

TfGM - Walkable neighbourhoods

Anna Butler

(Project Manager – Active Neighbourhoods)

Anne Clarke

(Cycling and Walking Evaluation Officer)

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What is an Active Neighbourhood?

- Community led
- Aims to create safer, quieter streets.
- Measures to:
 - Reduce traffic speed and volume
 - Create safer routes and attractive areas for local people to enjoy, spend time chatting and for children to play
 - Improve the area, with more greenery, street art, benches, and lighting.
 - Help everyone get around more easily and safely, walking, cycling, and wheeling especially for short journeys, leaving the car at home



Source: ARUP



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2040 Transport Strategy

- Supports the Greater Manchester Strategy vision 'to make Greater Manchester one of the best places in the world to grow up, get on and grow old'
- Goals: support sustainable economic growth, protect our environment, develop an innovative city region, improve quality of life for all
- Target: 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport by 2040
- Network principles: integrated, inclusive, healthy, environmentally responsible, reliable, safe and secure, well-maintained and resilient
- Spatial themes : connected neighbourhoods, town centres, travel across the wider city region, getting into and around the regional centre, city-to-city links, a globally connected city
- Connected neighbourhoods – emphasis on walking and cycling, reducing the impact of traffic on local roads, reducing collisions



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Streets for All Strategy

- Overarching framework for everything we do on streets in Greater Manchester
- People-centred approach, with a vision to make streets greener, safer and welcoming for all
- Needed to level up the transport network, support growth and productivity and enable us to meet our decarbonisation targets
- Three levels:
 - Spatial planning – development and the 15/20 minute neighbourhood approach
 - Network planning – ensure the right movement is happening on the right kind of street
 - Street design and management – street-level design: design guide and design checks
- Active neighbourhoods are one of five identified street types
- “Active neighbourhoods should be pleasant places to live, where it is easy to make local journeys and connections to public transport by walking and cycling.”



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Refresh the Mission

Foundations:

- Accessibility
- Behaviour Change
- Communications & Engagement

Priorities:

1. Infrastructure Delivery
2. Home to School Travel
3. Cycle Hire and Access to Cycles
4. Integration with Public Transport
5. Road Danger Reduction



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PRIORITIES

Building upon these foundations, I have identified five key priorities that will drive the work and focus of active travel over the coming years. The aim is to develop some core principles of delivery and engagement that will make the biggest difference to every community and area of our region.

1. Infrastructure Delivery - four principles to a connected network

- Universally Accessible
- Longer routes
- Active Neighbourhoods
- Crossings

At the heart of the strategy is the building of the active travel network and, whilst development of new infrastructure is the responsibility of local highways authorities, I will work with CA and TfGM to enable them to deliver a universally accessible, coherent and connected network for Greater Manchester.

I want us to develop Active Travel routes of 1km or more that link neighbourhoods and destinations into a coherent network, with a clear plan of how we enable the longer journeys that e-bikes and greater levels of fitness will enable. I want to find ways to help future-proof active travel routes so that they will be able to accommodate all forms of personal mobility. I want to work with GMCA and TfGM to co-ordinate and publish this plan, and for progress to be plotted against it so everyone can see how the network is progressing. I would like to do that alongside our plans for bus and other public transport improvements.

Polls consistently report more than two thirds of people agree places are improved with a reduction in the presence of motor vehicles and Active Neighbourhoods are one tool that can be used to deliver this. They provide an opportunity for communities to come together to make their areas safer and more welcoming, effectively creating "community zones" across the city region where people are able to walk, wheel and cycle with ease. I want to work with partners to optimise these plans so that local people are central to their implementation and success.

Active Neighbourhood Programme

- Predominately funded through £160m MCF programme
- Being developed across a number of districts in GM through two programmes :
 - Districts led
 - TfGM/ARUP central commission
- Implemented as a trial initially
- Various stages of development e.g. permanent schemes to consultation on-going.

