

**Manchester City Council
Report for Information**

Report to: Neighbourhoods and Environment Scrutiny Committee – 4
November 2020

Subject: Active Travel

Report of: The Strategic Director (Neighbourhoods)

Summary

This report provides an overview of the activities undertaken to promote active travel and connectivity across the city highlighting activities with particular focus on the following key themes:

- Schools and neighbourhoods;
- Physical infrastructure to support active travel and future plans;
- How active travel links into the climate change emergency to reduce carbon and improve clean air;
- An update on Government Funding for active travel and what other avenues are being accessed;
- Options for further pop up cycle lanes and other measures in the city; and
- How the Council measures the objectives of Active travel.

Recommendations

The Committee is asked to note and 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

This report provides a summary of the collaboration between The Council, Schools and Residents to increase Active Travel and contribute towards carbon reduction and improved air quality.
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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	Creating attractive living environments also plays a role in the economy, by attracting and retaining the diverse labour market that is needed to support economic growth.
A highly skilled city: world class and home-grown talent sustaining the city's economic success	Increased levels of cycling and walking (especially short school run journeys,

<p>A progressive and equitable city: making a positive contribution by unlocking the potential of our communities</p>	<p>Active travel at a neighbourhood level for short journeys increases connectivity to improve access to work, local facilities and recreation and to interact with other people in a pleasant environment. Active travel choices allow all residents to contribute to reducing carbon and achieve the zero carbon ambitions</p>
<p>A liveable and low carbon city: a destination of choice to live, visit, work</p>	<p>Ground transport accounts for 32% of Manchester's direct CO2 emissions. Decarbonising the way we travel including short journeys is an essential component of meeting the city's zero carbon goal.</p> <p>Short car trips are a prime area for switching to active travel. 30% of trips under 1km in Greater Manchester, such as "the school run", are made by car.</p> <p>Our neighbourhoods have a huge influence on quality of life. Increase walking and cycling and reduced traffic congestion create "living streets" and neighbourhoods that feel safe and welcoming. Building walking or cycling into daily routines are the most effective ways to increase physical activity.</p> <p>Switching more journeys to active travel will improve health, quality of life and local productivity, while at the same time releasing resources of the health care system.</p>
<p>A connected city: world class infrastructure and connectivity to drive growth</p>	<p>At a neighbourhood level active travel encourages people to feel connected – to shops, parks, schools, their place of work and to one another. Local streets can become 'places', rather than just through routes for traffic.</p> <p>Less congestion, collisions, and pollution support a healthier workforce</p>

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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 and Delivery Plan
Greater Manchester Active Travel Public Health Manifesto- GMCA
Playing Our Full Part; How Manchester's residents and Businesses can benefit from Ambitious Action on Climate Change 2018
Manchester Climate Change Strategy 2017-2050
Manchester Climate Change Implementation Strategy 2017-22
Manchester; A Certain Future Annual Report
Manchester Zero Carbon 2038, Manchester City Councils Commitment, March 2019
Manchester Ageing Strategy (2017 update)

1.0 Introduction

1.1 The report outlines a range of practical action being undertaken by the Council to pursue and support active travel in the city with particular focus on the following key themes.

- Schools and neighbourhoods;
- Physical infrastructure to support active travel and future plans; -
- How active travel links into the climate change emergency to reduce carbon and improve clean air; -
- An update on Government Funding for active travel and what other avenues are being accessed
- Options for further pop up cycle lanes and other measures in the city.
- How the Council measures the objectives of Active travel.

2.0 Background

2.1 Walking and cycling are good for our physical and mental health. There is overwhelming medical evidence that more active lifestyles lead to better health outcomes and that active travel, including active commuting, can improve quality of life and physical and mental wellbeing and health of our residents.

2.2 Increasing active travel and reducing journeys by motor vehicles has many environmental benefits reducing CO2 emissions and improve air quality. Fewer cars on the road means more space for the pedestrian and opportunities to develop public space, improve safety and accessibility. It is the most cost-effective means of travel saving individuals and families considerable travel expenses occurred through motorised forms of travel.

