

# Transport and Accessibility to Manchester's District Centres

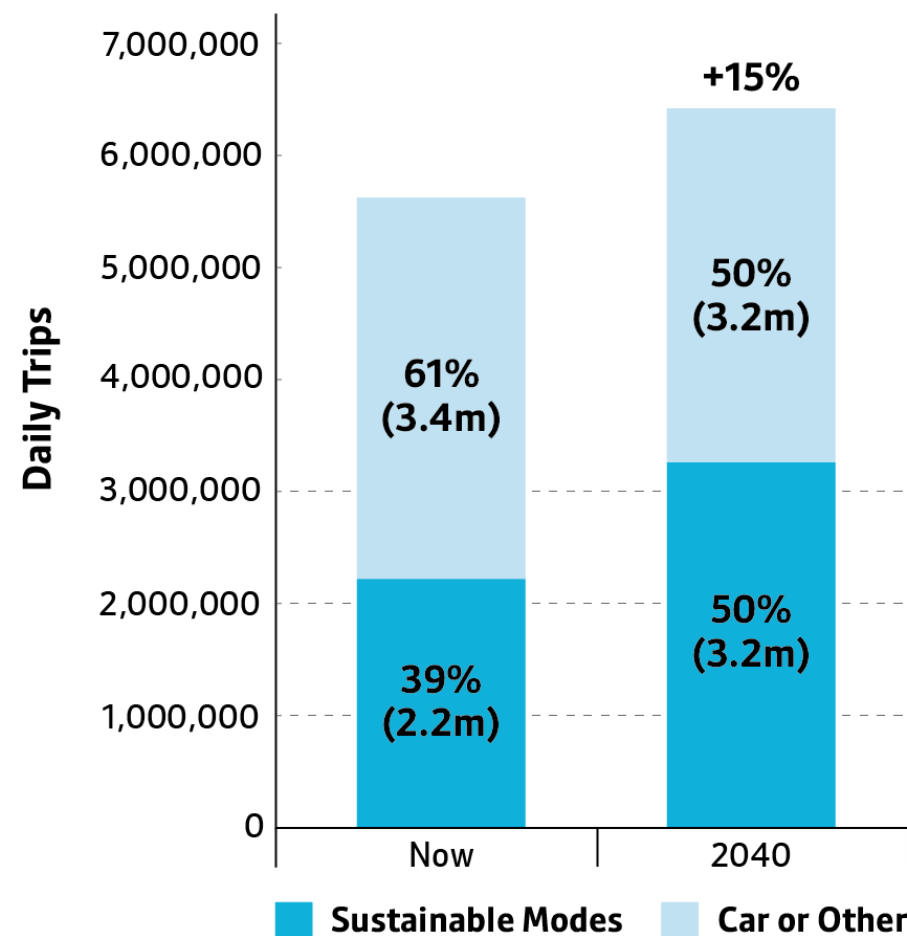
Nicola Kane, Head of Strategic Planning, Insight & Innovation

