

**Manchester City Council
Report for Information**

Report to: Economy Scrutiny Committee – 21 July 2022

Subject: Update on Manchester Active Travel Strategy and Investment Plan

Report of: Strategic Director (Growth and Development)

Summary

This report provides an update on the production of an Active Travel Strategy and Investment Plan, which aims to create a city-wide, Manchester-specific strategy and network plan for active travel investment and a prioritised pipeline of measures to deliver across the city.

Recommendations

The Committee is recommended to:-

- (1) consider and comment on the report.
 - (2) note that a further report setting out progress will be brought to a future Committee for consideration.
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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 along with aligned investment in other infrastructure 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.

Equality, Diversity and Inclusion - the impact of the issues addressed in this report in meeting our Public Sector Equality Duty and broader equality commitments

The Strategy will consider from the earliest point the principles and actions necessary to ensure that it's recommended policies and interventions enable those with protected characteristics to benefit fully from active travel investment and are not disadvantaged by any of the recommendations and implementation of the final report.

Manchester Strategy outcomes	Summary of how this report aligns to the OMS/Contribution to the Strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	Improving active travel and aligning this with investment in other non-car modes 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 Active Travel Strategy and will support the delivery of projects to connect all Manchester residents with 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 walking and cycling routes can help residents access jobs and training opportunities, particularly in parts of the city with low car ownership.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Schemes under the Active Travel Strategy and related strategies will enhance the transport network serving the city. Improvements to local walking and cycling routes will facilitate opportunities for communities across the city. Improving city centre and wider connectivity will support inclusive economic growth. An inclusive and accessible active travel network is a key aim of the Active Travel Strategy, and each proposal will be reviewed by our specialist access group.
A liveable and low carbon city: a destination of choice to live, visit, work	The support and promotion of active travel, aligned with 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 also 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 Active Travel Strategy and related strategies will improve transport integration across Manchester, making it easier for people getting into and moving around the city.

Full details are in the body of the report, along with any implications for:

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

The consultant commission to assist with producing the Strategy has been funded by Department for Transport Active Travel Capability Revenue Funding. The funding must be spent by the end of Financial Year 2022/23.

Financial Consequences – Capital

The Strategy will recommend a prioritised pipeline of future capital spending commitments to be funded internally or externally through a variety of government funding streams and other external opportunities. The Strategy will assist in preparing Business Cases and bids to secure this funding.

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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 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above.

- Greater Manchester Transport Strategy 2040 (2021)
- City Centre Transport Strategy to 2040 (2021)
- Change a Region to Change a Nation – Greater Manchester's Local Cycling and Walking Investment Plan (2020)
- Made to Move (2017)
- City Centre Cycling Infrastructure Plan (2018)

1.0 Introduction

1.1 This report provides an update on the commissioning and initial stages of production of a Manchester Active Travel Strategy and Investment Plan (MATSIP). The report includes:

- an outline of the proposed vision and objectives for the MATSIP
- overview of the MATSIP work programme planned to develop strategy and investment plans to continue improving walking (which refers to wheelchair and all other pedestrian users) and cycling in Manchester;

2.0 Background

2.1 Active travel (meaning walking and cycling) 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. Increasing the modal share of walking and cycling is a key aim of the overarching transport policy framework for Manchester and Greater Manchester (GM), as reflected in the GM2040 Transport Strategy and the Manchester Local Implementation Plan (LIP) which sits under it, the Manchester Local Plan including Places for Everyone and the Core Strategy, other major strategies guiding spatial planning, growth and development such as our Strategic Regeneration Frameworks, the GM Streets for All Strategy, the City Centre Transport Strategy (CCTS) and other Transport for Greater Manchester (TfGM) active travel policy documents including Made to Move and Change a Region to Change a Nation.

2.2 As a city we have been delivering active travel infrastructure over the past several years. The guiding framework for this has been the Bee Network principles, articulated in part through local strategy documents such as the CCTS and the City Centre Cycling Infrastructure Plan (2018). The Bee Network vision is for a walking and cycling network which connects every neighbourhood in Greater Manchester with a plan for routes which will be appropriate for use by an unaccompanied 12-year-old on a cycle, or a person walking with a double buggy. It represents a vision for what is needed, rather than what is possible to deliver. Individual routes within the proposed network may prove impossible to deliver, and alternatives will then need to be found.

2.3 The Council has begun to deliver schemes across Manchester to begin to implement the Bee Network vision. These were detailed in a report to Economy Scrutiny in January 2022. 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 In order to build on the current programme of investment, there is now a need to ensure that the Council's active travel activities are coordinated and aligned around a Manchester specific central strategy and vision, to demonstrate that we are building a coherent network which supports the Council's wider place-based development and regeneration ambitions and has been informed by

communities and residents across the city, at a local scale. This will be carried out by the Manchester Active Travel Strategy and Investment Plan (MATSSIP).