2.3 The Council is working towards the Right Mix Vision for modal shift through Transport for Greater Manchester's GM 2040 Transport Strategy. The Right-Mix aim is for 50% of trips to be made by sustainable modes across GM. Ground transport accounts for 32% of Manchester's direct CO2 emissions, therefore decarbonising the way we travel is an essential component of meeting the city's zero carbon goal.

2.4 There has been a significant reduction in the volume of traffic and vehicles on our key routes and in our neighbourhood streets over the past 6 months during the coronavirus pandemic. Local people have been enjoying cleaner air and safer, more pleasant neighbourhoods as a result of there being fewer cars on the road. With our continued work detailed below we will aim to sustain these new behaviours and support any new active travel habits by developing more opportunities for people to travel actively across the city.

3.0 Working with schools and communities

3.1 The Neighbourhood Teams supported by Highways Service have engaged with schools and residents to promote and support residents to undertake

active travel. The focus of much of this focus has been travel to and from schools.

Communication with Schools - Active Travel Information Packages

3.2 The Education Team issues a regular Newsletter to all schools in Manchester. Active Travel is a regular feature of the newsletters. In the September 2020 edition a comprehensive overview was provided of Active Travel Initiatives and Resources. This included details for schools to apply to trial the “School Streets” Road Closures around their school as part of the Clean Air Week Oct 5th - 9th campaign.

3.3 To support the information the Highways Service developed a resource toolkit for schools including opportunities to access road safety equipment, cones and hi viz clothing as well as guides on risk assessments for active school travel initiatives. The Neighbourhood Teams worked alongside Highways to engage with schools to offer further support and advice on taking up any of these opportunities and initiatives, including holding a School Street trial sessions and Walking Bus Projects as described below.

“School Streets - Manchester” - Temporary Road Closures around schools

3.4 Road safety concerns is commonly named by parents and guardians as the greatest contributor to any reluctance to support children to walk, cycle and roll to school, School Streets are an opportunity to make it safer and easier for children to get to school actively.

3.5 A “School Street” is a road outside of a school that has a temporary restriction on motorised traffic at school drop-off and pick-up times. The restriction applies to both school traffic (exempting blue-badge holders) and through traffic.

The key aims of holding a school street session are to:

- Enable schools to restrict traffic to enable a car free and safer pick up and drop off
- Help to boost the number of children walking, cycling, and scootering to school each day
- Increase awareness of Air Pollution and improve Air Quality around schools

3.6 The development of the “School Streets” Process has been made possible due to a change of legislation in late 2019 making it easier for Local Authorities to grant approval for schools to hold occasional temporary close roads. The Highways Service also agreed to waive the normal fee for Traffic Regulation Orders of £129 to help to encourage schools to apply for trial sessions.

- 3.7 The Neighbourhood Teams have contacted all schools to provide them with a School Streets Application pack which includes a detailed Step By Step Guide to organising and delivering a “School Street” Road Closure.
- 3.8 For those schools taking part, the Neighbourhood Teams made available and delivered a supply of “Road Closed” Signs and Traffic Cones to schools. These were donated by a Sub Contractor via the Highways Service Social Value Process. The Neighbourhood Teams will continue to look at ways of funding a greater supply of signs and equipment that can be shared between schools and can include branding and sustainable features such as planters on wheels to serve as portable road closure barriers and visible signage that is still compliant with Highways regulations.
- 3.9 In addition to contributing to tackling air pollution and poor health and reducing road danger (particularly for children), School Streets have been identified as an important aspect of COVID-19 recovery plans. With public travel restricted, car travel is considered by many parents and guardians as the safest way to get children to school. However, this can risk exchanging one health crisis for another, with school-related traffic congestion worsening the levels of pollution.
- 3.10 **Progress to Date – School Street Trial Sessions**
- 14 Schools held School Streets Road Closure sessions including 7 on Clean Air Day 8th Oct
 - 5667 Pupils able to take part in School Street Sessions
 - A further 11 schools (4237 Pupils) have expressed interest in holding Trial School Street sessions
 - Evaluation and sharing of experience and knowledge with and between schools will continue to further improve the School Streets process and delivery arrangements
 - A summary of the Active Travel initiatives promoted to schools are outlined in more detail in this report and a comprehensive list can be seen in Table No 1 at Appendix No 1.
 - Full details of all schools that have taken part in or expressed an interest in School Street Trial Sessions is provided in Tables 1 & 2 at Appendix 2
- 3.11 Of the further 10 schools who have expressed an interest, many of these felt that the current increased workload as well as uncertainty around Covid they would like to defer any school street trial to allow further time to communicate with residents and parents.
- 3.12 This includes a cluster of schools in the “Levenshulme and Burnage Active Neighbourhood” Area. The Council will be engaging with Sustrans and the recently formed “Clean Air Lev” Group and conduct discussions with all schools in the area to develop a coordinated approach to delivering School Streets Sessions and other Active Travel initiatives.