21 January 2020

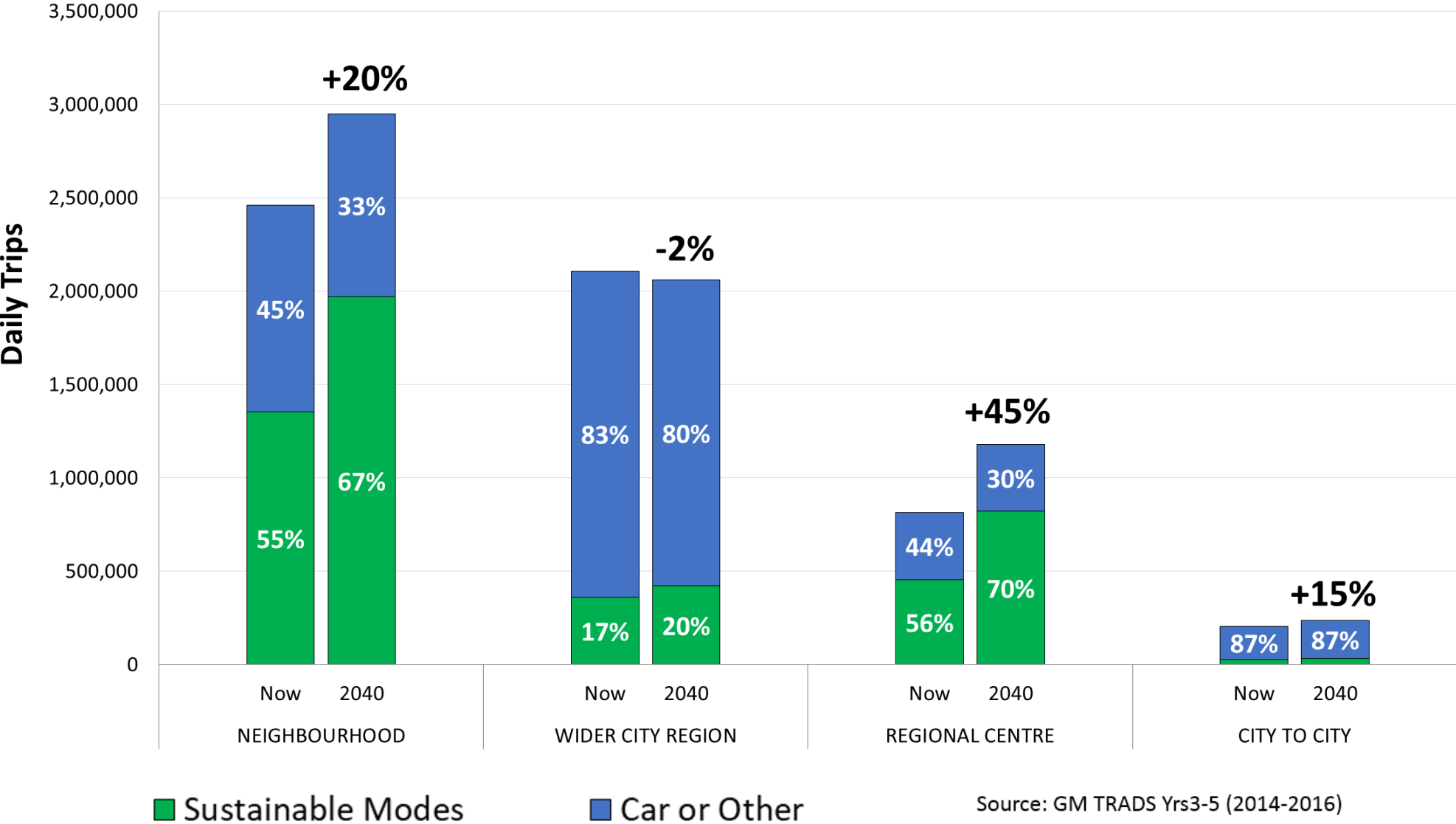


# 2040 “Right-Mix” Vision

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.



Make walking and cycling the natural choice for short journeys.



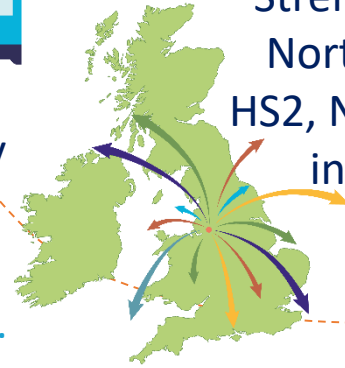
Radically transform public transport capacity of the regional centre to benefit the whole of Greater Manchester.



Maximise efficiency and reliability of our existing transport networks.



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



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.

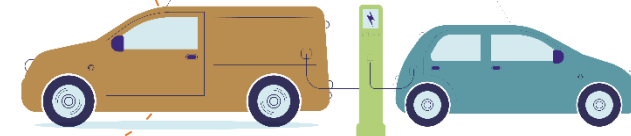


Ensure Manchester Airport and the Airport Enterprise Zone sustainably meets its potential as an international gateway and a GM employment centre.



