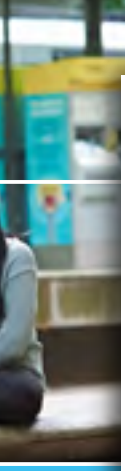
GREATER MANCHESTER
DOING THINGS DIFFERENTLY

STREETS FOR ALL

Part of the Greater Manchester Transport Strategy 2040



Contents

Foreword		04
01.	Introduction	06
02.	Greater Manchester Transport Strategy 2040	08
	Our 'Right Mix' vision is at the heart of our plans	10
	Why does Greater Manchester need Streets for All?	11
03.	Streets in Greater Manchester – our new approach	17
	Examples of different street types	20
	Maps of different street types	22
	Our three levels of delivery	24
04.	Streets for All essentials	28
	Green and vibrant streets that are welcoming and safe places to spend time in	29
	An attractive and inclusive walking environment	31
	A safe and connected cycling experience	32
	A reliable, integrated, and accessible public transport network	32
	Goods reach their destination on time with minimal impacts on local communities	35
	Streets that enable people to drive less	35
	A future-proofed street network	36
05.	Our new ways of working	38
06.	Appendix A: Streets for All essentials and street type requirements	42
07.	Appendix B: (Interim) Street user level of service	52
08.	Appendix C: Measuring success	60
09.	Appendix D: Summary of actions	66

Foreword

Transport is central to Greater Manchester's ambitions to level-up and the Bee Network is Greater Manchester's vision for a fully integrated, London-style public transport system which is accessible, affordable, equitable and easy to use with a daily fare cap and multi-modal ticketing to facilitate seamless journeys.

But the Bee Network doesn't just mean joining-up our public transport modes. Integrated street design is also vital because journeys don't start and end at the bus stop. We need to create a system where cycling and walking is an attractive option, particularly for shorter journeys: currently half of all journeys taken in GM are shorter than 2 kilometres but four-in-ten of these are made by car.

People's journeys begin the moment they leave their front door, and for some, negotiating that first leg can be difficult or even a barrier to leaving home if pavements are poorly maintained, if roads don't feel safe to cross, if there is a feeling that personal security is at risk, if there is nowhere to shelter from the elements, or if air pollution is bad.

Historically streets have been designed with road traffic and specifically cars in mind. In turn this has led to an overreliance on cars and all the problems associated with that such as congestion and poor air quality. Streets for All puts people at the centre - to consider the needs of everyone who uses the roads and the pavements, with much greater emphasis on supporting public transport, walking and cycling to help reach our objective for at least half of all journeys to be made sustainably by 2040.

The Bee Network will help improve access to economic opportunity, unlock new sites for development, promote healthy and active lifestyles through cleaner air and more walking and cycling, and significantly decarbonise the city region's economy. Success will be achieved by striking the right balance between the city region's transport and travel needs and the wider needs of our people and places.

Streets for All, then, provides a framework for everything we do on streets in Greater Manchester, adopting a place-based approach which recognises that at any one time a street can be different things to different people. A throughfare, a place to visit, a place to shop, a place to commute, a place to exercise, a place where people live.

Understanding the right solutions for people and places is only possible through meaningful community engagement at an early stage and so this is a key theme which underpins Streets for All. It reflects the concept of 'nothing about us, without us' championed by the GM Inequalities Commission.

Ultimately Streets for All's renewed focus on people and places can help shape our streets and in turn our cities, towns and communities across Greater Manchester into places where people want to live, study, work, or visit helping to secure Greater Manchester's future success and prosperity in the process.

Andy Burnham
Mayor of Greater Manchester

01. Introduction

Our Streets for All vision:

We will ensure that our streets are welcoming, green, and safe spaces for all people, enabling more travel by walking, cycling and using public transport while creating thriving places that support local communities and businesses.

(Policy 20 – Greater Manchester Transport Strategy 2040)

Greater Manchester's streets make up the majority of our public space. We use them not only for travel, but for living, learning, working, relaxing, playing, socialising and exercising in. In the past, our streets were not always designed with people in mind. Instead, there was a focus on planning streets for high volumes of motorised vehicles. As in many places across the UK, people in Greater Manchester now live with the legacy of decisions that have not put people first, and that have led to a high dependence on cars for day-to-day travel.

This legacy means we - Greater Manchester Combined Authority (GMCA) and Greater Manchester's 10 local authorities and Transport for Greater Manchester (TfGM) - need to make sure our roads are safer for everyone using them; that they support people to incorporate physical activity (such as walking and cycling) into their daily lives and that they help to improve the air we breathe. It also means we need to address the problems of major roads dividing communities, parents worried about how to keep their children safe and active and increased isolation for older people, those with mobility impairments and people without access to a car.

The COVID-19 pandemic has brought the quality of our streets into sharp focus. Residents are spending more time in their local areas and high streets, and recognise the value of having safe places to walk and cycle and to spend time in. Our residential streets have started to feel more like community spaces. Now, more than ever, people understand the urgent need to improve streets in their local neighbourhoods and town centres to support better health, wellbeing and that so local businesses can benefit from an increase in customers.

Here in Greater Manchester, making our streets safe is a priority. We need to ensure that people feel safe enough to choose walking, cycling or public transport, rather than thinking that they need to travel by private car for personal security reasons, or because they feel at risk of being involved in a road collision if they choose to cycle, for example. Street design, management and maintenance all have a role to play in reducing levels of crime, and we set out some of the ways we can make our neighbourhoods feel safer in this Strategy document.

We also need to improve air quality and reduce carbon emissions. Our commitment to introduce a Greater Manchester-wide Clean Air Zone will help us bring harmful nitrogen dioxide air pollution on local roads within legal limits as soon as possible by encouraging owners of certain vehicles to upgrade to cleaner vehicles – or be liable to pay a daily charge.

Greater Manchester aims to be carbon-neutral by 2038. As road transport generates nearly a third of all carbon emissions, we need to see significant changes in the ways people travel over the coming years. This will require a rapid move to cleaner vehicles, a significant reduction in travel by private motor vehicles and a radical change in how people, goods and services move into and around our city-region. We also need to make sure our infrastructure is designed to withstand the effects of climate change.

For us to achieve all of these important ambitions, Greater Manchester needs a more integrated, affordable and accessible transport network for all people. One key aim of the Bee Network (the name of Greater Manchester's entire transport network) is to make it much easier to get around on pavements and footways – including for people with sensory impairments, wheelchair and mobility scooter users, and those pushing prams – and to encourage more people to cycle, with streets which are safe and more pleasant to spend time in. We also want to ensure that buses are an attractive alternative to the car for far more people.

The purpose of this Streets for All Strategy is to set out Greater Manchester's progressive approach to making our streets easier for all to get around by putting people first as we shape and manage our transport network.

Whilst most people will agree with this ambition, we need to take some tough decisions which challenge the status quo. We have a finite amount of road space to allocate to different uses and, in certain streets, some of that space will need to be taken away from cars to provide more safe space for sustainable modes of transport, such as walking, cycling and buses. We need to make these decisions through working closely with local communities and road users, and with the support of political leaders to deliver the Streets for All vision locally.

Achieving our vision for Streets for All will not happen overnight. The ability of Greater Manchester's local authorities to improve all our streets is constrained by issues such as funding, which is frequently out of their control. Over time, however, we will progressively improve streets across our city-region in line with the vision and principles in this Strategy.

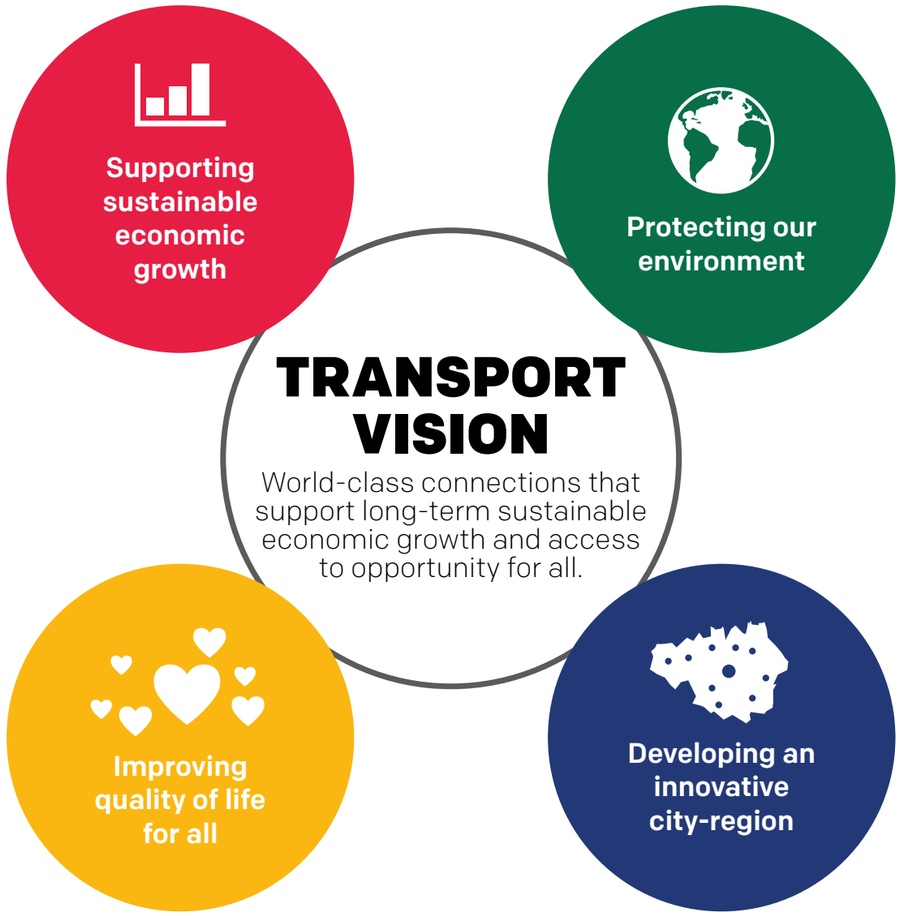
This Streets for All Strategy will be supported by other more detailed plans, focusing on issues including traffic and road danger reduction, bus service improvements, local cycling and walking improvements and electric vehicle charging infrastructure requirements, to help manage the transition to cleaner, greener and more inclusive travel across Greater Manchester.

