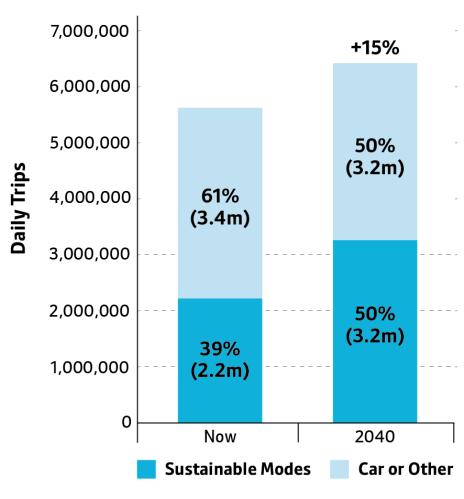


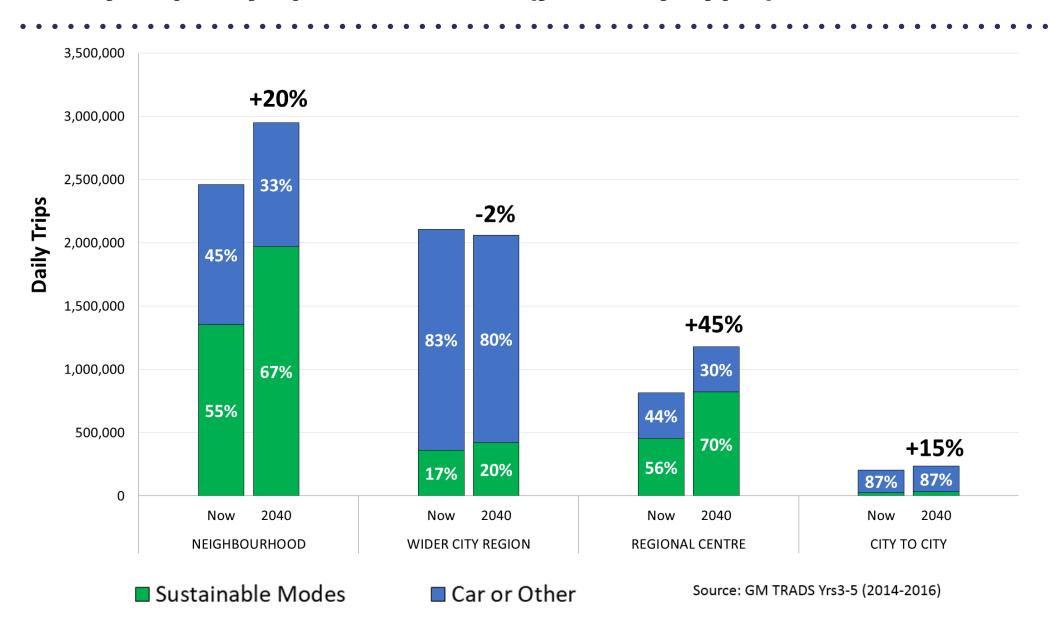
2040 "Right-Mix" Vision

Our vision is for 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport by 2040.





Daily trips by spatial theme (journey type)



To achieve our vision we must:



Ensure new developments support sustainable transport, and our town centres are pleasant, thriving and well connected.

Maximise efficiency and reliability of our existing transport networks.



Make walking and cycling the natural choice for short journeys.



2040 Delivery Plan

Offer genuine alternatives to the car for travel across the wider city-region, with good orbital connections between town centres.



Radically transform public transport capacity of the regional centre to benefit the whole of Greater Manchester.

Strengthen our position at the heart of the Northern Powerhouse by fully integrating HS2, Northern Powerhouse Rail, and national infrastructure with regional and local networks.

Ensure Manchester Airport and the Airport Enterprise Zone sustainably meets its potential as an international gateway and a GM employment centre.



Move and manage freight in the most sustainable and efficient ways.

Research and harness future technology, innovations and digital connectivity.



Manchester District Centres Greater Manchester Accessibility Levels (GMAL): Level 1 - Very low Level 2 Level 5

Current PT Accessibility

- Most District Centre have good public transport accessibility
- Proposals to reform the bus network are intended to deliver:
 - An integrated network
 - Simplified ticketing
 - Improved customer experience
 - Value for money
- Also developing proposals to improve the quality of infrastructure and customer experience for bus (e.g. Quality Bus Transit)

Oldham Road (inner radial Northern and **Beswick Filtered** venshulme: Our Active Street Manchester Airport Manchester District Centres Mayor's Cycling and Walking Challenge Fund



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Bee Network Proposals

- Bee Network would improve cycling and walking access to and within District Centres (1,800km routes proposed).
- £160m Mayor's Cycling and Walking Challenge Fund will kickstart delivery of this programme in Manchester:
 - Phase 1a Chorlton Cycleway underway (March Completion)
 - Mancunian Way/Princess Road on site
 - Northern Quarter Route out to consultation
 - Engagement underway in Levenshulme

Neighbourhoods research

Results due late spring/early summer 2020



How do people travel for short trips (less than 2km)?

TfGM's TRADS reveals:

- **52%** of all trips, less than 2km, from home are made on foot and **2%** by bicycle
- **However 41%** are made by **car**, either as a driver or passenger. Why is this?
- 52% of trips to the shops are made by sustainable modes

We need to understand more about these trips...