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

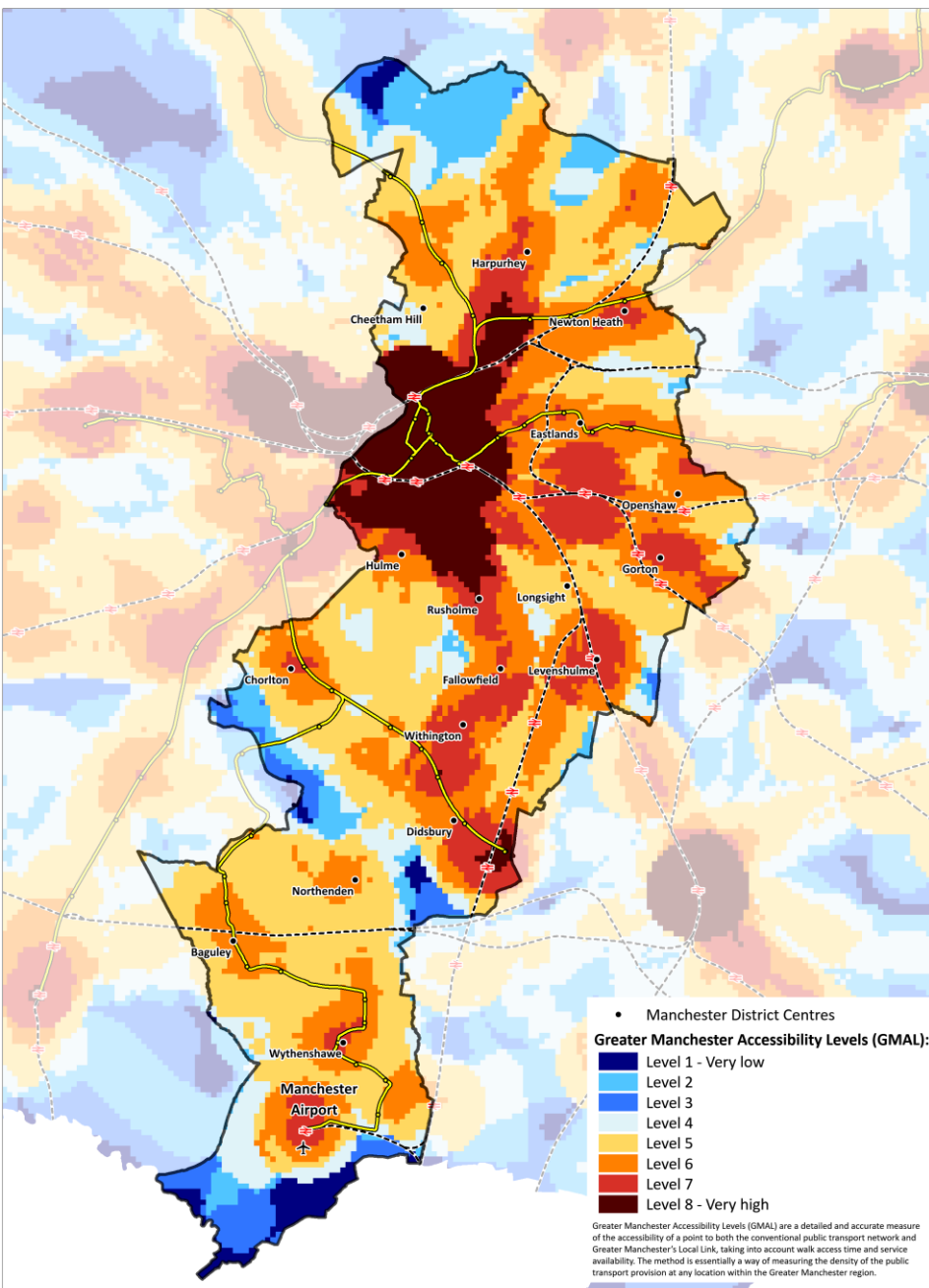
Research and harness future technology, innovations and digital connectivity.



