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**Manchester Active Travel Strategy and  
Investment Plan**

Public Engagement Summary Report

**Manchester City Council**

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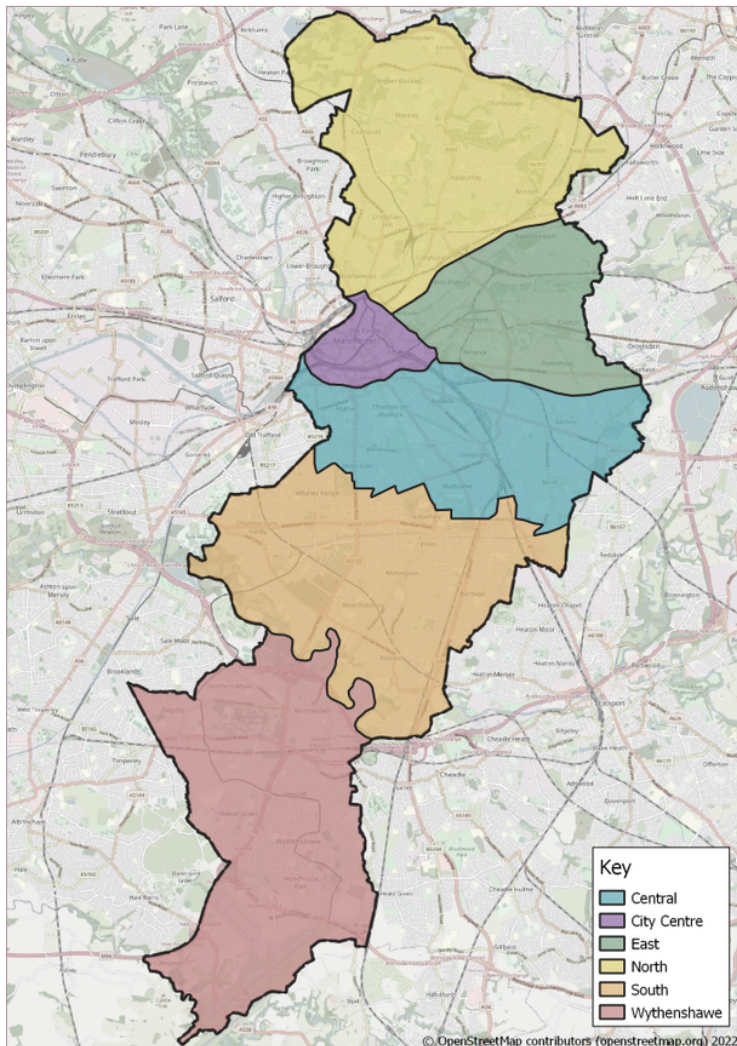
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# 1 Introduction

## 1.1 Manchester Active Travel Strategy and Implementation Plan

Manchester City Council (MCC) have commissioned Sweco to assist with preparing the Manchester Active Travel Strategy and Investment Plan (MATSIP). The Strategy and Investment Plan will cover the whole city, with analysis and the generation of a pipeline of schemes on a broad geographical basis of across the city and focussing on key areas of North, Central, East, South and Wythenshawe, shown in Figure 1.

Figure 1 - Manchester Active Travel Strategy area



## 1.2 Purpose of this document

This Public Engagement Summary Report sets out the results and findings of the public engagement that has been undertaken as part of the Manchester Active Travel Strategy and Investment Plan project. The report highlights concludes with key themes that will be taken forward and included in the strategy document.

## 1.3 Engagement Approach

Comprehensive engagement with the public, elected members, officers, and key interested groups is a fundamental part of developing a robust, inclusive and effective Active Travel Strategy.

The following engagement objectives were identified:

- To gather intelligence and technical, policy and local knowledge that can improve the strategy and help achieve its objectives
- To enable a wide range of stakeholders to take ownership of the plans set out in the strategy and its investment plan, through involvement in its production

The engagement approach has five stages:

1. Early Engagement
2. Network Level Engagement
3. Place-based Workshops
4. Scheme Level Engagement
5. Final Output

### 1.3.1 Early Engagement

An initial two-stage stakeholder mapping exercise has been undertaken which includes:

1. **Identifying the stakeholders** - building on the information gathered at the Inception & Expectation Meeting, our own local knowledge, relationships and experience and by the project team holding a session focussed on users;
2. **Categorising each stakeholder** - looking at how the schemes could impact individual stakeholders to establish different levels of engagement

In July 2022, twenty three engagement calls were undertaken, lasting approximately thirty minutes each, which were predominantly one-to-one – a member of the project team engaging with a key stakeholder. Some meetings were attended by multiple stakeholders and therefore a total of 29 stakeholders were engaged.

Stakeholders that were engaged include representatives from:

- MCC
- TFGM
- Neighbouring authorities
- WalkRideGM
- Groundwork
- MCR Active

The purpose of this stage was to provide an opportunity for the project team to present to stakeholders about their important role in the process and address any queries or concerns stakeholders had ahead of the later stakeholder engagement and public consultation. At this stage stakeholders had the opportunity to input into challenges

and opportunities around the development of the MATSIP to supplement the data and information being analysed.

