

**GREATER MANCHESTER STREETS FOR ALL STRATEGY****Report of the Corporate Director (Place) and Deputy Chief Executive****1. Purpose Of Report:**

- 1.1 This report provides an overview of the Streets for All Strategy, which forms a sub-strategy to the Greater Manchester Transport Strategy 2040.

**2. Introduction**

- 2.1 Updated Greater Manchester Transport Strategy 2040 documents were approved by GMCA in January 2021, including: a refreshed version of the long-term, statutory local transport plan (LTP) - the Greater Manchester Transport Strategy 2040 (GM2040); a final version of Our Five-Year Transport Delivery Plan (2021-2026); and ten new Local Implementation Plans (one for each Greater Manchester council).
- 2.2 To support the overarching LTP documents a suite of GM2040 sub-strategies is being developed which set out more detailed policies, principles and guidance on how GM intends to deliver the 2040 ambitions. These sub-strategies will be crucial in helping to ensure we are focusing our finite resources on “doing the right things” (to achieve our 2040 vision); “doing things right” in terms of delivering against consistently high standards to maximise the impact of our transport interventions; and to ensure we are creating a coherent transport network for GM which is aligned with the 2040 Network principles and delivers our Bee Network ambitions. These sub-strategies are at varying stages of development.
- 2.3 Streets for All is planned to be one of the first sub-strategies to be approved and adopted by GMCA. The Streets for All Strategy is appended to this report.

**3. What is ‘Streets for All’?**

- 3.1 Streets for All is a new approach for everything we do on streets in Greater Manchester. Streets for All supports our place-based agenda as well as achieving our ambition for more travel by walking, cycling and public transport, which will help us to tackle our most pressing economic, environmental, quality of life and innovation challenges.
- 3.2 The ambition is to design more welcoming and greener streets which enable people to incorporate more physical activity into their daily lives; which have clean air; which are safe and secure for everyone; which provide good access to public transport; and which are accessible for those with mobility impairments.
- 3.3 When published, the Streets for All Strategy will build on the policy direction set out in the Greater Manchester Transport Strategy 2040 and our Right Mix vision. It emphasises the importance of delivering active travel and public transport infrastructure and service improvements in a co-ordinated

way and of supporting land use changes, which bring day to day services closer to where people live. Culture change around active and sustainable travel is also becoming more embedded across Greater Manchester, and this also forms a key part of the Streets for All Strategy.

- 3.4 Streets for All offers a long term approach - rather than an overnight 'quick fix' - which will require changes over time to how streets are designed and managed. It will also involve changes to the role of some existing streets where, for example, place-making may be given greater emphasis than the movement of private vehicles. Political leadership will be required - alongside close dialogue with local communities – as we transition towards Streets for All across Greater Manchester, as part of our ambition for clean air and carbon neutrality, and our ongoing commitment to improving public health.
- 3.5 For us to achieve all these important ambitions, our city-region needs to be much easier to get around by walking, cycling and using public transport, with streets which are more pleasant to spend time in. The purpose of Streets for All is to set out Greater Manchester's progressive approach to making this happen, by putting people first as we shape and manage our streets.

#### **4. What kind of values underpin 'Streets for All'?**

- 4.1 As shown in the graphic below, Streets for All will be guided by 7 'Essentials' which are for us - GMCA, the 10 Greater Manchester councils and TfGM - to deliver in partnership with residents, businesses, transport operators, the NHS and emergency services all working together and doing our bit.



4.2 Our 7 Streets for All Essentials are our priorities and our promise. They support our people centred approach to streets across Greater Manchester. Each Essential is explained in the Streets for All strategy appended to this report.

## 5. The Streets for All Approach

5.1 The Covid-19 pandemic has brought the quality of our streets into sharp focus. People are spending more time in their local areas and high streets, and recognise the value of having safe places to walk and cycle, and to spend time in. Our residential streets have started to feel more like community spaces as people have been interacting more. Now, more than ever, people understand the urgent need to improve streets in their local neighbourhoods and town centres to support better health, wellbeing and economic vitality.