We do not expect our Streets for All vision to change substantially over time, but we will need to evolve our approach as we work with local communities to implement it in different areas across Greater Manchester. Therefore, we will review and, if appropriate, refresh the Streets for All Strategy and supporting design guidance one year after publishing, to make sure we are staying on track to achieve our goal of creating streets that are welcoming, green, and safe spaces for people. This will allow the Streets for All approach to be tested and adapted for local conditions and for any appropriate public consultations by Greater Manchester local authorities.

02. Greater Manchester Transport Strategy 2040

The Greater Manchester Transport Strategy 2040 aims to make sure that people who live, work, visit and do business in Greater Manchester benefit from world-class connections that support long-term, sustainable economic growth and access to opportunity for all.

The four key elements of this transport vision are:



As we work towards this vision, we consider seven mutually reinforcing network principles which we will apply consistently to meet the needs of all people who use our streets:

Integrated – allowing people to move seamlessly between services and modes of transport on our streets;

Inclusive – designing and maintaining accessible and comfortable streets for people of all ages and abilities;

Healthy – promoting walking and cycling to improve levels of physical activity;

Environmentally responsible – reducing emissions, creating and sustaining better places for nature and achieving Greater Manchester's commitment to be a carbon-neutral city-region by 2038;

Reliable – giving people – and those moving goods and providing services – confidence in their journey times;

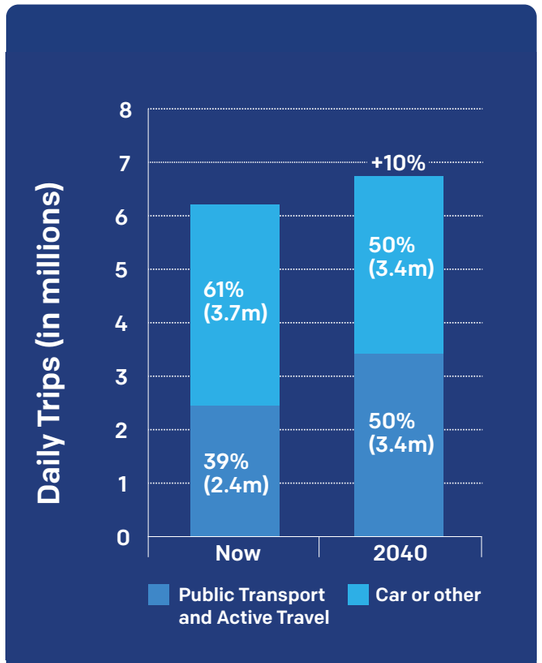
Safe and secure – making sure people are safe, and feel safe, day and night;

Well-maintained and resilient – ensuring our streets and urban public spaces are designed and maintained to a high standard, and can withstand unexpected events and weather conditions.

Our 'Right Mix' vision is at the heart of our plans

This means achieving the 'right mix' of transport types – public transport, walking, cycling, car and others – on Greater Manchester's transport network. We aim to improve our transport system so that we can reduce car use from 61% to 50% of daily trips (or less) with the remaining 50% made by public transport, walking and cycling. This will mean one million more trips each day being made by active travel and on public transport in Greater Manchester by 2040.

Right Mix targets including by journey type (Spatial Theme)

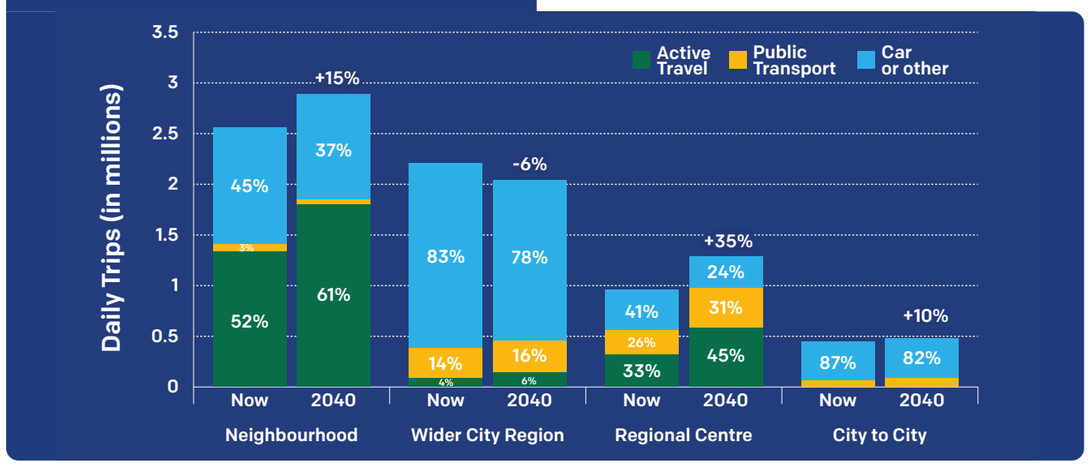


Further details are set out in the Greater Manchester Transport Strategy, our Five Year Transport Delivery Plan and a 'Right Mix' Technical Note which can be found on tfgm.com/strategy. We expect that some journeys will continue to be made by car, but if we want more people to spend more time on our streets – travelling sustainably, safely and easily – we need to champion a people-centred approach to the decisions we make about how our streets are designed and managed.

Through Streets for All we will see progress towards the Right Mix, particularly for 'Neighbourhood' and 'Regional Centre' trips. By 'Regional Centre' we mean Manchester city centre and adjacent areas (Salford Quays to the west, the Oxford Road Corridor to the south, and the Etihad Campus/Manchester Life area to the east). Figure 1 indicates our ambition for more active travel and public transport use for these key types of journey. We will see this as we deliver the public transport and cycling and walking infrastructure and services needed for people to leave their cars at home, and as we support land use changes which make it easier for people to access services from where they live. People should have access to local services that meet their daily needs within a 15 or 20 minute walk of their front door.

Attitudes to cycling, walking and public transport are also changing across Greater Manchester through School Streets projects, for example, which aim to make it easier and safer for families to travel to and from school without using a car. This will help us to achieve the Right Mix, too.

Streets for All sets out how we will move towards our Right Mix vision, recognising that the streets of Greater Manchester vary greatly. Each is unique, and many of them change in character throughout the day, across the week and along their length. Our role is to nurture the distinct characteristics of each street, based on a good understanding of what both local communities and people travelling want from different streets, and how we can make them more welcoming for all.



National policy developments

Streets for All is well-aligned with national policy documents. In the 'Gear Change: A bold vision for Cycling and Walking' report, Government outlines its ambition to create better streets for people walking and cycling. In 'Bus Back Better: National Bus Strategy for England' there is an expectation for all local transport authorities to '...commit to significant improvements in traffic management, including bus priority measures and active travel measures'. In Greater Manchester, we will deliver Bus Reform – which will support Streets for All through better integration between buses and the rest of the transport system, and by promoting attractive sustainable transport choices – in alignment with Bus Back Better, with more detail set out in our local Bus Service Improvement Plan (BSIP).

The approach set out in Streets for All will also support our work on reaching net zero transport, which is vital to the government's 'Decarbonising Transport' plan, alongside our local plans to reduce carbon emissions and improve air quality.

Why does Greater Manchester need Streets for All?

Streets for All provides an overarching framework for everything we do on streets in Greater Manchester. Achieving our ambition for more travel by walking, cycling and public transport will help us to tackle our most pressing economic, environmental and quality of life challenges.

Too many short trips are made by car

In Greater Manchester, 30% of trips under 1km are made in a car. Of trips between 1 and 2km, 62% are made in a car.

This includes improving public health, safety and clean air and addressing urgent environmental concerns around carbon, climate change, noise pollution and biodiversity. Our Streets for All approach is also important when it comes to meeting the travel needs of a growing population, supporting our high streets and town and city centres (especially during the recovery from COVID-19) and reducing the undesirable impacts of congestion and climate change.

Streets for All also helps us to focus on using new technologies and data to gain a better understanding of how people travel and to make the best use of transport innovations to support the most people-friendly ways to use our streets.

These challenges and opportunities are for GMCA, the 10 Greater Manchester local authorities and TfGM to address, in partnership with residents, businesses, transport operators and emergency services, all working together and doing our bit.

IMPROVING QUALITY OF LIFE

IN GM, LIFE EXPECTANCY IS BELOW THE ENGLAND AVERAGE FOR BOTH MEN AND WOMEN

THE TOP CAUSES OF ILLNESS AND EARLY DEATH ARE RELATED TO HOW WE LIVE OUR EVERYDAY LIVES:
SMOKING, ALCOHOL, POOR DIET AND LACK OF PHYSICAL ACTIVITY

1 in 4
ADULTS ARE COMPLETELY INACTIVE – THEY DO NOT MANAGE 30 MINUTES WORTH OF ACTIVITY A WEEK

ONLY A THIRD OF CHILDREN IN GM ARE MEETING MINIMUM WEEKLY ACTIVITY LEVELS

ONLY **HALF** OF GREATER MANCHESTER RESIDENTS FEEL SAFE CYCLING DURING THE DAY, AND JUST UNDER **1/3** FEEL SAFE CYCLING AT NIGHT

WOMEN ARE MORE LIKELY THAN MEN TO FEEL UNSAFE WHEN WALKING OR CYCLING AT NIGHT IN GREATER MANCHESTER

PROTECTING OUR ENVIRONMENT

TRANSPORT CURRENTLY ACCOUNTS FOR ONE THIRD OF GM'S CARBON EMISSIONS

ROAD TRANSPORT CONTRIBUTES TO AROUND
65% of emissions of nitrogen oxides AND **79%** of particulates in GM

EVERY YEAR IN GM,
OVER 1,000 DEATHS
HAVE AIR POLLUTION AS A CONTRIBUTORY CAUSE

SOME OF GM'S POOREST RESIDENTS SUFFER THE MOST FROM ROADSIDE AIR POLLUTION

CLIMATE CHANGE MEANS
EXTREME WEATHER EVENTS, LIKE FLOODING,
RISK THE RESILIENCE AND RELIABILITY OF OUR TRANSPORT NETWORK

NOISE FROM ROAD TRAFFIC HAS AN IMPORTANT AND UNDER-RECOGNISED IMPACT ON PEOPLE'S HEALTH

SUPPORTING SUSTAINABLE ECONOMIC GROWTH

OVER THE COMING DECADES GREATER MANCHESTER EXPECTS TO SEE

WHERE IMPROVEMENTS ARE NOT MADE, OUR HIGH STREETS LOSE OUT. LOCAL BUSINESSES CAN SEE A **40% INCREASE** IN SHOPPING FOOTFALL BY IMPROVEMENTS IN THE WALKING ENVIRONMENT.