The desired outcomes for this stage of the engagement process were to bring key stakeholders up to date with progress and previous work undertaken, raise awareness of the project and supplement data with stakeholder opinions.

Key themes that were identified, which will be used to shape the strategy going forward, include:

- Infrastructure
- Funding
- Behaviour Change
- Governance/Politics

#### 1.3.2 Network Level Engagement

After the early engagement was undertaken, a draft network for the strategy was devised and presented to key stakeholders within MCC and to the Manchester Cycling and Walking Forum. This involved a slideshow presentation followed by an open discussion ahead of the public engagement.

## 2 Online Consultation

### 2.1 How were people engaged?

To ensure that the engagement was inclusive, multiple engagement options were established to collect information. These included an online survey, an email address and in-person workshops.

The online consultation utilised ArcGIS, an online platform that included the survey and an interactive map for geographically specific comments.

To promote the survey, communications through MCC social channels, including locally specific targeting, and the Council's website were utilised and the survey was also forwarded to those on the Walking and Cycling mailing list. Communications about the events were also disseminated through organic networks via MCC Neighbourhoods officers, elected members and local interest groups. Attendees at the public engagement workshops were also directed to the online consultation to give feedback on the strategy.

In total, there were 964 individual responses to the online engagement. This included a total of 1,341 comments on the interactive map as some respondents chose to add multiple comments.

### 2.2 Question responses

The online questionnaire included the following questions:

- How do you typically travel around Manchester?
- What are the main barriers to walking, wheeling and cycling in Manchester?
- What suggestions do you have for improving conditions for walking, wheeling and cycling in Manchester?
- What kinds of journeys would you like to do by walking, wheeling or cycling?

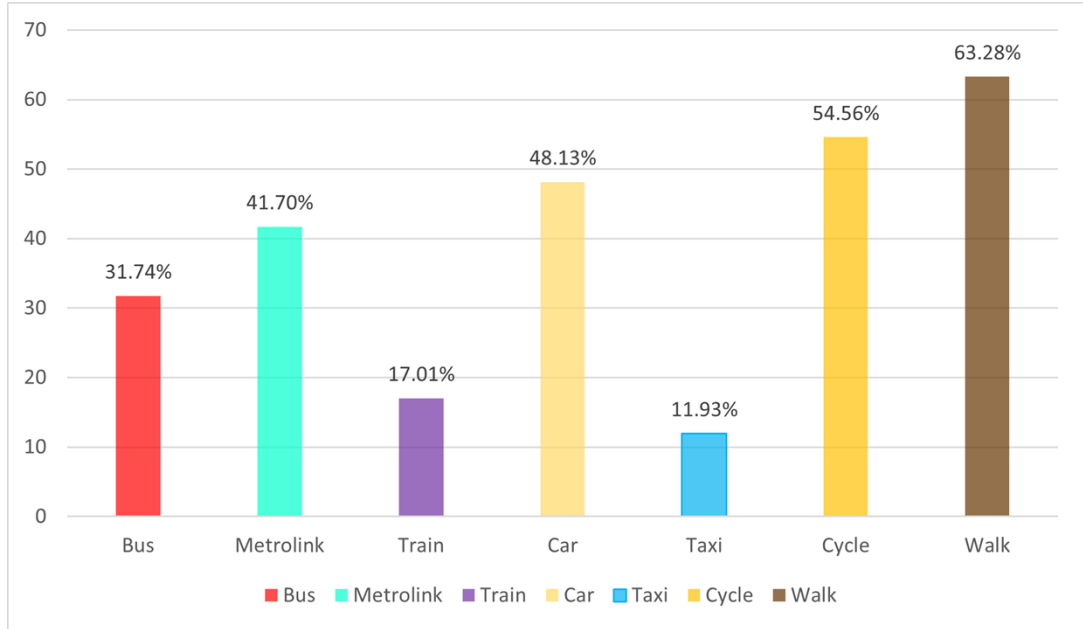
Along with these questions, respondents were also able to add comments to a map to identify geographically specific issues and opportunities regarding active travel in Manchester. The below section summarises the responses to each of the survey questions.

#### 2.2.1 How do you typically travel around Manchester?

More of the respondents to the survey walk for journeys in Manchester than any other mode of transport, 63%, followed by cycling, 55%. This means that the respondents to the survey are generally already using active travel modes more than other forms of transport. Therefore, respondents to the survey have a good understanding of the current situation for active travellers in Manchester. Respondents could indicate more than one mode, matching normal travel habits.

Almost half, 48% of respondents use a car which is more than any form of public transport. Taxi has the lowest use by respondents, 12%.

