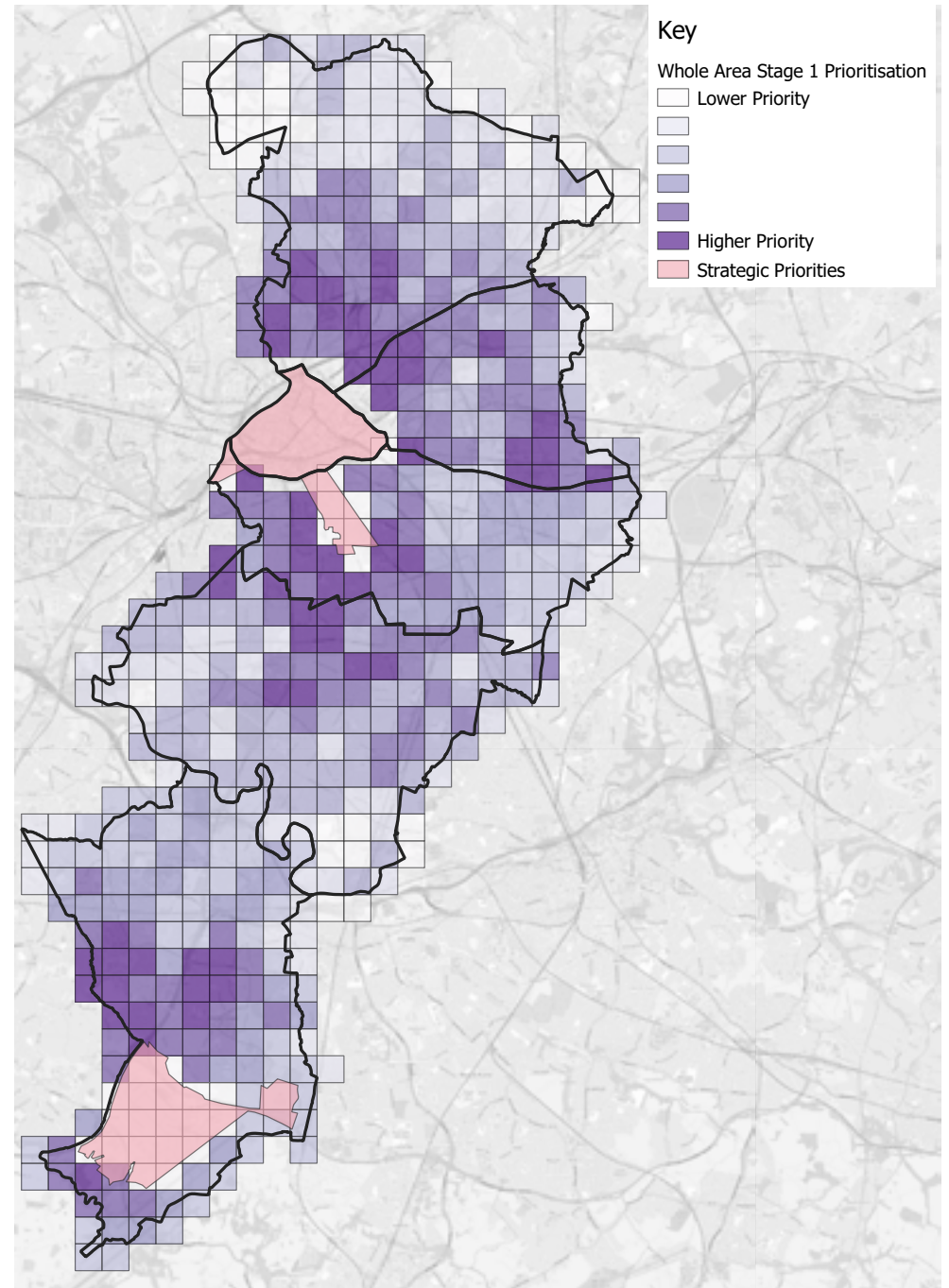
The prioritisation will ultimately assist decision making and investment planning and can be reviewed and updated in response to future data and intelligence.

## Stage 1

The city centre, Oxford Road corridor and the Airport are already identified as strategic priorities so they were not included within the prioritisation scoring as they would have dominated the top priorities.

As part of the place-based approach, priorities were identified within each of the city areas. The assessment for each area was done in isolation and as such the top priority in the North may not equal the top priority in South but this provided a range of priorities and a pipeline of schemes across the city.

The adjacent plan shows the areas in darkest colour that have been identified as priorities for investment.