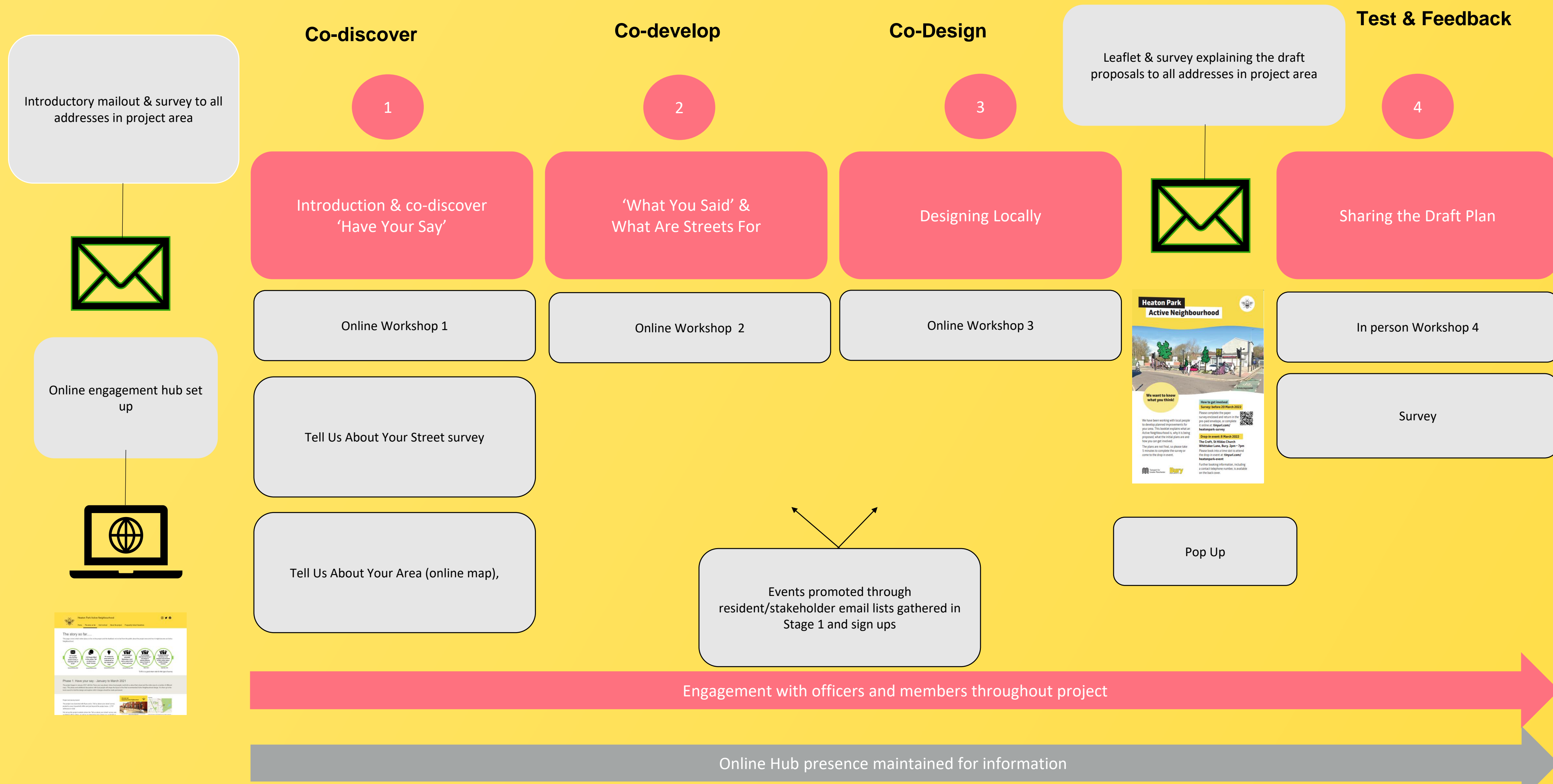


Currier Lane Tameside



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