- 3.13 The feedback from the schools who took part in the trial sessions has been that it is was very well received by the parents and that the schools would like to take part in further school streets sessions. A selection of the feedback from school's social media platforms, including images of the day, and press coverage in local media is contained in appendix 3. Neighbourhoods and Highways Services will continue working with these and other schools to expand the school street trial initiative.
- 3.14 The recent changes to legislation make it easier for schools to hold more regular School Street sessions. Where a school which has held successful trials wishes to hold a regular School Street Session, the Council will work with these schools to evaluate the trial sessions, including guidance about traffic management and signage, and resident consultation. An application can then be made for Secretary of Consent (Dept of Transport) for more regular School Street Closures.

“Walk to School” and Walking Bus” Projects”

- 3.15 “Walk to School” Walking Buses Routes is a TfGM and “Living Streets” programme promoted to all schools by MCC. Neighbourhood Teams engage with schools to provide “walk to school” resource packs.
- 3.16 These classroom packs and activities are built to allow the pupils to experience first-hand the importance of walking to school for the environment and their own and other physical and mental wellbeing.
- 3.17 The model for Walk to School Packs is that each pupil is challenged to walk, cycle, scoot or park and stride to school over a set period, using an interactive wall-chart and stickers to log their journeys and learn about walking benefits collectively. Individual activity diaries and reward stickers complement this activity, reinforcing the benefits and keeping children engaged.
- 3.18 By increasing the number of pupils and parents walking or cycling to school for all or part of the journey. This will help to reduce congestion on the roads near to school and improve air quality.
- 3.19 A total of 20 schools in Manchester involving up to **8430 pupils** across Manchester have signed up to take part in the programme and established “walking bus” groups. All participating schools are detailed below in Appendix 2 at Table No 3.

“Clean Air Day” Activities – Neighbourhood Team & Schools

- 3.20 On 8 October 2020, the North Neighbourhood Team co-ordinated activity for Clean Air Day at New Islington Free School, Ancoats and Ravensbury Primary School, Clayton. Activity was organised for school drop off times at 8.30 am - 9.15 am at New Islington Free School and school pick up times at 3.00 pm - 3.30 pm at Ravensbury Primary School, working in partnership with GMP, MLCO and NSL.

On Clean Air Day Banners were displayed on school gates promoting anti-idling and leaflets were also distributed to parents. This opportunity was also used to promote key COVID messages and the importance of social distancing when dropping children off for school.

- 3.21 At New Islington Free School most parents were either walking or cycling and Idling vehicles were only evident in the Bengal Street area. NSL issued two parking fines for illegal parking and this will lead to further targeted work in the Ancoats area.
- 3.22 At Ravensbury Primary School there were more issues with cars idling and illegal parking and fewer parents walking and cycling to school. The Neighbourhood Team will be undertaking more work with the school during the forthcoming "Road Safety Week".
- 3.23 Clean Air Day Banners were displayed at many schools across all parts of the city including a cluster around Lily Lane, Holy Trinity and Moston Fields primary schools in North Manchester. At Lily Lane Primary School in Moston Ward the Neighbourhood team coordinated a day of Awareness in partnership with GMP and Parking Services with information provided to parents on active travel choices and plans for an Active Travel poster competition between students for the distribution to parents and display around the school posters and via Social Media Platforms.