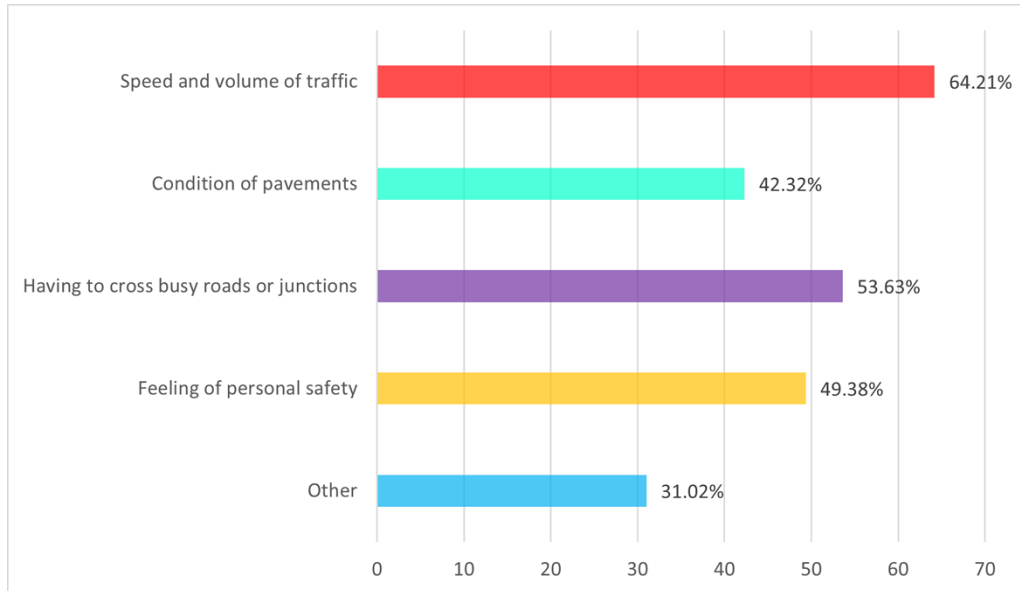
Figure 2 – Method of travel



2.2.2 What are the main barriers to walking, wheeling and cycling in Manchester?

The main barrier to active travel in Manchester, identified by the online engagement, is the speed and the volume of the traffic which was cited by 64% of respondents. This is closely followed by having to cross busy roads or junctions, cited by 54% of respondents. This indicates that the conflict between active travel modes and motor vehicles is a particularly contentious issue for respondents to the survey when considering active travel.

Figure 3 – Barriers to active travel



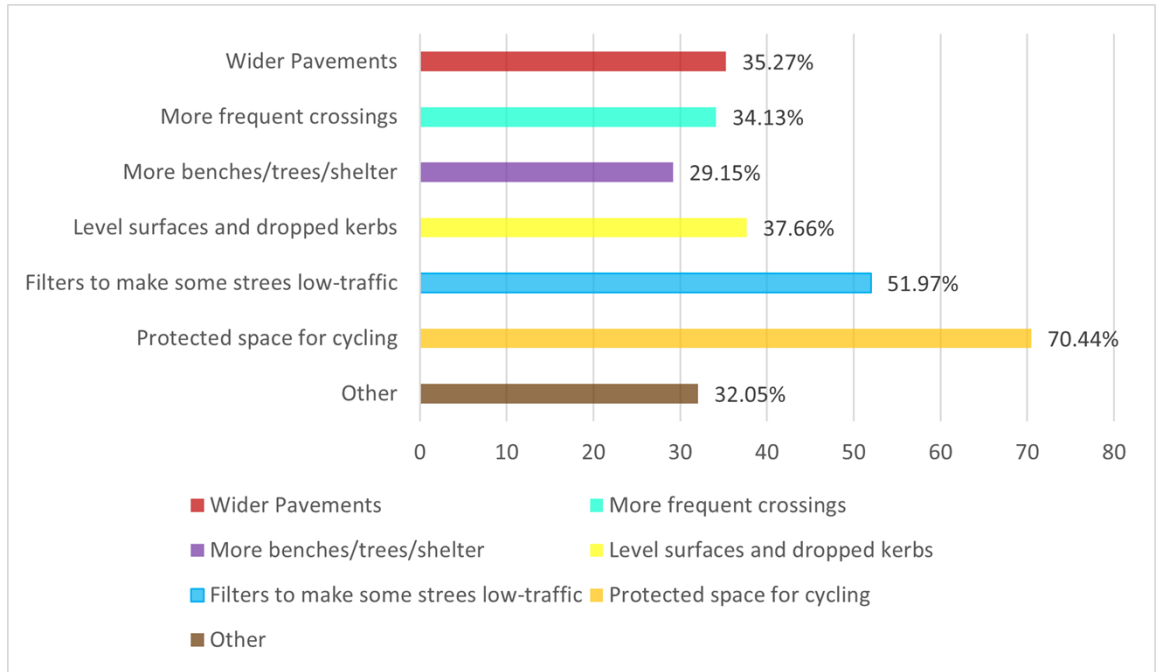
Other responses, additional to the options presented in the survey include:

- Poor weather or lighting conditions
- Pavement parking acting as a physical barrier
- Lack of dedicated infrastructure for active travel

### 2.2.3 What suggestions do you have for improving conditions for walking, wheeling and cycling in Manchester?

To overcome the barriers identified above, respondents to the survey were asked for suggestions to improve the conditions for active travel. The most common response, selected by 70% of respondents, was to create protected spaces for cycling, followed by implementing filters to make some streets low-traffic which was selected by 52% of respondents. Both of these correlate with the issues identified above as they reduce the conflict between active travel modes and motor vehicles.