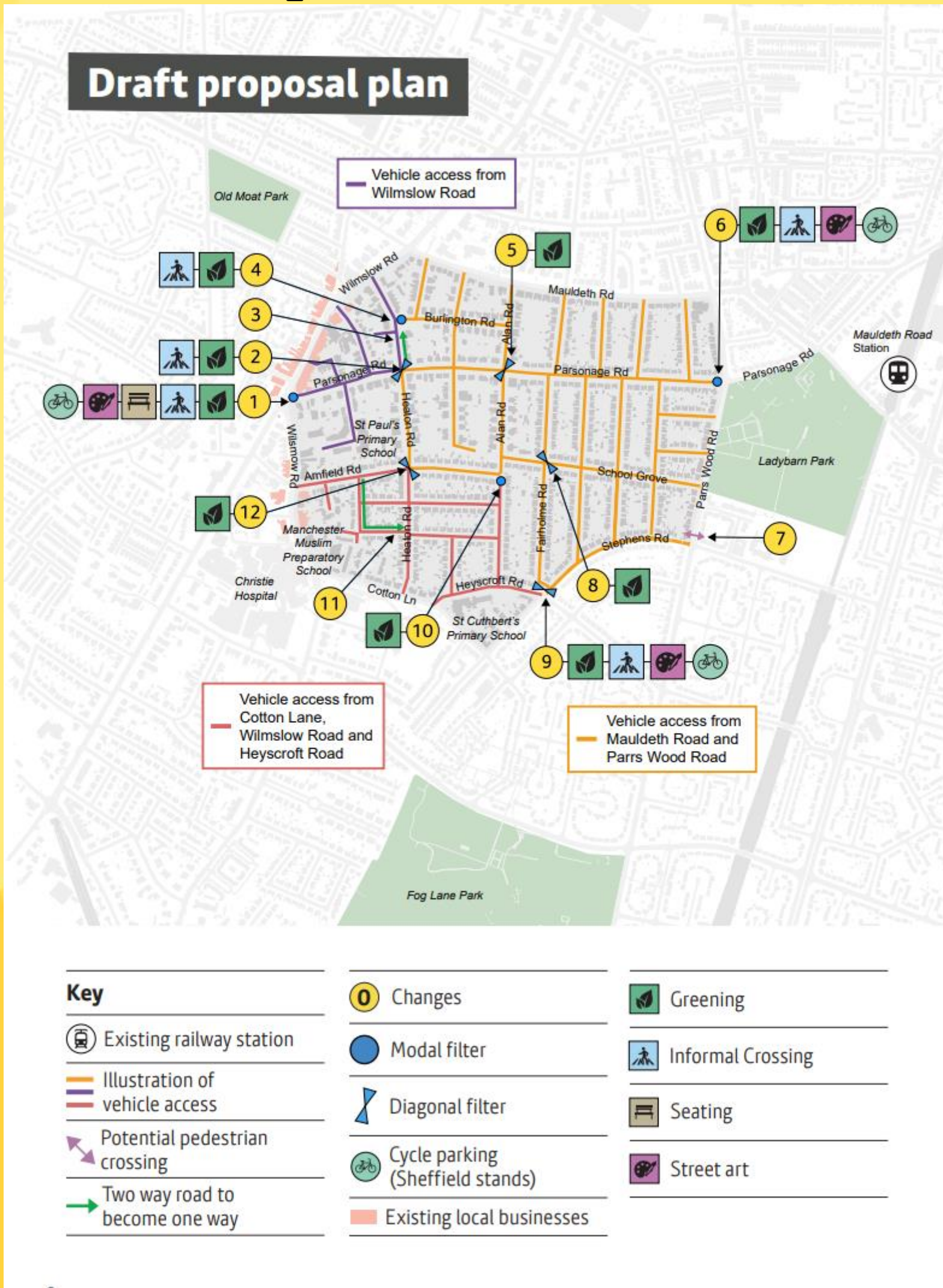
Engagement Approach (TfGM/ARUP projects)