2040 Connected Neighbourhoods research

- Short trips made from home to local centres and facilities, rail stations and bus stops are essential to the quality of life we all desire.
- These journey types, and the improvements we intend to make for each of them, are the crux of our forthcoming research.
- We're seeking to explore:
 - 1. Perceptions of **accessibility and relative ease** of travelling within the neighbourhood
 - 2. Feasibility of travelling by sustainably to, and within, their neighbourhood
 - 3. Whether the public realm is pleasant and safe to walk around
 - 4. Neighbourhood perceptions
 - 5. Overall **wellbeing**, safe and strong communities







Tackling a range of issues through a single strategic approach













TACKLING
EMISSIONS
& CREATING
CLEAN AIR

PUBLIC HEALTH

GROWTH

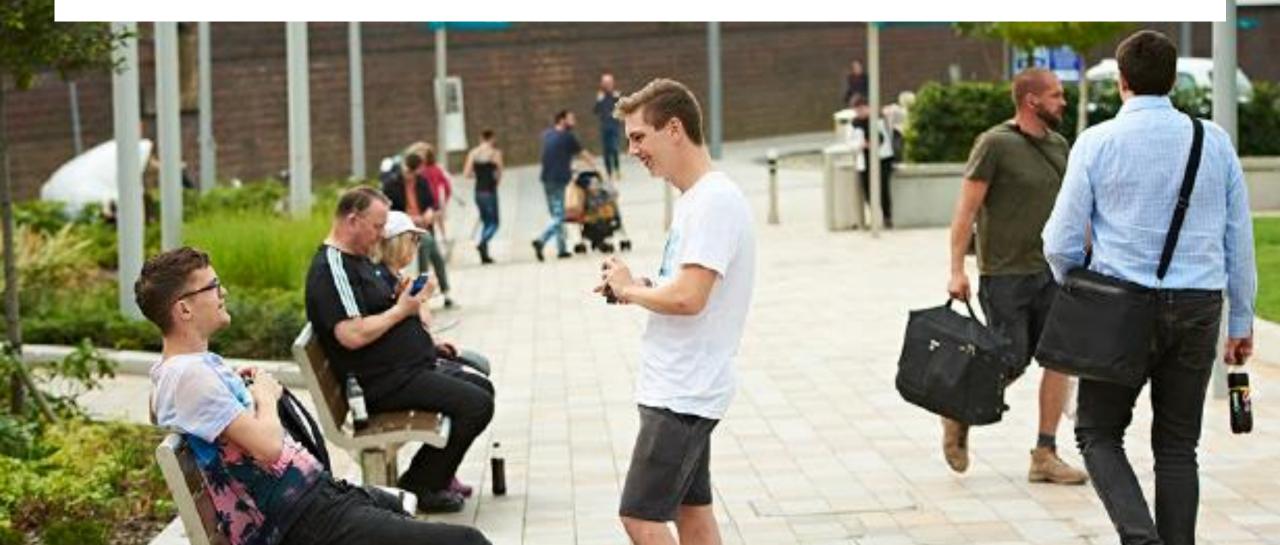
BUS REFORM

CYCLING & WALKING

CONGESTION & ROAD SAFETY



Our streets will be welcoming and safe spaces for all people, enabling more travel on foot, bike and public transport while still supporting those journeys that need to be done in private vehicles.



STREETS FOR ALL STRATEGY

Part of the Greater Manchester Transport Strategy 2040

What are our agreed principles?















How can we deliver those principles across GM?

Our Streets in Greater Manchester have different roles:

Less Movement -More Movement -> **More Place Less Place**











DESTINATION **PLACES**

Destination places are special places for people to come together, they therefore have very low levels of slow moving vehicles.

ACTIVE NEIGHBOURHOODS

Active neighbourhoods need to be pleasant places to live, where it is easy to access local facilities on foot or bike.

HIGH STREETS

High streets have lots of people and goods moving on foot, by bike and in vehicles. They also need to be stimulating places.

CONNECTOR ROADS

Connector Roads allow people and goods to move between our key centres.

MOTORWAYS & STRATEGIC ROADS

Motorways and Strategic Roads enable people and goods to move quickly over long distances.



Part of the Greater Manchester Transport Strategy 2040



Next Steps

- Streets for All Strategy
- Corridor Studies
 (Radial and Orbital Routes)
- Streets for All Design Guide



STREETS FOR ALL STRATEGY

Part of the Greater Manchester Transport Strategy 2040



Economic benefits of investing in people-friendly streets

Living Streets: The Pedestrian Pound:

https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf

TfL: Walking and Cycling improvements can increase retail spent by up to 30% http://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf

Ghent : Motor vehicle use has fallen from 55% to 27% of all trips since 2017. 17% increase in restaurant and bar startups.

https://www.theguardian.com/environment/2020/jan/20/how-a-belgian-port-city-inspired-birminghams-car-free-ambitions?CMP=Share_iOSApp_Other

Madrid: https://www.forbes.com/sites/carltonreid/2019/03/08/closing-central-madrid-to-cars-resulted-in-9-5-boost-to-retail-spending-finds-bank-analysis/#5d812b2955a7

9.5% increase in retail spending (also reductions in Co2 and NoX)







Source: Raje and Saffrey, 2016

Over a month, people who walk to the high street spend up to

40% more



than people who drive to the high street

Source: TfL, 2013