

**Manchester City Council
Report for Information**

Report to: Economy Scrutiny Committee - 13 January 2022

Subject: Updates on Sub Strategies of the City Centre Transport Strategy

Report of: Director of City Centre Growth & Infrastructure and Director of Highways

Summary

The report provides an update on the progress of sub strategies and other activities within the City Centre Transport Strategy including an update on active travel plans and wider connectivity issues across the city.

Recommendations

The Committee is recommended to comment on the report.

Wards Affected: All

Environmental Impact Assessment - the impact of the issues addressed in this report on achieving the zero-carbon target for the city
The support and promotion of active travel and other sustainable travel such as public transport will help reduce transport-related carbon emissions by increasing the overall share of public transport, cycling and walking trips and reducing short journeys by car.

Manchester Strategy outcomes	Summary of how this report aligns to the OMS
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	Improving active travel and other transport modes under the City Centre Transport Strategy (CCTS) and across the city will support growth of the economy, contribute to economic recovery, and maximise the city's competitiveness.
A highly skilled city: world class and home-grown talent sustaining the city's economic success	Schemes under the CCTS and related strategies will support the delivery of projects to create high-quality employment opportunities in the city and growth in a range of key sectors of the economy. Improving infrastructure and unlocking regeneration opportunities will attract new investment, boosting the local economy and providing new jobs in Manchester. Improved public transport and walking and cycling routes can help residents access jobs and training opportunities.

A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Schemes under the CCTS and related strategies will enhance the transport network serving the city. Improvements to local bus services will facilitate opportunities for communities across the city. Improving city centre and wider connectivity will support inclusive economic growth. An inclusive and accessible city centre is a key aim of the CCTS.
A liveable and low carbon city: a destination of choice to live, visit, work	The support and promotion of active travel and other sustainable transport will reduce carbon emissions by increasing the overall share of public transport, cycling and walking trips and reducing short journeys by car. Active travel offers significant leisure opportunities particularly where links can be made to green spaces.
A connected city: world class infrastructure and connectivity to drive growth	World class infrastructure will attract investment and promote a globally successful city. Proposals under the CCTS will improve transport integration across GM, making it easier for people getting into and moving around the city.

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Background documents (available for public inspection):

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to four years after the date of the meeting. If you would like a copy, please contact one of the contact officers above.

- City Centre Transport Strategy to 2040

1.0 Introduction

1.1 This report provides an update on the progress of sub strategies and other activities related to the City Centre Transport Strategy (CCTS), including an update on active travel plans and wider connectivity issues across the city. The report includes:

- updates on active travel schemes being developed and delivered
- overview of work planned for 2022 to develop strategy and investment plans to continue improving walking (which refers to wheelchair and all other pedestrian users) and cycling in Manchester; and
- updates on other measures to improve connectivity including improving public transport and other mobility for the city.

2.0 Active Travel Update

2.1 Active travel is an essential element of the Council's vision for a sustainable transport system as part of our wider environmental, economic and social policy objectives, Active travel forms a key part of the CCTS, including key ambitions for walking to be the main way of getting around the city centre, a cleaner, greener and less congested city centre, and for more people to choose to cycle to destinations within the city centre. These ambitions and other measures in the CCTS all aim to deliver the CCTS' central target of 90% of all morning peak trips to the city centre to be made on foot, by cycle or using public transport before 2040, with walking to become the predominant mode of travel within the city centre.

2.2 The Council, supported by partners are delivering a range of activities including development and construction of physical infrastructure, strategic plans for extending the network, and other schemes to increase access to active travel, such as activation and cycle hire, as well as addressing increased demand for high-quality cycle stands and storage including for people with tricycles.

2.3 In the past few years there has been a rapid increase in active travel opportunities being progressed and some of those are listed below. There has been a collaborative approach across several Council services including Highways and Neighbourhoods, supported by the City Centre Growth and Infrastructure Team and TfGM.

2.4 The activities below seek to increase in levels of active travel through both improving infrastructure and supporting behaviour change.