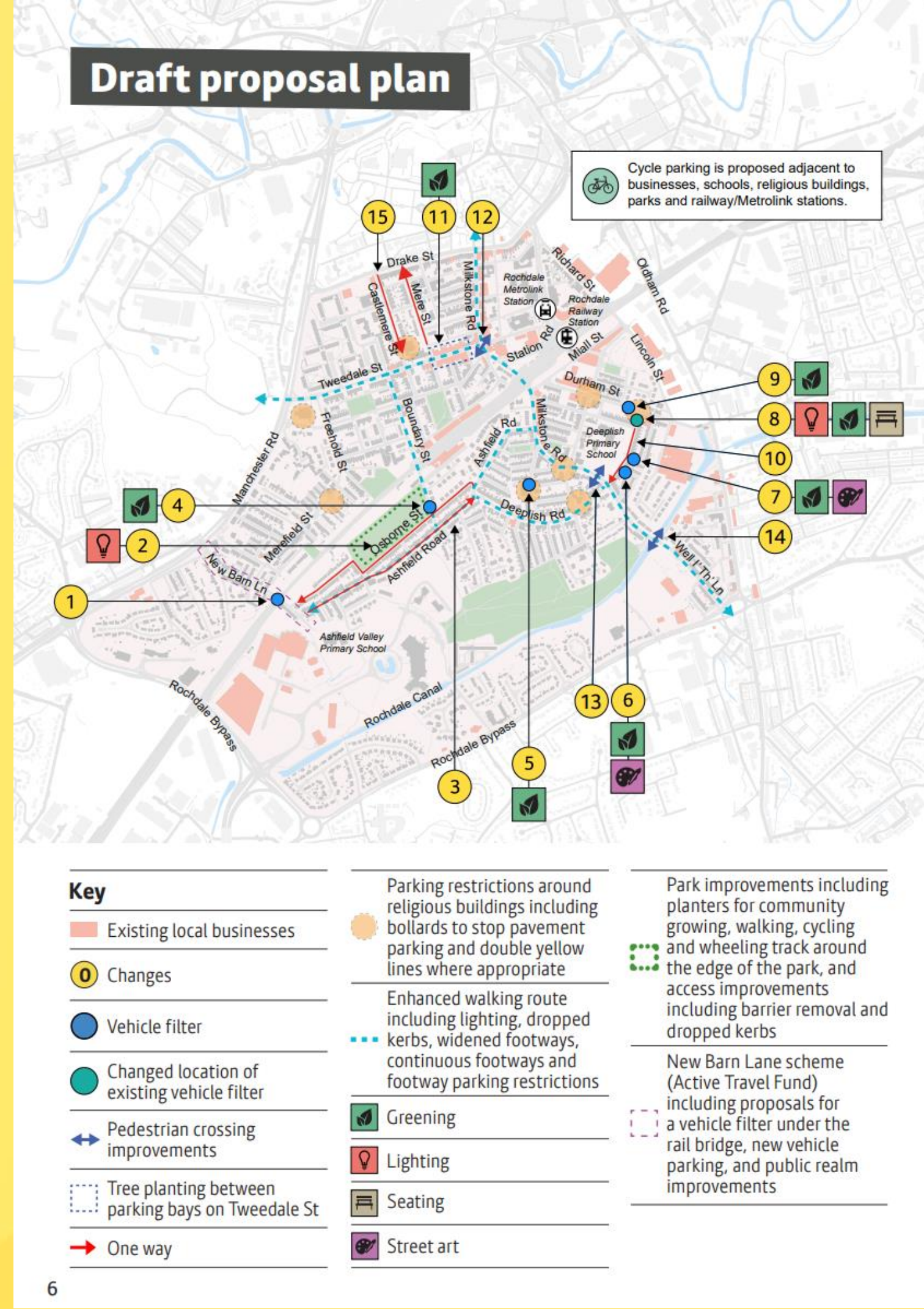
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