Encouraging pupils to cycle

- 3.24 All Schools in Manchester are offered cycle training courses from "Bikeright" to encourage greater participation in cycling in both travelling to school but also in pupils' leisure time. To promote sustainable travel to school for pupils who live further away from the School the Council provides some pupils with free travel passes or Cycle Purchase Vouchers to support car free travel to and from school. During the period 2019/2020, a total of 4,626 training places were delivered in Manchester.

Next Steps

- 3.25 Neighbourhood Teams, supported by Highways Service and Education, will continue to work with all schools to develop Active Travel resources, school travel plans and support packages and provide a clear point of contact for each school to develop new and continue existing projects.
- 3.26 Officers will support the delivery of the Walking to School Projects including taking part in initiatives around Road Safety Campaign. This includes working with "Clean Air Levy" Group who organised a coordinated "Walk to School" event on National Clean Air Day on Oct 8th across several schools in Levenshulme and has indicated that they would like to hold these on a more regular basis.
- 3.27 As part of the commitment to increasing active travel at a local level and reducing carbon, the Council wants to encourage more schools to hold School

Street Closures and to hold them on a more regular basis. Following the recent trial sessions, the Council will be reviewing and simplifying the School Street Application Process and move to a web-based application. The Council will also provide a range of toolkits and more support for schools to organise a school street session.

- 3.28 Several schools have indicated that they would like to work with local groups on the carbon reduction and clean air agenda and branded equipment such as Road Closed signs, banners and portable planters are options that can support this branding and increase visibility of the campaign messages. This will include reviewing opportunities for more local coordination and messaging between schools and community groups building on work in several areas including Levenshulme, Whalley Range and Hulme and Beswick Active Neighbourhoods Area.

4.0 Neighbourhoods and Place Based Approaches

- 4.1 In addition to engaging schools to promote active travel choices there have been a number of place-based initiatives to promote active travel developed within the neighbourhoods, supported through local partnership working, ward co-ordination and a wide range of local stakeholders. All Ward Plans include actions and priorities that promote the city's carbon reduction strategy and many of these incorporate measures to increase active travel at a local level a number of which are described below.

4.2 Ward Plans and Active Travel

All 32 Ward Plans contain priorities and actions on climate change as described in the report to Climate Change Scrutiny Sub Committee in January this year. These include

- Clean Air around schools
- Active Travel
- Environment around us – Greening and Biodiversity

- 4.3 Ward Coordination meetings and processes will continue to drive local delivery by linking to existing networks and groups including schools and secure the support of key local stakeholders including Health partners and Registered Housing Providers.

- 4.4 The work at neighbourhood level feeds directly into the overarching Zero Carbon Co-ordination Group (Workstream 3 - "Catalyst for Change") to influence local approaches to carbon reduction actions in the city by sharing best practice on initiatives such as School Streets.

- 4.5 The Neighbourhood Teams will support wider funding with targeted use of Neighbourhood Investment Fund (NIF). An example of how this is used to support the existing provision of road safety equipment from Highways promote active travel such as funding to purchase of banners, road closed

signs and hi- viz clothing for schools to use in school street sessions and by residents groups.

4.6 Play Streets Temporary Road Closures

The Council has developed a “Play Streets Policy” whereby the Council grants a “Play Street (Manchester) Temporary Traffic Regulation Order (TTRO) that enables residents to legally close a residential road to through traffic for a short period of a few hours to allow street play, physical activity or promote clean air.

The aim of the Policy is to take advantage of a recent changes in national legislation and to make it more straight forward for residents to apply and organise a Play Street Session. The Council has developed an Advice Resource Pack for applicants based on the materials developed by “Playing Out”, a national charity that promotes Play Streets and includes sample letters of consultation and risk assessments. The Application fee of £129 for a TTRO has also been waived by MCC Highways Service.

4.7 The Neighbourhood Teams have been promoting this Play Streets opportunity within communities and supporting applicants to plan and organise sessions.