2.5 Key activities being progressed by the Council include:

- Mayors Challenge Fund (MCF) walking and cycling schemes across the city which are progressing well:
 - Northern Quarter Piccadilly to Victoria route – some phases are complete with the remainder in progress

- Victoria North (formerly Northern Eastern Gateway) - where the next key stage will be the installation of a new bridge over the canal
 - Beswick Active travel scheme – complete
 - Chorlton walking and cycling scheme - two phases are complete including the first CYCLOPS junction in the UK
 - Fallowfield Loop - consultation is complete and designs are being finalised with some works due to start soon
 - Medlock Street roundabout improvements – complete
 - Levenshulme and Burnage Low Traffic Neighbourhood scheme – consultation on the final design started in early December
 - Rochdale canal improvements – which we are continuing to discuss with TfGM
- Active Travel Fund (ATF) scheme in the city centre Triangle which is progressing through design stages
 - ATF scheme at Wythenshawe which is proving a challenge to find a viable route that meets DfT requirements
 - Road safety schemes across the city valued at £2m in 2021/22 - designs are underway with works due to commence soon
 - School crossings programme – the full programme has over 100 sites and the remaining 24 sites are due for completion by the end of 2021/22. Sites and wards in this programme can be found at Appendix 1.
 - Prioritising footway repairs in Year 6+ highway investment – a decision is expected soon on any future investment programmes as the current 5-year programme ends
 - Supporting the Clean Air Zone through traffic orders and signage
 - Considering where appropriate we can use MCC car parks to support active travel, such as provision of cycle stands
 - Supporting plans for more electric vehicle (EV) charging points, while undertaking planning to ensure they are located appropriately to avoid street clutter
 - Reviewing city centre walking routes/footways, this includes development of city centre pedestrian infrastructure schemes through funding secured under the Government’s Active Travel Capability Fund
 - Supporting schools with Active Travel / Road Safety travel plans This includes School Streets, with Neighbourhoods officers work closely with schools and parents to promote active travel choices and increase climate change awareness. School Streets engagement involves a range of activities, from one-day trials through to plans for sessions every school day. Detail on schools involved in School Streets sessions since 2018 is included at Appendix 2. The Council also works with schools to develop their own active travel resources, school travel plans and support packages. These include the Living Streets Project ‘Walk to School’, ‘ModeshiftSTARS’ active travel TfGM accredited toolkit and resources programme, supporting schools to bid for funding to provide cycle storage facilities for staff and pupils, and developing school-level Travel Plans.

- Assessing ways to improve pedestrian safety on main thoroughfares. This might include things such as street clutter and footway condition.
- Resurfacing schemes: having roads and pavements in good condition is needed to increase active travel and so that the many benefits can be achieved. The Council has a 5-year investment programme that has delivered on time and on budget and is coming to a successful end. We note there is always a need to do more resurfacing, however the Council is constrained by maintenance funding in the amount of resurfacing it can deliver.
- As of September, the Council has delivered over 80 resurfacing schemes covering over 161,000m² in the 2021/22 financial year as well as 14 footways schemes over 30,000m² as part of ensuring well maintained infrastructure to encourage sustainable transport in the city.
- £4.45m in capital funding bid for under DfT Active Travel Fund Tranche 3, for: junction improvements at Alan Turing Way / Ashton New Road - £3.2m; Fountain Street-High Street Traffic Free Streets - £0.75m; and Medlock Street/Whitworth St West (development only) - £0.5m - we are awaiting the outcome of the bid process
- eCargo Bikes Project: MCC's bid to the Energy Savings Trust's eCargo Bike Local Authority Scheme was successful. An award of £173,638 (total project costs £298,601 including match funding) will provide 26 eCargo bikes and six eCargo trailers. 12 bikes and three trailers will form part of the Council's operational fleet, with the remainder being distributed to support Manchester's two universities and three VCSE organisations along with the creation of a 'bike library' for short-term lease. This is a two-year project, which we expect will be fully operational in early 2022.