Figure 4 – Suggestions to improve active travel



Other suggestions include:

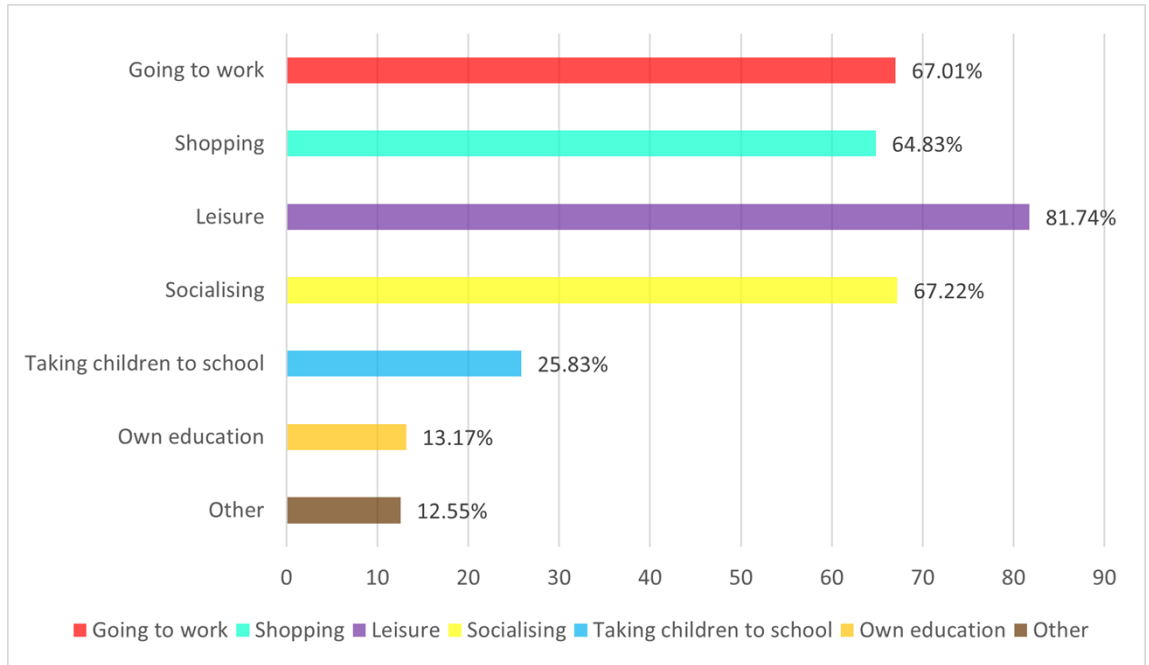
- Enforce parking restrictions to remove barrier of parked cars on pavements
- Implement more cycle parking
- Education for cycle users and motorists

#### 2.2.4 What kinds of journeys would you like to do by walking, wheeling or cycling?

Most of the respondents would like to use active travel for leisure activities, 82%. However, there is also a large proportion of respondents that would like to either walk, cycle or wheel to work (67%), for socialising (67%) and shopping (64%). This highlights a potential latent demand of people who would like to cycle for more journeys.



Figure 5 – Potential active travel journeys



Other potential choices from the survey for active travel journeys include:

- All journeys
- For fitness/health benefits
- Medical appointments
- None at all

### 2.2.5 Map responses

Along with the survey questions summarised above, respondents to the online consultation were able to provide geographic specific comments on an interactive map using the ArcGIS capabilities.

A map showing the locations of each of the geographic responses to the online consultation can be found in Figure 6 below. The map shows that the comments are spread across the whole of Manchester district with clusters around the city centre and in the southern part of Manchester and relatively fewer comments in the North and Wythenshawe.

Comments ranged from suggested junction improvements at specific locations to identified routes that require upgrades. The comments were used to update the draft network and help to identify the key themes set out in Section 5.