4.8 Play Street Session - Progress to Date

- A new Play Street “Guide For Applicants” Information Pack and Application Form was developed, including Risk Assessments, Consultation Guides, and Marshalls Training Packs
- A new Application Form was developed and made accessible on MCC Website in Spring 2020.
- Highways agreed to waive the Temporary Traffic Regulation Order (TTRO) fee (£129) for one off Play Street Applications
- 46 Streets across the city have held at least one Play Street Session 2019-2020 (see Appendix 4 for a full list of streets)

4.9 Following the introduction of tighter rules on Social Distancing, including the “Rule of 6” limiting outdoor gatherings to no more than 6 people from different households, the Council placed a temporary hold on all application approvals in Autumn 2020. (See *list of streets at Appendix 4 Table No 2*)

4.10 Play Streets Next Steps

- Identifying additional funding to provide further stock of Road Closed Signs for Residents and Residents Groups to retain within their neighbourhood to enable these to be shared between neighbouring groups to support more road closures.
- Evaluation of impact of Play Streets upon Active Travel Choices especially use of cars.
- Promoting the setting up of Local and Citywide Peer Support Networks for Groups to share their experience and knowledge of Play Street sessions with each other and the Council.

- The Council will work with Residents Groups and previous applicants to apply recent changes in TTRO Legislation to encourage streets to hold regular Play Street Sessions.
- Review the process pending relaxations on social distancing rules to accelerate applications previously approved prior to the restrictions of the Rule of 6 and coming out of current Covid Local Rules.
- Developing a city-wide communications campaign to promote the take up of Play Streets across all communities and neighbourhoods.
- Developing Play Street Guidance materials in a range of languages.

4.11 The Nature of Hulme Walking Routes

An example of measures included in the 32 Ward Plans can be seen in the Hulme Ward Plan. The Plan contains a priority to introduce measures to improve the visual perception of how people experience the neighbourhood, when walking or, cycling within the neighbourhood. This has been achieved through improved planting, greening and biodiversity along key routes linking facilities, schools and shops. The Project is supported by the MCC Neighbourhood Team, housing providers, Manchester Metropolitan University and the Grounds Maintenance / Arbor Team.

4.12 “Age Friendly Benches” Project - promoting walking

The Neighbourhood Investment Fund (NIF) has also been used to fund the **“Age Friendly Benches” Project** to install a network of benches to link and provide stopping points along key walking routes used by the over 55s. The aim of the Project is to make it easier for walking between local facilities with focus on the over 55 years age group. This includes links between places such as shopping areas, places of worship, GP surgeries, local parks, and transport links.

The benches promote health, mobility, and independence and contribute to the “Aging Well” strategy for the city to make our neighbourhoods more age friendly. The idea for the Age Friendly Bench Project formed part of response to Manchester being designated by the World Health Organisation as the first as an Age Friendly City in the UK.

- 4.13 The placement of the benches at their specific locations is decided by older people themselves through a co-design, co-production, consultation process and demonstrates the, "Our Manchester" engagement approach the Council has supported. The first pilot involved the installation of 12 “Age Friendly benches” in Whalley Range funded through NIF and additional funding has been secured through one of our health partners, BUZZ to deliver 24 new benches in three clusters across Wythenshawe, Gorton and Norther Manchester.

5.0 Physical infrastructure to support active travel and future plans

5.1 Resurfacing schemes

- 5.1.1 This year the Council is on course to deliver over 130 resurfacing schemes and over 40 footway schemes to help to improve our highway network and promote cycling and walking.

In addition, and as referenced in last month's Highways Scrutiny Committee Report, the following major projects are also ongoing:

5.2 CCAG2 Chorlton Phase 1b

- 5.2.1 The works recently started on site and are programmed to be completed in December 2020. They incorporate cycling improvements to the section of Chorlton Road from Chester Road to Royce Road. The contractor is Colas. The overall scheme budget is £2m. The benefits include a real improvement in walking and cycling infrastructure.