PRE-PANDEMIC, CONGESTION WAS COSTING GM TAXPAYERS

AROUND £1.3 BILLION PER YEAR

+600K MORE TRIPS ON OUR TRANSPORT NETWORKS EVERY DAY BY 2040

ON AVERAGE EACH CAR IN GM HAS JUST **1.3 PEOPLE IN IT**

DEVELOPING AN INNOVATIVE CITY REGION

NEW TECHNOLOGIES WILL CHANGE HOW PEOPLE IN GM GET AROUND.

WE NEED TO ENSURE THIS IS DELIVERED IN A TRULY USEFUL AND SUSTAINABLE WAY.

THE FUTURE WILL BE MORE DATA-DRIVEN

WE NEED TO MAKE USE OF THIS TO BENEFIT PEOPLE AND THE ENVIRONMENT.

THE FUTURE OF GM'S STREETS IS A FLEXIBLE ONE

WE NEED TO TAKE THE OPPORTUNITY TO IMPROVE NETWORK EFFICIENCY.

03. Streets in Greater Manchester – our new approach

Streets in Greater Manchester have many different roles and are used by a wide range of people. They are places where people live, shop, work, learn, play, eat and drink, use medical services or simply spend time. Our streets are also corridors for movement – to allow people to walk, cycle, drive and travel by bus or tram to a range of activities – and to move goods around. We need to apply a new, more tailored and sensitive approach to meet these varied needs. We will develop this approach through careful engagement with local communities, businesses and organisations, balancing the need for movement with our ambition to create great, people-friendly places.

Our new approach is in line with the Department for Transport's proposed revision of the Highway Code. Changes will mean that pedestrians are put at the top of a 'hierarchy of road users', and that those who could do the greatest harm, such as drivers, will have a greater level of responsibility to ensure they reduce the danger they can pose to people walking or cycling.

Street types

In Greater Manchester we have identified five main street types (shown overleaf).

Our streets in Greater Manchester have different roles

Less Vehicle Movement
More Place

More Vehicle Movement
Less Place

DESTINATION PLACES

Destination places should be vibrant places for people to come together, they therefore have no motorised vehicles or very low levels of slow moving vehicles.

ACTIVE NEIGHBOURHOODS

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.

HIGH STREETS

High streets should be interesting and enjoyable places to spend time and have lots of people travelling by active travel and public transport. Vehicle access is also important particularly for deliveries and servicing.

CONNECTOR ROADS

Connector roads allow people and goods to move between our key centres. They are key corridors for active travel and public transport and make appropriate provision for journeys that need to be made by private vehicles.

MOTORWAYS & STRATEGIC ROADS

Motorways and strategic roads enable people and goods to move reliably over long distances. These roads need to be safer, cleaner, greener and easier to cross.

Examples of different street types

Destination places

The area around Altrincham Market in the borough of Trafford (pictured) is a fantastic example of a 'Destination place'. People who live, work and shop in the area use the place to stop, relax and spend time together, and there are low levels of traffic. In Altrincham, public realm, the market and increasing food and drink premises have been credited with increasing footfall by 25% (between 2010 and 2017) supported by better streets, pavements and crossing points (Trafford Council). There are many destination places across Greater Manchester, of different sizes, including in many of our town and city centre squares. Another example of a destination place is the area around Redrock on Bridgefield Street in Stockport. A mini-park – called a 'parklet' – featuring seating, greenery, cycle parking, an interactive sculpture and a table tennis table was created on the street in 2019. After the parklet was introduced, the average time spent on Bridgefield Street increased from seven to twelve minutes. 98% of people who use the street (and 87% of non-users) agreed that it was an improvement to Bridgefield Street, and 95% of those asked thought more parklets should be installed across Greater Manchester.

Active neighbourhoods

'Active neighbourhoods', such as Currier Lane in Ashton and Stamford Drive in Stalybridge provide safe and pleasant places for people of all ages to spend time. They help people travel to local amenities safely by preventing through-traffic using the streets as a shortcut or rat run. Access is still maintained to homes and businesses by vehicles, although this may be through an alternative route.

High streets

In Farnworth, Brackley Street is a 'high street' on which there is plenty of space for people to walk, cycle and spend time in while shopping and using essential services. Lighting, benches and trees help provide a pleasant environment in which people want to dwell for longer, helping the town centre to prosper. Denton town centre, in Tameside, is also home to a thriving high street where a high proportion of trips are made by walking. Research (conducted by the Local Data Company for the Financial Times) found that it had the sharpest increase in independent businesses of any high street in Britain between spring 2020 and 2021.

Connector roads

This is an example of a Connector road – Warrington Road – in Wigan. There are fewer people here and, although the street clearly has an important role in making sure people can reach the town centre by walking and cycling, it is also an important route for bus services and service and delivery vehicles. Broughton Cycleway in Salford, which includes 2km of semi-segregated cycleway along Great Clowes Street and Blackfriars Road between Broughton and Manchester city centre, is another example of a Connector road. Following the opening of that cycleway, numbers of people using it to cycle grew significantly.

Motorways and strategic roads

Regent Road on the Manchester/Salford boundary is an example of a strategic road, playing a key role for drivers on longer journeys. Whilst strategic roads are important for motor vehicles, we also need to make sure that people walking and cycling can safely cross them to reach other communities and facilities. A further example of this type of road is the A555 between the A6 in Stockport and Manchester Airport, which bypasses heavily congested district and local centres and includes a shared pedestrian and cycle path alongside the road.

Greater Manchester's Key Route Network (KRN) consists of 660km of important roads linking our main town and city centres and major employment areas and which provide links to the motorway network. Whilst much of the KRN would be categorised as connector or strategic roads, many of the routes also pass through residential areas or local high streets and need to be sensitively designed and managed in these areas to allow people to cross them easily and to minimise the negative impacts of traffic.

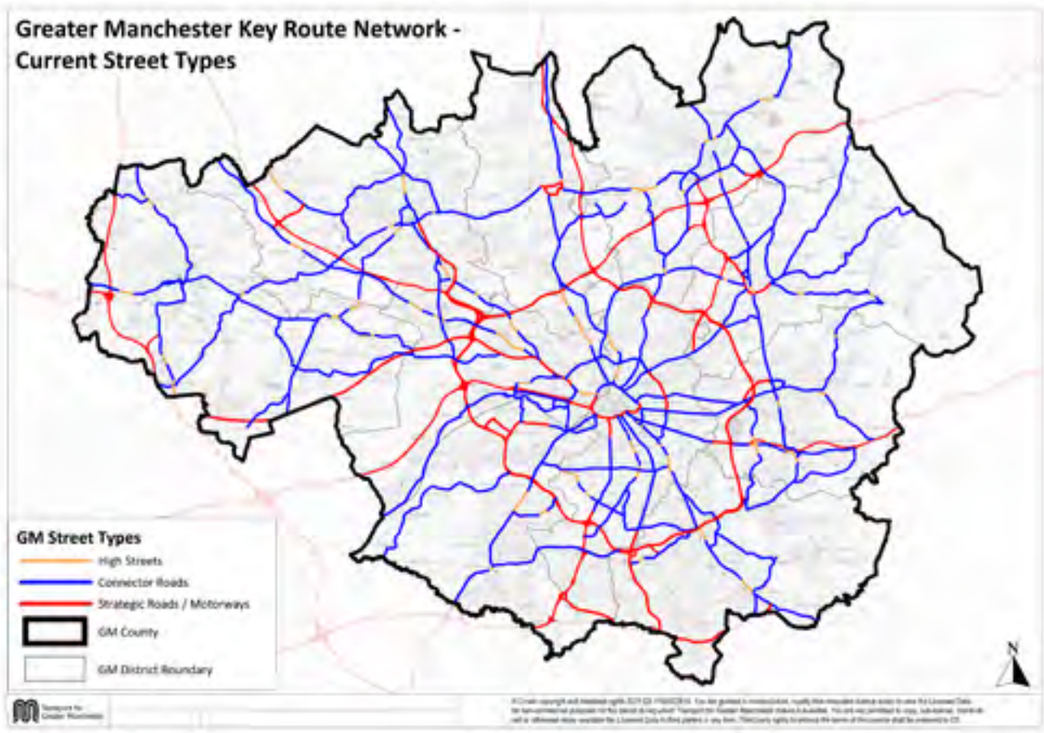
In future, each street type will be designed to offer a particular 'level of service' for different users. Appendix A and B set out the role of each street type for each user group. These more detailed aspects will inform design principles and will guide what people can expect to experience on our future streets in Greater Manchester.

Maps of different street types

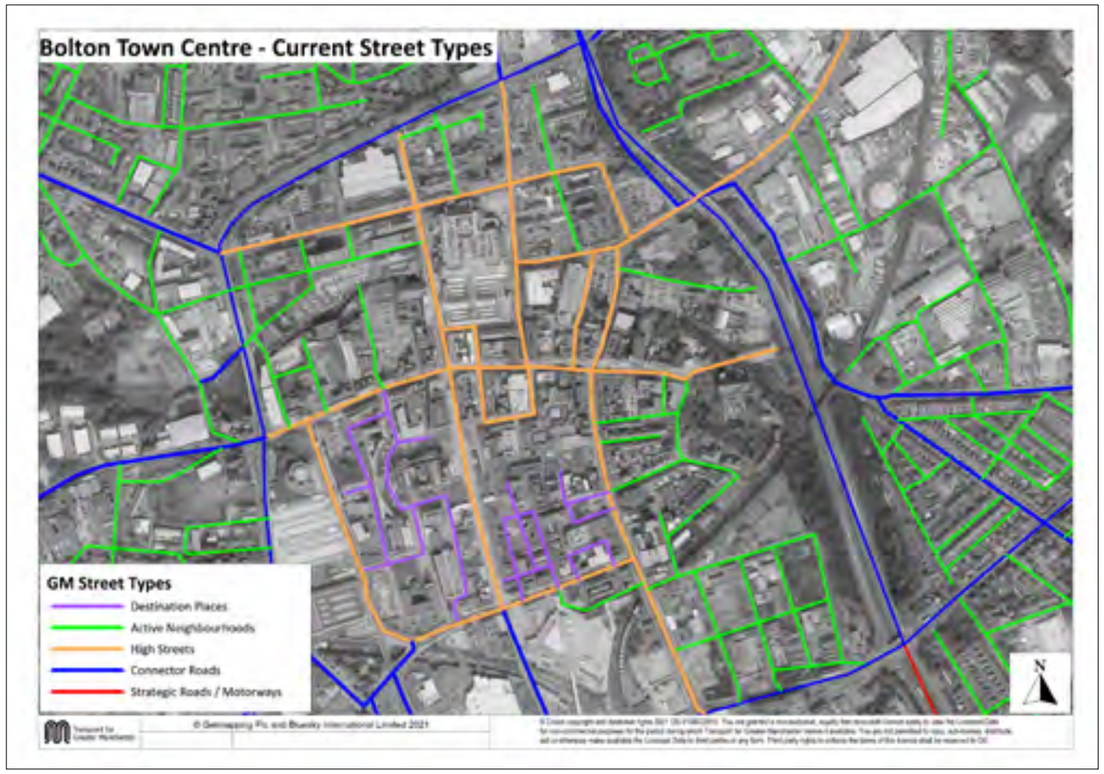
Maps 1 and 2 show a classification of the Key Route Network and Bolton town centre. We will use the street typologies framework to support shaping the future role of streets across Greater Manchester. This will help us to:

- Assess the extent to which a street or network of streets meet the Streets for All Essentials criteria (as set out later in this section) and so work well for everyone using them, as streets and areas change.
- Highlight where there is a mismatch between a street type people using it that is limiting a street or area from realising its potential.
- Set priorities for different streets and road networks and support decisions on balancing the requirements of different street users.

