GREATER MANCHESTER
DOING THINGS DIFFERENTLY

STREETS FOR ALL

Final Draft

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Part of the Greater Manchester Transport Strategy 2040










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Our Streets for All Vision:

We will ensure that our streets are welcoming, green, and safe spaces for all people, enabling more travel by walking, cycling and using public transport while creating thriving places that support local communities and businesses.

(Policy 20 – Greater Manchester Transport Strategy 2040)

1. Introduction

Greater Manchester's streets make up the majority of our public space. We use these spaces not only to travel through, but for living, learning, working, relaxing, playing, socialising and exercising in. In the past, our streets were not always designed with people in mind. Instead, there was a focus on designing streets for high volumes of motorised vehicles. As in many places across the UK, people in Greater Manchester live with the legacy of decisions that have not put people first, and that have led to a high dependence on cars for day-to-day travel.

This legacy means we need to improve the air we breathe, ensure our roads are safer for all people and that they support people to incorporate physical activity, such as walking and cycling, into their daily lives. It also requires us to address major roads dividing communities; parents worried about how to keep their children safe and active; and increased isolation for older people, those with mobility impairments and people without access to a car. People who live and work in Greater Manchester have told us that they want this to change.

The Covid-19 pandemic has brought the quality of our streets into sharp focus. Residents are spending more time in their local areas and high streets, and recognize 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 to enable local businesses to benefit from increased trade.

We also need to meet the challenge of reducing carbon emissions. Greater Manchester aims to be carbon neutral by 2038. As road transport generates nearly a third of all carbon emissions, we need to see significant changes in travel behaviour over the coming years. This will require a rapid transition to cleaner vehicles, a significant reduction in travel by private motor vehicles and a radical change in how people, goods and services move into and around our city-region. We also need to make sure our infrastructure will be resilient to future climate change impacts.

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For us to achieve all these important ambitions, Greater Manchester needs a more inclusive transport network that is more accessible to all people. That should include making it much easier to get around on public pathways, including for people with sensory impairments, wheelchair and scooter users, and those pushing prams, cycling and using public transport, with streets which are more pleasant to spend time in.

The purpose of this Streets for All Strategy is to set out Greater Manchester's progressive approach to making our streets easier for *all* to get around by putting people first as we shape and manage our streets.

Whilst most people would agree with this ambition, it's delivery will require some tough decisions to be taken which challenge the status quo. We have a finite amount of road space to allocate to different uses and, in certain streets, some of that space will need to be taken away from cars to provide more safe space for sustainable and active modes of transport, such as walking, cycling and public transport.

These decisions need to be made through close dialogue with local communities and road users, and support will ultimately be needed for political leaders who will sometimes need to make tough decisions to deliver this Streets for All vision at a local level. Achieving our Streets for All vision will not happen overnight. GM authorities' ability to improve all our streets is constrained by things like funding availability which is frequently out of our control. Over time, however, we will progressively improve streets across GM in line with the vision and principles in this strategy.

This Strategy will be supported by other more detailed plans, focusing on issues such as traffic and road danger reduction, bus service improvements, local cycling and walking improvements and electric vehicle charging infrastructure requirements, to help manage the transition to cleaner, greener and more inclusive travel across Greater Manchester.

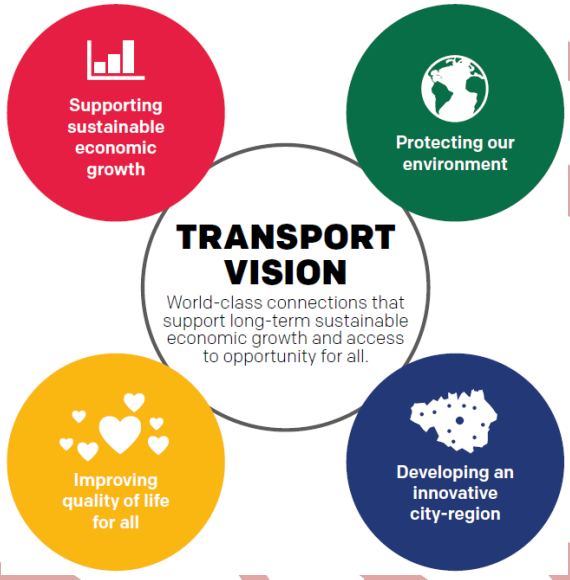
Whilst we do not expect our Streets for All vision to change substantially over time, we will need to evolve our approach to delivering Streets for All as we work with local communities to implement it on different streets in different parts of Greater Manchester. Therefore, we will review and, if appropriate, refresh the Streets for All Strategy and supporting design guidance one year after publishing, to make sure we are staying on track to achieve our goal of creating streets that are welcoming, green, and safe spaces for all people. This will allow the Streets for All approach to be tested and adapted for local conditions and allow any appropriate consultations by Greater Manchester local authorities.

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2. Greater Manchester Transport Strategy 2040

The **Greater Manchester Transport Strategy 2040** aims to ensure that people who live, work, visit and do business in Greater Manchester benefit from - **world class connections that support long-term, sustainable economic growth and access to opportunity for all.**

The four key elements of this transport vision - which represent the goals of our Greater Manchester Transport Strategy 2040 - are set out below.



As we work towards this vision, we are guided by seven mutually reinforcing Network Principles (set out below) which we apply consistently to meet the needs of all people who use our streets:



- **Integrated** – allowing people to move seamlessly between services and modes of transport on our streets;

- **Inclusive** – designing and maintaining accessible and comfortable streets for people of all ages and abilities;
- **Healthy** – promoting walking and cycling to improve activity levels;
- **Environmentally responsible** – delivering lower emissions, creating and sustaining better places for nature and to achieving our commitment to be a carbon neutral city-region by 2038;
- **Reliable** – giving people - and those moving goods and providing services - confidence in their journey times;
- **Safe and secure** – making sure people feel safe, and are safe, day and night;
- **Well maintained and resilient** – ensuring our streets and urban public spaces are designed and maintained to a high standard, and can withstand unexpected events and weather conditions.

Our 'Right Mix' vision is at the heart of our plans

This means achieving the 'right mix' of transport types - public transport, walking, cycling, car and others - on Greater Manchester's transport network. We aim to improve our transport system so that we can reduce car use to 50% of daily trips (or less) with the remaining 50% made by public transport, walking and cycling. This will mean one million more trips each day being made by active travel and public transport in Greater Manchester by 2040.

Figure 1: Right Mix Targets by Journey Type (Spatial Theme)



Half of all journeys will continue to be made by car, and we will continue to support those journeys, but if we want more people to spend more time on streets, travelling sustainably, we need to champion a people-centred approach to the decisions we make about how our streets are designed and managed.

Through Streets for All we will see progress towards the Right Mix, particularly for Neighbourhood and Regional Centre trips. Figure 1 indicates our ambition for more active travel and public transport use for these key journey types. We will see this as we deliver the public transport and active travel infrastructure and services needed for people to leave their cars at home, and as we support land use changes which make it easier for people to access services from where they live. People should have access to local services that meet

their daily needs within a 15 minute walk of their front door. Culture change around active travel and public transport is also becoming more embedded across Greater Manchester through School Streets projects, for example, which aim to improve conditions on surrounding roads and outside the school gates - and this will help us to achieve the Right Mix, too.



Streets for All sets out how we will progress towards our Right Mix vision, recognising that the streets of Greater Manchester vary greatly: each is unique, and many of them change in character throughout the day, across the week and along their length. Our role is to nurture the distinct character of each street, based on a good understanding of what both local communities and people travelling want from different streets, and how we can make them more welcoming for all.

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National policy developments

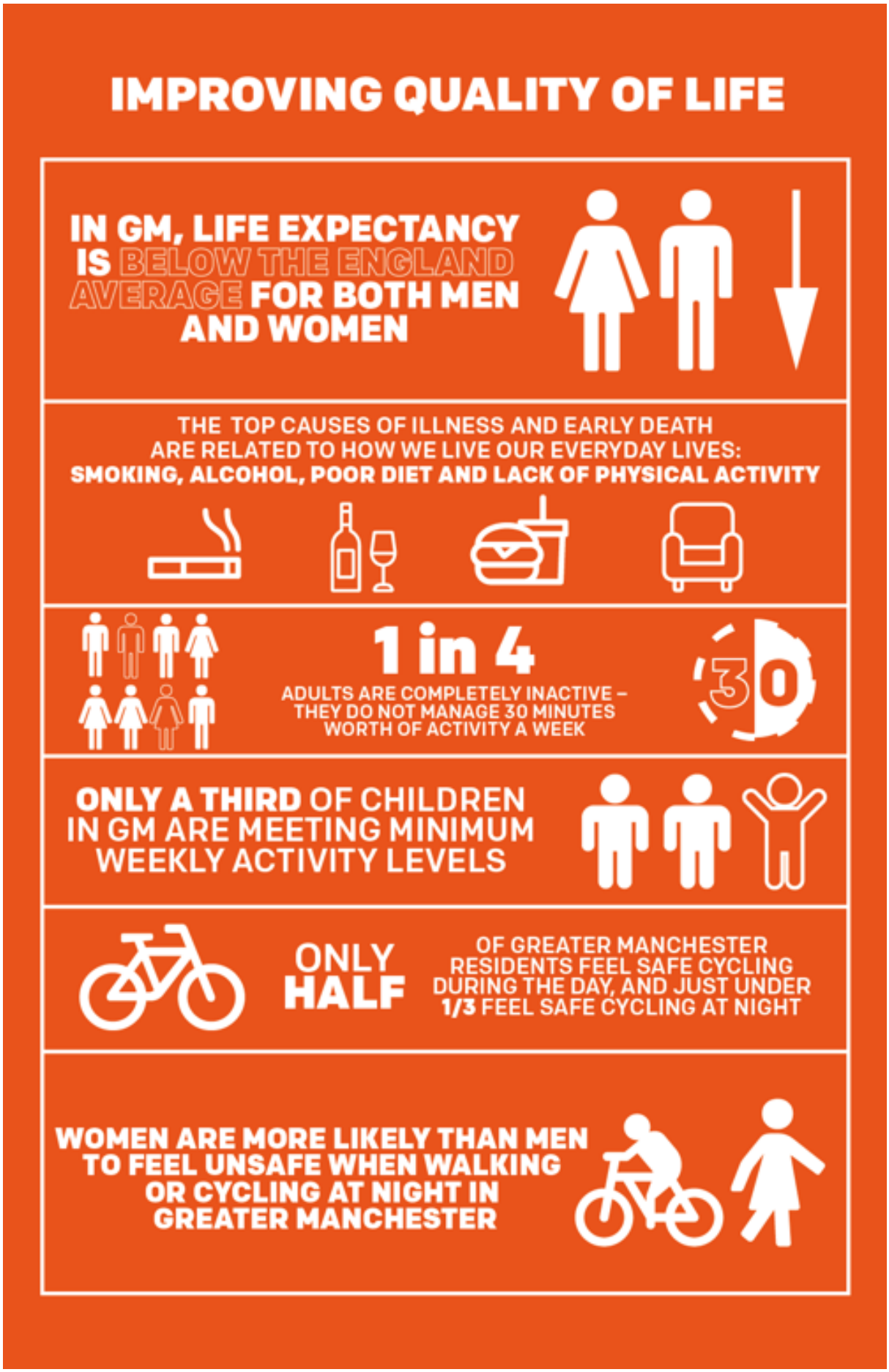
Streets for All is well-aligned with national policy documents. In 'Gear Change: A bold vision for Cycling and Walking' report (2020) Government outlines its ambition to create better streets for people walking and cycling. In 'Bus Back Better: National Bus Strategy for England' (2021) there is an expectation that all Local Transport Authorities to 'commit to significant improvements in traffic management, including bus priority measures and active travel measures'. The approach set out in Streets for All will also support our pathway to net zero transport, which is vital to the Government's 'Decarbonising Transport' plan, alongside our local plans to reduce carbon and improve air quality.

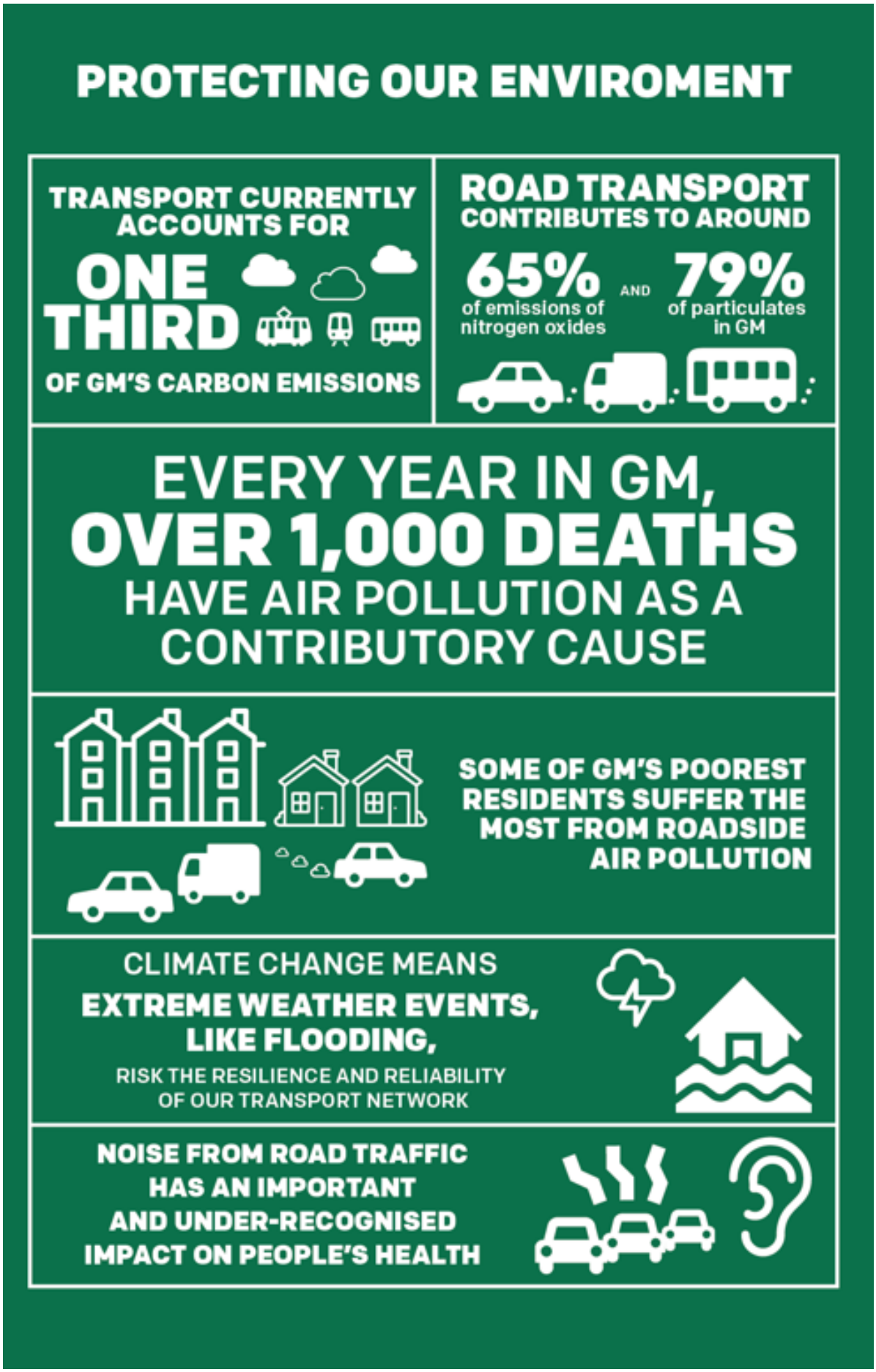
Why does Greater Manchester need Streets for All?

