

# Manchester Active Travel Strategy and Investment Plan

Strategy Summary Report



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# 1 Introduction

## 1.1 Manchester Active Travel Strategy and Investment Plan

Manchester City Council (MCC) have commissioned Sweco to assist with preparing the Manchester Active Travel Strategy and Investment Plan (MATSIP). MATSIP represents MCC's ambition to develop a high quality and accessible active travel network across Manchester. MATSIP covers the whole city with a place-based approach to generating a pipeline of schemes in each of the key areas of North, Central, City Centre, East, South and Wythenshawe, as shown in Figure 1.

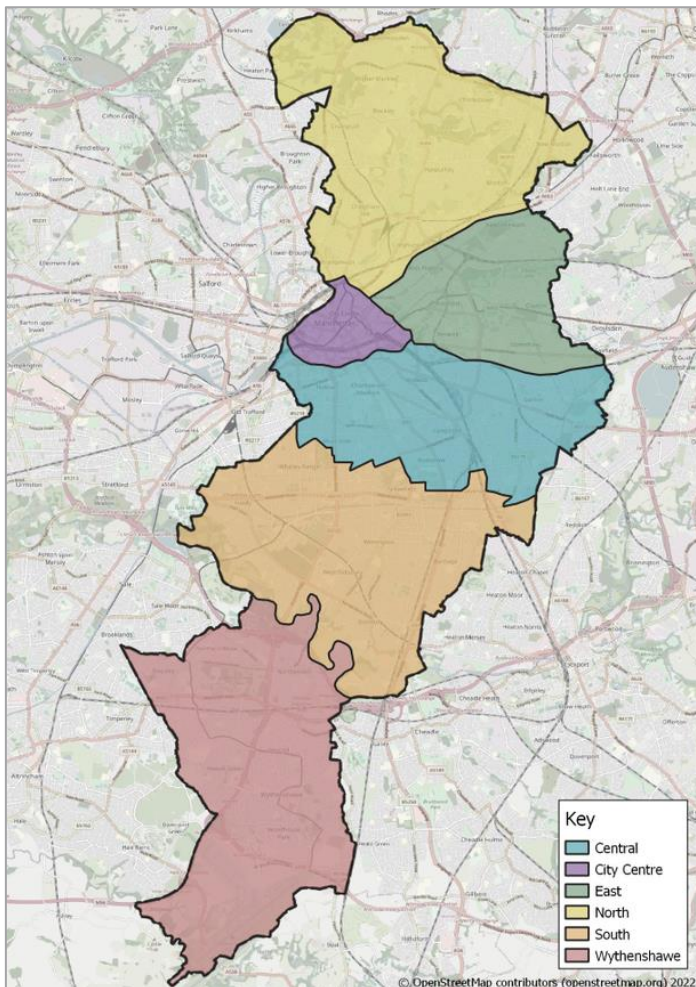


Figure 1 – MATSIP areas of focus

The principal output of the commission is a public facing **Strategy** document that presents MCC's vision, target, and ambitions for active travel.

Along with the public facing strategy document, a series of supporting technical documents have been produced:

- **Technical Report 1: Network Development**
- **Technical Report 2: Prioritisation**
- **Technical Report 3: Behaviour Change and Activation**
- **Public Engagement Summary Report**
- **MATSIP Strategy Summary Report**

## 1.2 Purpose of this document

This report summarises the Manchester Active Travel Strategy and Investment Plan, presenting the key components of the identified active travel network and the targets and ambitions of the strategy.

## 2 Active Travel Network

A key part of MATSIP is the active travel network plan that provides the basis for how MCC will develop a connected and safe active travel network across the city. An evidence-based and stakeholder-led approach was undertaken to develop the network with the process is presented in Figure 2.