## 2040 Delivery Plan

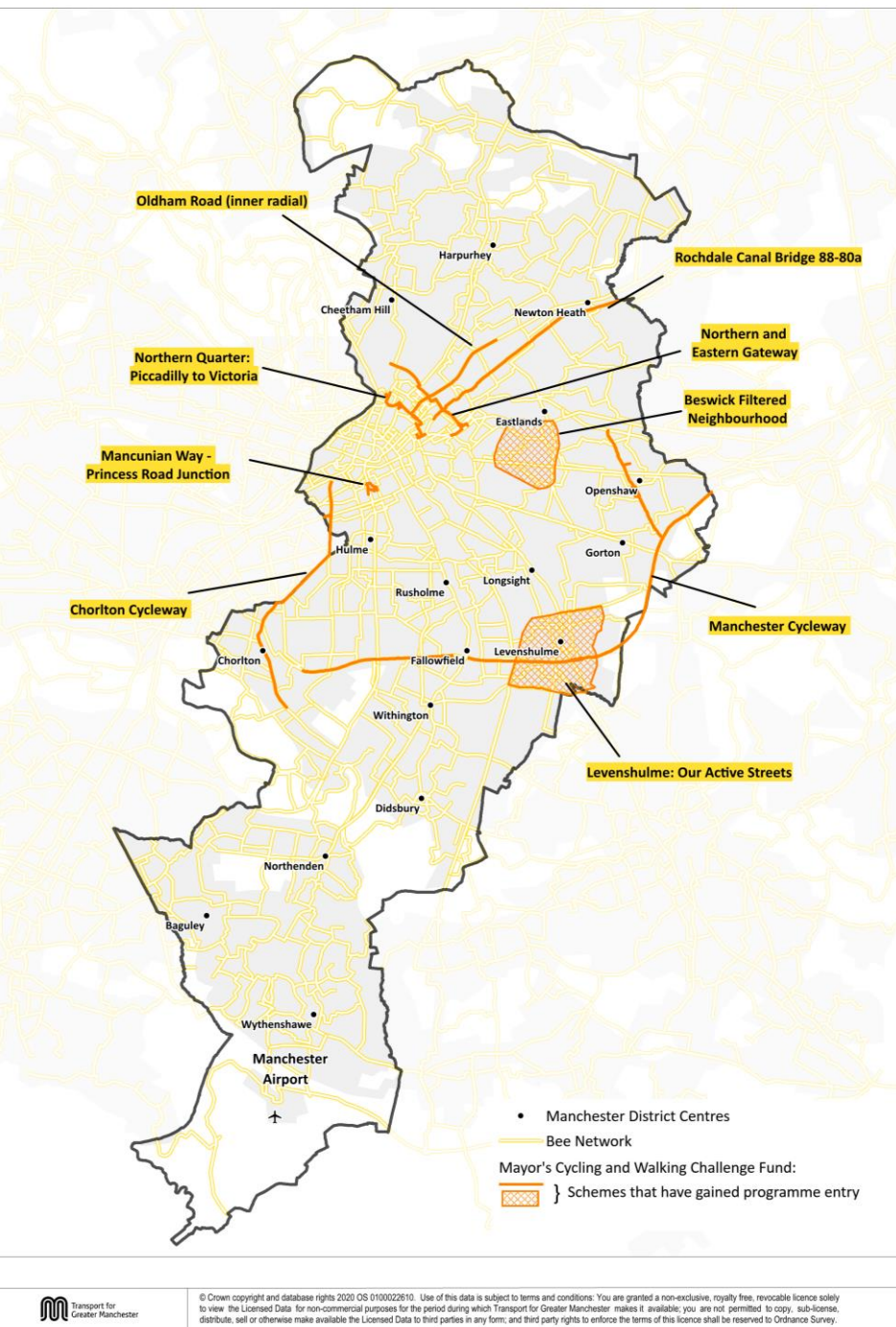
# Current PT Accessibility

- 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)