2.6 The Highways service has established a Highways Access Group comprising officers from Highways, and Growth and Development, supported by expert input and advice from accessibility consultants and stakeholders, to continue to improve our understanding and practice in planning active travel and other schemes that fully integrate accessibility objectives.

2.7 As a matter of practice, we engage with communities and other stakeholders in developing and delivering active travel schemes, and continue to consider opportunities to improve our engagement, in line with the Our Manchester principles.

2.8 The Council's Neighbourhoods teams are also delivering active travel programmes including:

- Promoting active travel through schools - this includes working closely with schools and parents to promote active travel choices and raise awareness about climate change. To date 20 schools have participated in the taster sessions within school streets programme. Following successful one day trials, many schools have asked that they hold them more regularly. The Council was successful in September 2021 in a funding application to TFGM and has been granted £50k to roll out a pilot programme at seven schools in Manchester that will see School

Streets Sessions held every school term day. The following schools are participating in creating Traffic Regulation Orders (TRO) to create permanent School Streets.

School	Ward
Manchester Communication Primary Academy	Harpurhey
Brookburn Community Primary	Chorlton
Manley Park Primary	Whalley Range
Our Lady's Primary	Whalley Range
St Pauls Primary	Withington
St Augustine's Primary	Harpurhey
St James C of E Primary	Rusholme

- The School Streets initiative at these seven schools will be supported by permanent TRO and additional fixed signage. The Council will provide accredited marshal training and resources for school staff, parent and community volunteers. In the lead in period the participating schools as well as other schools across the city, will be encouraged to hold further one day taster sessions. These TRO orders are subject to a statutory consultation process; it is anticipated that the move to daily sessions will take place over the Summer and Autumn terms in 2022.
- The Neighbourhood Teams have also been promoting Play Streets within communities and supporting applicants to plan and organise sessions. Over 50 streets across the city have held at least one Play Street session since 2019.
- Ward climate change plans are now in place for all wards across the city. These plans outline climate change priorities for each ward some of which promote and support active travel initiatives.
- Anti-Idling initiatives around schools. This includes events on Clean Air Day and Junior PCSO schemes.
- As programmes continue and other funding becomes available, we will continue to work to engage members to identify schools and improve geographical spread across the city.

2.9 Transport for Greater Manchester (TfGM) are progressing other activities including:

- Ongoing oversight and forward planning for both the current £160m walking and cycling projects under MCF and ongoing wider GM active travel programme and plans, such as cycling training and community bike libraries
- GM Cycle Hire – Phase 1.2 launched in November, which will comprise around 35 bays with 200 conventional cycles and 50 e-cycles at Media City, Salford and along the Oxford Road corridor.