5.3 Airport City Green Bridge

- 5.3.1 The works started in late 2019 and are due for completion in late 2020. The new bridge will create a walking and cycling link between the airport and Woodhouse Park. The new bridge was installed in July. The contractor is the Manchester Ltd JV Partner. The overall scheme budget is £3.5m.

5.4 Other Walking & Cycling Schemes

- 5.4.1 Manchester is committed to improving the walking and cycling facilities across the city and has developed a number of projects and has successfully bid for funding from the Mayor's Cycling Fund. The successful schemes include programme entry for the following projects:-

- CCAG2 Chorlton - the remaining Phases
- The Northern Quarter (Piccadilly to Victoria) scheme
- Northern Gateway East - West scheme
- Rochdale Canal linking the City Centre to Newton Heath
- Beswick Filtered Neighbourhood
- Levenshulme & Burnage Filtered Neighbourhood
- Fallowfield Loop (Manchester Cycleway)
- Medlock Street Roundabout
- Oldham Road Inner Radial

North Manchester connectivity jointly with Rochdale CCAG2 Chorlton - the remaining Phases: The detailed design is complete and just undergoing a final review and we expect to go out to tender in late 2020. The total scheme cost is £9.7m.

5.4.2 Northern Gateway East - West (Cheetham Hill to Pollard Street)

The scheme is at outline design stage having achieved programme entry within the Mayors Challenge Fund. It will shortly go out to public consultation. The overall scheme budget is £4.3m.

5.4.3 **Rochdale Canal scheme** is at final design stage having achieved programme entry within the Mayors Challenge Fund. We are currently working with the Canals & River Trust, Arcadis and Amey to develop the final design. Once this is completed, we will go out to consultation. The works are scheduled to be delivered in 2020. The overall scheme cost is £1.3m.

5.4.4 **Beswick Filtered Neighbourhood scheme** is still at design stage with several trial interventions being planned to be implemented in late 2020 using a 6-month Experimental Traffic Regulation Order. The permanent works will be delivered in 2021/22. The overall scheme budget is £1.4m.

5.4.5 **Levenshulme & Burnage Filtered Neighbourhood**. The scheme spans both Levenshulme and part of Burnage wards and will bring about safety improvements and active travel opportunities. The scheme development got off to a great start and it collected several national awards. Recently we appreciate that the scheme has encountered some difficulties because of negative feedback to the outline designs in the initial phase of consultation. The team has listened to the feedback and temporarily paused the project to continue getting the views of the community, so that the proposals have the widest possible engagement before we move to a trial in the coming months.

We also took the opportunity to strengthen the governance arrangements, revise the designs and refresh our approach to engaging with residents and businesses. Several trial interventions in Levenshulme will be implemented over Christmas 2020 using a 6-month Experimental Traffic Regulation Order, then based on the outcome of the second consultation in Burnage we hope to implement similar follow up trials around Easter 2021. The overall scheme budget is £2.5m.

5.4.6 **Fallowfield Loop (Manchester Cycleway)**. This scheme is at initial design stage having achieved programme entry within the Mayors Challenge Fund. We are currently working with Sustrans to develop outline design before going out to consultation. The works are scheduled to be delivered in 2021. The overall scheme cost is £4.9m.

5.5 Covid Response and Active Travel Update

5.5.1 In response to the Covid-19 pandemic a number of Social Distancing Measures (SDMs) to support public safety have also been implemented at various city centre and district centre locations as listed below:

- London Road North & South
- Princess Street
- Ashton Old Road in Openshaw
- Cheetham Hill Road
- Wilmslow Road in Rusholme
- Manchester Road in Chorlton
- Withington Village
- Hulme High Street

- 5.5.2 These measures were part funded through TfGM allocating £5m across GM for such activities and the £500k allocation to Manchester (which was unfortunately not enough to fund all the sites or requests). A process was introduced to review requests for SDMs using an inbox (safeststreets@manchester.gov.uk) where they could be sent and those were assessed against specific criteria. Almost every request did not meet the criteria due to them being too localised.
- 5.5.3 As part of the Department for Transport response to Covid a limited amount of funding was made available to all Local Authorities to support active travel as an alternative to using public transport (which the government advised against). We were invited to bid for funding through TfGM for EATF (**Emergency Active Travel Funding**) which came in two tranches. For tranche one we bid for a number of interventions and were awarded funding in the city centre for the temporary closure of Deansgate, Stevenson Square and Dale St / Ducie St.