# 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...

**TRADS**  
Travel Diary Survey

 Transport for  
Greater Manchester



# 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



**GMCA** GREATER  
MANCHESTER  
COMBINED  
AUTHORITY

# STREETS FOR ALL



## **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 Vision for Streets for All**

**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

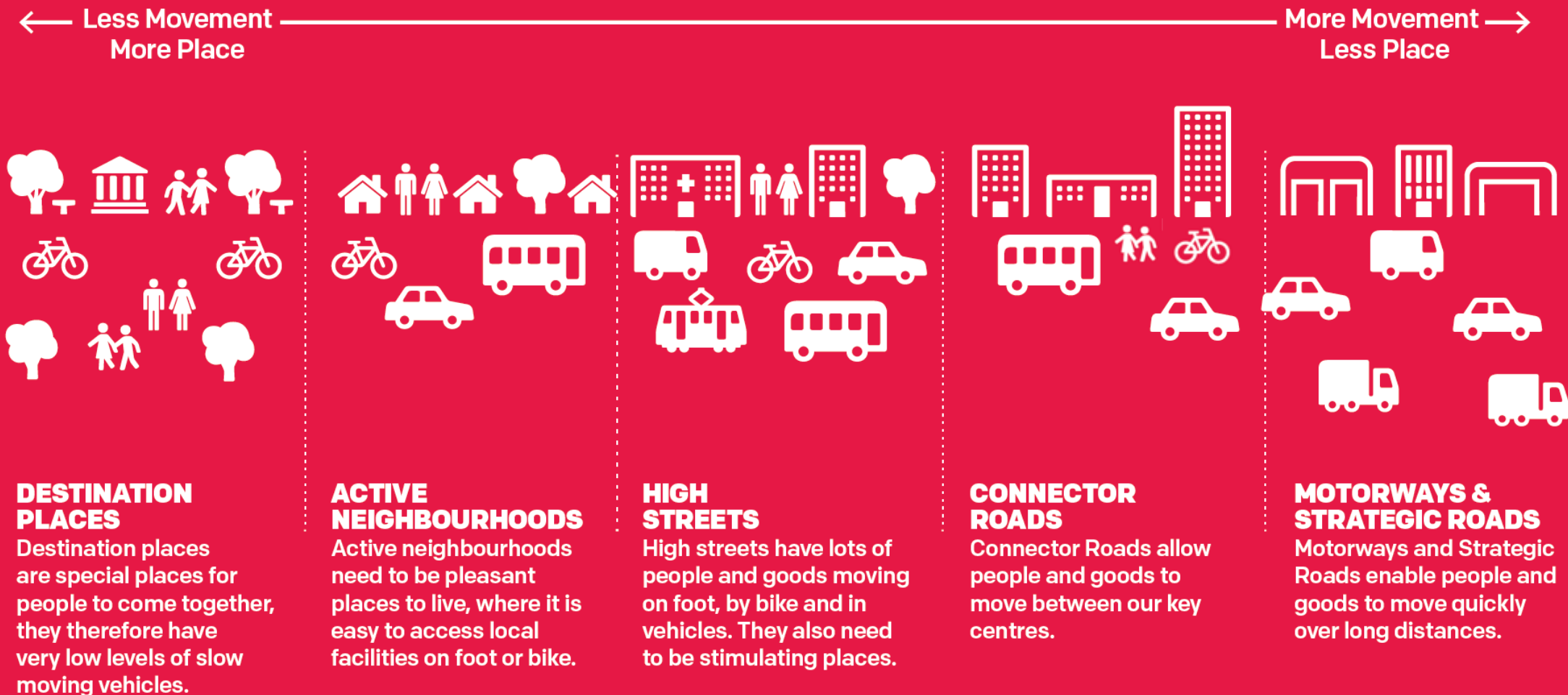
Part of the Greater Manchester Transport Strategy 2040

## What are our agreed principles?



# How can we deliver those principles across GM?

Our Streets in Greater Manchester have different roles:







## High Streets

---



# STREETS FOR ALL STRATEGY

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



## 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](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)