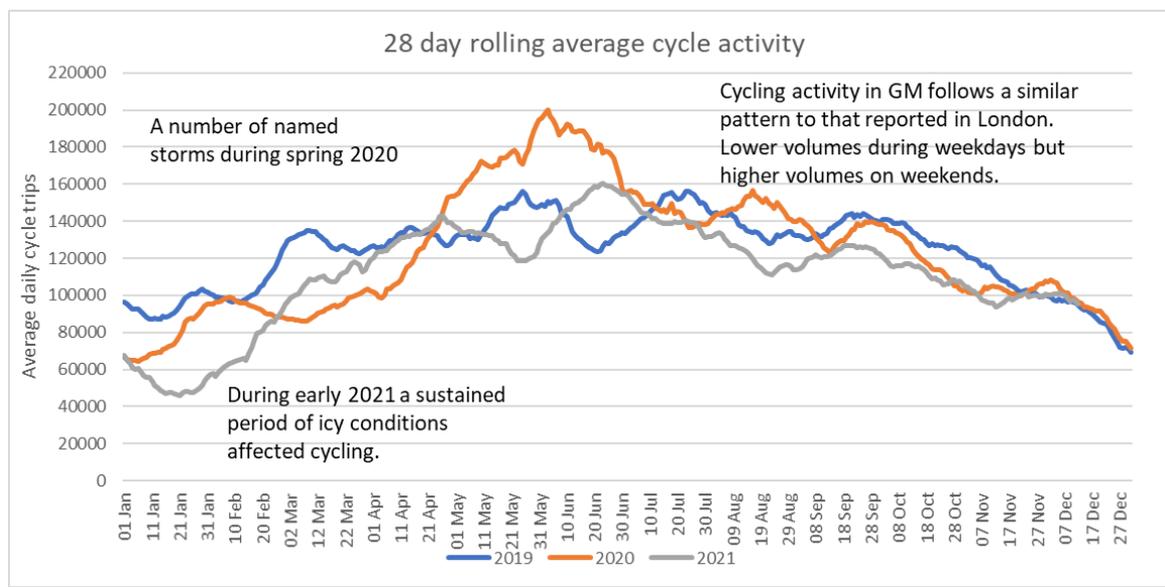
- E cargo bikes - through a year-long eHUBS trial offers residents in Chorlton, Whalley Range and Ancoats electric cargo bikes for hire – a first for the UK – along with an electric car club scheme, which will also be available in Bury town centre and Prestwich
- Withington Low Traffic Neighbourhood (LTN), which includes Parsonage Road
- Providing support to businesses for active travel planning
- Ongoing communications to encourage use of public and active transport, including to support confidence in safety and hygiene of public transport services in response to the COVID-19 pandemic

3.0 Sustainable Travel Statistics

3.1 Active travel activity in Greater Manchester experienced some substantial growth during the COVID-19 pandemic related to people's changed mobility patterns, however this has begun to stabilize more recently. As an example of the current situation, TfGM reported the following network overview travel statistics for the week ending 12 December 2021:

- There were an estimated 49.9m trips made in Greater Manchester – 1.5% below the previous week.
- Overall, there was a decrease in weekday trips of 9.3% and a decrease in weekend trips of 3.9% from the previous week.
- Compared to the same week in 2019, trip levels for the week ending 12 December 2021 were:
 - Total trips down 7.9%
 - Weekday trips down 9.3%
 - Weekend trips down 3.9%
 - Bus down 25%
 - Metrolink down 46%
 - Rail down 25%
 - Cycling down 11%
 - Walking down 6%
 - Highways trips down 5%
- The information is shown in the graphs below.
- It should be noted that good weather has the greatest impact on cycling numbers as leisure trips increase considerably.

Mode	Patronage, Trip and Incident numbers			
	Trips	Change from last week	Change equivalent week in 2019	Rolling 12 Week Trend
Metrolink	615,400	-4%	-46%	
Bus	3,223,700	1%	-25%	
Highways	34,655,300	0%	-5%	
Rail	1,031,600	-1%	-25%	
Cycling	568,400	-10%	-11%	
Walking	9,839,900	-6%	-6%	
TravelSafe	141	18%	42%	



4.0 Planning for Ongoing Active Travel Investment

Strategic planning for active travel

- 4.1 MCC received £325K in revenue funding from the 2021-22 DfT Active Travel Capability Fund to develop our strategy and pipeline for delivery of active travel infrastructure and supporting measures.
- 4.2 Notwithstanding the often uncertain and sporadic nature of capital funding, the revenue funding awarded presents opportunities to continue to plan for ongoing active travel investment. Some of the funding will be directed to produce a new strategy and investment plan for active travel for Manchester, and work has commenced to scope this work and commission expert advice

and analysis. An updated active travel strategy and investment plan for Manchester would aim to:

- Draw together and direct our active travel investment plans across the city to ensure they are coordinated with our wider objectives such as zero carbon, inclusive growth and urban regeneration and housing.
- Align active travel plans to place/neighbourhood-based spatial frameworks, including linking to hubs such as education, community and employment locations, and integrating with place-based regeneration strategies and plans.
- Improve coordination between different programmes and departments across the Council, including neighbourhoods, growth and development, schools, parks, green and blue infrastructure, and climate change.
- Establish principles for prioritisation of capital funding to provide a pipeline approach to gradually improving active travel across the city. We will coordinate with Ward Climate Change Action Plans and with behaviour-change initiatives such as School Streets, to ensure that bottom-up neighbourhood aspirations and proposals are integrated.
- Undertake an audit of walking and cycling infrastructure, including assessing current conditions, identify gaps in provision of infrastructure and other measures to support a wider range of cycle types for different users (e.g. people with disabilities, families, cargo, commuters, leisure), to inform direction of investment to support active travel across the city.
- Develop guidance for the full life cycle of active travel projects to support development and delivery by the Council, including needs identification, scoping, design options, consultation and engagement, delivery, and ongoing maintenance, activation and enforcement.
- Set out an aspirational investment plan, including different types of investment (including walking and cycling infrastructure, walking routes, activation and behaviour change, low-cost high value neighbourhood level active travel, integration with green infrastructure and roads, cycle parking and end of trip facilities, maintenance considerations, etc.).
- Design and business case development of a pipeline of schemes which will be identified through the strategy, to enable timely bidding for capital funding from government or other sources when this becomes available.

4.3 An updated active travel strategy and investment plan for the city would build on recent work including:

- Manchester's Local Implementation Plan under the GM2040 Transport Strategy, which included high level ambitions to improve active travel such as "Increasing the number of neighbourhood journeys (under 2km) made by foot and by bike across the city";
- December 2018 report to Neighbourhoods Scrutiny Committee, setting out principles for expanding the active travel network which will be reviewed and incorporated as part of the updated strategy and investment plan;

- plans for growth and development across the city, including the City Centre Strategic Plan; the suite of Strategic Regeneration Frameworks; ward climate change action plans; and other neighbourhood and development plans.
- 4.4 In addition to the planned work on active travel strategy and investment plan the Capability Fund funding will also be directed towards design development for schemes including North Manchester Connectivity (Oldham Road-Lightbourne Road-Greengate), Heaton Park travel planning, and City Centre walking routes.

Streets for All Strategy

- 4.5 The Streets for All Strategy was endorsed by the Executive on 17 November 2021, following approval by the GMCA in September. Streets for All is a new approach to everything we do on streets in Greater Manchester. Streets for All supports Manchester's place-based agenda as well as achieving our ambition for more travel by walking, cycling and public transport, which will help us to tackle our most pressing economic, environmental, quality of life and innovation challenges.
- 4.6 The ambition of the Streets for All approach is to create more welcoming and greener streets which enable people to incorporate more physical activity into their daily lives; which have clean air; which are accessible for those with mobility impairments, with nobody excluded; which are safe and secure for everyone; and which provide good access to public transport.
- 4.7 Streets for All will be guided by 7 'Essentials' (shown below) which will guide the City and other GM authorities, in partnership with residents, businesses, transport operators, the NHS, and emergency services, in delivering on the strategy.



4.8 The Council is already applying a Streets for All approach as we plan for and deliver key sustainable transport projects across Manchester, including:

- transforming Deansgate into high-quality, people-centred public space, prioritising walking, cycling and public transport that cements it as key destination for the city;
- developing a programme of interventions on key corridors into the city centre, to improve highway infrastructure to ensure that the city can continue to be an attractive place to invest and live and to ensure that transport continues to support growth;
- prioritising highway maintenance on local streets to ensure they are safe and accessible and to encourage active travel in local neighbourhoods.

4.9 Other key actions under the Streets for All Strategy planned to be progressed that will deliver benefits for active travel and public transport, include:

- developing Traffic Reduction Plans as part of refreshed Local Implementation Plans (under the GM Five-Year Transport Delivery Plan (2021-26));
- preparing and adopting a Road Danger Reduction Plan for GM;
- developing a GM Streets for All Design Guide;
- progressing and delivering Streets for All projects as part of capital investment outlined in the Five-Year Delivery Plan;

- building 500 miles of new active travel networks across GM by 2024, working with local communities to make sure we are putting them in the right places;
- designing streets to support 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 the GM Bus Service Improvement Plan.