Map 1 – Current street types on the Key Route Network



Map 2 – Street types in Bolton town centre



Our three levels of delivery

Traditionally, the way streets have been designed and managed has focused on increasing the ease and speed of motorised vehicles passing through them. This is appropriate for the small number of roads where people don't live, shop, work or need to walk, cycle or spend time. On most streets, however, this approach can lead to them becoming unhealthy, unsafe and unwelcoming for people.

Most streets in Greater Manchester have many different roles and are used by a wide range of people for the different activities we have described above. So we need to work differently to meet these needs, developed through careful engagement with local communities, businesses and other people who use the streets.

This is not simply a collection of street redesign projects. Our new approach is about working at three levels to ensure that Greater Manchester's streets are, and feel like, Streets for All.

1. Spatial planning

2. Network planning

3. Street design and management

Level 1 – Spatial planning

Carefully considering the location and design of new building developments is important. It gives the chance to look at reducing the distances people need to travel to work, healthcare, education, green spaces and leisure facilities by locating these conveniently closer to where people live or in accessible town and city centre locations. Shorter distances mean that more trips can easily be walked or cycled, and new developments can be designed to be easy and safe to access through active travel and public transport.

The 15-minute/20-minute neighbourhood concept – where people can access services that meet their daily needs (such as school, a GP surgery and a station or other public transport stop) within a 15 or 20 minute walk from home – is the sort of approach we are trying to implement in Greater Manchester for people of all ages and abilities.

As illustrated above, 'Plan Melbourne' sets out a similar concept for 'living locally' in that city. (Department of Environment, Land, Water and Planning, Victorian Government, 2017).

Owning a car is the most important influence on whether people choose to walk, cycle or use public transport. When it comes to trips that are just 1km in length, 30% are made by car. Of trips between 1 and 2km, 62% are made by car. There is huge potential to switch many of these short trips to walking and cycling. How we plan and design our city-region can hugely affect people's decisions as to whether they need to own a car.

In our city-region, the emerging Places for Everyone plan (and related updates to Local Plans) will focus on sustainable sites and priority development locations and provides an opportunity to prioritise walking, cycling and public transport over private vehicle use in the design of developments.
The significant growth in Greater Manchester means we will need to move people more efficiently to ensure our city-region continues to function, supporting economic growth and improving quality of life and the environment. Planning a future that supports our Right Mix vision will enable us to achieve this. All Greater Manchester local authorities will be encouraged to incorporate the Streets for All essentials into Local Plans where they are being reviewed.

It is important that developers create safe and attractive cycle and walking routes through their sites and to key local destinations such as public transport hubs. They will need to consider access to public transport when designing new developments, for example by ensuring direct access to bus stops and making it easy for buses to pass through the development.

We will also work with developers to ensure that while new buildings are being constructed, safe and direct cycle and walking routes are maintained around the site.

In addition, at employment locations and other major destinations, facilities to support walking and cycling – such as showers, lockers, secure, covered cycle parking and changing facilities – should be provided. Employers should also promote alternatives to private car ownership by developing travel plans which support the use of active travel and public transport, and opportunities for car sharing, for example.

Actions

To ensure that new developments are meeting our new standards we will:

- Promote the 15/20 minute neighbourhood concept in our work on spatial and transport plans.
- Produce a Streets for All development check to be included in future transport assessments.
- Incorporate the seven Streets for All Essentials in local authority Local Plans, where they are being reviewed.
- Update the Transport for Sustainable Communities Guidance to include Streets for All requirements and national policy such as Gear Change, Bus Back Better and the latest Manual for Streets guidance.

Level 2 – Network planning

To enable people and goods to move around Greater Manchester sustainably and efficiently, each street needs to perform its role in the broader transport network. To plan this network and resolve competing demands for street space on key routes we will use network plans to shape proposals for individual projects.

The aim of network planning is to make sure people travel on the most appropriate streets and to create a logical and useful road network for different types of journeys. For example, the M60 and other motorways in Greater Manchester should be carrying larger vehicles on longer journeys to minimise the effects of motorised traffic on local streets. Similarly, we are planning and building the UK's largest cycling and walking network, which will run along different sorts of streets.

We will use network planning not just to help us to design changes in specific locations, but to manage how new street design results in people moving differently around areas. For example, we may need to provide priority on a corridor for buses (which make much more efficient use of limited road space) but that may result in less space for general traffic. In other situations, it may make sense to build a segregated cycle lane on a parallel route away from major roads.

We will also continue to collaborate and cooperate with National Highways and utility companies to manage planned and unplanned street works and events. We will ensure that, when required, diversion routes are identified and replacement materials and works are completed to a high standard. As part of this engagement, it is vitally important for us to develop a coherent bus network with the right levels of priority given to buses over general traffic on key corridors.

Actions

To ensure individual transport projects come together to support our planned networks, and our long-term Right Mix ambitions, we will:

- Review and update the Highway protocols to reflect changes in roles and responsibilities, and continue to review the priority routes for public transport, active travel, freight and general traffic across Greater Manchester (aligned with the Right Mix mode share target and future Road Danger Reduction Action Plan).
- Through investment projects, identify alternative suitable routes or mitigation plans for key points on the network where there are competing pressures for priority from different modes of transport.
- Within the design process for specific streets or corridors, agree what level of motorised traffic will be accommodated and how to manage traffic across the area to achieve overall traffic reduction.

Level 3 – Street design and management

Having considered accessibility to local services and the need for new developments to be integrated with public transport and active travel planning, and the role of a street in the network for different modes of travel, we can then go on to look at the unique local context. This will help us identify how we can make a street healthier, safer and more welcoming for everyone.

There are more than 9,000km of local streets in Greater Manchester. These streets will not change overnight: the Streets for All approach will be a well-planned process with proper consultation and investment to support a long-term change. It will take time for everyone to start to feel the benefits of our Streets for All approach. A key measure of success will be people seeing and experiencing positive change to the streets they regularly use. Our Five-Year Transport Delivery Plan (2021–2026) sets out the first projects where this approach is being implemented, how they are being funded and further requests to government to support delivery.

We will also be looking into running trials for certain street improvement schemes. This can help make changes more quickly and ensure a planned, more permanent scheme is right for the street. Trials should mean we can avoid using additional money and resources modifying a scheme that does not work as anticipated.

Actions

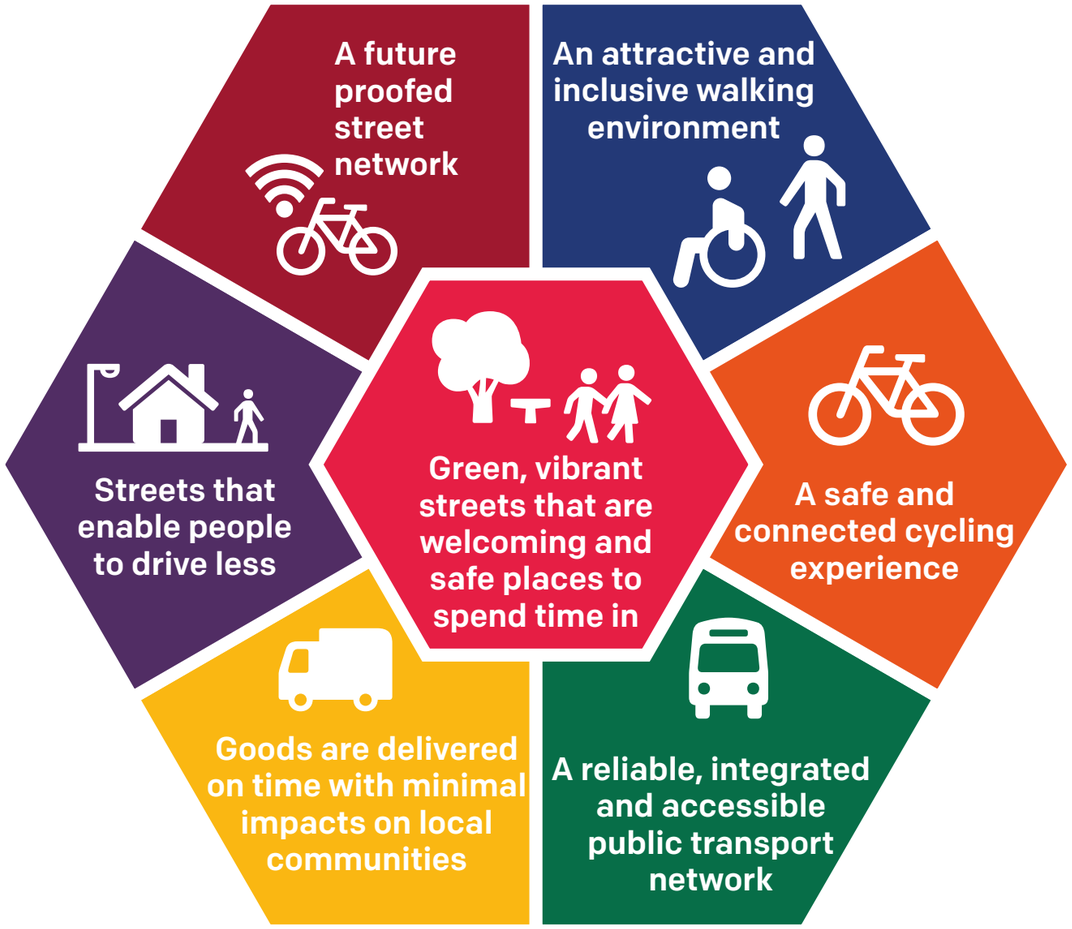
To achieve this new objective of prioritising people in street design we will:

- Ensure that the process for designing projects which affect our streets includes engagement with local communities and stakeholders at an early stage, so that their views can be considered when developing designs. For example, when developing proposals for Active neighbourhoods, we will continue to work collaboratively with people who live locally from the planning stage through to construction, asking them for feedback on location and type of measures.
- Develop a Streets for All design guide for Greater Manchester. In the interim, refer to design guidance produced by the National Association of City Transportation Officials (NACTO) as a 'best practice' guide.
- Undertake the Streets for All design check for every place we are proposing a new project.
- Develop a new process for reviewing project specifications at key stages to ensure each project is fully aligned with Streets for All.