Figure 2 – Network Development Process

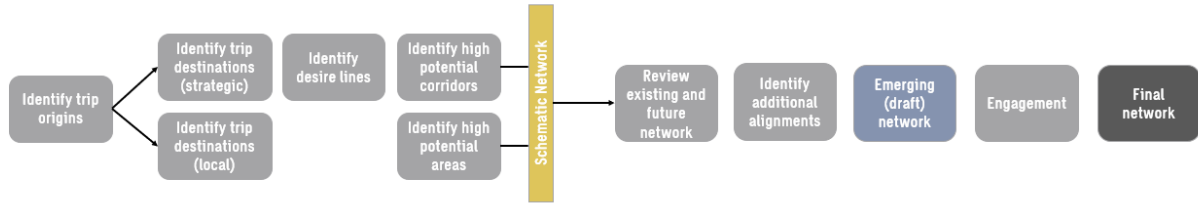
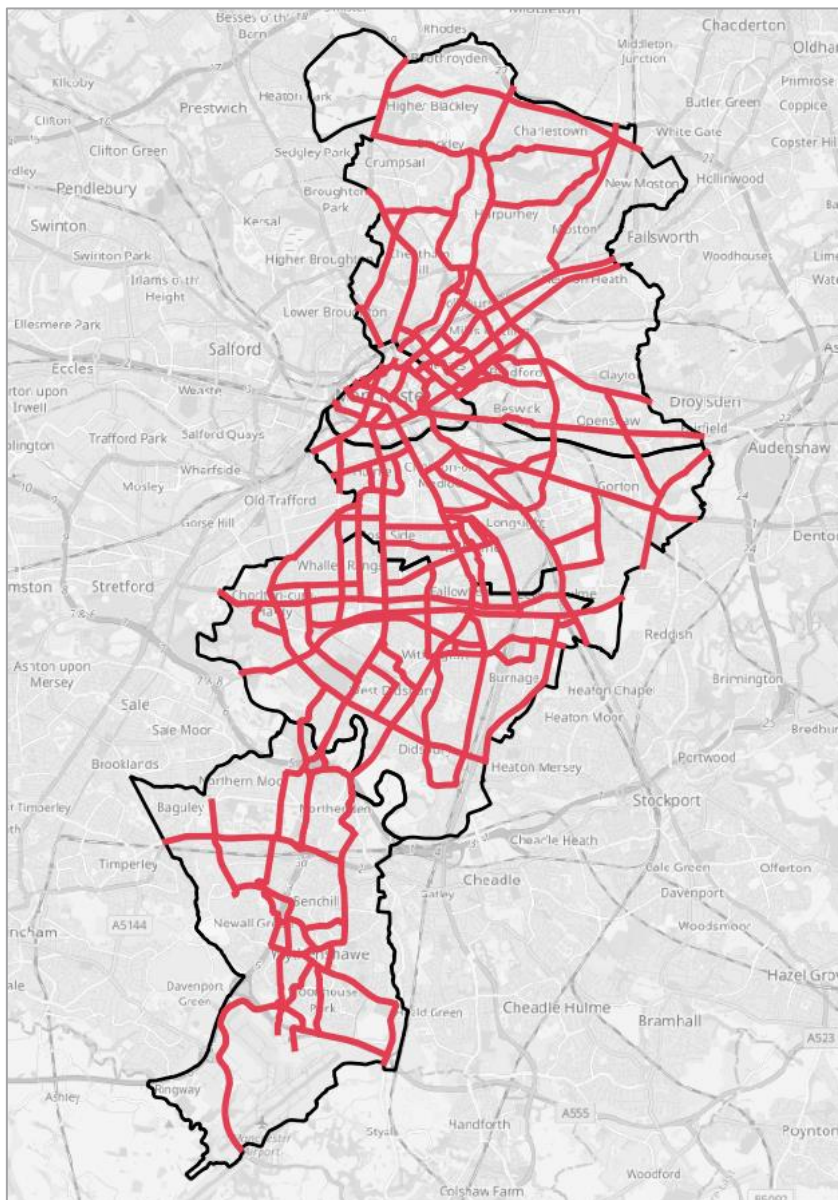


Figure 3 presents the network that will ensure people will be able to reach the places they need to get to every day, such as work, school, college, university, healthcare, shopping, and leisure.

Figure 3 – MATSIP network plan



The Network will be delivered using local authority budgets enhanced through securing national and regional funding. We will also use the land use planning system to secure developer contributions to deliver parts of the network that relate to planned and approved developments, particularly around the major strategic regeneration frameworks.

As the Network is developed, gaps where existing infrastructure is not in place, or not up to the appropriate standard, will be filled in. This will link communities with each other, providing for local journeys that can be walked, wheeled or cycled while facilitating connections with key destinations across the city, such as the city centre.

The Network will be continuous, direct, and coherent to ensure walking, wheeling and cycling are the most convenient ways to travel for many journeys, particularly those over short distances. The Network will be safe and attractive for all users, offering an inclusive way for people to travel around.

The Network will also connect outside of Manchester, linking with current and future schemes in the neighbouring districts of Bury, Oldham, Salford, Stockport, Tameside, and Trafford, as part of the Bee Network.

# 3 Targets and Ambitions

A set of commitments has been devised which, dependent on funding, will be used to measure the success of the Active Travel Strategy and active travel interventions in Manchester. The commitments are for the next five years, up to 2028. The strategy will be reviewed in ~18 months against identified metrics of success and results will be published publicly.

Figure 4 – Targets and ambitions of the Manchester Active Travel Strategy





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