4.10 As well as investment in physical infrastructure, achieving the Streets for All vision to make streets safe, attractive, accessible, welcoming and with reliable public transport (such as bus priority) will also require an increased focus and exploring opportunities for resourcing for enforcement and maintenance, to ensure existing and future infrastructure is able to be properly maintained and to avoid conflicts between different modes and ensure safety and effective movement across the network. Streets for All designs will also consider opportunities to incorporate seating at regular intervals to allow rest, to include all types of people, ages and abilities. Streets for all infrastructure schemes will also require other measures to support behaviour change, such as activation and enforcement.

4.11 The Council's adoption of the Streets for All Strategy provides a framework to guide planning, design, investment prioritisation and management of Manchester's streets, and support ongoing delivery of a sustainable, connected, high-performing and well-maintained street and transport network for the city.

5.0 Other work to improve transport connectivity

5.1 In addition to active travel, improving other forms of mobility is also essential to continuing to improve connectivity across the city to support access to jobs and services for Manchester residents, support businesses operating across the city, and support our ongoing growth and development ambitions including housing provision and regeneration, jobs and investment.

City Region Sustainable Transport Settlement

5.2 In September 2021, TfGM on behalf of the 10 GM authorities submitted a bid to government for £1.19bn under the City Region Sustainable Transport Settlement (CRSTS). The GM CRSTS bid set out a vision for a fully integrated London-style sustainable transport network, which allows people to travel seamlessly across the city-region on buses, trams and trains, as well as by walking or cycling. The key ambitions for CRSTS funding set out in the GM bid were to:

- support sustainable travel choices through major enhancements to our "Bee Network" focused on key growth locations and levelling up our town and city centres;
- decarbonise transport fleets;
- maximise the long-term sustainable growth impact of HS2; and
- maintain and manage performance of the existing transport network.

5.3 As part of the government's Autumn 2021 Spending Review announcements, in late October it was announced Greater Manchester had been allocated £1.07bn under the CRSTS, matched by £170m of local contributions sourced by TfGM. This award was less than expected and there is also ongoing uncertainty around the wider funding position, including the integration of CRSTS, other active travel funds, and the Bus Service Improvement Plan (BSIP). The indicative CRSTS allocation is subject to DfT approval of a more detailed business case submission, to be submitted by TfGM in early 2022.

5.4 Key schemes in the CRSTS funding bid that, if funding is secured, will improve connectivity and sustainable transport for Manchester include:

- Ancoats Mobility Hub
- Car-free Deansgate
- City Centre key corridors - Streets for All and bus improvements
- Phase 1 improvements under the City Centre bus strategy
- Victoria North bus corridor improvements
- Strategic highway maintenance, focusing on the Key Route Network
- Existing funding for core highway maintenance
- Delivery of Airport Line Extension to Terminal 2
- HS2 Piccadilly local connectivity
- HS2 Manchester Airport local connectivity

5.5 These schemes are key priorities for the city and align strongly with our strategic economic, social and environmental policy objectives, such as:

- strengthening Manchester's role as the regional centre for GM and a national and international economic hub and travel destination;
- continuing to improve connectivity on the transport network to support access to jobs, services, leisure and amenities;
- supporting key regeneration schemes to increasing housing and employment development to provide homes and job opportunities;
- reducing the economic costs of congestion and improving efficient movement of people across the city;
- improving the amenity and liveability of the city centre and neighbourhoods, including reducing traffic and improving public spaces;
- contributing to the health and sustainability of the city and working toward our zero-carbon agenda by improving air quality and reducing transport-related carbon emissions;
- ensuring our local streets and roads continue to be well-maintained, to ensure they are safe and accessible and support our transport needs.