3.0 Development of a Manchester Active Travel Strategy and Investment Plan

3.1 MCC received £325K in revenue funding from the 2021-22 DfT Active Travel Capability Fund to develop our strategy and pipeline of active travel infrastructure and supporting measures.

3.2 Some of this funding has been directed to produce the strategy and investment plan for active travel for Manchester. Expert analysis and advice has been commissioned from transport and urban design consultants Sweco.

3.3 The strategy and investment plan's objectives are:

- a) articulate the high-level vision for active travel across Manchester
- b) to support the alignment of Council activities across the city relating to active travel, ensuring that they are coordinated, create modal shift and culture change objectives and are Manchester-specific in that they reflect the land use and spatial structure of the city
- c) to translate active travel strategic objectives to investable, deliverable schemes and initiatives in Manchester, built from the bottom-up at local level. and ensure that the network enables journeys that match with different kinds of Manchester residents' daily journeys.
- d) to ensure that the analysis of the network and the proposals for a pipeline of measures places at the centre of its production the needs of people with disabilities, involving the input of the Our Manchester Disabled People's Board and the Council Highways Access Group as key stakeholders.

3.4 The strategy and investment plan for Manchester will aim to:

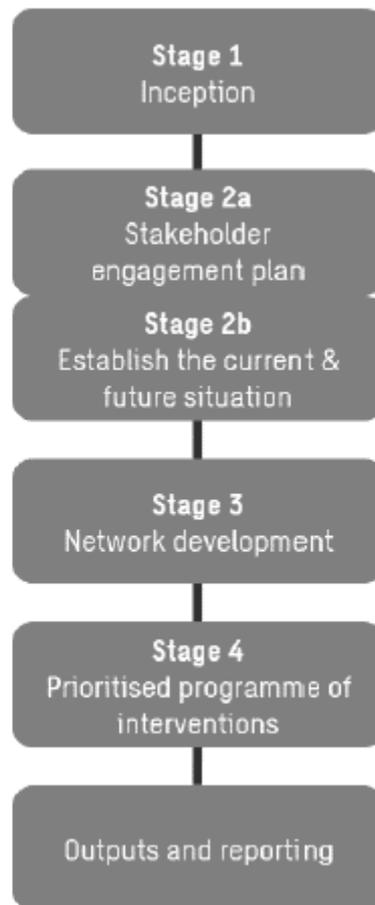
- Draw together and direct our active travel investment plans across the city to ensure they are coordinated with our wider objectives such as zero carbon, inclusive growth and urban regeneration and housing.
- Align active travel plans to place/neighbourhood-based spatial frameworks, including linking to hubs such as education, community and employment locations, and integrating with place-based regeneration strategies and plans
- Analyse the gaps in the current network and how they may be filled by a range of infrastructure interventions including segregated cycle lanes, junction improvements, modal filters, crossing improvements, footway infrastructure improvements, wayfinding, signage, and highway and footway maintenance/renewals.
- 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.

- Similarly, gaps in provision to enable safe and attractive walking and wheeling such as targeted footway widening, crossings and strategic maintenance.
- 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 and successful bidding for capital funding from government or other sources when this becomes available.

3.5 The MATSIP will cover the whole city, with analysis and the generation of a pipeline of schemes on a broad geographical basis across the city.

3.6 The MATSIP will recommend investment priorities and create a pipeline of schemes for the immediate term (1-5 years) and medium term (5-10 years), with a long-term horizon of 2040 to match the GM2040 Strategy and the City Centre Transport Strategy. The pipeline will likely consist of a full range of measures, from lower-cost, local interventions such as crossings and traffic-calming, to more extensive schemes along the lines of the Chorlton and Oxford Road/Wilmslow Road cycleways.

3.7 The confirmed programme of resident and stakeholder engagement is being finalised with expert transport and urban design consultants Sweco as the project plan is confirmed, but the plan is to hold five place-based workshops in each area of focus (North, Central, East, South and Wythenshawe) complemented by digital engagement across the city. The aim of the public engagement element of the project is to ensure that Manchester residents, businesses and other stakeholders are empowered to contribute to identifying opportunities for local interventions, ensuring that the overall strategic objectives for active travel can be delivered at a local level in a way that is specific to a wide range of needs and daily journeys. See below for an outline of the stages of the strategy development, which will be expanded on in detail in due course.



3.8 The engagement activities will build on the comprehensive body of consultation responses collected by the Council and TfGM on previous and current schemes in order to avoid consultation fatigue and to recognise that the need to move at pace to deliver on the policy commitments already made to active travel is paramount.

3.9 The timetable for local engagement activities will be published as soon as it can be confirmed. The overall programme timescale is anticipated to be approximately five months, beginning in August and completing in December.

4.0 Recommendations

4.1 The Committee is recommended to consider and comment on the report.

4.2 The Committee is recommended to note that a further report setting out progress will be brought to a future Committee for consideration.