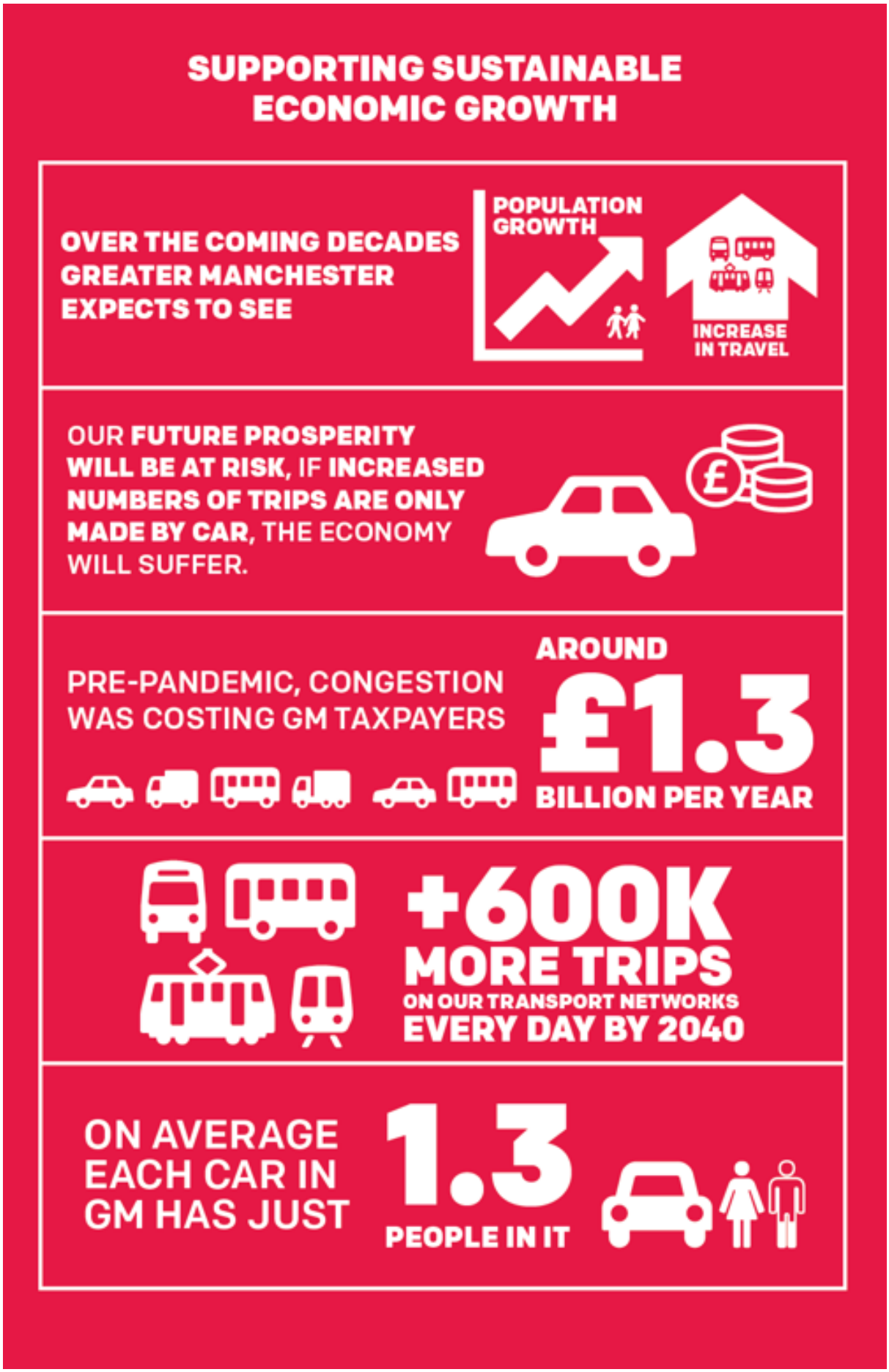
Streets for All provides an overarching framework for everything we do on streets in Greater Manchester. Achieving our ambition for more travel by walking, cycling and public transport will help us to tackle our most pressing economic, environmental, quality of life and innovation challenges. This includes improving public health, safety and clean air and addressing urgent environmental concerns around carbon, climate change, noise pollution and biodiversity. Our Streets for All approach is also important when it comes to meeting the travel needs of a growing population, supporting our high streets and town and city centres (especially during the recovery from Covid-19) and reducing the undesirable impacts of congestion and climate change. Streets for All also helps us to focus on harnessing new technologies, including by using data, to gain better insight into how people travel and making best use of transport innovations to support the more flexible use of our streets.

These challenges and ambitions are for TfGM and the 10 Greater Manchester councils - in partnership with residents, businesses, transport operators, the NHS and emergency services - to address, all working together and doing our bit.

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IMPROVING QUALITY OF LIFE
IN GM, LIFE EXPECTANCY IS BELOW THE ENGLAND AVERAGE FOR BOTH MEN AND WOMEN
THE TOP CAUSES OF ILLNESS AND EARLY DEATH ARE RELATED TO HOW WE LIVE OUR EVERYDAY LIVES:
SMOKING, ALCOHOL, POOR DIET AND LACK OF PHYSICAL ACTIVITY
1 in 4
ADULTS ARE COMPLETELY INACTIVE – THEY DO NOT MANAGE 30 MINUTES WORTH OF ACTIVITY A WEEK
30
ONLY A THIRD OF CHILDREN IN GM ARE MEETING MINIMUM WEEKLY ACTIVITY LEVELS
ONLY HALF
OF GREATER MANCHESTER RESIDENTS FEEL SAFE CYCLING DURING THE DAY, AND JUST UNDER 1/3 FEEL SAFE CYCLING AT NIGHT
WOMEN ARE MORE LIKELY THAN MEN TO FEEL UNSAFE WHEN WALKING OR CYCLING AT NIGHT IN GREATER MANCHESTER


PROTECTING OUR ENVIROMENT
TRANSPORT CURRENTLY ACCOUNTS FOR
ONE THIRD
OF GM'S CARBON EMISSIONS
ROAD TRANSPORT CONTRIBUTES TO AROUND
65% of emissions of nitrogen oxides
AND
79% of particulates in GM
EVERY YEAR IN GM,
OVER 1,000 DEATHS
HAVE AIR POLLUTION AS A CONTRIBUTORY CAUSE
SOME OF GM'S POOREST RESIDENTS SUFFER THE MOST FROM ROADSIDE AIR POLLUTION
CLIMATE CHANGE MEANS
EXTREME WEATHER EVENTS, LIKE FLOODING,
RISK THE RESILIENCE AND RELIABILITY OF OUR TRANSPORT NETWORK
NOISE FROM ROAD TRAFFIC HAS AN IMPORTANT AND UNDER-RECOGNISED IMPACT ON PEOPLE'S HEALTH


SUPPORTING SUSTAINABLE ECONOMIC GROWTH
OVER THE COMING DECADES GREATER MANCHESTER EXPECTS TO SEE
POPULATION GROWTH
INCREASE IN TRAVEL
OUR FUTURE PROSPERITY WILL BE AT RISK, IF INCREASED NUMBERS OF TRIPS ARE ONLY MADE BY CAR, THE ECONOMY WILL SUFFER.
PRE-PANDEMIC, CONGESTION WAS COSTING GM TAXPAYERS
AROUND
£1.3
BILLION PER YEAR
+600K
MORE TRIPS
ON OUR TRANSPORT NETWORKS
EVERY DAY BY 2040
ON AVERAGE EACH CAR IN GM HAS JUST
1.3
PEOPLE IN IT

DEVELOPING AN INNOVATIVE CITY REGION

NEW TECHNOLOGIES WILL CHANGE HOW PEOPLE IN GM GET AROUND.

WE NEED TO ENSURE THIS IS DELIVERED IN A TRULY USEFUL AND SUSTAINABLE WAY.



THE FUTURE WILL BE MORE DATA-DRIVEN

WE NEED TO MAKE USE OF THIS TO BENEFIT PEOPLE AND THE ENVIRONMENT.



THE FUTURE OF GM'S STREETS IS A FLEXIBLE ONE

WE NEED TO TAKE THE OPPORTUNITY TO IMPROVE NETWORK EFFICIENCY.



3. Streets in Greater Manchester – Our New Approach

Streets in Greater Manchester have many different roles and are used by a wide range of people. They are places where people live, shop, work, learn, play, eat and drink, access medical services or simply spend time. Our streets are also corridors for movement – to allow people to walk, cycle, drive and travel by bus or tram to a range of activities; and to move goods to where they are needed. We therefore need to apply a new, more tailored and sensitive approach to meet these varied needs, developed through careful engagement with local communities, businesses and other people who use different streets, and balancing the need for movement, with our ambition to create great, people-friendly places.

Our new approach is in line with the Department for Transport's proposed revision of the Highway Code. New rules will mean that, when people are driving their cars, they will have a greater level of responsibility to ensure they reduce the danger they can pose to people walking or cycling.

Street Types

In Greater Manchester we have identified five main street types.



Examples of the different Street Types

Destination Places – The area around Altrincham Market in the borough of Trafford is fantastic



example of a Destination Place. People who live, work and shop in the area use the place to stop, relax and spend time together, and there are low levels of vehicle movement in the area. There are many destination places across Greater Manchester, of different sizes, including in many of our iconic town and city centre squares. A further example of a Destination Place is the area around the Bridgefield Street Parklet in Stockport. The average time spent on Bridgefield Street increased - from 7 to 12 minutes - after the parklet was introduced. Local businesses can see up to a 40% increase in shopping footfall by well-planned improvements in the walking environment (Gear Change, 2021).

Active Neighbourhoods: Active Neighbourhoods like the ones in Ashton (pictured) and Stalybridge in Tameside borough provide pleasant places for people of all ages to spend time. They enable people to access local facilities safely by walking and cycling. In this example, the planters allow people walking and cycling to move easily but prevent vehicle through movement.



High Streets: In Bolton, this High Street provides space for lots of people to walk, cycle and spend time in while shopping and accessing essential services. Lighting, benches and trees help provide a pleasant environment in which people want to dwell for longer, enabling the town centre to prosper. The main High Street in Denton (Tameside) is another example of a thriving street in which a high proportion of trips are made by walking and cycling.



Connector Roads - This is an example of a Connector Road, in



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Wigan. There are fewer people here, and although the street clearly has an important role in making sure people can access town centres by walking and cycling, it also has a role to play in supporting the movement of buses and making sure they are given adequate priority to be reliable and attractive to users. As you can see, these streets are also important for service and delivery vehicles accessing our city and town centres. Broughton Cycleway in Salford, which provides 2km of semi-segregated cycleway from Broughton to the city centre, is another Connector Road. Following its opening, numbers of people using it to cycle grew significantly.