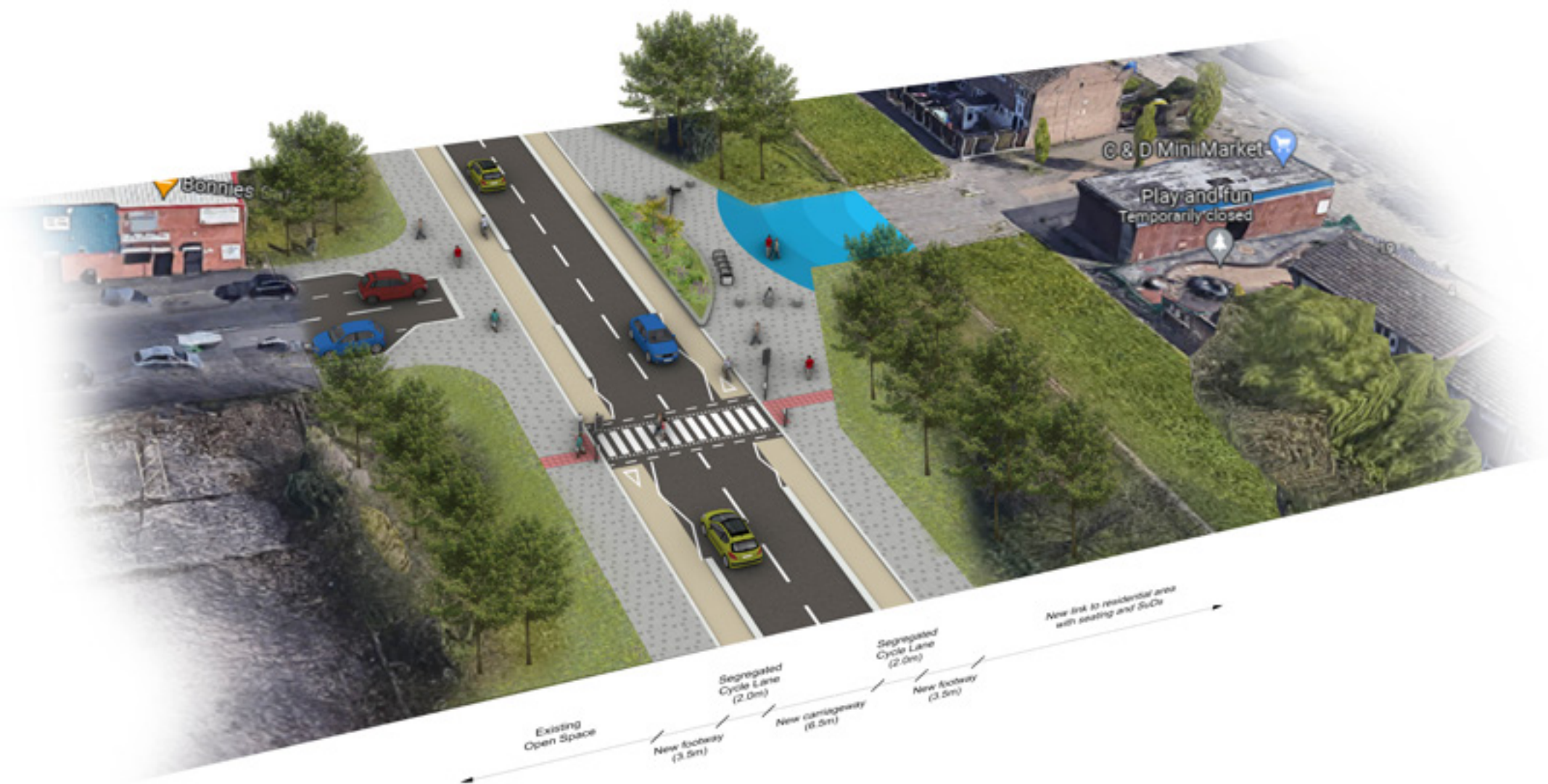
## Stage 2

For the priority areas identified in Stage 1 schemes will be identified that include the appropriate infrastructure interventions, such as:

- Segregated cycle tracks
- Modal filters
- Side road treatments
- Junction improvements
- Crossing points
- School Streets

An example of the type of scheme is shown in the cross section of potential interventions on the A662 Ashton Old Road, on the next page.





# The next 5 years

A set of commitments has been devised which, dependant on funding, will be used to measuring the success of the Active Travel Strategy and active travel interventions in Manchester. The commitments are for the next five years, up to 2028. The strategy will be reviewed in ~18 months against identified metrics of success and results will be published publicly.

## Target

Turning short journeys to walking and cycling and double cycling mode share

Implement an annual active travel focussed transport survey for Manchester

### Double

mode share for cycling



Make walking the **natural choice** for short journeys



Reduce the default speed limit in the city to **20mph**, and also reduce **40mph** speed limits to **30mph** by 2028, where justified and consistent with overall road safety

## Strategic Ambition

Access to regional centre, district centres, parks and other key destinations

### 20%



of the identified active travel network will be delivered

Develop proposals for an additional **30%** of the identified active travel network



Improvements to **2 local centres** per year

# Ambitions

## Enabling safe active travel to schools and colleges



Deliver **one** → school street per ward



Enable **70%** **40%** walking or cycling to school  
primary aged children secondary aged children

## Improving health wellbeing and quality of life through transport investment



Invest a minimum of **£10** per capita per year



Double the number of people who live within a **10** minute walk or cycle to local green spaces

## Reflect the diversity of Manchester and address transport inequalities



**Removing** all access barriers to off-carriageway walking and cycling paths which prevent access to non-standard cycles

Set up a consultative panel to access scheme options at an early stage, representing a broad spectrum of

**interest and experiences**

# Acknowledgements

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