Figure 6 - Draft Network

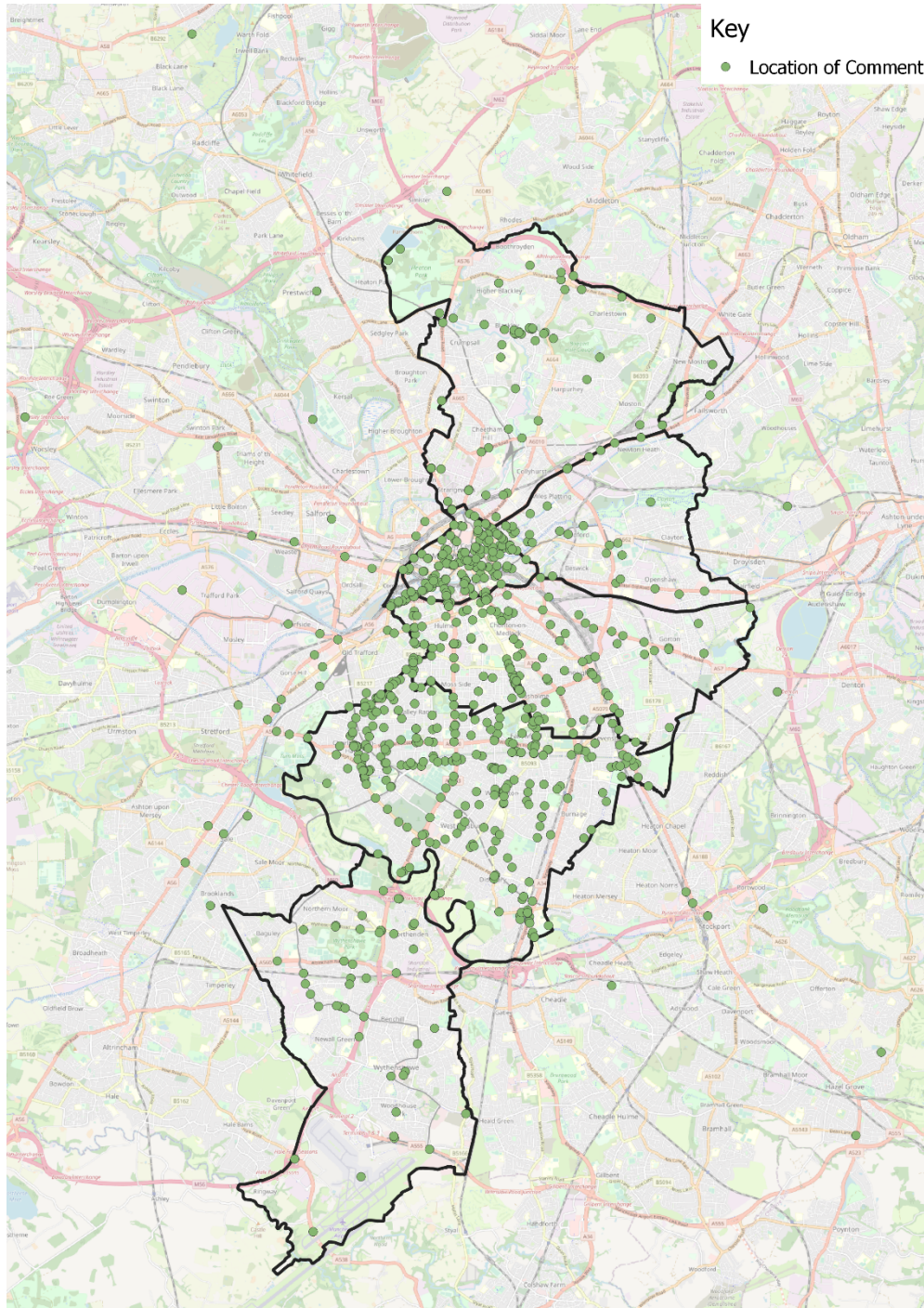


Figure 7 below shows the geographic spread of respondents to the survey based on their postcode. The map shows that respondents came from across the whole of the city of Manchester and also outside of the city as these respondents may work in, or visit, Manchester. The top 20 postcode locations of respondents is shown in below.