5.2 The Streets for All approach is about working at three levels to ensure that Greater Manchester's roads can transition to deliver Streets for All:

1. Spatial Planning;
2. Network Planning; and
3. Street Design & Management.

5.3 Central to the approach is reducing the distances people need to travel to reach everyday destinations such as work, healthcare, education, green

spaces and leisure facilities. Shorter distances mean more trips that can easily be walked or cycled, and new developments can be designed to be easy and safe to travel by active modes and using public transport. The ‘15 minute neighbourhood’ concept, whereby in urban areas residents can meet most of their needs within a short walk, cycle or public transport journey, is an example of this.

- 5.4 Our streets have different roles (illustrated below). One objective of ‘Streets for All’ is to ensure the right movement is happening on the right kind of street. Some streets are ‘Destination Places’ or ‘Active Neighbourhoods’, which have low levels of moving vehicles. We need to make sure these kinds of streets are pleasant places to live and spend time in, where it is easy to access local facilities by walking and cycling. Active travel, alongside public transport, also plays an important role in supporting economically successful ‘High Streets’.
- 5.5 ‘Connector Roads’ are important for moving buses and making sure that public transport is given enough priority to be reliable and attractive to users. They are also important for service and delivery vehicles accessing our city and town centres. ‘Strategic Roads’ should be carrying larger vehicles on longer journeys to ensure that the impacts of motorised traffic on local streets are minimised.



- 5.6 A major benefit of this Streets for All approach is that it avoids pitting different transport users against one another (e.g., drivers vs. cyclists; bus users vs. pedestrians) and instead starts with a consideration of all people and places, and then considers what sorts of movement need to be facilitated within a broad corridor or across a local area. It also helps us to take a more strategic and integrated view of the transport networks we are delivering (whether that is walking and cycling networks, bus networks, or networks for moving freight and general traffic) and makes sure we provide the right quality and capacity of transport and infrastructure to meet that need. It also doesn't require ring-fenced funding pots for different transport

modes: for example, within a single Streets for All scheme, we can design the right facilities for public realm, walking and cycling, buses and general traffic.

- 5.7 We are piloting elements of the Streets for All approach through a number of transport projects such as Quality Bus Transit, as we believe that these will make things better for people travelling in our local neighbourhoods, towns, and cities. We are clear, however, about the need to review and report progress on these different elements of Streets for All, as we aim to deliver our overall transport vision for the people of Greater Manchester. We commit to keeping the Streets for All strategy and policies under regular review to ensure it meets the needs of the people of Greater Manchester.

## **6. Equalities Implications:**

- 6.1 The Greater Manchester Transport Strategy 2040 documents aim to contribute to delivering sustainable economic growth, improve quality of life and protect the environment. The original GM Transport Strategy 2040 was the subject of an Integrated Assessment which includes an Equalities Assessment. Streets for All has also been the subject of an Equalities Impact Assessment.

## **7. Climate Change Impact Assessment and Mitigation Measures –**

- 7.1 The Greater Manchester Transport Strategy 2040 documents support Greater Manchester's ambition to be carbon neutral by 2038.

8. **Risk Management:** N/A

9. **Legal Considerations:** N/A

10. **Financial Consequences – Revenue:** See capital below.

11. **Financial Consequences – Capital:**

- 11.1 Please see Our Five-Year Transport Delivery Plan (2021-26) which includes a funding summary statement. <https://tfgm.com/our-five-year-transport-delivery-plan>

## **12. Recommendations to Cabinet**

- 12.1 Members are asked to review and endorse the Streets for All Strategy prior to consideration by GMCA in September.

## **BACKGROUND PAPERS**

There are none

Anyone wishing to inspect the above background papers or requiring further information should contact Mark Glynn on Tel: 0161-474-3700 or by email on [mark.glynn@stockport.gov.uk](mailto:mark.glynn@stockport.gov.uk)