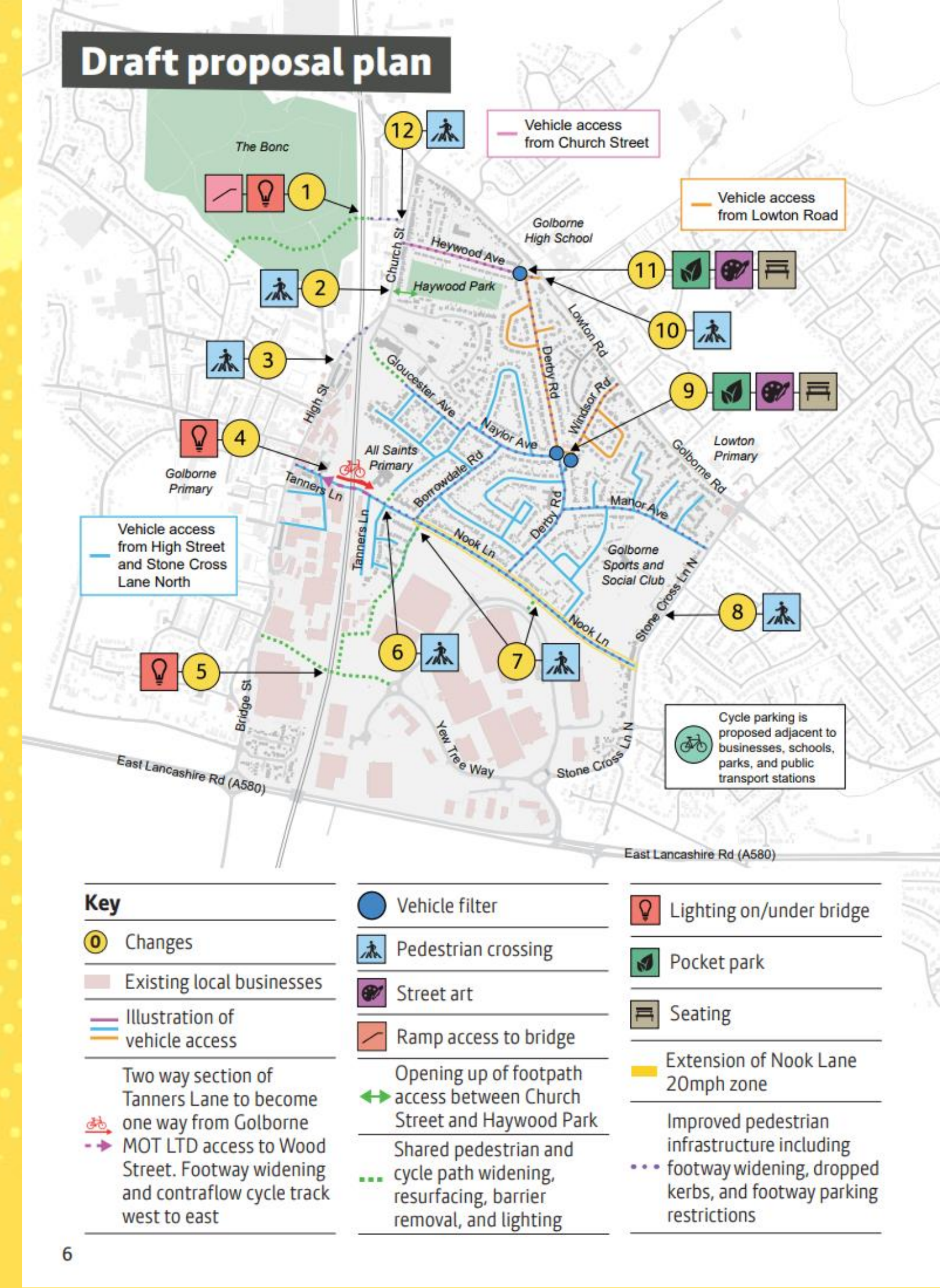
Example schemes