Figure 7 – Postcode Location

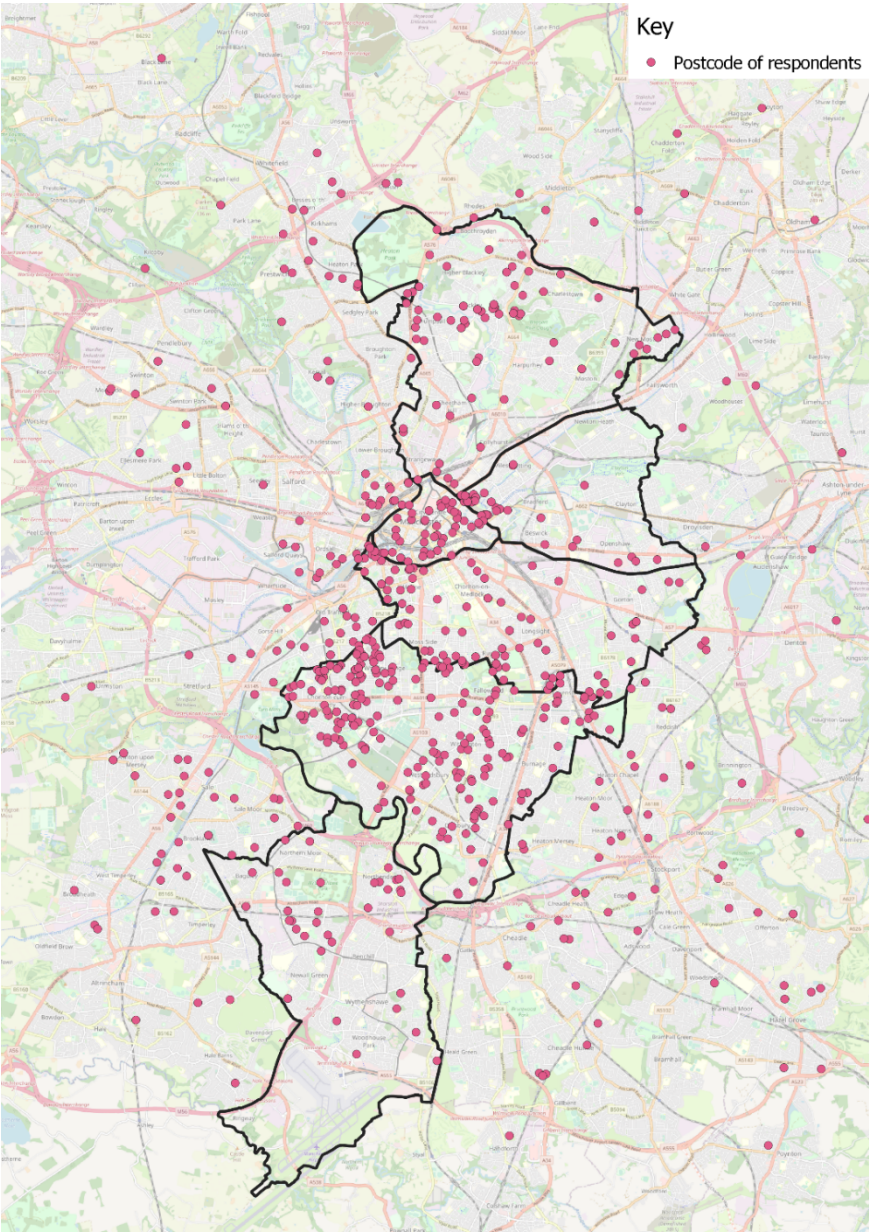


Table 1 - Postcode locations and counts

Postcode	Area	Value
<b>M21</b>	Chorlton	72
<b>M20</b>	Didsbury, Withington	68
<b>M16</b>	Whalley Range	66
<b>M14</b>	Fallowfield, Moss Side, Rusholme	47
<b>M19</b>	Levenshulme	40
<b>M4</b>	Ancoats, Northern Quarter	38
<b>M9</b>	Blackley, Charlestown, Harpurhey	36
<b>M15</b>	Hulme	31
<b>M1</b>	City Centre (Piccadilly)	26
<b>M33</b>	Brooklands	26
<b>M3</b>	City Centre (Deansgate, Castlefield)	25
<b>M8</b>	Crumpsall, Cheetham Hill	21
<b>M23</b>	Baguley, Brooklands	20
<b>M22</b>	Northenden, Sharston	16
<b>M40</b>	Collyhurst, Miles Platting, Moston, Newton Heath	16
<b>M18</b>	Gorton, Abbey Hey	14
<b>M13</b>	Ardwick, Longsight, Chorlton-on-Medlock	14
<b>SK4</b>	Heatons (Stockport)	12
<b>SK8</b>	Cheadle (Stockport)	12
<b>M25</b>	Prestwich, Sedgeley Park (Bury)	11

The most common postcode of respondents was M21 with 72 people responding from that location.

#### 2.2.6 Further comments

If particular issues or opportunities could not be picked up using the survey questions or the interactive map, respondents were able to give additional comments using a

free text section. These have been incorporated in the overall analysis which led to the key themes identified in Section 5.

## 3 Public engagement workshops

### 3.1 Workshop summary

In November 2022, a series of workshops were held across Manchester with members of the public to give the opportunity for local communities and residents to feed into the strategy.

At the workshops the public were asked for input on:

- The draft network
- Routes or areas they think should be a priority for improvement
- Any challenges they currently experience when walking, wheeling, or cycling including any barriers that stop them from choosing to walk, wheel or cycle, and
- Any opportunities they can see to improve the situation for walking, wheeling, and cycling.

Maps were presented of the draft network which gave attendees the opportunity to add comments to, based on the bullets above, these were used alongside the online comments to identify the key themes set out in summarised in Section 5.

Representatives of Sweco were in attendance to provide technical support along with MCC officers to answer questions specific to the local authority.

Workshops were held in each of the five key areas of focus which gave people the opportunity to review and comment on the work undertaken so far in respective areas. The five workshops were held at the following locations at the dates and times included in the table below.

Table 2 - Workshop locations and dates

Area	Location	Date	Time
<b>South</b>	Didsbury Good Neighbours, Gillbrook Rd, Didsbury, Manchester M20 6WH	02/11/2022	16:00-20:00
<b>East</b>	The Grange Community Resource Centre, Pilgrim Drive, Beswick, Manchester, M11 3TQ	03/11/2022	16:00-20:00
<b>Wythenshawe</b>	Wythenshawe Forum (Fleming Rd, Manchester, Greater Manchester)	07/11/2022	16:00-20:00
<b>North</b>	Abraham Moss - Woodlands Suite	09/11/2022	16:00-20:00
<b>Central</b>	Brunswick St, Manchester M13 9SX	10/11/2022	16:00-20:00

The workshops were promoted by MCC through social media and the MCC website to ensure they were well attended, as well as through organic networks via MCC Neighbourhoods, elected members and local groups. Attendance numbers varied across each of the sessions with the Central and the South being the most highly attended.

### **3.2 Email responses**

The MCC Walking and Cycling enquiries email address (walk-cycle@manchester.gov.uk) was provided to allow those unable to attend the workshops or have difficulties navigating the online survey.

Email responses were received from individuals but also groups including:

- Manchester University NHS Foundation Trust (MFT)
- British Horse Society
- Manchester and Salford Ramblers

The comments received via email were analysed alongside those received in the workshops and online and have fed into the key themes identified in Section 5.