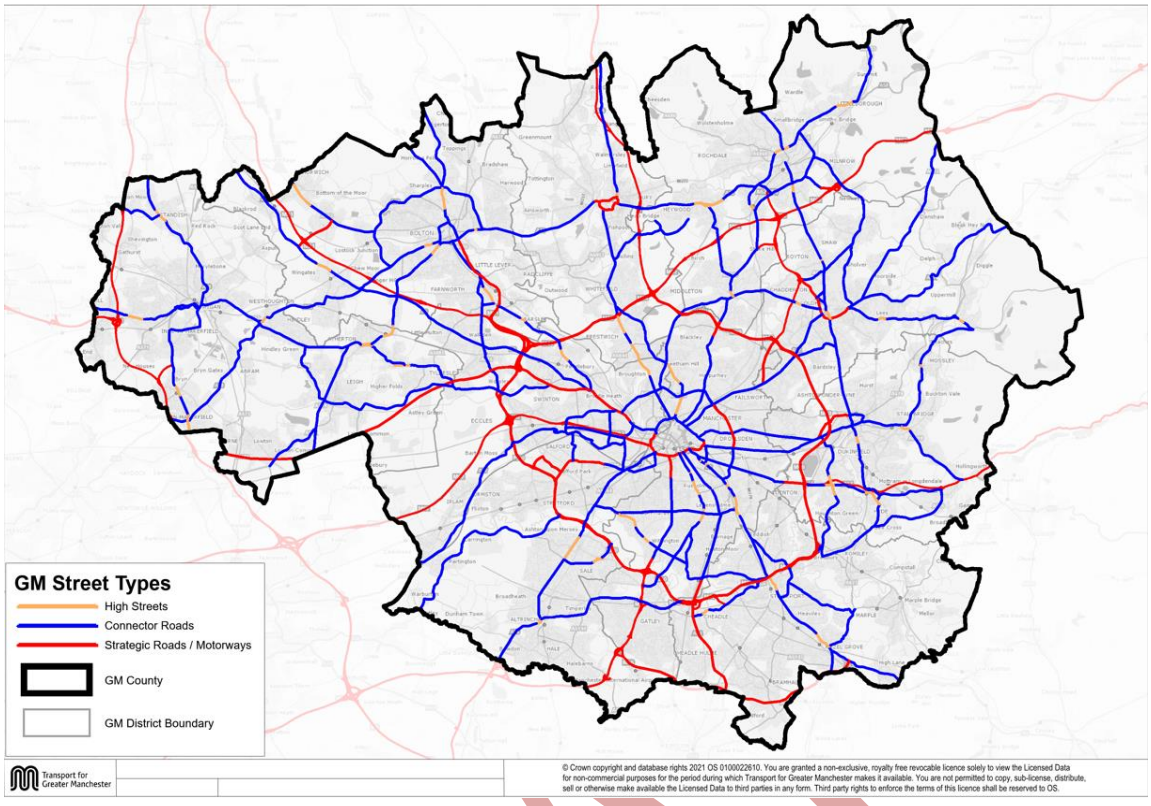
Motorways and Strategic Roads Finally, this is Regent Road on the Manchester/Salford boundary. It plays a key role in carrying motorised vehicles on longer journeys. Whilst these are important movement corridors, we also need to make sure that people walking and cycling can safely cross these roads to access other communities and facilities. A further example of this type of street is the A6 to Manchester Airport Relief Road scheme in Stockport, which bypasses heavily congested district and local centres and includes a shared pedestrian and cycle path alongside the road.

It is also important to highlight Greater Manchester's Key Route Network (KRN) which consists of 660 km of important roads linking our key centres and major employment areas and which provide links to the motorway network. Whilst much of the KRN would be categorised as Connector or Strategic Roads, many of these corridors also pass through residential areas or local high streets and need to be sensitively designed and managed in these locations to allow people to cross them easily and to minimise the negative impacts of traffic.

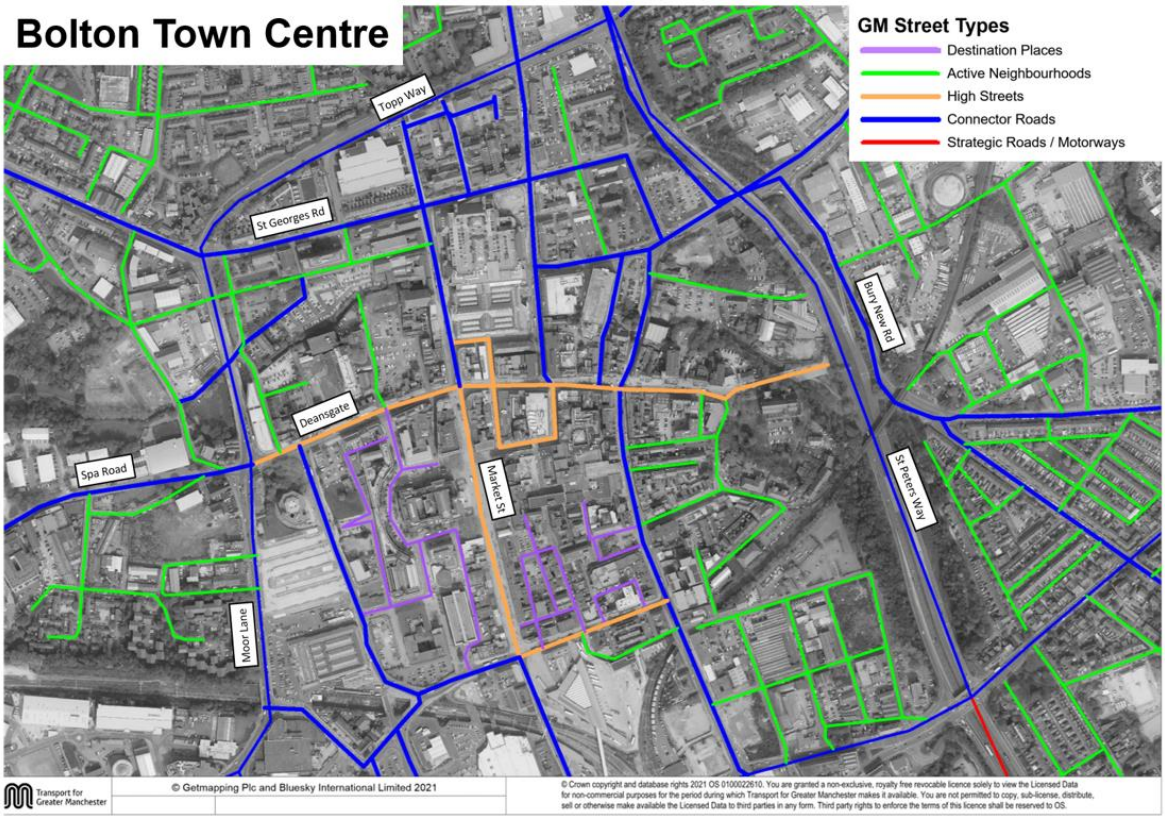
In future, each street type will be designed to offer a particular "level of service" for different user groups. Appendix A and B set out the role of each Street Type in supporting the Streets for All Essentials, for each user group. These more detailed aspects will inform design principles and will guide what people can expect to experience on our future streets in Greater Manchester.

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Map 1 – Current Street Types on the Key Route Network



Map 2 – Street Types in Bolton Town Centre



Maps 1 and 2 show a classification of the Key Route Network and Bolton Town Centre. We will use the street typologies framework, illustrated below, to support shaping the future role of streets across Greater Manchester. This will help us to:

- Assess the extent to which a street or network of streets are delivering against the Streets for All essentials and therefore meeting user requirements, as streets and areas change.
- Highlight where there is a mismatch between street type and user requirements that is limiting a street or area from realising its potential.
- Set priorities for different streets and networks and support decisions on balancing the user requirements.

Our Three Levels of Delivery

Many historic practices for designing and managing streets have been focused on increasing the ease and speed of motorised vehicles passing through them. This is appropriate for a small number of roads - where people do not live, shop, work or need to walk, cycle or spend time! On most streets, however, designing and managing streets in this way can lead to unhealthy, unsafe and unwelcoming environments for people.

Most streets in Greater Manchester have many different roles and are used by a wide range of people for the different activities we have described above. We therefore need to apply a new, more tailored and sensitive approach to meet these needs, developed through careful engagement with local communities, businesses and other people who use the street.

This is not simply a collection of street redesign projects, however. Our new approach is about working at three levels to ensure that Greater Manchester's streets feel like, and are, Streets for All.



Level 1 – Spatial Planning

Considering the location and design of new developments is important. It provides the opportunity to reduce the distances people need to travel to reach everyday destinations such as work, healthcare, education, green spaces, and leisure facilities by locating these conveniently closer to where people live or in accessible town and city centre locations.

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Shorter distances mean that more trips can easily be walked or cycled, and new developments can be designed to be easy and safe to access through active travel and public transport.

The 15-minute neighbourhood concept - where people can access services that meet their daily needs (such as school, a GP surgery and a station or other public transport stop) within a 15-minute walk from home - helps to summarise the sort of approach we are trying to implement in Greater Manchester. We want people of all ages and abilities to benefit from this approach.



As illustrated above, 'Plan Melbourne' sets out a similar concept for 'living locally' in that city. **(Department of Environment, Land, Water and Planning, Victorian Government, 2017).**

Car ownership is the greatest influence on whether people choose to walk, cycle or use public transport. When it comes to trips that are just 1km in length, 30% are made by car. Of trips between 1 and 2km, 62% are made by car. There is huge potential to switch many of these short trips to walking and cycling. How we plan and design our city-region will greatly influence people's decision as to whether they need to own a car.

In our city-region, the emerging Places for Everyone plan (and related updates to Local Plans) will focus on sustainable sites and priority development locations and provides an opportunity to prioritise walking, cycling and public transport over private vehicle use in the design of developments. The significant growth in Greater Manchester means we will need to move people more efficiently to ensure our city-region continues to function and doesn't constrain economic growth or impact on quality of life or the environment. Planning a future that supports our Right Mix vision will enable us to achieve this. All Greater Manchester local authorities will be encouraged to incorporate the Streets for All essentials into Local Plans where they are being reviewed.

It is important that developers create safe and attractive cycle and walking routes through their sites and to key local destinations such as public transport hubs. They will need to consider access to public transport when designing new developments, for example by ensuring direct access to bus stops and making it easy for buses to pass through the development.

We will also work with developers to ensure that while new buildings are being constructed, safe and direct cycle and walking routes are maintained around the site.

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In addition, at employment locations and other major destinations, facilities to support active travel - such as showers, lockers, secure, covered cycle parking and changing facilities - should be provided. Employers should also promote alternatives to private car ownership by developing Travel Plans which support the use of active travel and public transport, and opportunities for car sharing, for example.

Actions:

To ensure that new developments are meeting our new standards we will:

- Promote the 15-minute neighbourhood concept in our work on spatial and transport plans.
- Develop a Streets for All check, proportionate and appropriate to the development, to be included in transport assessments and set out any mitigation measures to ensure the development aligns with streets for all essentials and design guidance. This can be discussed in early pre-planning application conversations with developers.
- Incorporate the 7 Streets for All Essentials in Local Plans, where they are being reviewed.
- Update the Transport for Sustainable Communities Guidance to reference Streets for All requirements and national policy such as Gear Change, Bus Back Better and the latest Manual for Streets guidance.

Level 2 – Network Planning

To enable people and goods to move around Greater Manchester sustainably and efficiently, each street needs to perform its role in the broader transport network. To plan this network, and resolve competing demands for street space on key routes, we will use network plans to shape proposals for individual projects.

The aim of this type of network planning is to ensure we are enabling appropriate movement on appropriate streets and creating a coherent network for different types of use. For example, the M60 and other motorways within Greater Manchester should be carrying larger vehicles on longer journeys to ensure that the impacts of motorised traffic on local streets are minimised. Similarly, we are planning and delivering a coherent active travel network for Greater Manchester which needs to be accommodated on different sorts of streets.

We will use network planning not just to help us to design changes in specific locations, but to manage how the consequences of new street design results in people moving differently around areas. For example, we may need to provide priority on a corridor for buses (which make much more efficient use of limited road space) but that may result in less space for general traffic. Similarly, it may be agreed that segregated cycle infrastructure is more appropriately provided on a parallel corridor away from major traffic flows.

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We will work with Highways England, and traffic information providers, to ensure that technology is used to direct different users to the most appropriate networks. This means that when people are driving, they will be encouraged to use the Key Route Network and strategic road network rather than local streets.

We will also continue to work with Highways England and utility companies to manage planned and unplanned events and ensure that, when required, diversion routes are identified. As part of this, it is vitally important for us to develop a coherent bus network with appropriate levels of priority given to buses over general traffic on key corridors.

Actions:

To ensure individual transport projects come together to support our planned networks, and our long-term "right-mix" mode share ambitions, we will:

- Review and update the Highway Protocols to reflect changes in roles and responsibilities, and continue to review the priority routes for public transport, active travel, freight and general traffic across GM (aligned with the Right Mix mode share target and future Road Danger Reduction Strategy).
- Through investment projects, identify alternate suitable routes or mitigation plans for key points on the network where there are competing pressures for priority from different modes.
- Within the design process for specific streets or corridors, agree what level of motorised traffic will be accommodated and how to manage traffic across the area to achieve traffic reduction.

Level 3 – Street Design and Management

Having considered 1) accessibility to local services and the need for new developments to be integrated with public transport and active travel planning and 2) the role of a street in the network for different modes of travel we can then go on to look at 3) the unique local context, to identify how we can make a street healthier, safer and more welcoming for everyone.

There are over 9,000km of local streets in Greater Manchester. These streets will not change overnight: the Streets for All approach will be a well-planned process with proper consultation and investment to support a long-term change. It will take time for everyone to start to feel the benefits of our Streets for All approach. A key measure of success will be people seeing and experiencing positive change to the streets they regularly use. **Our Five-Year Transport Delivery Plan (2021-2026)** describes the first projects where this approach is being implemented, how these are being funded and sets out further asks of Government to support delivery.

We will also explore the implementation of trials for certain street improvement schemes. This can help achieve changes more quickly and ensure a planned, more permanent scheme

is right for the street. This should enable us to avoid spending money and resources modifying a scheme that does not work as anticipated.

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Actions:

To achieve this new objective of prioritising people in street design we will:

- Ensure that the process for designing projects which affect our streets includes engagement with local communities and stakeholders at an early stage, so that their views can be incorporated into designs. For example, when developing proposals for Active Neighbourhoods and Mini Hollands, we will continue to work collaboratively with people who live locally from the planning stage through to delivery, allowing them to influence location and type of measures. This will allow us to develop a vision and objectives that are suited to streets corridors and areas.
- Develop a Streets for All Design Guide tailored to the needs of Greater Manchester. In the interim refer to design guidance produced by the National Association of City Transportation Officials (NACTO) as a 'best practice' guide.
- Undertake a Streets for All check for every place we are proposing a new intervention.
- Establish a new process for reviewing project specifications at key stages to ensure each project is fully aligned with Streets for All.