04. Streets for All essentials

Our Streets for All essentials relate to the challenges and ambitions set out earlier in this document. They are for us to deliver in partnership with residents, businesses, transport operators, the NHS and emergency services – all working together and doing our bit.

Our Streets for All essentials are our priorities and our promise.



Green and vibrant streets that are welcoming and safe places to spend time in

We will adopt a people-centred approach to street design. This means more opportunities for people to sit, relax, play and socialise; more plants and trees and less traffic dominated streets. To do this we will create:

Healthy, green streets

We will create streets where all people feel welcome, relaxed and safe. Our streets will provide regular opportunities to stop and rest. They will provide clean environments where there are things to see and do. And they will offer plenty of shade and shelter, to make sure that all people can use the streets, whatever the weather.

We want to ensure that streets are welcoming to all people, regardless of their age. Our Streets for All approach supports the creation of play areas and more residential streets that are safe for children to play in.

By increasing tree planting on streets, where appropriate, we will make the environment more pleasant to encourage more people to walk and cycle as part of their daily routine and to spend more time outdoors. This will also help Greater Manchester to adapt to climate change as trees remove harmful air pollutants, produce oxygen, help to keep the environment cooler in hot weather and help to reduce localised flooding and water pollution. Trees also provide important wildlife habitats.

Finally, we will create streets that are resilient to future climate change impacts by implementing green Sustainable Drainage Systems (SuDS) in Streets for All proposals, helping to reduce the current and future risk of flooding in a sustainable and cost-effective way. We will take a collaborative, coordinated and integrated approach to renewing Greater Manchester's surface water drainage systems while implementing travel improvements. This will help bring wider benefits for people and for biodiversity such as cleaner air, improved water quality, reductions in flood risk and reduced risk of overheating.

Economically active places

Our Streets for All approach will create more economically vibrant places by giving more opportunities for people to meet and spend time on streets. As we make street improvements, we will work with local businesses, such as shops, cafes and restaurants to make their frontages more attractive. The importance of providing attractive street environments has come into even sharper focus during the COVID-19 pandemic, with more space being given to people to allow them to move around and socialise more safely on streets and in local centres.

Streets and spaces that are safe

Women, and people from identifiable minority groups, are more likely to feel unsafe when walking and cycling than other groups due to personal security concerns. This is unacceptable. Everyone should feel safe, on all of our streets, whether it is during the day or after dark. Improving personal security, and people's perceptions of it, are really important elements of our Streets for All approach. We must make sure that the way streets are designed and work help people feel safe enough to choose walking, cycling or public transport, rather than thinking that they have to travel by car for personal security reasons. Maintenance and upkeep of local areas also decreases crime and the fear of crime.

Each year nearly

400

people are killed or seriously injured walking or cycling on the streets of Greater Manchester.

To achieve our ambition of Streets for All, we also need to tackle the dangers that result in road collisions – costing lives and causing serious injuries - and that discourage cycling and walking. Reducing road danger is a fundamental requirement for delivering Streets for All, and part of our focus is on maintaining and introducing measures that encourage vehicles to be driven safely, at safe speeds which – in turn – make cycling and walking safer for everyone, and streets more welcoming places to spend time.

In addition, we need to ensure that people with disabilities can enjoy the opportunities and facilities offered on our streets. Alongside the provision of seating, we know that ramps, accessible toilets, clear signage, tactile paving and keeping streets in a good state of repair are just some of the things that can make sure no one is excluded from spending time in our public spaces.

An attractive and inclusive walking environment

Greater Manchester will sign the International Charter for Walking. This globally recognised Charter is designed to help authorities, organisations and neighbourhood groups focus policies and activities on creating a culture where people choose to walk.

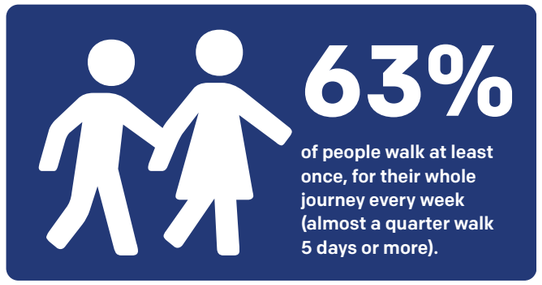
To achieve the Charter pledges, we are delivering the Bee Network which will create an environment where:

Walking is the natural choice for everyday journeys

Walking should be considered the most obvious way to make short, local trips. For many people, this is already the case.

In this document, the terms 'walking' and 'pedestrian' cover not only people walking, but also those using streets and spaces in a variety of other ways (in addition to spending time in), such as for rest and play. These include:

- People using wheelchairs, including electric wheelchairs and mobility scooters;
- People with sensory impairments, such as blind, partially sighted or deaf pedestrians who may experience using streets quite differently; and
- People pushing prams, buggies and double buggies.



We want to allow even more people see walking as the natural choice for everyday travel. To do this, we will focus on continuous, high-quality walking routes that link people's homes with shops, places of work and education, healthcare, public transport facilities and leisure, including connections to valued and well-maintained public rights of way. We will do this through engagement with local people to help remove barriers to walking. This means that we will make it easier, quicker and more direct to walk for short trips than to drive them. We will prioritise the needs of people who currently find it hardest to get around by walking and cycling because of mobility impairments.

We will make sure that crossing busy streets is as direct and safe as possible. Sometimes this will mean that vehicles must slow down, or wait, while people cross. People will understand and have confidence that they have priority when crossing side streets and, when people are driving, they will understand that they must let people who are walking go first. This is why we are trialling side road / implied zebra crossings to understand how better road markings might improve priority and safety for pedestrians.

Many possible future road crossing points were identified through the cycling and walking Bee Network mapping process (undertaken in 2018 and 2019). A delivery programme is in place and TfGM is leading on this project, in close collaboration with Greater Manchester's Urban Traffic Control (UTC) team and the ten Greater Manchester councils. We will gradually increase the rate of delivery to support the creation of the UK's largest cycling and walking network by 2030.

Streets are welcoming places for everyone to walk

Some people do not walk when making short, local trips, because routes are not well designed with the amenities they need, such as seating, shelter, safe places to cross the road or lighting. Sometimes these amenities are not well maintained, or do not include features that mean everyone can use them (for example, dropped kerbs at crossing points). We need to make sure that our streets can be used by people of all ages and mobility levels.

We will work with local communities to make sure that there are regular chances for people to stop and rest along the way in suitable, convenient locations, and we will fix locations where there is no step-free access.

We will look at lowering speed limits in particular in neighbourhoods and local town and village centres and make changes so it is clear to drivers what the appropriate speed is. We will seek to upgrade safety cameras and we will work with Greater Manchester Police (GMP) to expand community speed watch to raise awareness of the impacts of speeding on local communities, so more people drive within the speed limit.

There is space on our pavements for everyone to walk in comfort

Pavements need to be wide enough so everyone feels comfortable when walking along them. This should be the case whether people are walking alone, in a group, or if they are walking quickly or slowly.

We will increase dedicated space for walking on Greater Manchester's streets. This includes tackling pavement parking, decluttering the streets, removing unnecessary and obstructive signage (including advertising), repositioning street furniture and widening pavements where this is needed and feasible.

Pavement parking is a problem across the country, not just in Greater Manchester. Blocking or reducing the width of the pavement can limit people's ability to walk, particularly for young families and those with disabilities. To achieve the 'double buggy test' outlined in Made to Move – Greater Manchester's 15-step plan to transform how we get around – we recommend that stronger action is taken in response to people parking on the pavement.

A safe and connected cycling experience

More people are cycling on streets in Greater Manchester and we want this to continue. We will create an environment where:

People can reach everyday destinations easily and safely by cycle

Our ambition is for cycling to be a safe, convenient, and attractive option for people making everyday trips in Greater Manchester. As part of the Bee Network proposals for a continuous, high-quality network for walking and cycling that connects all of the communities in Greater Manchester, we will work with local people to ensure that proposed improvements meet their needs.

People feel valued when they are cycling

In Greater Manchester, all cycle infrastructure will be built and maintained to a consistently high standard. This will include protected space for cycling where it is needed and practical; the use of easy-to-maintain, high quality materials; easy-to-understand signs; and secure and convenient places to park bikes quickly and easily. We will work with communities, businesses and visitors to decide where to build cycle routes and cycle parking.

Cycling is widely considered to be a safe and secure travel option

We will ensure that cycle routes are designed so that a 12-year-old would choose to use them, as set out in the Made to Move. That 12-year-old also represents an older person, or someone who has not cycled since childhood.

When people are cycling they will feel that they have enough safe space to move in, including disabled people of all ages and abilities, and people travelling in groups. The Bee Network will include new fully protected cycle lanes on streets with large numbers of faster-moving motorised vehicles; increased priority and protection at junctions; and well-maintained, well-lit streets so people feel safe cycling at all times of the day and night.

We will work with professional drivers to raise and maintain high standards of safe driving with a particular focus on how to drive in a way that helps people who are cycling already, or who want to cycle, to feel safe.

We will focus our education and enforcement on tackling road traffic offences and behaviour which make people who are cycling or walking feel unsafe. As previously mentioned, we will explore opportunities to lower speed limits, particularly in neighbourhoods and local town and village centres. We will seek to upgrade safety cameras to increase compliance of people driving within the speed limit.