5.6 There are currently no active funding rounds from the Department for Transport (DfT) Active Travel Funds (ATF); however the government has previously committed £2bn in active travel funding over this parliament – it is anticipated that ATF funds will continue moving forward and any future opportunities will be approached enthusiastically by the Council. This is typical of the uncertainty of funding for transport, and the Council's

dependency to a large degree on other parties and external factors in our ability to continue to deliver on our plans for sustainable, connected transport for Manchester.

Electric Vehicle Charging Infrastructure

- 5.7 The introduction of electric vehicles (EVs) is a key element of GM's ambition to be a carbon-neutral city-region by 2038 but the availability of and access to charging infrastructure is recognised as a critical barrier to the adoption of EVs. To take this forward the Greater Manchester Electric Vehicle Charging Infrastructure Strategy was approved by the GMCA on 24 September 2021. The GM EVCI Strategy aims to provide a clear vision, objectives and strategic principles to inform a delivery plan for the deployment of EV charging infrastructure.
- 5.8 Building on the GM Strategy, Council officers are continuing further work to look at specific EV infrastructure strategy for Manchester - to align EV activities with the city's other policy objectives, including inclusive growth and development, and accessible, sustainable transport, and to identify opportunities for expanding the network of charging infrastructure in the city.
- 5.9 Several funding programmes are being developed and delivered in partnership with TfGM to increase the number of charge points in Manchester:
- Taxi and Private Hire scheme – Funding has been agreed to provide 30 double charge points for use by taxis and private hire vehicles across GM (3 per authority). Three locations have been agreed at Thurloe Street, Southern Cemetery and China Town as part of this scheme. Additional funding for further taxi and private hire points is under discussion.
 - Early Measures Funding – as part of the Early Measures funding under the umbrella of the Clean Air Plan four double headed charging points are in the process of being installed. These include three charging points at Angel Street, Liverpool Street and Levenshulme Station as part of the Be.EV public charging network and one at Hardman Street Taxi Bays for the sole use of taxis.
 - eHubs – The eHubs pilot project involves the deployment of 25 e-cargobikes for hire and includes the installation of four double headed charging points for the sole use of the car club. These will be located around Chorlton/Whalley Range, Ancoats and Beswick.
 - On-street Residential Charging (ORC) fund – TfGM are in the process of making submissions on behalf of the GM authorities for grant funding under the fund - also includes council owned car parks and three sites have been suggested for this but it is still in its early stages at this point.

6.0 Conclusion and ongoing work

- 6.1 The City Centre Transport Strategy provides a clear strategic direction and investment framework for continuing to improve a sustainable, connected

transport network for Manchester. Building on the CCTS, the Council is developing and delivering other key plans and investment programmes across the city, as set out in the above report, including:

- Ongoing delivery of a significant programme of active travel infrastructure investment and complementary activation schemes;
- Plans to continue supporting active travel across the city through a forthcoming active travel strategy and investment plan;
- Subject to funding, supporting and leading on the delivery of other major transport infrastructure investment schemes, including bus, tram and rail, as well as maintenance of our local road network;
- Supporting investment in sustainable travel with ongoing planning and infrastructure investment coordination for electric vehicle charging infrastructure, recognising their growing importance for key policy objectives such as clean air, as well as anticipated significant growth in electric vehicle use by Manchester residents and businesses.

6.2 Manchester has embraced active travel and has delivered a significant programme of activities ranging from infrastructure projects to supporting behaviour change.

6.3 Building on plans underway for an updated strategy and investment plan for active travel, future funding opportunities if they arise will be bid for continuing the collaborative approach between the Council and stakeholders.

6.4 It is anticipated that an annual report on the first year of progress of the CCTS will be produced later in 2022, in collaboration between MCC, Salford City Council and TfGM. This will include information on delivery progress of initiatives and performance against key indicators.

7.0 Recommendation

7.1 Recommendations can be found at the front of the report.

8.0 Appendices

- Appendix 1 - School Crossing Improvement Sites
- Appendix 2 – Schools involved in School Street sessions