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4. The Streets for All Essentials

Our Streets for All essentials respond directly to the challenges and ambitions set out earlier in this document. They are for us - TfGM and the 10 Greater Manchester councils - to deliver in partnership with residents, businesses, transport operators, the NHS and emergency services - all working together and doing our bit.



Our 7 Streets for All Essentials are our priorities and our promise. They are:

A. Green and vibrant streets that are welcoming places to spend time in

We will adopt a people-centred approach to street design. This means more opportunities for people to sit, relax, play and socialise; more plants and trees and less traffic dominated streets. To do this we will create:

Healthy, green streets

We will create streets where all people feel welcome, relaxed and safe. Our streets will provide regular opportunities to stop and rest. They will provide clean environments where there are things to see and do. And they will offer plenty of shade and shelter, to ensure that all people can use the streets, whatever the weather.

We want to ensure that streets are welcoming to all people, regardless of their age. Our Streets for All approach supports the creation of play areas and more residential streets that are safe for children to play in.

By increasing tree planting on streets, where appropriate, we will make the environment more relaxing to encourage more people to walk and cycle as part of their daily routine and to spend more time outdoors relaxing and exploring. This will also help Greater Manchester to adapt to climate change as trees remove harmful air pollutants, produce oxygen, help to keep the environment cooler in hot weather and help to reduce localised flooding and water pollution. Trees also provide important wildlife habitats.

Finally, we will create streets that are resilient to future climate change impacts by implementing green Sustainable Drainage Systems (SuDS) within Streets for All proposals, helping to reduce the current and future risk of flooding in a sustainable and cost-effective manner. We will take a collaborative, coordinated and integrated approach to renewing Greater Manchester's surface water drainage systems while implementing travel improvements. This will help deliver wider outcomes for people and biodiversity such as cleaner air, improved water quality, reductions in flood risk and reduced risk of overheating.

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Economically vibrant places

Our Streets for All approach will create more economically vibrant places by providing more opportunities for people to meet and spend time on streets. As we are delivering street improvements, we will work with local businesses, such as shops, cafes and restaurants to make their frontages more attractive. The importance of providing sufficient attractive street space has come into even sharper focus during the COVID-19 pandemic with more space being given to people to allow them to move around and socialise more safely on streets and in local centres.

Streets and spaces that are safe

Women, and people from identifiable minority groups, are more likely to feel unsafe when walking and cycling than other groups due to personal security concerns. This is unacceptable. Everyone people should feel safe, on all of our streets, whether it is during the day or after dark. Improving personal security, and people's perceptions of it, are really important elements of our Streets for All approach. We must make sure that people feel safe enough to choose walking, cycling or public transport, rather than thinking that they have to travel by private car for personal security reasons. Maintenance and upkeep of local areas also decreases crime and the fear of crime.

To achieve our ambition of Streets for All, we also need to tackle the dangers that result in road collisions - with the consequential loss of lives and serious injuries - and the perception of these dangers that discourage cycling and walking. Reducing road danger is a fundamental requirement for delivering Streets for All, and part of our focus is on maintaining and introducing measures that encourage vehicles to be driven safely, at safe speeds which - in turn – make cycling and walking safer for everyone, and streets more welcoming places to spend time.



In addition, we need to ensure that people with disabilities can enjoy the opportunities and facilities offered on our streets. Alongside the provision of seating, we know that ramps, accessible toilets, clear signage, tactile paving and keeping streets in a state of good repair are some of a number of elements that ensure people are not excluded from spending time in our public spaces.

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B. An attractive and inclusive walking environment

Greater Manchester will sign the **International Charter for Walking**. This globally-recognised Charter is designed to help authorities focus policies and activities on creating a culture where people choose to walk.

To achieve the pledges within this Charter, we are delivering our Active Bee Network which will create an environment where:

Walking is the natural choice for everyday journeys

Walking should be considered the most obvious way to make short, local trips. For many people, this is already the case.

Within this document, the terms 'walking' and 'pedestrian' encompass not only people walking, but also those using streets and spaces in a variety of other ways (in addition to spending time in), for example to rest and play. These include:

- Those using wheelchairs, including electric wheelchairs and mobility scooters;
- Those with sensory impairments, such as blind, partially sighted or deaf pedestrians who may experience the street environment quite differently; and
- Those pushing prams, buggies and double buggies.



We want to enable even more people to see walking as the natural choice for everyday travel. In order to do this, we will prioritise continuous, high-quality provision for walking on routes that link people's homes with shops, places of work and education, healthcare, public transport facilities and leisure, including connections to valued and well-maintained Public Rights of Way. We will do this through engagement with local people to help remove barriers to walking to these locations. This means that we will be making it easier, quicker and more direct to walk for short trips than to drive them. We will prioritise the needs of people who currently find it hardest to get around by walking and cycling because of mobility impairments.

We will make sure that crossing busy streets is as direct and safe as possible. Sometimes this will mean that vehicles must slow down, or wait, while people cross. People will understand and have confidence that they have priority when crossing side-streets and, when people are driving, they will understand that they must let the people who are walking go first. This is why we are trialling side-road zebra crossings to understand how improved road markings might improve priority and safety for pedestrians.

A large number of future road crossing points were identified through the Active Bee Network mapping process (undertaken in 2018 and 2019). A delivery programme is in place and TfGM is leading on this project, in close collaboration with GM's Urban Traffic Control (UTC) team and the ten Greater Manchester councils. We will gradually increase the rate of delivery to support the aspiration to deliver the network by 2030.

Streets are welcoming places for everyone to walk

Some people do not walk when making short, local trips, because routes are not well designed with the amenities they need, such as seating, shelter, safe crossing provision or lighting. Sometimes these amenities are not well maintained, or do not include features that enable everyone to use them (for example, dropped crossing points). We need to make sure that our streets can be used by people of all ages and mobility levels.

We will work with local communities to make sure that there are regular opportunities to stop and rest along the way in suitable, convenient locations, and we will fix those locations where there is no step-free access.

We will explore opportunities to lower speed limits particularly in neighbourhoods and local centres and make changes to those streets so it is clear to drivers what the appropriate speed is. We will seek to upgrade safety cameras to increase compliance of people driving within the speed limit. We will work with Greater Manchester Police to expand community speed watch to raise awareness of the impacts of excessive driving speed on local communities.

There is space on our pavements for everyone to walk in comfort

Pavements need to be wide enough to ensure that everyone feels comfortable when walking along them. This should be the case whether people are walking alone, or in a group; or if they're walking fast or slow.

We will increase dedicated space for walking on GM's streets. This includes tackling pavement parking, decluttering the streets, removing unnecessary and obstructive signage (including advertising) and repositioning street furniture, and widening pavements where this is needed and feasible.

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Pavement parking is a problem across the country, not just in Greater Manchester. Blocking or reducing the width of the pavement can limit people's ability to walk; particularly for young families and those with disabilities. To achieve the 'double buggy test' outlined in Made to Move, Greater Manchester recommends that stronger action is taken in response to people parking on the pavement.

GM's Active Travel Interim Design Guide states that a 2-metre width, leaving enough space for a parent pushing a double buggy on pavements is required for Active Bee Network schemes. This could also represent someone who is partially sighted or in a wheelchair. We will work with residents, businesses, and visitors to understand where there are specific issues related to implementing the guidance and we will tackle them together.

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C. A safe and connected cycling experience

More people are cycling on streets in Greater Manchester and we want this to continue. We will create an environment where:

People can reach more everyday destinations easily and safely by cycle

Our ambition is for cycling to be a safe, convenient, and attractive option for people making everyday trips in Greater Manchester. As part of the Active Bee Network proposals - for a continuous, high-quality network for walking and cycling that connects all of the communities in Greater Manchester - we will work with local people to ensure that proposed improvements meet their needs.

People feel valued when they are cycling

In Greater Manchester, all cycle infrastructure will be built and maintained to a consistently high standard. This will include protected space for cycling where it is needed and practical; the use of easy-to-maintain, high quality materials; easy-to-understand signs and secure and convenient places to park cycles quickly and easily. We will work with communities, businesses, and visitors to determine where to build cycle routes and locate cycle parking.

Cycling is widely considered to be a safe and secure travel option

We will ensure that cycle routes are designed so that a 12-year-old would choose to use them, as set out in the Made to Move publication in 2017. That 12-year-old also represents a pensioner, or someone who has not cycled since childhood.

When people are cycling they will feel that they have enough safe space to move in, including disabled people of all ages and abilities, and people travelling in groups. The Active Bee Network will include new fully protected cycle lanes on streets with large numbers of faster-moving motorised vehicles; increased priority and protection at junctions; and well maintained, well-lit streets so people feel safe cycling at all times of the day and night.

We will work with professional drivers to raise and maintain high standards of safe driving with a particular focus on how to drive in a way that helps people who are cycling already, or who want to cycle to feel safe.

We will focus our education and enforcement on tackling road traffic offences and behaviour which make people who are cycling or walking feel unsafe. As previously mentioned, we will explore opportunities to lower speed limits particularly in neighbourhoods and local centres. We will seek to upgrade safety cameras to increase compliance of people driving within the speed limit.

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TfGM will also continue to run cycle skills training and maintenance sessions - for beginners and experienced cyclists - to help people feel more confident on Greater Manchester's roads.

Finally, integrating Sustainable Urban Drainage Systems (SuDS) and other climate resilience features into active travel designs can help to ensure cycle routes remain safe to use, despite the changing climate.

D. A reliable, integrated, and accessible public transport network

We will improve the experience of using public transport so that it is seen as an attractive alternative to the car for longer journeys.

It is important to remember that this is ambitious but achievable. People who live in Greater Manchester are already using public transport - especially the bus, which accounts for approximately 75% of public transport trips made in Greater Manchester.

Streets for All has a focus on local bus services as the main form of public transport on our streets. We are committed to the Vision for Bus contained in the Greater Manchester Transport Strategy 2040, which is based on four objectives: network integration; a simplified and integrated fares system; offering a great customer experience; and achieving value for money.



Further details about how we will improve local bus services will be set out in Greater Manchester's Bus Service Improvement Plan.

Local buses use street space very efficiently, freeing up space for creating attractive urban places. Integrating bus services into a high-quality urban realm is expensive, however, and only worthwhile in locations where buses carry (or have the potential to carry) a substantial proportion of people travelling to that location.

We will improve our streets to support the growth of bus patronage so that:

Buses turn up, and arrive at their destinations on time

Bus services will be given more priority where it's needed, through bus lanes and the use of technology that gives priority to late running buses at traffic signals. This will mean buses are less likely to be delayed, enhancing customer experience by making bus journeys quicker and more reliable than driving in many areas. In many places, space is used inefficiently for

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parking vehicles. A good understanding of the how on-street parking is being used in different locations and what value it is really delivering will be important. Difficult decisions will need to be made, in some cases, in order to relocate road space to deliver these improvements.

Major centres are connected by “Quality Bus Transit” services

Our ambition is to upgrade entire bus routes, with a focus on creating more reliable journeys and developing “Quality Bus Transit” (QBT) connections between our main centres, including for orbital journeys around Greater Manchester. QBT will be focused on heavily congested routes into major town centres, and the Regional Centre, where improving the reliability of bus journeys is particularly important.

A good example of the sort of bus infrastructure that is being proposed for new QBT services is the Oxford Road Corridor in Manchester.



QBT will be integrated into the urban realm, upgrading walking and cycling infrastructure, where possible, and providing improved street furniture and landscaping. It will incorporate bus priority measures - to achieve reliable services - attractive waiting environments and high-quality vehicles.

It will be easier to access public transport by walking and cycling

Bus stops, Metrolink stops, suburban rail stations and transport interchanges will be easier to access by walking and cycling, including for people who have mobility impairments, are travelling in groups or are handling a buggy or heavy luggage.

Park and ride facilities will be developed into multi-modal travel hubs that support people cycling as part of longer journeys, for example by providing secure cycle storage at stops and stations, in addition to other facilities, such as electric vehicle charging infrastructure and parcel lockers.

Taking the bus is seen as a safe and attractive option

Buses will run on streets which are attractive, clean and safe to wait on. Bus stops and interchanges will be designed to be comfortable, attractive, safe and accessible - particularly for those who use mobility aids, who are in wheelchairs or pushing prams - and buses will be modern, clean and well-maintained to ensure journeys are pleasant and reliable.

Engagement with communities, businesses and visitors will help shape the plans of the future bus network enabling people to make the journeys they need to for a variety of purposes.

Information on services, fares and ticketing options will be provided to customers in a way that is easy to access and understand.

Bus Reform and the National Bus Strategy

In March 2021, the Mayor of Greater Manchester announced his decision to bring buses under local control. In future, buses will be run under a system called franchising: TfGM (on behalf of GMCA) will coordinate the bus network and contract bus companies to run the services to a specification that that Greater Manchester wants and needs. This is good news for our Streets for All approach. It means:

- Better integration between buses and the rest of the transport system. This will mean passengers can change more easily between buses and trams - or buses and cycling or walking - and there will be simple, affordable price-capped tickets. Making journeys sustainably will be quicker, easier and cheaper.
- Environmental standards for a green bus fleet can be set by Greater Manchester. This will help us to meet our targets to tackle the Climate Emergency, reduce harmful emissions and clean up our air.

The Government has also published a National Bus Strategy which emphasises the importance of bus priority measures and traffic management, integration between bus and other modes. There is also a requirement to publish a local Bus Service Improvement Plan (BSIP), to be updated annually and reflected in the authorities' Local Transport Plan and in other relevant local plans, such as Local Cycling and Walking Infrastructure Plans.

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E. Goods reach their destination on time with minimal impacts on local communities

We will ensure that:

Reliable freight routes are clearly defined

We will identify which streets and routes will be prioritised for carrying freight vehicles and we will implement plans to manage those vehicle movements. We will support the transfer of freight from streets to rail and water wherever possible.