TfGM will also continue to run cycle skills training and maintenance sessions for beginners and experienced cyclists to help people feel more confident on Greater Manchester's roads.

Finally, incorporating Sustainable Urban Drainage Systems (SuDS) and other climate resilience features in designs can help to ensure cycle routes remain safe to use, despite the changing climate.

A reliable, integrated, and accessible public transport network

We will improve the experience of using public transport so that it is seen as an attractive alternative to the car for longer journeys. This is ambitious but achievable. People who live in Greater Manchester are already using public transport – especially the bus, which accounts for approximately 75% of public transport trips made in Greater Manchester.

In March 2021, the Mayor of Greater Manchester announced his decision to bring buses under local control. In future (and subject to the outcome of two judicial review claims which were brought to challenge that decision) buses will be run under a system called franchising: TfGM (on behalf of GMCA) will coordinate the bus network and contract bus companies to run the services to a specification that Greater Manchester needs. This is good news for our Streets for All approach. It means:

- Better integration between buses and the rest of the transport system. This will mean passengers can change more easily between buses, trams and trains – or buses and cycling or walking – and there will be simple, affordable price-capped tickets. Making journeys sustainably will be quicker, easier and cheaper.
- Environmental standards for a green bus fleet can be set by Greater Manchester. This will help us to meet our targets to tackle the Climate Emergency, reduce harmful emissions and clean up our air.

The government has also published a National Bus Strategy which emphasises the importance of bus priority measures and traffic management, and integration between bus and other modes of transport. There is also a requirement to publish a local Bus Service Improvement Plan (BSIP), to be updated annually and reflected in local authorities' local transport plans and in other relevant local plans, such as local cycling and walking infrastructure plans. Further details about how we will improve local bus services will be set out in Greater Manchester's BSIP.

We will improve our streets to support more people travelling by bus so that:

Buses turn up and arrive at their destinations on time

Bus services will be given more priority where it's needed, through bus lanes and the use of technology that gives priority to late-running buses at traffic signals. This will mean buses are less likely to be delayed, making bus journeys quicker and more reliable than driving in many areas. Local buses use street space very efficiently, freeing up space for creating attractive urban places. However, in many places, space is not used well for parking vehicles. A good understanding of how on-street parking is being used in different locations and what benefit it brings to people is important. Difficult decisions will need to be made, in some cases, in order to relocate road space to deliver these improvements.

Major centres are connected by 'Quality Bus Transit' services

Our ambition is to upgrade entire bus routes, with a focus on creating more reliable journeys through 'Quality Bus Transit' (QBT) connections between our main town and city centres, including for orbital journeys around Greater Manchester. QBT will be focused on heavily congested routes into major town centres, and the regional centre, where improving the reliability of bus journeys is particularly important.

A good example of the sort of bus infrastructure that is being proposed for new QBT services is the Oxford Road corridor in Manchester.

QBT will include upgrading walking and cycling infrastructure where possible, and provide improved street furniture and landscaping. It will incorporate bus priority measures to make services more reliable, attractive places to wait for services and high-quality, comfortable buses.

It will be easier to reach public transport by walking and cycling

Bus stops, Metrolink stops, suburban rail stations and transport interchanges will be easier to reach by walking and cycling, including for people who have mobility impairments, are travelling in groups or are handling a buggy or heavy luggage.

Park and ride facilities will be developed into travel hubs that support people cycling as part of longer journeys, for example by providing secure cycle storage at stops and stations, in addition to other facilities, such as electric vehicle charging infrastructure and parcel lockers.

Taking the bus is a safe and attractive option

Buses will run on streets which are attractive, clean and safe to wait on. Bus stops and interchanges will be designed to be comfortable, attractive, safe and accessible, particularly for those who use mobility aids, who are in wheelchairs or pushing prams, and buses will be modern, clean and well-maintained to ensure journeys are pleasant and reliable.

We will work with communities, businesses and visitors to help shape the plans of the future bus network so people can make the journeys they need to.

Information on services, fares and ticketing will be provided to customers in a way that is easy to access and understand.

Goods reach their destination on time with minimal impacts on local communities

We will ensure that:

Reliable freight routes are clearly defined

We will identify which streets and routes will be prioritised for carrying freight vehicles and we will implement plans to manage those vehicle movements. We will support the transfer of freight from road to rail and water wherever possible.

The negative impacts of freight movement, deliveries and servicing on local communities are minimised

Deliveries and servicing can often be managed more efficiently to reduce the number of vehicles on local streets, especially at peak times. We will do this by supporting the consolidation of goods for delivery at a location close to the final destinations (micro-consolidation) and making changes in procurement practices which will result in fewer vehicles, especially at peak times, in city and town centres (operational consolidation). We will also promote and encourage: the re-timing of deliveries to off-peak hours; better managing loading and unloading on busy streets and increasing the number of businesses using cleaner, quieter, smaller vehicles for deliveries such as electric assisted cargo cycles and electric vans.

TfGM will work with the ten Greater Manchester local authorities and large businesses and retailers to develop sustainable delivery and servicing plans that support the ambitions of Streets for All. While it is important to maintain the economic benefits of moving freight, we need to minimise the need for road freight deliveries to reduce congestion and improve air quality.

Through our partnership working we will reduce the road dangers posed by freight and deliveries to people walking, cycling and spending time on the streets through enforcement of road traffic offences, engineering, driver training and regulation.

We will also introduce new policies on night-time deliveries to reduce noise pollution.

Finally, Greater Manchester's plans for economic growth, which will include significant property development and construction, must not lead to an increase in people being killed or injured in collisions with HGVs. We will take action to address this. We will continue to encourage our Greater Manchester partner organisations (such as hospitals and universities) to become CLOCS (Construction Logistics and Community Safety) and FORS (Fleet Operator Recognition Scheme) –accredited, to improve the safety of construction and fleet operations for people travelling in these ways'.

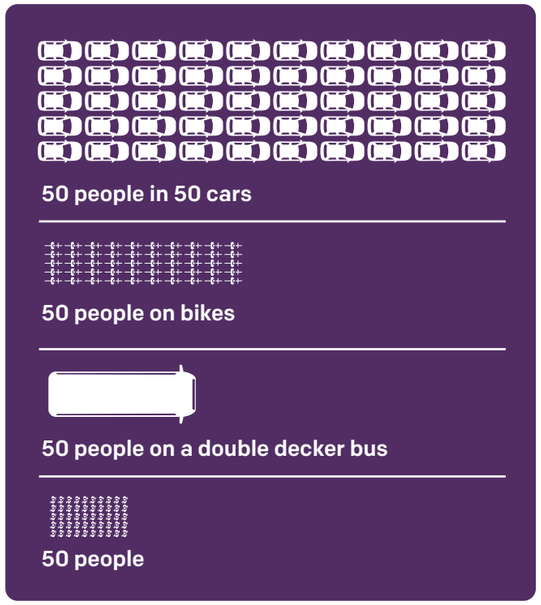
Streets that enable people to drive less

We have a large network – over 9,000km – of streets and roads which we need to use as efficiently as possible to accommodate the growth in travel that comes with our growing population and economy. We can't 'build our way out' of congestion, so we need to make better use of the roads we already have. This is even more important as we seek to minimise embodied carbon in new infrastructure. We want to get the best out of what we have, which means:

Giving more space to the most efficient and sustainable modes of transport

We will need to reallocate some road space currently used for the movement of general traffic to make space for the modes of transport which make much more efficient use of the available space – particularly walking, cycling and public transport. This will involve making difficult and sometimes possibly initially unpopular decisions in exchange for long-term benefits.

Comparison of road space for different travel modes



We will maintain the most direct routes for people walking, cycling and using public transport in their neighbourhoods – other motorised vehicle journeys may be less direct, particularly where we target rat-running and speeding in local town and village centres and residential areas. We will still allow access for residents, and for those vehicles needed for essential reasons such as disabled access and emergency services. We will better integrate on-street and off-street cycling and walking routes to increase connections for people travelling these ways.

Reducing levels of traffic on our roads

Our city-region needs to be much easier to get around by walking, cycling and using public transport, with streets which are more pleasant to spend time in. Making this a reality will mean reducing traffic on some streets in Greater Manchester.

We are currently developing a Road Danger Reduction Action Plan which will set out our approach to creating an environment that encourages walking, cycling and the use of public transport, by improving safety through the control and reduction of the speed and the number of motorised vehicles on our streets, and the creation of attractive urban spaces where people want to walk or cycle.

Decisions about reallocating road space to reduce levels of traffic on our roads will be made through close dialogue with local communities, road users and transport providers to support (sometimes difficult) decisions that will need to be taken for the safety of people who use Greater Manchester's streets.

Making productive use of kerb space

In consultation with local communities, we will review use of the road space next to the kerb to identify ways it can be better used. In many places this space is used inefficiently for the long-term parking of vehicles and would better serve the community if it was used for walking, cycling, seating, planting, play space, landscaping, bus stops, loading areas or cycle parking.

Fewer trips are being made during the busiest times

There are times of the day when our network of streets and roads struggles to handle the number of vehicles trying to travel through it. In addition to supporting people to travel in more space-efficient ways, we will continue to work with residents, businesses and road freight operators to re-time their journeys to avoid peak times or reduce their journeys.

A future-proofed street network

We will invest more in maintaining and improving our streets and embrace technological innovations to ensure:

Good design makes maintenance easier

Maintenance, cleaning and enforcement are important to create streets people are happy to use and spend time in. When people are travelling in vehicles they have less exposure to the street environment. When people are walking, cycling, waiting for public transport and spending time on a street in other ways, they have a much greater sense of how well itis being cared for. To improve the walking and cycling experience and to encourage more people to travel in these ways more often, we need to get better at getting the details right and focusing on people's experience of being on-street. This is particularly important for meeting the needs of people who find travelling more challenging due to age, illness or impairment.

Ongoing planned maintenance can greatly increase the lifecycle and reduce the whole-life cost of street infrastructure, whether it is regular street cleaning or replacement of damaged road and pavement surfaces and other street elements, and the repair of utilities. We will ensure ongoing maintenance costs are accurately reflected in the initial costs of street projects. We will also learn from past experiences and share best practice around innovative highway maintenance processes and materials.

New mobility technologies help us to create safe, sustainable streets which make better use of existing street space

Vehicle emissions and noise will be reduced by helping and encouraging a move to electric vehicles (EVs). We will expand the publicly owned EV charging network and will focus on switching the commercial and public sector fleets, as well as trialling shared forms of electric travel, such as electric car clubs, electric cargo bikes and e-scooters. To do this, we will need to work in partnership with local stakeholders to better manage the electricity supply to meet the needs of an increasingly electrified transport system.