Our bids were for schemes that supported sustained quality and permanent changes to improve walking and cycling rather than temporary measures such as 'pop-up' cycle lanes.

- 5.5.4 As noted above we have installed temporary closures of Deansgate, Thomas Street, Stevenson Square & Ducie Street along with a one-way on Withy Grove to support social distancing.
- 5.5.5 Our teams have supported Education colleagues along with those from Neighbourhoods to work with schools to make the return to school as safe as possible for pupils and parents. The main interventions by schools have not needed highway interventions, but we have provided advice when asked.
- 5.5.6 The highways team supports active travel as a business as usual activity and a small number of examples of this include: -
- Supporting the new Community Play Streets scheme
 - Working with Schools and Education to support road safety, encourage children to walk and cycle to school and more recently enable the safe return of pupils to school
 - Last financial year 4,655 children received "Bikeability" cycle training
 - Promoting active travel as part of any new developments - encouraging sustainable travel plans that support walking and cycling
 - Creating more safe and secure cycle parking across the city as part of any highway improvement schemes

6.0 How active travel links into the climate change emergency to reduce carbon and improve clean air

- 6.1 The "Right Mix Vision" will help the Council achieve its commitment to become zero carbon by 2038 at the latest. Achieving the vision requires not just a shift from motor vehicles to sustainable modes including active travel, but a redistribution of the spatial pattern of daily journeys. In particular, short

journeys in our local neighbourhoods of under 2km offer the greatest short-term potential for switching to active travel. 36% of journeys that start in Manchester are neighbourhood trips under 2km which could be walked in 20 minutes or less. 18% of these journeys are currently made by car or van.

- 6.2 The Council is working to reduce the carbon impact of transport, including supporting measures to increase sustainable journeys, increase public transport capacity and coordinate strategic interventions in the city centre through the City Centre Transport Strategy (CCTS), which has a target of 90% of inbound morning peak trips to be made by sustainable modes by 2040. Currently this figure is 79% but significant growth by sustainable modes will be needed to absorb the estimated approximately 50% increase in total journeys being made by 2040.
- 6.3 The City Centre Transport Strategy (CCTS) aims to increase daily inbound cycling trips to the city centre from 2,500 in 2019 to 9,500 by 2040, an increase from its current 2% share to 6% by 2040. In order to deliver this, and the wider Right Mix modal shift, the Council is working to implement a range of interventions including the GM-wide Bee Network.
- 6.4 Achieving the Right Mix vision and the associated decarbonisation and air quality benefits will require not only investment in active travel but also significant public transport infrastructure and the Council coordinates its ask of central government funding through its work with TfGM on the 2040 Strategy, the Five-Year Delivery Plan and the Greater Manchester Infrastructure Plan (GMIP) process.

7.0 An update on Government Funding for active travel and what other avenues are being accessed to deliver physical measures to support active travel

- 7.1 The government has released an **Emergency Active Travel fund** for local transport authorities of around £250 million nationally from an allocation of £2 billion for Active Travel over the next 5 years. This emergency grant funding supports authorities in producing cycling and walking facilities. The funding is in 2 tranches:

- Tranche 1 supports the installation of temporary projects for the COVID-19 pandemic
- Tranche 2 the creation of longer-term projects

Greater Manchester received just under £3.2m for tranche 1, with an indicative £12.7m announced for tranche 2. Of the £250m committed nationally so far, Manchester has received £185K in Tranche 1 and we await a decision on our bid Tranche 2.

The Tranche 1 funding was used to support schemes in the city centre: the temporary closure of Deansgate / Stevenson Square and Dale St & Ducie St.

At the time of writing no update has been received on the bid for EATF Tranche 2 funding.