Parsonage Road, Manchester



Milkstone and Deeplich, Rochdale



Golborne, Wigan



Response to the research

Services +

Greenspace



Third Space



Neighbourhoods

Amenities



Community Spaces



Enables Social interaction

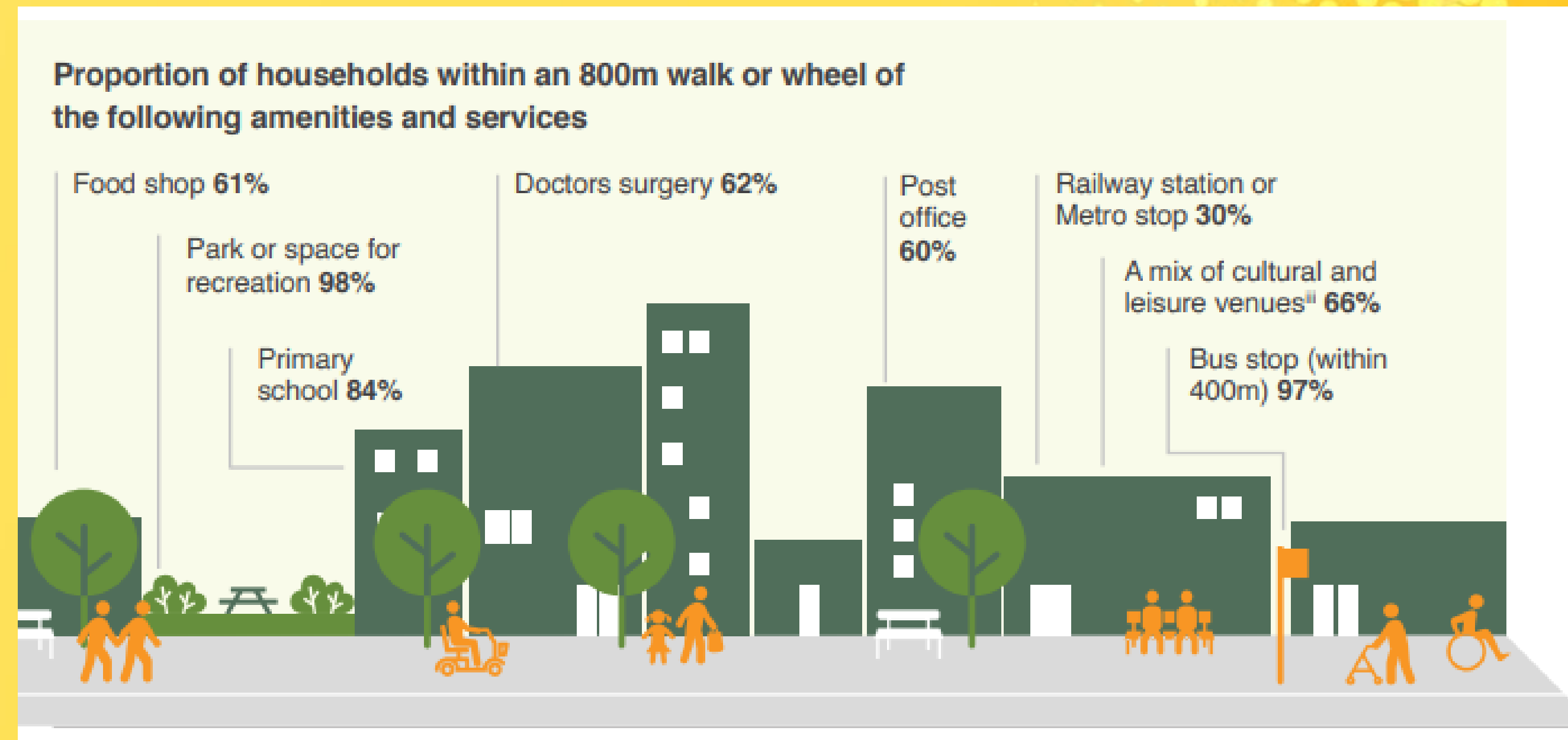


Part of a community & Social Inclusion



In Greater Manchester, the proportion of households within 800m of different amenities is:

- Food shop: 61%
- Park or space for recreation: 98%
- Primary school: 84%
- Doctors surgery: 62%
- Post office: 50%
- Mix of cultural and leisure venues: 66%
- Railway station or Metrolink stop: 30%
- Bus stop (within 400m): 97%



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Accessible neighbourhoods

- *Cycling? Lack of opportunity*
- Walkability
 - Important to get the basics right
- Cars?



Our research shows lower satisfaction with active travel provision among older and disabled people

Older people are less likely to:

- Agree that the network encourages them to walk and cycle¹
- Think that cycle safety in their local area is good²
- Be satisfied with the condition of pavements³

Disabled people are less likely to:

- Feel welcome and comfortable walking, wheeling or spending time on the streets of their neighbourhood²
- Be satisfied with daytime personal security or safety from traffic when walking¹
- Be satisfied with walking infrastructure provision and management*³

*Refers to wheelchair and mobility scooter users



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Sources:

1: TfGM Network Principles Survey 2022

2: Sustrans Greater Manchester Walking and Cycling Index 2021

3: National Highways and Transportation Survey 2021

Recommendations from the research:

- Citizen assemblies
- Mindful of loud voices e.g. driving and cycling campaigners from outside the local area
- Local ownership of scheme
- Voices of everyone in the community (inclusive consultation)
- Local businesses input
- Collaborative design to prioritise the voices of the harder to reach members of community
- Framing → decrease focus on reducing car dependency narrative



Thank-you

Questions

Anne Clarke (anne.clarke@tfgm.com)

Anna Butler (anna.butler@tfgm.com)



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