Advances in data science, artificial intelligence and sensing technology are increasing the rate of innovation in driverless or connected and autonomous vehicle (CAV) technology. We aim to make sure that when CAVs are eventually used in our city-region, they fit in with Greater Manchester's strategic plans. These include the need to improve safety and accessibility standards for everyone who uses our streets. support our environmental goals and give the opportunity for people to use shared forms of transport where public transport is not an option.

Alongside these developments, we will improve traffic signals to reduce congestion and prioritise walking, cycling and public transport, working with communities, residents and visitors to understand their views. We will use smart technology to better manage our street infrastructure and support good maintenance regimes. We will explore the role that digital connectivity – such as 5G – will play in improving traffic signal management capability. As an example, Greater Manchester is installing artificial intelligence (AI)-powered Vivacity sensors on roads around the city-region to collect real-time data on cycling and walking. These can show interactions between people walking and cycling and motor vehicles, and give insights on factors such as pathways and speed.

We will make the most of the benefits of shared modes of transport through diversifying the use of Park and Ride facilities and introducing travel hubs which will create a focal point for cycle hire, e-scooter, e-cargo bikes and e-car clubs, and other shared use facilities, such as parcel lockers. Travel hubs can also help create of safe, attractive, landscaped areas for socialising, resting and playing.

We will investigate introducing new policies and ways to management and use the street space along the kerbside much more effectively. This will include kerbside space being used for a wide range of activities throughout the day. In some places, for example, we can increase space for walking and cycling in peak periods while enabling deliveries and servicing at other times. Technology has the potential to help manage this space more effectively at different times of the day and week through, for example, dynamic digital traffic regulation orders.

We will also work with our partners to develop new ways of using and collecting data, including mobile phone data and sensors to provide better real-time information on travel patterns, traffic congestion, traffic offences and transport emissions.

Finally, technology also clearly has an important role to play in helping people with disabilities – using apps, for example, to help navigation. This can increase the levels of confidence and safety people feel when using our streets.

Actions

To achieve the Streets for All Essentials we will:

- Progress and deliver Streets for All redesign projects as part of our capital investment programme outlined in Our Five-Year Transport Delivery Plan (2021–26).
- Build 500 miles of new cycling and walking routes by 2024, working with local communities to make sure we are putting them in the right places.
- Design our streets to deliver Quality Bus Transit services that make public transport a safe, convenient and attractive travel option, through bus priority, improved waiting facilities and better access to bus stops, as part of our Bus Service Improvement Plan.
- Develop traffic reduction plans as part of updated Local Implementation Plans.
- Produce a Road Danger Reduction Action Plan for Greater Manchester.
- Work with businesses and the freight industry to trial innovations in zero-emission deliveries and servicing.
- Develop a shared mobility strategy, setting out the role of mobility hubs in enabling seamless integration between more sustainable modes of transport and learning from our experience of e-scooter trials.

05. Our new ways of working

To systematically incorporate the Streets for All approach in our ways of working we will take the following actions over the next three years:

A more coordinated approach

We will develop a more coordinated approach to how we design, manage and fund streets, with TfGM and Greater Manchester local authorities working in a collaborative way to develop and deliver our Streets for All plans.

We will review our funding arrangements so that we have a more joined-up system for deciding what we invest in. This will be challenging, as much of Greater Manchester's funding is dependent on government, but is important r to make sure our projects are coordinated and work together to deliver our Streets for All vision.

Local engagement

It is really important that the people who are making the decisions about which projects go ahead fully understand the views of local people. We will continue and build upon existing local authority consultation and engagement processes, and we will develop new ways to engage with local communities, businesses and people travelling to make sure they are fully involved in decision-making, and to take account of the views of people we don't always hear from, including disabled people. We support a fair process, and we aim to hear everyone's opinions.

We will continue to lobby central government for the enforcement powers we need to make our streets welcoming and more accessible, including the ability to enforce moving traffic offences and 'implied zebra' crossings – more simple and cheaper zebra crossings on side roads without the zig-zag road markings and Belisha beacons currently required.

When we are delivering a project on-street we will plan how that fits with our wider regeneration projects, new developments, behaviour change programmes, enforcement, cleaning and maintenance, including ongoing coordination with external stakeholders.

Governance

As part of improved local engagement, it is important that the Streets for All approach is rolled out in conjunction with, and reflects the priorities of, our key partners. They each have their own part to play in helping to support the principles and commitments set out in this document.
They include:

- The ten Greater Manchester local authorities: as the highways and planning authorities, the local authorities are responsible for ensuring that roads are safe and usable, for producing local plans and considering all planning applications. They are also responsible for neighbourhood planning and leading on the delivery of services in their area;
- The Mayor of Greater Manchester: responsible for the transport budget our city-region receives from government and for setting priorities for transport;
- The Greater Manchester Combined Authority: the GMCA is made up of the ten leaders of the Greater Manchester local authorities and is chaired by the Mayor. It is responsible for a range of devolved functions including fire and rescue, waste management, police, Greater Manchester-wide planning, transport, health and economic growth;
- Wider stakeholders including National Highways, transport operators and emergency services.

Business cases

To draw in new funding for delivering Streets for All, each local authority needs local data to help understand and communicate the case for investment. Data covering key topics such as air quality, public health, road safety, walking and cycling levels and traffic flow will be produced for each local council.

We will also strengthen our business case methodologies to better account for the health and social benefits that Streets for All projects will deliver.

Project design

We will take a new approach to designing street projects which considers the role of the location in the wider spatial and network plans, identifies the key functions of the street and then applies our new design guidance and design check to the proposal. In the design process we will make sure that the maintenance, cleaning and enforcement implications of new schemes are carefully considered. The Streets for All design guide will set out how we design streets for all users along with their interface with for example leisure routes and public Rights of Way. The needs of specific groups such as disabled people, emergency services, people using powered two wheelers and horse riders will be considered as part of the design guidance.

An Equalities Impact Assessment (EQIA) has been completed for this strategy document. As part of the project design process, EQIAs will be undertaken for all Streets for All schemes.

Project build

When we are building new projects, or when there are roadworks, we will work with our contractors to make sure that cycling, walking and public transport is still prioritised throughout the construction period.

Measuring success – monitoring and evaluation

To demonstrate that we are delivering real benefits for the people of Greater Manchester, we will get better at measuring and communicating the effects of what we do. The Greater Manchester Transport Strategy 2040 has a monitoring framework for tracking progress against our strategic objectives, such as customer responses or 'demand-side' and operational or 'supply-side' indicators.

We will also report our progress in delivering our Streets for All commitments (see Appendix C).

Investing in Streets for All – funding

Our Five-Year Transport Delivery Plan (2021-2026) sets out our delivery programme including: transport interventions that are at various stages of development, how these interventions are being funded and our asks of Government to support delivery. They are reviewed and refreshed annually and allow us to ensure that, alongside our partners, we are continuing to develop and deliver the right transport schemes to support the city-region's priorities. Our City Region Sustainable Transport Settlement submission (submitted in September 2021) includes a significant programme of investment in Streets for All projects. The success of delivering Streets for All does not just depend on funding of new projects but on the prioritisation and adequate funding of routine activities including street maintenance and cleaning, and policing.

06. Appendix A: Streets for All essentials and street type requirements

This page intentionally left blank

Streets for All essential	Green and vibrant streets that are welcoming and safe places to spend time on	An attractive and inclusive walking environment	A safe, convenient and attractive cycling experience	A reliable, integrated and accessible public transport network	Goods delivered on time with minimal impact on local communities	Streets that enable people to drive less	A future-proofed street network
Destination places	These streets should: — Prioritise the movement, health and safety of people who spend time on them over motor vehicles — Be interesting, active places that attract people to come and spend time on them — Be safe, comfortable spaces, with minimal noise and air pollution — Incorporate green space, be resilient to climate change and support biodiversity	These streets should: — Enable people of all ages and abilities to walk and spend time on these streets, prioritising these people over motor traffic — Be interesting, engaging and playful places to walk through. — Be fully accessible by people who use mobility aids or have sensory impairments. — Be easily accessible by walking from local public transport connections, residential and employment areas	These streets should: — Enable people of all ages and abilities to cycle and spend time on these streets, prioritising these people over motor traffic — Be interesting, engaging and playful places to cycle through. — Be fully accessible by people who use mobility aids or have sensory impairments. — Be easily accessible by cycling from local public transport connections, residential and employment areas	These streets should: — Be easily accessed by public transport used by people of all ages and abilities. This should include reliable, frequent services and well-integrated stops with easy last-mile journeys to destinations — Where needed, incorporate public transport so that it does not affect the safety or enjoyment of the street for people spending time on it	These streets should: — Enable goods vehicles to safely and efficiently use these streets, with minimal impacts on people spending time on them — Offer facilities to support alternative delivery practices, such as off-peak deliveries, virtual loading bays, and last mile deliveres by cargo bike — Have designated delivery times that improve the reliability of journey times and minimise interaction with vulnerable road users	These streets should: — Prioritise and allocate road space to businesses and destinations, and people who walk, cycle or take public transport — Manage parking to provide the space needed for walking, cycling, landscaping, seating, play, businesses, or community uses — Be designed to be resilient to climate change, incorporating Sustainable Urban Drainage and minimising embedded carbon through material choice	These streets should: — Allocate space and incorporate shared mobility innovations that support the Greater Manchester Transport Strategy 2040 objectives – including bike, eBike and cargo bike hire, eScooters, and eCar clubs — Support alternative delivery mechanisms such as cargo bike and consolidated delivery
Active neighbourhood streets	These streets should: — Prioritise the movement, health and safety of people who live and spend time on them over motor vehicles — Be safe, comfortable spaces, with minimal noise and air pollution — Enable people to use them for play, socialising and relaxing — Incorporate green space, be resilient to climate change and support biodiversity	These streets should: — Enable people of all ages and abilities to walk from their homes — Prioritise people who walk over motor traffic — Provide Bee Network-standard facilities that are accessible by people who use mobility aids or have sensory impairments — Be a low speed/ low-traffic environment (under 20mph) — Be easily crossed away from formalised crossings — Be interesting and playful places to walk through	These streets should: — Enable people of all ages and abilities to cycle across their neighbourhood — Prioritise people who cycle over motor traffic — Be a low-speed and low-traffic environment (under 20mph) — Provide safe, attractive connections to local destinations and the wider cycle network — Provide space for everyone to park their bike in or next to their homes	These streets should: — Make it easy for people to travel by foot or bike the first stage of longer trips by bus, Metrolink and rail — Be signposted to and from key public transport locations — Be designed to improve the reliability of bus journeys and provide priority for buses where required	These streets should: — Restrict through-travel by goods vehicles — Enable alternative ways of delivery such as cargo bikes and consolidated deliveries — Effectively manage home delivery traffic	These streets should: — Prioritise and allocate road space to people who walk, cycle or take public transport — Manage parking to provide the space needed for walking, cycling, landscaping, seating, play, businesses, or community uses — Be designed to be resilient to climate change, incorporating Sustainable Urban Drainage and minimising embedded carbon through material choice	These streets should: — Allocate space and incorporate shared mobility innovations that support the Greater Manchester Transport Strategy 2040 objectives – including bike, eBike and cargo bike hire, eScooters, and eCar clubs — Support alternative delivery mechanisms such as cargo bike and consolidated delivery — Incorporate or support the installation of EV charging points