The negative impacts of freight movement, deliveries and servicing on local communities are minimised

Deliveries and servicing can often be managed more efficiently to reduce the number of motorised vehicles on local streets, especially at peak times. We will do this by supporting micro-consolidation and operational consolidation in regional and town centres, promoting the re-timing of deliveries to off-peak hours, better managing loading and unloading on busy streets, and increasing the number of businesses using cleaner, quieter, smaller options such as electric assisted cargo cycles and electric vehicles for deliveries.

TfGM will work with the ten GM local authorities and large organisations and retailers to develop sustainable delivery and servicing plans that support the ambitions of Streets for All. While it is important to maintain the economic benefits of freight mobility, we do need to minimise the need for *road* freight deliveries in order to reduce congestion and improve air quality.

We will reduce the road dangers posed by freight and deliveries to people walking, cycling and spending time on the streets through enforcement of road traffic offences, engineering, driver training and regulation.

We will also implement policies on night-time deliveries to reduce noise pollution which negatively affects quality of life.

Finally, Greater Manchester's significant economic growth aspirations – facilitated by vehicles on the roads servicing construction sites – must not lead to an increase in pedestrians, cyclists and motorcyclists being killed or injured in collisions with HGVs on Britain's roads. We will take action to ensure we do not see a corresponding rise in collisions. We will continue to encourage our partner organisations to become CLOCS (Construction Logistics and Community Safety) and FORS (Fleet Operator Recognition Scheme) accredited to raise the quality levels of construction and fleet operations.

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F. Streets that enable people to drive less

We have a large network of streets and roads which we need to use as efficiently as possible to accommodate the growth in travel that comes with our growing population and economy. We can't 'build our way out' of congestion, so we need to make better use of the infrastructure we already have. This is even more important as we seek to minimise embodied carbon in new infrastructure. We want to get the best out of what we have, which means:

Giving more space to the most efficient and sustainable modes

We will need to reallocate some road space currently used for the movement of general traffic to make space for the modes which make much more efficient use of the available space; particularly walking, cycling and public transport. This will involve making difficult and sometimes initially unpopular decisions in exchange for long term benefits.

Comparison of road space for different travel modes



We will maintain the most direct routes for people walking, cycling and using public transport in their neighbourhoods; other motorised vehicle journeys may be less direct, particularly where we are addressing rat-running and speeding in local centres and residential areas. We will still allow access for residents, and for those motorised vehicles required for various essential reasons such as disabled access and emergency services. We will identify opportunities to better integrate on-street and off-street cycling and walking routes to increase the connectivity for people travelling by active travel.

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Reducing levels of traffic on our roads

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. Delivering this will require traffic reduction on some streets in Greater Manchester.

We are currently developing a Road Danger Reduction Strategy which will set out our approach to creating a more inclusive and equitable environment, that encourages walking, cycling and the use of public transport, by reducing the source of danger through: control and reduction of the speed and number of motorised vehicles on our streets, and the creation of attractive urban spaces where people want to walk or cycle.

Decisions about re-allocating road space to reduce levels of traffic on our roads will be made through close dialogue with local communities, road users and transport providers, working at three levels - spatial, network and street - to support (sometimes difficult) decisions that will need to be taken for the safety of people who use Greater Manchester's streets.

Making productive use of kerb space

In consultation with local communities, we will review use of the road space next to the kerb to identify opportunities to use it more productively. In many places this space is used inefficiently for the long-term parking of vehicles and would better serve the community if it was used for walking, cycling, seating, planting, play space, landscaping, bus stops, loading areas or cycle parking.



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Fewer trips are being made in the most congested periods

There are times of the day when our network of streets and roads struggles to handle the number of vehicles trying to move through it. In addition to supporting people to travel in more space-efficient ways, we will continue to work with residents, businesses and road freight operators to re-time their journeys to avoid peak times or reduce their journeys.

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G. A future proofed network

We will invest more in maintaining our streets and embrace with technological innovations to ensure:

Good design makes maintenance easier

Maintenance, cleansing and enforcement on streets are important to creating streets people are happy to use and spend time in. When people are travelling in motorised vehicles their exposure to the street environment is lessened. When people are walking, cycling and waiting for public transport they have a much greater sense of how well the street is being cared for. To improve the walking and cycling experience and to encourage more people to travel in this way more often we need to raise our performance in getting the details right and focusing on the human experience of being on-street. This is particularly important for meeting the needs of people who find travelling more challenging due to age, illness or impairment.

Ongoing planned maintenance can greatly increase the lifecycle and reduce the whole life cost of street infrastructure, whether it is regular street cleaning through to replacement of damaged road and pavement surfaces and other street elements and repair of utilities. We will ensure ongoing maintenance costs are accurately reflected in the initial project costs. Learn from past experiences and share best practice around innovative highway maintenance processes and materials.

New mobility technologies help us to create a safe, sustainable streets which make better use of existing street space

Vehicle emissions and noise will be reduced by enabling the transition to Ultra Low Emission Vehicles (ULEVs). We will deliver an expanded public EV charging network and will focus on the conversion of commercial and public sector fleets, as well as exploring shared forms of e-mobility, such as electric car clubs, electric cargo cycles and e-scooters. This will require working in partnership with local stakeholders to better manage the electricity supply to meet the needs of an increasingly electrified transport system.

Advances in data science, artificial intelligence and sensing technology are increasing the rate of innovation in Connected and Autonomous Vehicle (CAV) technology. We aim to ensure that when CAVs are eventually used in our city-region, they are embedded with the values and priorities set out in Greater Manchester's strategic plans, including the need to: improve safety and accessibility standards for everyone who uses our streets; support our environmental goals and provide an opportunity to increase the uptake of shared service mobility solutions where public transport is not an option.

Alongside these developments, we will coordinate and improve traffic signals to reduce congestion and prioritise walking, cycling and public transport, working with communities, residents and visitors to understand their views. We will use smart technology to better

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manage assets and support good maintenance regimes. We will explore the role that digital connectivity - such as 5G - will play in improving traffic signal management capability. GM is installing Artificial Intelligence (AI) powered Vivacity sensors around the city-region to collect real time data on cycling and walking. These can show interactions between people walking and cycling, and motor vehicles, and provide insights on factors such as pathways and speed.

We will seek to harness the benefits of shared mobility through diversifying the use of Park and Ride facilities and introducing Travel Hubs which will create a focal point for shared mobility operators (such as cycle hire, shared e-scooter/e-cargo cycles and e-car clubs) and other shared use facilities, such as parcel lockers. Travel Hubs can also contribute to place making through the creation of safe, attractive, multi-use landscaped areas for socialising, resting and playing.

We will investigate the potential to implement new policies and management techniques to use the street space along the kerb much more effectively. This will include kerbside space being used for a wide range of activities throughout the day: in some places, for example, we can increase space for walking and cycling in peak periods while enabling deliveries and servicing at other times. Technology has the potential to help manage this space more dynamically at different times of the day and week through, for example, dynamic digital traffic regulation orders.

We will also work with our partners to develop new ways of using and collecting data, including mobile phone data and sensors to provide better real-time information on travel patterns, traffic congestion, traffic offences and transport emissions.

Finally, technology also clearly has an important role to play in supporting inclusion for deaf, blind and disabled people - using some apps, for example, to aid navigation. This can increase the levels of confidence and safety people feel when using our streets.

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Essentials Spotlight Actions:

We will progress and deliver Streets for All redesign projects as part of our capital investment programme outlined in Our Five-Year Transport Delivery Plan (2021-26).

We will build 500 miles of new Active Travel networks by 2024, working with local communities to make sure we are putting them in the right places

We will design our streets to deliver Quality Bus Transit services that make public transport a safe and attractive travel option, through bus priority, improved waiting facilities and better access to bus stops, as part of our Bus Service Improvement Plan.

We will develop Traffic Reduction Plans as part of refreshed Local Implementation Plans.

We will produce a Road Danger Reduction Strategy for Greater Manchester.

We will work with businesses and the freight industry to trial innovations in zero-emission deliveries and servicing.

We will develop a Shared Mobility Strategy, setting out the role of mobility hubs in enabling seamless integration between more sustainable modes of transport and learning from our experience of e-scooter trials.

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5. Our new ways of working

To systematically embed the Streets for All approach in our ways of working we will take the following actions over the next 3 years:

A more co-ordinated approach

We will develop a more coordinated approach to how we design, manage and fund streets with TfGM and Districts working in a collaborative and coordinated way to develop and deliver our new Streets for All approach.

We will review our funding arrangements so that we have a more joined-up system for deciding what we invest in. This will be challenging – as much of Greater Manchester's funding is dependent on Government – but is important, in order to ensure our projects are coordinated and working together to deliver our Streets for All vision.

Local engagement

It is really important that the people who are making the decisions about which projects go forward fully understand the views of local people. We will continue and build upon existing Local Authority consultation and engagement processes, and we will develop new ways to engage with local communities, businesses and people travelling to make sure they are fully involved in decision-making, and to bring in the views of people we don't always hear from, including disabled people. We support a fair process, and we aim to hear all voices as part of that.

We will continue to lobby central government for the enforcement powers we need to make our streets welcoming and inclusive including the ability to enforce Moving Traffic Offences and implied zebra crossings.

When we are delivering a project on-street we will plan how that fits with our wider programmes of regeneration, new developments, behaviour change programmes, enforcement, cleansing and maintenance including ongoing coordination with external stakeholders.

Governance

As part of improved local engagement, it is important that the Streets for All approach is rolled out in conjunction with, and reflects the priorities of, our key partners each of whom have their own part to play in delivering the principles and commitments set out in this document. They include:

- The ten Greater Manchester Local Authorities – as the highways and planning authorities, the local authorities are responsible for ensuring that roads are safe and usable, for producing Local Plans and considering all planning applications. They are also responsible for neighbourhood planning and leading on the delivery of services in their area;

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- The elected Mayor of Greater Manchester – responsible for the transport budget our city-region receives from Government and for setting priorities for transport;
- The Greater Manchester Combined Authority – the GMCA is made up of the ten Leaders of the Greater Manchester Local Authorities and is chaired by the Mayor. It is responsible for delivery of a range of devolved functions including Fire, Waste, Police and Crime, Planning, Transport, Health and Economic Growth;
- Wider Stakeholders – including Highways England, transport operators and emergency services.

Case making

To draw in new funding for delivering Streets for All each district needs local data which helps to understand and communicate the case for investment. Data sets covering key topics such as air quality, public health, road safety, walking and cycling levels and traffic flow will be produced for each district.

We will also strengthen our business case methodologies to better account for the health and social benefits that Streets for All projects will deliver.

Project design

We will take a new approach to designing street projects which considers the role of the location in the wider spatial and network plans, identifies the key functions of the street and then applying our new design guidance and design check to the proposal. In the design process we will ensure that the maintenance, cleansing and enforcement implications of new schemes are carefully considered.

Project build

When we are building new projects, or when there are road works, we will make sure that sustainable travel is still prioritised throughout the construction period by working with our contractors to implement new protocols.

Measuring Success - Monitoring & Evaluation

To be able to demonstrate that we are delivering real, tangible benefits for the people of Greater Manchester we will get better at measuring and communicating the effects of what we do. The Greater Manchester Transport Strategy 2040 has a monitoring framework for tracking progress against our strategic objectives, such as customer responses or 'demand-side' indicators and operational or 'supply-side'. We will also report our progress in delivering our Streets for All Commitments, See Appendix C.

Investing in Streets for All - Funding

Our Five-Year Transport Delivery Plan (2021-2026) sets out the programme of actions, how these are funded and the asks of government to support delivery. They are reviewed and refreshed annually and enable us to ensure that, alongside our partners, we are continuing to develop and deliver the right transport schemes to support the city-region's priorities.

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The success of delivering Streets for All does not just depend on funding of new projects but on the prioritisation and adequate funding of routine activities including street maintenance and cleansing, and policing.

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Appendix A: Streets for All Essentials and Street Type Requirements

Streets for All Essential	Destination Places	Active Neighbourhood Street	High Streets	Connector Roads	Strategic Roads and Motorways
Green, vibrant streets that are welcoming places to spend time	These streets should: • Prioritise movement, health and safety of people who spend time on them over motor vehicles • Be engaging, active places that attract people to come and spend time in them • Be safe, comfortable spaces, free from noise and air pollution • Incorporate greening, are resilient to	These streets should: • Prioritise movement, health and safety of people who live/ spend time on them over motor vehicles • Are safe, comfortable spaces, free from noise and air pollution • Enable people to activate streets for play, socialising and relaxing • Incorporate greening, are resilient to	These streets should: • Prioritise movement, health and safety of people who spend time on them, and businesses that function on them over motor vehicles • Be engaging, active places that attract people to come and spend time and money in them • Be safe, comfortable spaces, free from noise and air	These streets should: • Allocate space/ time to support functions of streets beyond movement of traffic where needed (i.e., supporting local businesses, providing active neighbourhood facilities where there are residential frontages) • Reduce and manage speed and volume of traffic to limit impact of road	These streets should: • Reduce and manage speed and volume of traffic to limit impact of road safety, air and noise pollution on surrounding communities and places • Incorporate greening, are resilient to climate change and support biodiversity

Streets for All Essential	Destination Places	Active Neighbourhood Street	High Streets	Connector Roads	Strategic Roads and Motorways
	climate change and support biodiversity	climate change and support biodiversity	pollution	safety, air and noise pollution on surrounding communities and places • Incorporate greening, are resilient to climate change and support biodiversity	
An attractive and inclusive walking environment	These streets should: • Enable people of all ages and abilities to walk and spend time on these streets, prioritising these people over motor traffic • Be interesting, engaging and playful places to	These streets should: • Enable people of all ages and abilities to walk from their homes • Prioritise people who walk over motor traffic • Provide Bee Network standard facilities that are accessible by	These streets should: • Enable people of all ages and abilities to walk and spend time on these streets. • Prioritise people who walk over motor traffic • Be a low speed/ low traffic environment	These streets should: • Provide continuous Bee Network standard walking facilities, that are safe, attractive and accessible by people who use mobility aids or have sensory impairments.	These streets should: • Provide frequent, Bee Network standard crossing facilities, that allow people of all ages and abilities to cross these streets where they sever journeys. Including being