The remaining £1.75bn national funding was committed to Active Travel over the next five years, we are awaiting confirmation from government as to the settlement for TfGM and the timescale for issuing funding. We will then work with TfGM in order to bid for further funding alongside the other GM districts. We were expecting a Comprehensive Spending Review (CSR) in Autumn 2020 to set out this settlement, but in light of the COVID-19 pandemic the CSR has been deferred.

- 7.2 The existing Mayor's Challenge Fund pot has been prioritised for allocation across the ten GM districts, of which we have £37.2m of prioritised funding. There are no further opportunities to bid for additional schemes from this pot.

8.0 How the Council measures the objectives of Active travel.

The Council has adopted the methodology contained in the Greater Manchester Transport Strategy 2040 produced by Transport for Greater Manchester. In respect of Active Travel, at a neighbourhood level the objectives include

- Make walking and cycling the natural choice for short journeys.
- To increase the number and proportion of short journeys (less than 5km) made by bicycle, thereby reducing the impact of traffic on local roads
- Increase the provision of safe & secure cycle storage,
- Develop a walking and cycling design guide, audit tool and associated training

Section 9 captures how this activity has been measured across Greater Manchester.

9.0 Wider Activity across Greater Manchester

- 9.1 Appendix 5 is taken from a recent report that was presented to the Greater Manchester Transport Committee. This captures a number of the activities being undertaken in Manchester and across the wider Greater Manchester Area.

- 9.2 Some key points of interest from the report include: -

- 9.2.1 March 2020 onwards saw a significant rise in the numbers of people cycling for short journeys in response to the nationwide lockdown due to the coronavirus pandemic. Greater Manchester residents took to their bikes in large numbers almost double pre-lockdown levels, with up to 250,000 trips in a single day. At the same time, all other modes reduced the number of trips between 80% and 95%. During August there was a return to typical levels of cycling trips at this time of year although there are signs of strong growth again in recent weeks

- 9.2.3 The creation of the UK's largest cycling and walking network – the Bee Network – will address the principle barrier to active travel which is a lack of safe space on the road, enabling millions more daily journeys to be made on foot or by bike. Key projects completed in the last 12 months include the Bridgewater Canal Improvement scheme in Wigan, and the GM designed Cycle Optimised Protected Signals (CYCLOPS) junction which maximises the opportunities for safe cycling and walking whilst optimising the overall junction performance for all transport modes at Royce Road, part of Manchester's Chorlton "BeeWay" route. The new cycling and walking routes across the Princess Road / Mancunian Way roundabout are nearing completion.

Planned Bee Network scheme delivery by financial year (to 2023):

By April 2021:	4 miles
By April 2022:	88 miles
By April 2023:	126 miles

- 9.2.4 During the height of the pandemic, following unprecedented levels of enquiries, TfGM made 450 loan bikes available to NHS workers so they could continue to do their vital work. Work is underway to understand how we can best improve access to bikes across a range of audiences in GM with further investment.

The GM Bike Hire project has made good progress and is on track to launch phase 1 the scheme in the Regional Centre in Spring 2021 with an initial fleet of 1,500 bikes, including e-bikes. Docking locations will be within a five-minute walk of around 100,000 households, providing convenient and affordable access to bikes. Subsequent phases will see the scheme expand to the rest of GM. A formal Invitation to Tender has now been issued with four operators in the running.

- 9.2.5 Work is underway to create a GM-wide one stop shop for cycling and walking activity. Possibly hosted on TfGM's website in partnership with GM's 10 districts and GM Moving, the web platform will inspire people to travel on foot and by bike, inform them about what is happening where they live and work and will also be a practical tool to book activities like cycle training or respond to a local consultation. The new web platform will be launched this winter.

10.0 Recommendations

The Scrutiny committee notes the contents of this reports and provide comments

List of appendices:

- App 1 Summary of all Schools Active Travel Resources
- App 2 School Streets Trial Road Closures – List of participating schools
- App 3 School Streets Trial Road Closures – Social Media and Media Coverage
- App 4 Play Streets – Roads where play street sessions/ proposed

App 5 GM Cycling & Walking progress report