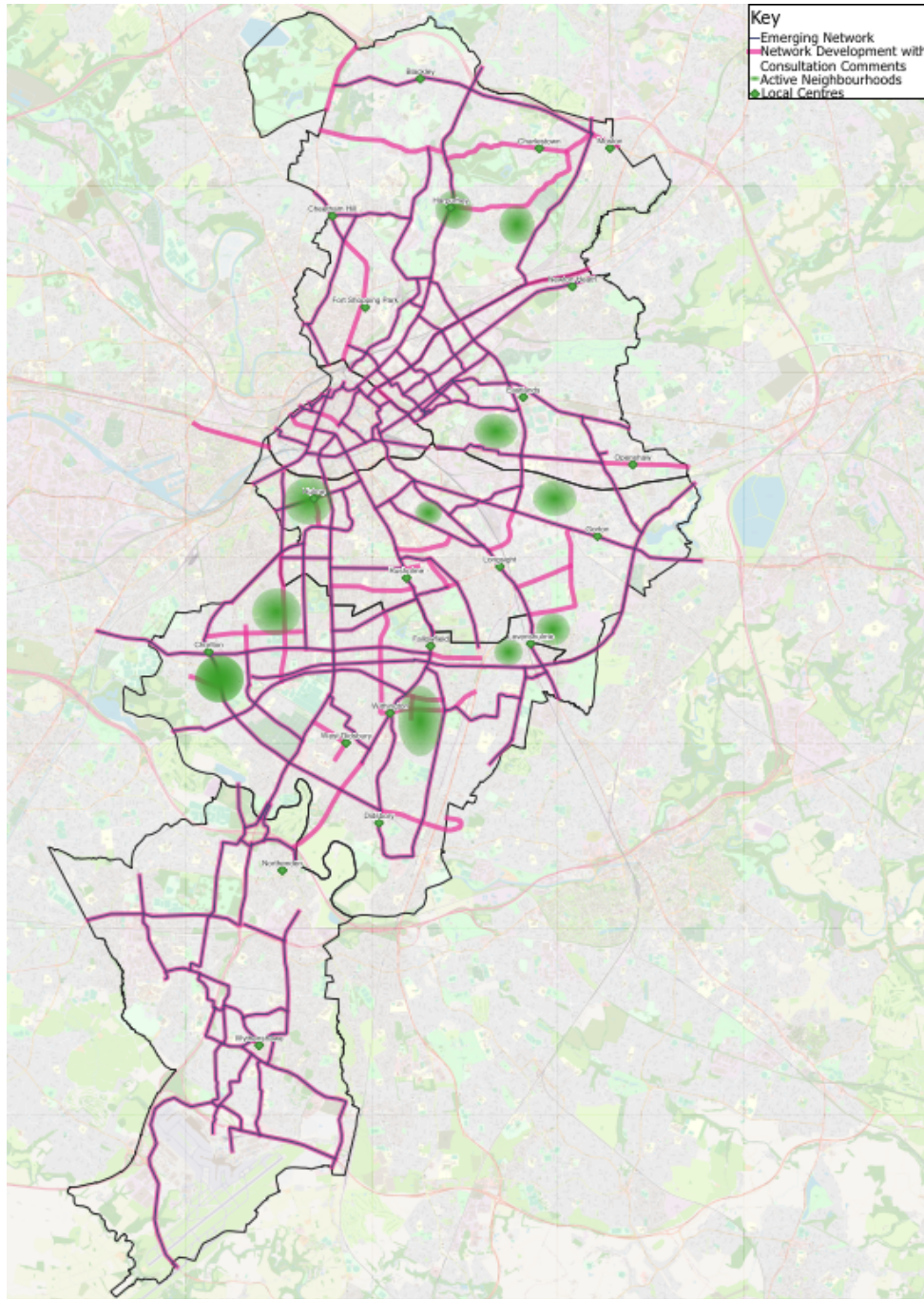
## 4 Updated network

Based on comments received at the workshops, online and via email, the draft network was updated to include additional links and locations that were identified by members of the public. This is shown in the map below where the blue lines show the draft network presented in the workshops and the pink lines showing the updated network.

The updated network will be taken forward and considered as part of the Active Travel Strategy development.



Figure 8 - Draft Network



## 5 Key themes

To support the strategy development, key themes were identified through analysis of the comments received online, through the workshops and via email. These themes will be included in the strategy and help to formulate the objectives, potential schemes and the multi-criteria prioritisation framework.

### 5.1 Identified themes

The following four key themes were identified through analysis of the engagement responses:

- Safety
- Maintenance of existing infrastructure
- Introduction of new infrastructure
- Softer measures

The following sections include some quotes from the consultation responses that support each of the themes.

#### 5.1.1 Safety

Comments received through the engagement process regarding safety related to a number of issues with the two most prominently cited being lighting and parked cars.

Lighting was identified as a particular safety issue with a large number of comments specifying poor lighting as a barrier to active travel. For example one respondent stated that areas were “intimidating to walk around at all times [due to] dim lighting”.

Parked cars were highlighted as an issue as they create barriers for those wanting to walk, wheel or cycle on pavements or in cycle lanes. This was cited by people in the online survey and supported by comments received during the public workshops including one respondent which stated “Too many cars parked on pavement [so have to] walk in the road”.