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Streets for All Essential	Destination Places	Active Neighbourhood Street	High Streets	Connector Roads	Strategic Roads and Motorways
	walk through. • Be fully accessible by people who use mobility aids or have sensory impairments. • Be easily accessible by walking from local public transport connections, residential and employment areas.	people who use mobility aids or have sensory impairments • Be a low speed/ low traffic environment (under 20mph) • Be easily crossed away formalised crossings • Are interesting and playful places to walk through	(under 20mph). • Be interesting, engaging and playful places to walk through. • Be fully accessible by people who use mobility aids or have sensory impairments. • Be easily accessible by walking from local public transport connections, residential and employment areas.	• Provide crossing facilities on desire lines, that allow people to cross quickly and directly to destinations and public transport stops • Connect active neighbourhoods they segment • Are attractive and comfortable places to walk, with minimised impact from air and noise pollution	accessible by people who use mobility aids or have sensory impairments.
A safe and connected cycle experience	These streets should: • Enable people of all ages to access them by bike,	These streets should: • Enable people of all ages and abilities to cycle	These streets should: • Enable people of all ages to access them by bike,	These streets should: • Be attractive and comfortable places to cycle,	These streets should: • Provide Bee Network standards

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Streets for All Essential	Destination Places	Active Neighbourhood Street	High Streets	Connector Roads	Strategic Roads and Motorways
	providing Bee Network standard connections • Provide facilities to park standard/ non-standard bikes in convenient, visible and secure facilities.	across their neighbourhood • Prioritise people who cycle over motor traffic • Be a low speed/ low traffic environment (under 20mph) • Provide safe, attractive connections to local destinations and the wider cycle network • Provide space for all people to park their bike within/ adjacent to their homes	providing Bee Network standard connections • Provide facilities to park standard/ non-standard bikes in convenient, visible and secure facilities.	with minimised impact from air and noise pollution. • Allocate road space to Bee Network standard segregated cycle facilities, or where space does not allow/ alternative is available, on a parallel route • Provide crossing facilities on desire lines, that allow people to cross quickly and directly to destinations and public transport stops, and connect active	Allocate road space to Bee Network standard segregated cycle facilities, or where space does not allow/ alternative is available, on a parallel route • Provide crossing facilities on desire lines, that allow people to cross quickly and directly to destinations and public transport stops, and connect active neighbourhoods they segment

Streets for All Essential	Destination Places	Active Neighbourhood Street	High Streets	Connector Roads	Strategic Roads and Motorways
				neighbourhoods they segment	
A reliable, integrated and accessible public transport network	These streets should: • Be easily accessed by public transport by people of all ages and abilities. This should include reliable, frequent connections by services, and well-integrated stops that offer attractive last-mile journeys to destinations. • Where needed, accommodate public transport in a manner that does not impact on safety, or	These streets should: • Enable and make it easy for people to make the first stage of trips by bus, Metrolink and rail by foot or by cycle. • Are signed to and from key public transport nodes • Support bus journeys where they are made on these streets (i.e. local bus/ DRT), and provide priority for bus where required (I.e. through bus gating)	These streets should: • Be easily accessed by public transport by people of all ages and abilities. This should include reliable, frequent connections by services, and well-integrated stops within the fabric of the high street. • Ensure bus and tram movements are prioritised to ensure public transport journeys are punctual and journey times are	These streets should: • Ensure bus and tram movements are prioritised to ensure public transport journeys are punctual and journey times are minimised • Walking and cycling journeys to public transport stops are accessible, safe and quick • Public transport stops are accessible and comfortable places to wait and	These streets should: • Support public transport services that cross or are aligned on them, allocating appropriate space or time to give priority to these vehicles.

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Streets for All Essential	Destination Places	Active Neighbourhood Street	High Streets	Connector Roads	Strategic Roads and Motorways
	enjoyment of the street for people using it actively or spending time within it.		minimised	feel safe at all times of day and night	
Good delivered on time with minimal impact on local communities	These streets should: • Enable goods vehicles to safely and efficiently access these streets, with minimal impacts on people using them actively, or spending time on them. • Provide facilities to support alternative delivery practices. • Have designated delivery times that support	These streets should: • Through goods vehicles (LGVs/HGVs) are actively discouraged • Support alternative delivery mechanisms, i.e. cargo bike/ consolidated deliveries • Manage vehicle traffic generated by home deliveries.	These streets should: • Enable goods vehicles to efficiently access businesses, with minimal impacts on people using them actively, or spending time on them. • Support alternative delivery mechanisms, i.e. cargo bike/ consolidated deliveries. • Have designated	These streets should: • Provide facilities to support alternative delivery practices. • Manage freight and deliveries to minimise impact on road safety, air and noise pollution, and have limited disruption by/ do not contribute to congestion. • Have designated delivery times and routes that	These streets should: • Provide facilities to support alternative delivery practices. • Have designated delivery times and routes that support reliable journey times, and minimise conflict with vulnerable road users. • Manage freight and deliveries to minimise impact on road safety, air

Streets for All Essential	Destination Places	Active Neighbourhood Street	High Streets	Connector Roads	Strategic Roads and Motorways
	reliable journey times, and minimise conflict with vulnerable road users.		delivery times and routes that support reliable journey times, and minimise conflict with vulnerable road users.	support reliable journey times, and minimise conflict with vulnerable road users. • Safely and efficiently manage loading and unloading.	and noise pollution, and have limited disruption by/ do not contribute to congestion.
We make best use of assets	These streets should: • Prioritise and allocate road space to businesses and destinations, and people who walk, cycle or take public transport • Manage parking to provide space required for walking, cycling,	These streets should: • Prioritise and allocate road space to people who walk, cycle or take public transport • Manage parking to provide space required for walking, cycling, landscaping, seating, play,	These streets should: • Prioritise and allocate road space to businesses and people who walk, cycle or take public transport • Manage parking to provide space required for walking, cycling, landscaping,	These streets should: • Road space is allocated to enable trips by public transport, walking and cycling • Parking is managed and space is allocated to journeys by public transport, walking and	These streets should: • Manage speed and volume of traffic to ensure freight trips and essential journeys by private vehicles are efficient and reliable. • Allocate appropriate time and space to

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Streets for All Essential	Destination Places	Active Neighbourhood Street	High Streets	Connector Roads	Strategic Roads and Motorways
	landscaping, seating, play, businesses, or community uses. • Be designed to be resilient to climate change, incorporating Sustainable Urban Drainage, and minimises embedded carbon through material choice.	businesses, or community uses. • Be designed to be resilient to climate change, incorporating Sustainable Urban Drainage, and minimises embedded carbon through material choice.	seating, play, businesses, or community uses. • Be designed to be resilient to climate change, incorporating Sustainable Urban Drainage, and minimises embedded carbon through material choice.	cycling, or place, landscaping, businesses, or community uses. • Streets are designed to be resilient to climate change, incorporating Sustainable Urban Drainage, and minimises embedded carbon through material choice.	public transport, cycling and walking trips where journeys cross these roads. • Be designed to be resilient to climate change, incorporating Sustainable Urban Drainage, and minimises embedded carbon through material choice.
We harness future mobility innovations	These streets should: • Allocate space and incorporate shared mobility innovations that support GMTS2040 objectives (bike/	These streets should: • Allocate space and incorporate shared mobility innovations that support GMTS2040 objectives (bike/	These streets should: • Allocate space and incorporate shared mobility innovations that support GMTS2040 objectives (bike/	These streets should: • Smart cameras and signal technology are used to ensure these roads perform for people who use	These streets should: • Smart cameras and signal technology are used to ensure these roads perform for people who use

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Streets for All Essential	Destination Places	Active Neighbourhood Street	High Streets	Connector Roads	Strategic Roads and Motorways
	e-bike/ cargo-bike hire, e-scooters, e-car clubs) • Support alternative delivery mechanisms, i.e. cargo bike/ consolidated delivery	e-bike/ cargo-bike hire, e-scooters, e-car clubs) • Support alternative delivery mechanisms, i.e. cargo bike/ consolidated delivery • Incorporate electric charging facilities/ passive provision for EV charging facilities	e-bike/ cargo-bike hire, e-scooters, e-car clubs) • Support alternative delivery mechanisms, i.e. cargo bike/ consolidated delivery	them, actively prioritise public transport, freight, walking and cycling where and when needed. • Incorporating shared mobility innovations that support GMTS2040 objectives (bike/ e-bike/ cargo-bike hire, e-scooters, e-car clubs).	them, actively prioritise public transport, freight, walking and cycling where and when needed. • Incorporating shared mobility innovations that support GMTS2040 objectives (bike/ e-bike/ cargo-bike hire, e-scooters, e-car clubs).

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Appendix B: (Interim) Street User Level of Service

User Hierarchy	Destination Places	Active Neighbourhoods	High Streets	Connector Roads	Strategic Roads and Motorways
People who walk (including people who use mobility aids)	**People who live, walk and spend time on these streets are prioritised.** This means that space and priority is given on these streets to people who walk, play, socialise and relax. These spaces should have places to sit, meet and rest, there are things to do and see, and that spaces are suitably quiet and free from air pollution. Numbers of vehicles on these streets are expected to be low, but where they do use these streets, it is	**People who live, walk and spend time on these streets are prioritised.** This means that space and priority is given on these streets to people who walk, play, socialise and relax. These spaces should have places to sit, meet and rest, things to do and see, and green space that is integrated to streets. These streets should also be quiet and free from air pollution, making streets attractive places, and reducing impacts on homes.	**People who walk and spend time on these streets are prioritised.** This means that space and priority is given on these streets to people who walk, play, socialise, and relax, and people can easily cross the street. These spaces should have appropriate levels of places to sit and rest, there are things to do and see, and that spaces are suitably quiet and free from air pollution. Where appropriate, space should allocated to business to allow	**Residents and people who walk across or along, and spend time on these streets are considered first.** This means Connector Roads are safe and comfortable places to walk, that can be crossed on desire lines, with minimal wait time, and walked along without obstruction and barriers to journeys. Where these streets pass next to homes and shops, space is allocated to people and businesses who use these streets.	**People walk across or alongside these streets are considered first.** This means that Strategic Roads and Motorways do not form severance to people walking. Safe and comfortable crossing facilities where walking journeys need to cross should be provided, alongside direct, attractive walking routes, either adjacent to carriageway, or on parallel corridors where there is little or no deviation.

User Hierarchy	Destination Places	Active Neighbourhoods	High Streets	Connector Roads	Strategic Roads and Motorways
	expected that these give way to people using the street actively.	Vehicle numbers and speeds are expected to be low on these streets, and where they interact with people travelling actively they should be expected to give way or pass slowly and considerately.	them to effectively use space outside premises to activate the street, extend capacity, and extend the offer of the street.		
People who cycle	**People who cycle are prioritised over motor traffic but with care for people walking in particular children, older adults and disabled people.** This means that space and priority is given to people who cycle, so that they can comfortably and safely	**People who cycle are prioritised over motor traffic but with care for people walking in particular children, older adults and disabled people.** This means that space and priority is given to people who cycle, so that they can comfortably and safely	**Space for people who cycle is fully integrated along and across these streets.** This means that people who cycle are able to travel to and through these streets using safe and comfortable facilities. Road space should be allocated to delivery of	**Space for people who cycle is fully integrated along and across these streets.** This means Connector Roads are safe and comfortable places to cycle, that can be crossed on desire lines, with minimal wait time, and provide coherent, attractive cycle routes	**Space for people who cycle is fully integrated along and across these streets.** This means that Strategic Roads and Motorways do not form severance to journeys by bike. Safe and comfortable crossing facilities where cycle

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User Hierarchy	Destination Places	Active Neighbourhoods	High Streets	Connector Roads	Strategic Roads and Motorways
	Vehicle numbers and speeds are expected to be low on these streets, and where they interact with people travelling actively they should be expected to give way. Destination Places should be well connected by bike, meaning that people can easy and safe to cycle to them, and they are able to park standard/ non-standard bikes in convenient, visible and secure facilities.	Vehicle numbers and speeds are expected to be low on these streets, and where they interact with people travelling actively they should be expected to give way or pass slowly and considerately. Where residential properties do not have easily accessible opportunities for cycle parking (i.e. flats or terraced homes), opportunities to support this using highway space should be maximised.	Bee Network standard cycle facilities along these streets, unless prevented by physical constraints in the highway. Where there are constraints present, parallel corridors should be considered where there is little or no deviation. People should also be able to park standard/ non-standard bikes in convenient, visible and secure facilities on high streets.	along their length. Road space should be allocated to delivery of Bee Network standard cycle facilities unless prevented by physical constraints in the highway. Where there are constraints present, parallel corridors should be considered where there is little or no deviation.	journeys need to cross should be provided, alongside direct, attractive cycle routes, either adjacent to carriageway, or on parallel corridors where there is little or no deviation.
People using public	**People are able to easily reach Destination Places by public transport, and**	**Public transport facilities are easily access accessed from peoples homes. Where**	**People are able to easily reach High Streets by public transport, and vehicles**	**Priority for people travelling by public transport is fully integrated, to ensure**	**Where required, priority for people travelling by public transport is provided,**

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User Hierarchy	Destination Places	Active Neighbourhoods	High Streets	Connector Roads	Strategic Roads and Motorways
transport	**vehicles are safely integrated where they interact.** This means that people travelling to Destination Places are able to do so easily and comfortably by public transport, and that stops are well integrated with these public spaces through stop facilities and materials, crossings and wayfinding. Where public transport vehicles, such as Metrolink and buses travel through these spaces, this should be undertaken safely with consideration for people using the street	**aligned through Active Neighbourhoods, priority is given to public transport over other motor traffic.** **This means that journeys from homes to public transport stops are** This also means that where buses travel through Active Neighbourhoods, priority is given to buses over general traffic, however vehicles will be expected to give way to people travelling actively, and travel at a suitable speed for a neighbourhood.	**are given priority** This means that people travelling to High Streets are able to do so easily by public transport and that stops are well integrated with these public spaces through stop facilities and materials, crossings and wayfinding. Where public transport vehicles, such as buses travel through these spaces, they should be given priority over general traffic, while also ensuring that these vehicles do not impact people using the street actively and businesses.	**journeys are quick and on time.** This means that available highway space and time at junctions are configured to give priority to buses and trams that travel along or cross these roads. It also means that people who use public transport are able to safely and comfortably access public transport stops, providing space for stops on connector roads, and crossing points to stops.	**to ensure journeys are quick and on time.** This means that where public transport travels along or cross these streets, highway space and time at junctions are configured to give priority to buses or trams to overcome key points of potential delay.

User Hierarchy	Destination Places	Active Neighbourhoods	High Streets	Connector Roads	Strategic Roads and Motorways
	actively and businesses.				
People who deliver goods	**Motor vehicles used for deliveries are guests on these streets.** This means businesses can make deliveries, but though-traffic is restricted, and a low traffic/ low speed environment is created where motor vehicles give way to people walking, playing, cycling or using public transport on these streets. Delivery times on these streets should be considered, and scheduled for times that are out of peak	**Motor vehicles used for deliveries are guests on these streets.** This means businesses can make local deliveries, but though-traffic is restricted, and a low traffic/ low speed environment is created where motor vehicles give way to people walking, playing, cycling or using public transport on these streets. Space for alternative delivery facilities meas ures (such as consolidated collection/ cargo	**Motor vehicles used for deliveries are able to access businesses efficiently, without impacting people walking and cycling, as well as residents.** This means that businesses are able to make deliveries to premises reliably and safely, in a way that does not negatively impact people who travel to/ through these streets by active travel, people using these streets for leisure, and other businesses that operate on these streets.	**Motor vehicles used for deliveries are able to make journeys efficiently, with minimal impact on people travelling by walking, cycling and public transport, as well as residents.** This means people and businesses can move goods with predictable journey times, and with space to drop off goods, while journeys are managed/ facilities introduced to reduce road danger, air and noise pollution, and impact on congestion. Space for alternative	**Motor vehicles used for deliveries are able to access businesses efficiently.** This means people and businesses can move goods with predictable journey times, while journeys are managed to reduce road danger, air and noise pollution, and impact on congestion. Space for alternative delivery facilities meas ures (such as consolidation centres) should be prioritised).

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User Hierarchy	Destination Places	Active Neighbourhoods	High Streets	Connector Roads	Strategic Roads and Motorways
	hours.	bikes) should be prioritised.		delivery facilities meas ures (such as consolidation centres) should be prioritised.	
People using taxis	**Taxis are integrated, but are considered guests on these streets.** This means vehicles can access destination places for journeys that need to be made by taxis, but that through-traffic is restricted, and a low traffic/ low speed environment is created where motor vehicles	**Taxis are considered guests on these streets.** This means vehicles can access homes for journeys that need to be made by taxis, but that through-traffic is restricted, and a low traffic/ low speed environment is created where motor vehicles give way to people	**Essential taxi journeys can be made on these streets, but with minimal impact on people travelling by walking, cycling and public transport, as well as residents and businesses.** This means that provision for people who need to make taxi trips is made on these	**Essential taxi journeys can be made with minimal impact on people travelling by walking and cycling and public transport, as well as residents.** This means that provision for people who need to make taxi trips is made on these streets, but this is balanced with space	**Essential, long distance taxi journeys can be made safely, with reliable journey times** This means that people making longer distance trips that can't be made by public transport can make these journeys by private vehicle safely, without delays in expected journey

User Hierarchy	Destination Places	Active Neighbourhoods	High Streets	Connector Roads	Strategic Roads and Motorways
	give way to people walking, playing, cycling or using public transport if they do travel on these streets. It is anticipated that the majority of trips to these destinations will be made by public transport, cycling and walking, however, taxis for an important method of travel for people with mobility impairments, and taxi drop-off should be located, designed and managed to reflect this.	walking, playing, cycling or using public transport on these streets.	streets, but priority is given to people who walk and spend time on these streets, cycle, or travel by public transport to them. It is anticipated that the majority of trips to these destinations will be made by public transport, cycling and walking, however, taxis for an important method of travel for people with mobility impairments, and taxi drop-off should be located, designed and managed to reflect this.	needed to support people travelling actively and by public transport, and other uses of these streets. Speed and volume of traffic and is managed to reduce road danger, air and noise pollution, and to minimise impact on other functions of these streets, such as homes, businesses.	times. Speed of vehicle traffic is managed, and where required, reduced to minimise the risk of collision, and impact of air and noise pollution (especially where these roads pass closely to residential areas, schools, or town centres).
People who drive powered two	**Motor vehicles are considered guests on these streets.**	**Private motor vehicles are considered guests on these streets.**	**Essential car journeys can be made on these streets, but with minimal impact on**	**Essential car journeys can be made with minimal impact on people travelling by**	**Essential, long distance car journeys can be made safely, with**

User Hierarchy	Destination Places	Active Neighbourhoods	High Streets	Connector Roads	Strategic Roads and Motorways
wheelers and cars	This means vehicles can access destination places for journeys that need to be made by private vehicles, but that through-traffic is restricted, and a low traffic/ low speed environment is created where motor vehicles give way to people walking, playing, cycling or using public transport if they do travel on these streets. It is anticipated that the majority of trips to these destinations will be made by public transport, cycling and walking, and parking should be located and managed to reflect this. Suitable levels of well-	This means people can access homes for journeys that need to be made by cars and P2Ws, but that through-traffic is restricted, and a low traffic/ low speed environment is created where motor vehicles give way to people walking, playing, cycling or using public transport on these streets. Residents can park vehicles, however this should not impact people who travel actively or by public transport, and space should be prioritised for those who use car share	**people travelling by walking, cycling and public transport, as well as residents and businesses.** This means that provision for people who need to make vehicle trips is made on these streets, but priority is given to people who walk and spend time on these streets, cycle, or travel by public transport to them. It is anticipated that the majority of trips to these destinations will be made by public transport, cycling and walking, and parking should be located and	**walking, cycling and public transport, as well as residents.** This means that provision for people who need to make private vehicle trips is made on these streets, but this is balanced with space needed to support people travelling actively and by public transport, and other uses of these streets. Speed and volume of private vehicle traffic and is managed to reduce road danger, air and noise pollution, and to minimise impact on other functions of these streets, such as	**reliable journey times** This means that people making longer distance trips that can't be made by public transport can make these journeys by private vehicle safely, without delays in expected journey times. Speed of vehicle traffic is managed, and where required, reduced to minimise the risk of collision, and impact of air and noise pollution (especially where these roads pass closely to residential areas, schools, or town centres).

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User Hierarchy	Destination Places	Active Neighbourhoods	High Streets	Connector Roads	Strategic Roads and Motorways
	located disabled parking should integrated within these spaces to retain access for blue badge holders.	facilities.	managed to reflect this. Suitable levels of well-located disabled parking should integrated within these spaces to retain access for blue badge holders.	homes, businesses.	

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Appendix C: Measuring Success

Streets for All Essentials	Principles	Potential measurements
A. Green and vibrant streets that are welcoming places to spend time in	**Healthy green places** **Economically vibrant places**	**Delivery measures:** NOx and carbon emissions Reduced noise Tree planting Proportion of people reporting at least 2 x 10 minute periods of walking or cycling each day (Greater Manchester Travel Diary Surveys) Data on retail footprint (CACI) Town centre data showing mode shift in how people access town centres (cordon counts)
B. An attractive and inclusive walking environment	**Walking is the natural choice for everyday travel**	**Delivery measure:** Proportion of trips under 2km that are walked (Source: Greater Manchester Travel Diaries Survey).
		Public perception: TBD
	Streets are welcoming places for everyone to walk	**Delivery measure:** TBD
		Public perception: Difference in the proportion of people stating they feel welcome on the streets between white vs BAME, men vs women, adults over 60 years vs adults under 60 years.
	There is space on our pavements	**Delivery measure:** Measure

	for everyone to walk in comfort	pedestrian comfort levels – potentially via the 'Double Buggy test' at a random sample of locations annually
		Public perception: Question on whether there is space on the pavements for people to walk and pass each other in comfort. (Neighbourhoods survey TfGM)
C. A safe and connected cycling experience	**People can reach more everyday destinations easily and safely by cycle**	**Delivery measure:** Proportion of residents living within 200m of a cycle route.
		Public perception: How easy is it to cycle on roads in your neighbourhood? (TfGM, Neighbourhoods survey)
	People feel valued when they are cycling	**Delivery measure:** TBD
		Public perception: TBD
	Cycling is widely considered to be a safe and secure travel option	**Delivery measure:** Proportion of trips under 10km that are cycled (Source: Greater Manchester Travel Diaries Survey).
		Public perception: How safe do you feel when cycling around your neighbourhood? (Neighbourhoods survey TfGM)
D. A reliable and accessible public transport network	**Buses turn up, and arrive at their destinations on time**	**Delivery measure:** Measure 'average excess waiting time' (frequent services) and 'Proportion of bus

		services departing between 1 min early and 6 mins late' (other services). (TfGM)
		Public perception: 'The bus arrives at the destination at the time you expect it to arrive'. (TfGM)
	It will be easier to access public transport by active travel	**Delivery measure:** Proportion of GM population at GMAL Level 4 or better
		Public perception: Ease of getting to the stop or station for bus, tram and train. (MMNP)
	Taking the bus is seen as a safe and attractive option	**Delivery measure:** TBD
		Public perception: Perception measures for personal security on-bus, waiting, walking to stop, day and night (TfGM)
E. Goods reach their destination on time with minimal impacts on local communities	**Reliable freight routes are clearly defined**	**Delivery measure:** TBD
		Public perception: TBD
	The negative impacts of freight movement on local communities are minimised	**Delivery measure:** TBD
		Public perception: There are an acceptable number of HGVs driving around my neighbourhood (Neighbourhoods survey, TfGM)
F. Streets that enable people to drive less	**Increasing walking, cycling and public transport journeys**	**Delivery measure:** Proportion of people walking, cycling and using PT on a weekly basis (Source: GM Travel Diary Survey)
		Public perception: TBD

	Fewer motorised vehicle trips are being made in the most congested periods	**Delivery measure:** Overall and peak period reductions in motorised traffic (Automatic travel counters)
		Public perception: TBD
G. A future proofed network	**Productive use of kerb space**	**Delivery measure:** TBD Could be based on conversion of parking spaces to other uses
		Public perception: TBD
	New mobility technologies help us to address road danger, capacity and environmental challenges	**Delivery measure:** TBD
		Perception measure: Question on how people rate their neighbourhood on several different elements – safety, space and pollution - when travelling around. (Neighbourhoods survey, TfGM)

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Appendix D: Summary of Actions

Essentials	
All	We will progress and deliver Streets for All redesign projects as part of our capital investment programme outlined in Our Five-Year Transport Delivery Plan (2021-26). We will build 500 miles of new Active Travel networks by 2024, working with local communities to make sure we are putting them in the right places We will design our streets to deliver Quality Bus Transit services that make public transport a safe and attractive travel option, through bus priority, improved waiting facilities and better access to bus stops, as part of our Bus Service Improvement Plan. We will develop Traffic Reduction Plans as part of refreshed Local Implementation Plans. We will produce a Road Danger Reduction Strategy for Greater Manchester. We will work with businesses and the freight industry to trial innovations in zero-emission deliveries and servicing. We will develop a Shared Mobility Strategy, setting out the role of mobility hubs in enabling seamless integration between more sustainable modes of transport and learning from our experience of e-scooter trials.
Three levels of delivery	
Spatial Planning	Promote the 15 minute neighbourhood concept in our work on spatial and transport plans.
Spatial Planning	Develop a Streets for All check, proportionate and appropriate to the development, to be included in transport assessments and set out any mitigation measures to ensure the development aligns with streets for all essentials and design guidance. This can be discussed in early pre-planning application conversations with developers.
Spatial Planning	Incorporate the Streets for All essentials in Local Plans where they are being reviewed.
Spatial Planning	Update the Transport for Sustainable Communities Guidance to reference Streets for All requirements and national policy such as Gear Change, Bus Back Better and the latest Manual for Streets guidance.
Network	Review and update the Highway Protocols to reflect changes in roles and responsibilities and continue to review the priority routes for public transport, active travel, freight and general traffic across GM (aligned with the Right Mix mode share target and future Road Danger Reduction Strategy).
Network	Through investment projects, identify alternate suitable routes or mitigation plans for key points on the network where there are competing pressures for