#### 5.1.2 Maintenance of existing infrastructure

As well as detailing the location of new and more appropriate routes for the network. The online and in-person engagements were also useful for discovering existing routes that respondents felt were appropriate to be included in the network but where maintenance was needed to improve their condition. Many comments related to the presence of debris such as litter or vegetation, narrow and uneven pavements including potholes and junctions requiring upgrades or improvements. All of which respondents claimed affected their current walking, wheeling and cycling experience.

With regards to narrow and uneven pavements, one respondent detailed how potholes across the network in general pose a safety concern. The respondent described the presence of potholes as ‘very alarming’ and claimed they ‘can knock cyclists off bikes into the path of traffic and cause damage to people and their bikes.’ The poor surfacing of routes across the network was also cited as a key barrier to walking and cycling. For example, one respondent stated how the ‘uneven surfaces’ on Sackville Street/Lower [sic] Portland Street made this route a ‘bit scary for cycling.’ Peace Road, Ardwick, was another example of a route where maintenance is required to help alleviate the ‘uneven road surface’ here.

Debris and overgrown vegetation on existing routes were identified as a key issue. For example, one respondent expressed their desire to see 'Chorlton and other cycleways kept free of leaves in the autumn and litter at all times.' The respondent went on to claim that 'several people have had accidents recently on Upper Chorlton Road because of leaves hiding either the kerb or grids.' Another respondent stated, "many of the footpaths are not kept clear and have a lot of litter, fly tipping and are overgrown, requiring more regular maintenance".

Many respondents discussed how improvements to existing crossings and junctions are needed to improve the walking and cycling experience across the network. Including responses such as 'active travel priorities should aim to ensure all signalised junctions have proper pedestrian crossings', 'new or improved routes which cross or junction with the main highway network should have appropriate signal-controlled/grade-separated crossings suitable for all user groups' and 'all major junctions should have advanced start lights for cyclists (i.e get green light first)'.

### 5.1.3 Introduction of new infrastructure

New infrastructure was regularly suggested by respondents to the public consultation. A lot of the comments were more general and asked for "new cycle lanes" however specific comments were also included regarding the implementation of modal filters and new CYCLOPS junctions.

Within the online consultation, the suggestion of implementing 'filters to make some streets low traffic' was a popular choice amongst respondents. Many respondents expanded on this within the comment section, detailing specific locations where this measure would be welcomed. One respondent expressed their desire to see the installation of filters upon Burton Road, with this road described as being 'dangerous to cycle down due to the volume of cars parked either side and cars on the road trying to pass cyclists with no room.' A further respondent cited Stockport Road and Chapel Street as key routes that would benefit from 'more permanent filters' due to speeding being a 'constant problem.' The same issue is also present upon Parsonage Road, with one respondent suggesting filters are needed here due to combat the issue of speeding cars and cars parked either side of the route, meaning 'there is not enough room for cars to overtake cyclists safety.'

Many respondents discussed the provision of CYCLOPS junctions across the network. One respondent, who uses Withington Road in Whalley Range, claims the 'CYCLOPS junctions are inconsistent' with one having 'green boxes with cars for straight on, the other doesn't.' Further comments relating to CYCLOPS junctions included; 'revert back to CYCLOPS junction in Burnage', 'the lack of upgraded crossings and CYCLOPS junctions on Oxford Road-Wilmslow Road cycleway is what puts me off from using most of it' and 'junction feels unsafe on main cycling route on Wilmslow Road, CYCLOPS needed here.' Praise for CYCLOPS junctions was received through the consultation with one respondent stating, 'CYCLOPS junctions are amazing, I use these to cycle to see my family and they make my journey much safer and easier.'

#### 5.1.4 Non-infrastructure measures

Non-infrastructure measures such as behaviour change initiatives and enforcement were commonly cited by respondents to the engagement. These were particularly around the education of motor vehicle users and enforcement of speed limits and parking restrictions.

For example, many respondents stated their desire to see the enforcement of 20mph and 30mph speed limits in certain locations. Examples included the enforcement of a '30mph speed limit outside Bowker Primary School on Middleton Road' and the enforcement of 20mph limits outside Manchester Girls School on Grangethorpe Road with traffic here described as 'carnage' at 'school run time.'

However, the desire to see more enforcement was not just limited to restrictions on speed, with parking restrictions also a common theme picked out by the respondents. One respondent stated that more enforcement is needed on Upper Chorlton Road with 'lots of vehicles parked within cycle lanes and on footways.' Barlow Moor Road was also discussed as a location where respondents felt more parking enforcement was needed, with one comment detailing the 'inadequate enforcement of parking on the northbound cycle lane.'

In addition to comments relating to specific locations, general comments relating to enforcement were also discussed. Comments regarding general suggestions included 'preferably 20mph in all residential areas', 'city centre pavement parking ban' and 'the limit should be 20mph within the inner ring road and camera enforced.'

## 6 Next Steps

### 6.1 **Strategy development**

The next step is to develop the Active Travel Strategy. The key themes identified from the engagement, and the network development work, will be taken forward, together with established best practice to inform the strategy development.

## Appendix A – Engagement Comments

- Spreadsheet of combined comments