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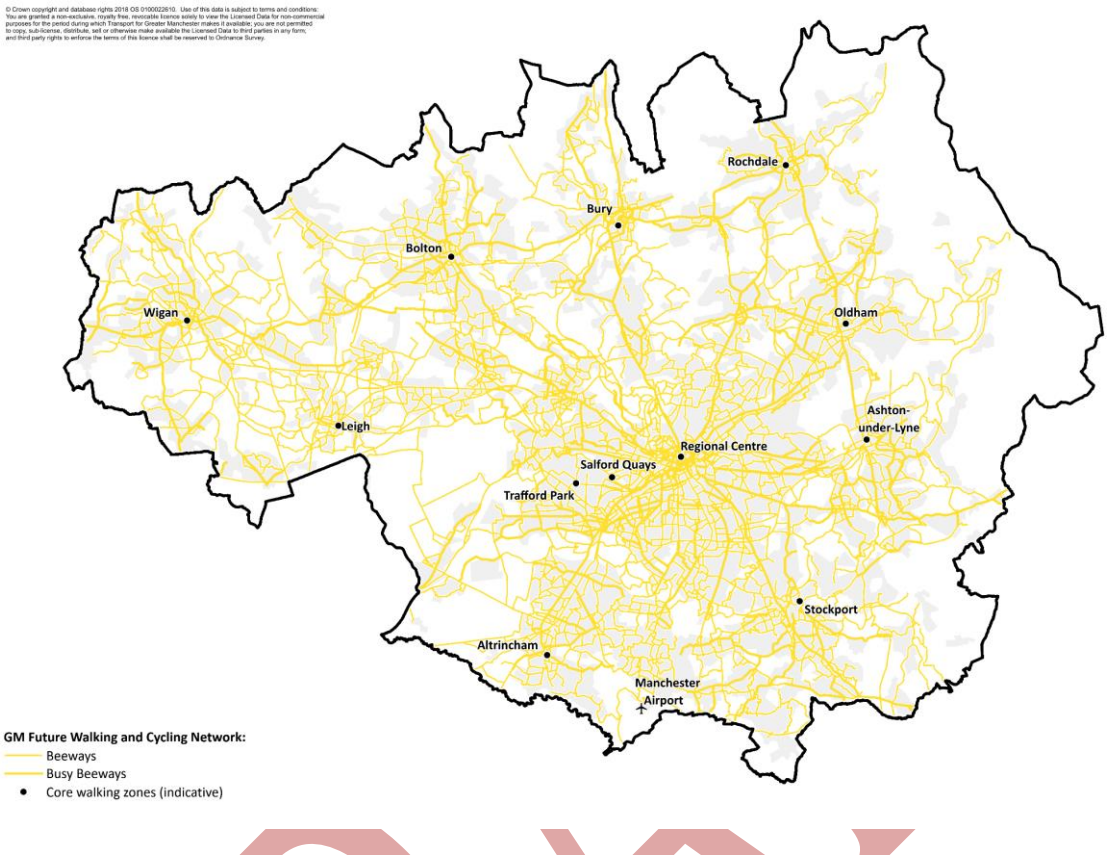
	priority from different modes.
Network	Within the design process for specific streets or corridors, agree what level of motorised traffic will be accommodated and how to manage traffic across the area to achieve traffic reduction.
Street	Ensure that the process for designing projects which affect our streets includes engagement with local communities and stakeholders at an early stage, so that their views can be incorporated into designs. For example, when developing proposals for Active Neighbourhoods and Mini Hollands, we will continue to work collaboratively with people who live locally from the planning stage through to delivery, allowing them to influence location and type of measures. This will allow us to develop a vision and objectives that are suited to streets corridors and areas.
Street	Develop a Streets for All Design Guide tailored to the needs of Greater Manchester. In the interim refer to design guidance produced by the National Association of City Transportation Officials (NACTO) as a 'best practice' guide.
Street	Undertake a Streets for All check for every place we are proposing a new intervention.
Street	Establish a new process for reviewing project specifications at key stages to ensure each project is fully aligned with Streets for All.
Ways of working	
Capacity Building	Undertake a programme of engagement with senior leaders across GM to familiarise them with why we are taking S4A Approach and to furnish them with the information they need to engage with their stakeholders.
Capacity Building	Develop a Streets for All funding stream.
Capacity Building	Undertake a programme of capacity building through establishing a Streets for All Centre of Excellence to provide districts and TfGM officers together with the information and tools to successfully deliver Streets for All.
Stakeholder engagement	Investigate the most effective methods of ensuring decision makers have the information they need in a timely manner to inform them of public opinion on proposed projects.
Stakeholder engagement	Continue to lobby national government for the necessary legal powers to more easily enforce Moving Traffic Offences and implied zebra crossings.
Stakeholder engagement	Set the broader engagement plan in which the project will be delivered – enforcement, cleansing, and maintenance, behaviour change, regeneration etc.
Stakeholder engagement	Manage the build of the project with a stakeholder plan.
Case making	Produce a bespoke data set for each district to make the local case for S4A

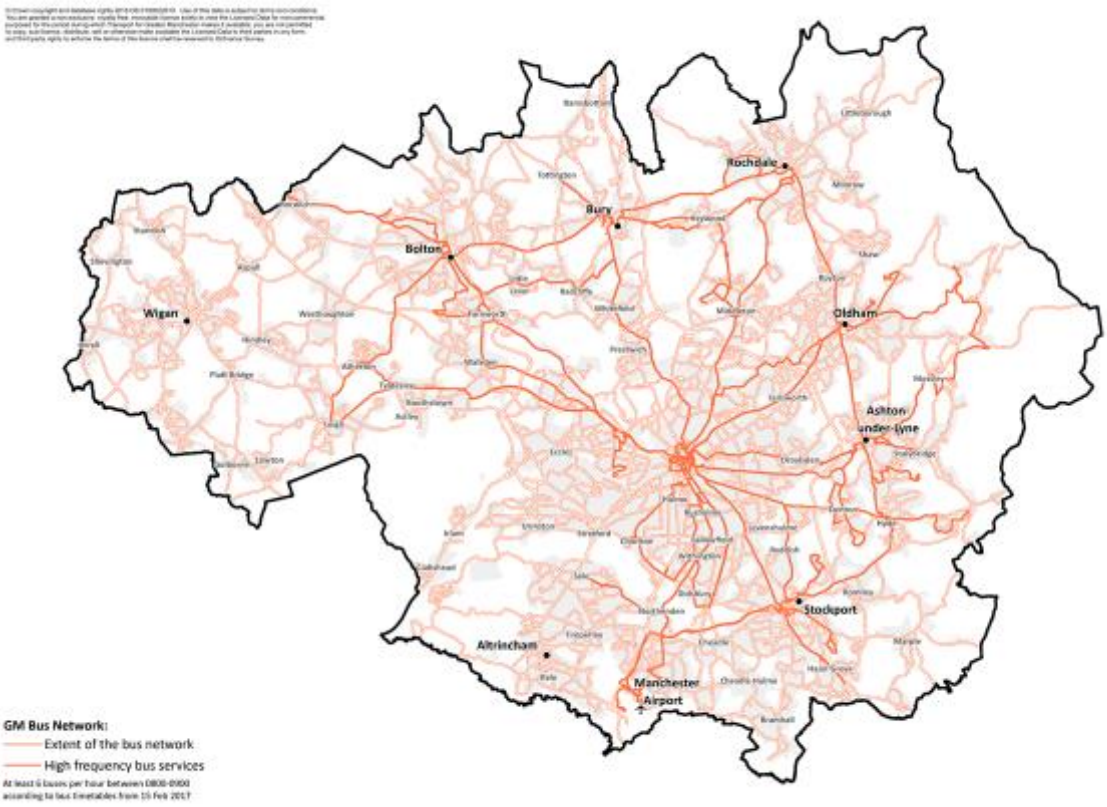
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	including key topics such as Air Quality, road safety, walking and cycling.
Case making	Produce a toolkit of data sets for Districts to collect, adaptable to different project scopes (scale and key audiences for data).
Case making	Include health and economic benefits in project business cases (review inclusion of PEAT).
Project build	Develop and apply a new road works management framework aligned with S4A (prioritising walking, cycling, public transport, deliveries and essential access) for contractors to apply. Establish a system to ensure compliance with this.
Monitoring & Evaluation	Establish a routine data set that all projects can collect and report back into a centralised system to enable GM-wide tracking of performance improvements.
Monitoring & Evaluation	Collect data straight after the build is finished, at 6 months, 1 year and 18 months to assess alignment of results with ambitions.
Monitoring & Evaluation	Feed results back into the planning process to improve next project and collate project statistics to communicate the benefits of projects to stakeholders.

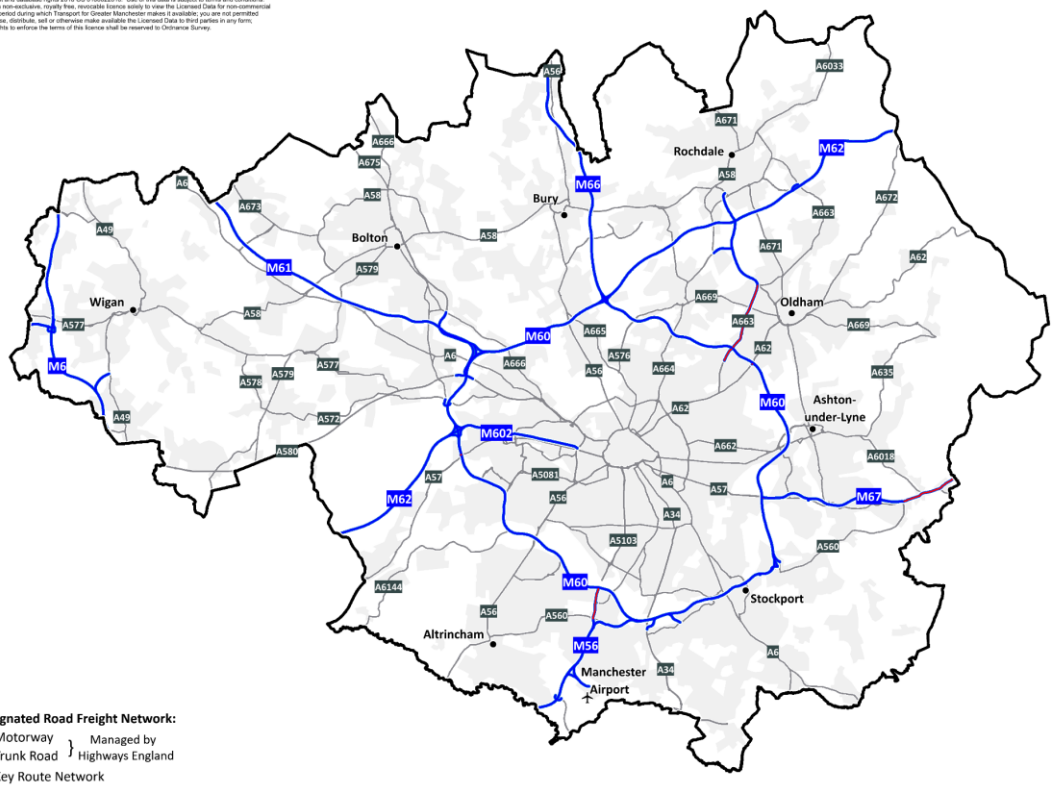
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Maps


Rochdale
Bury
Bolton
Wigan
Oldham
Leigh
Ashton-under-Lyne
Regional Centre
Salford Quays
Trafford Park
Stockport
Altrincham
Manchester Airport
GM Future Walking and Cycling Network:
Beeways
Busy Beeways
Core walking zones (indicative)


Rochdale
Bury
Bolton
Wigan
Oldham
Ashton-under-Lyne
Stockport
Altrincham
Manchester Airport
GM Bus Network:
Extent of the bus network
High frequency bus services

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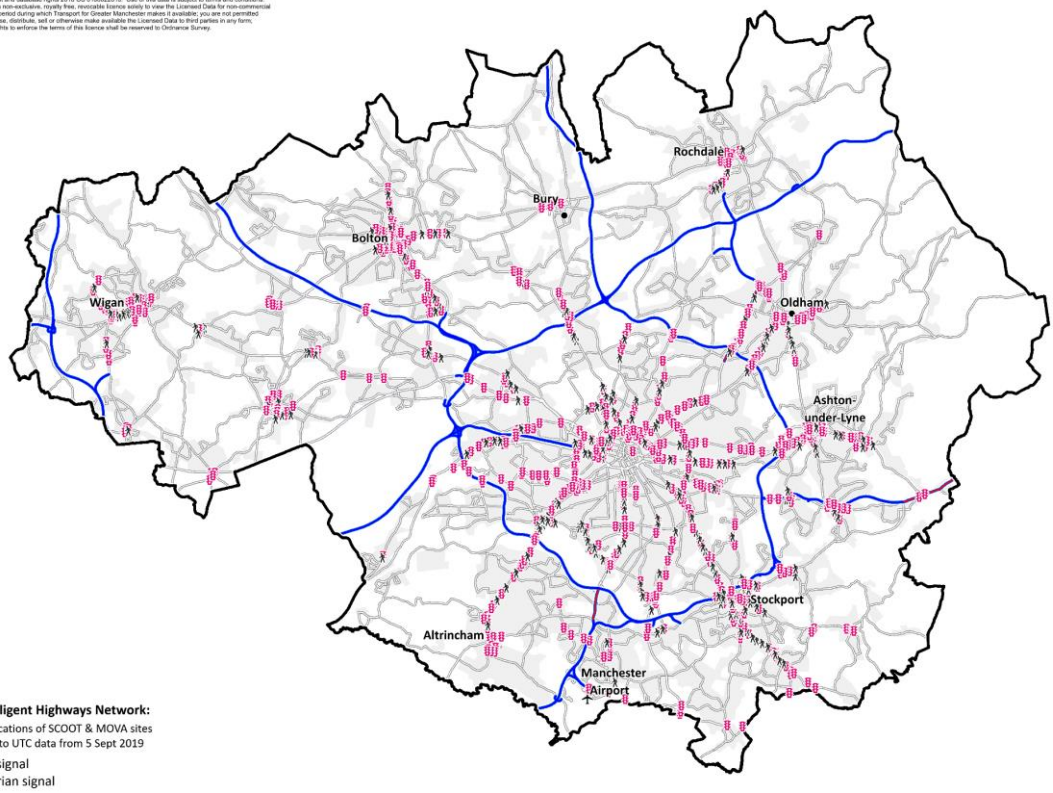


GM Designated Road Freight Network:

- Motorway
- Trunk Road
- Key Route Network

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GM Intelligent Highways Network:

Existing locations of SCOOT & MOVA sites according to UTC data from 5 Sept 2019

- Traffic signal
- Pedestrian signal

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Transport for Greater Manchester

GMCA Greater Manchester Combined Authority

Greater Manchester Local Enterprise Partnership

tfgm.com/strategy