Streets for All essential	Green and vibrant streets that are welcoming and safe places to spend time on	An attractive and inclusive walking environment	A safe, convenient and attractive cycling experience	A reliable, integrated and accessible public transport network	Goods delivered on time with minimal impact on local communities	Streets that enable people to drive less	A future-proofed street network
High streets	These streets should: — Prioritise the movement, health and safety of people who spend time on them, and businesses located on them, over motor vehicles — Be interesting, active places that attract people to come and spend time and money in them — Be safe, comfortable spaces, with reduced noise and air pollution	These streets should: — Enable people of all ages and abilities to walk and spend time on these streets. — Prioritise people who walk over motor traffic — Be a low-speed and low-traffic environment (under 20mph). — Be interesting, engaging and playful places to walk through — Be fully accessible by people who use mobility aids or have sensory impairments — Be easily accessible by walking from local public transport connections, residential and employment areas	These streets should: — Enable people of all ages and abilities to reach them by bike, providing Bee Network standard-routes — Provide parking for all types of cycles, including trikes, cargo bikes and adapted bikes, in convenient, visible and secure locations	These streets should: — Be easily accessed by public transport used by people of all ages and abilities. This should include reliable, frequent services, and well-integrated stops. — Ensure bus and tram travel are prioritised to ensure public transport journeys are reliable and journey times are minimised	These streets should: — Enable goods vehicles to safely and efficiently access businesses, with minimal impacts on people spending time on them — Enable alternative ways of delivery such as cargo bike and consolidated deliveries — Have designated delivery times and routes that improve the reliability of journey times and minimise interaction with vulnerable road users	These streets should: — Prioritise and allocate road space to businesses and people who walk, cycle or take public transport — Manage parking to provide the space needed for walking, cycling, landscaping, seating, play, businesses, or community uses — Be designed to be resilient to climate change, incorporating Sustainable Urban Drainage and minimising embedded carbon through material choice	These streets should: — Allocate space and incorporate shared mobility innovations that support the Greater Manchester Transport Strategy 2040 objectives – including bike, eBike and cargo bike hire, eScooters, and eCar clubs — Support alternative delivery mechanisms such as cargo bike and consolidated delivery

Streets for All essential	Green and vibrant streets that are welcoming and safe places to spend time on	An attractive and inclusive walking environment	A safe, convenient and attractive cycling experience	A reliable, integrated and accessible public transport network	Goods delivered on time with minimal impact on local communities	Streets that enable people to drive less	A future-proofed street network
Connector roads	These streets should: — Allocate space and time to support activities beyond the movement of traffic where needed (i.e. supporting local businesses and providing active neighbourhood facilities where there are residential frontages) — Reduce and manage the speed and volume of traffic to improve road safety and limit the impact of air and noise pollution on surrounding communities and places — Incorporate green space, be resilient to climate change and support biodiversity	These streets should: — Provide continuous Bee Network-standard walking facilities, that are safe, attractive and accessible by people who use mobility aids or have sensory impairments — Provide crossings where people need them, that allow people to cross quickly and directly to destinations and public transport stops — Connect active neighbourhoods they run between — Be attractive and comfortable places to walk, with minimal impact from air and noise pollution	These streets should: — Be attractive and comfortable places to cycle, with minimal noise and air — Allocate road space to Bee Network-standard segregated cycle routes or, where space does not allow or an alternative is available, on a parallel route — Provide crossings where people need them, that allow them to cross quickly and safely to destinations and public transport stops, and connect active neighbourhoods they run between	These streets should: — Ensure bus and tram travel are prioritised to ensure public transport journeys are reliable and journey times are minimised — Make walking and cycling journeys to public transport stops easy, safe and quick — Make public transport stops accessible, comfortable and safe places to wait at all times of day and night	These streets should: — Offer facilities to support alternative delivery practices, such as off-peak deliveries, virtual loading bays, consolidation, and last mile deliveries by cargo bike — Manage freight and deliveries to improve road safety and reduce air and noise pollution, and limit their contribution to congestion. — Have designated delivery times and routes that improve the reliability of journey times, and minimise interaction with vulnerable road users — Help the safe and efficient management of loading and unloading	These streets should: — Allocate road space to enable trips by public transport, walking and cycling — Manage parking to provide the space needed for journeys by public transport, walking and cycling, landscaping, seating, play, businesses, or community uses — Be designed to be resilient to climate change, incorporating Sustainable Urban Drainage and minimising embedded carbon through material choice	These streets should: — Use smart cameras and signal technology to prioritise public transport, freight, walking and cycling where and when needed — Incorporate shared mobility innovations that support the Greater Manchester Transport Strategy 2040 objectives – including bike, eBike and cargo bike hire, eScooters, and eCar clubs

Streets for All essential	Green and vibrant streets that are welcoming and safe places to spend time on	An attractive and inclusive walking environment	A safe, convenient and attractive cycling experience	A reliable, integrated and accessible public transport network	Goods delivered on time with minimal impact on local communities	Streets that enable people to drive less	A future-proofed street network
Strategic roads and motorways	These streets should: — Reduce and manage the speed and volume of traffic, improve road safety and limit the impact of air and noise pollution on surrounding communities and places — Incorporate green space, be resilient to climate change and support biodiversity	These streets should: — Provide frequent, Bee Network-standard crossings that allow people of all ages and abilities to cross them where they disrupt their journeys — Be accessible for people who use mobility aids or have sensory impairments	These streets should: — Allocate road space to Bee Network standard segregated cycle routes. However, when space does not allow or an alternative is not available, on a parallel/nearby route — Provide crossings where people need them, that allow them to cross quickly and safely to destinations and public transport stops, and connect active neighbourhoods they run between	These streets should: — Be designed to improve the reliability of public transport services that cross or are run along them, allocating appropriate space or time to give priority to these vehicles	These streets should: — Offer facilities to support alternative delivery practices, such as off-peak deliveries, virtual loading bays, consolidation, and last mile deliveries by cargo bike — Have designated delivery times and routes that improve the reliability of journey times, and minimise interaction with vulnerable road users — Manage freight and deliveries to improve road safety and reduce air and noise pollution, and limit their contribution to congestion	These streets should: — Manage the speed and volume of traffic to ensure freight trips and essential journeys by private vehicles are efficient and reliable — Allocate appropriate time and space to public transport, cycling and walking trips where journeys cross these roads — Be designed to be resilient to climate change, incorporating Sustainable Urban Drainage and minimising embedded carbon through material choice	These streets should: — Use smart cameras and signal technology to prioritise public transport, freight, walking and cycling where and when needed — Incorporate shared mobility innovations that support the Greater Manchester Transport Strategy 2040 objectives – including bike, eBike and cargo bike hire, eScooters, and eCar clubs

07. Appendix B: (Interim) Street user level of service

This page intentionally left blank

User Hierarchy	People who walk (including people who use mobility aids)	People who cycle	People using public transport	People who deliver goods	Taxi passengers	People driving cars and riding motorbikes and mopeds
Destination places	**People who live, walk and spend time on these streets are prioritised.** This means that space and priority is given on these streets to people who walk, play, socialise and relax. These spaces should have places to sit, meet and rest, with things to do and see, and spaces suitably quiet with minimal air pollution as possible. Numbers of vehicles on these streets are expected to be low and they should give way to other people using the street.	**People who cycle are prioritised over motor traffic but with care for people walking, in particular children, older adults and disabled people.** This means that space and priority is given to people who cycle, so that they can comfortably and safely travel. Vehicle numbers and speeds are expected to be low on these streets, and where they interact with people cycling they should give way. Destination places should be well connected by bike, meaning that people find it easy and safe to cycle to them, and they are able to park all types of bikes in convenient, visible and secure locations.	**People are able to easily reach Destination places by public transport, and vehicles are safely integrated where they interact.** This means that people travelling to Destination places are able to do so easily and comfortably by public transport, and that stops are well integrated with these public spaces through stop facilities and materials, crossings and wayfinding. Where trams and buses travel through these spaces, this should be undertaken safely with consideration for other people using the street and businesses.	**Motor vehicles used for deliveries are guests on these streets.** This means businesses can make deliveries, but through-traffic is restricted, and a low-traffic and low-speed environment is created where motor vehicles give way to people walking, using the area for leisure, cycling or using public transport. Delivery times should be scheduled for off-peak hours.	**Taxi journeys are considered and integrated into the street network, but taxis are considered guests on these streets.** This means vehicles can reach destinations for journeys that are made by taxis, but that through-traffic is restricted. A low-traffic and low-speed environment would be created where motor vehicles give way to people walking, using the area for leisure, cycling or using public transport. It is anticipated that the majority of trips to these destinations will be made by public transport, cycling and walking. But taxis are an important method of travel for people with mobility impairments, and taxi drop-off should be located, designed and managed to reflect this.	**Motor vehicles are considered guests on these streets.** This means vehicles can reach destination places for journeys that need to be made by private vehicles, but that through-traffic is restricted. A, low-traffic and low-speed environment would be created where motor vehicles give way to people walking, using the area for leisure, cycling or using public transport. It is anticipated that the majority of trips to these destinations will be made by public transport, cycling and walking, and parking should be located and managed to reflect this. Suitable levels of well-located disabled parking should be integrated in these spaces to keep access for blue badge holders.
Active neighbourhoods	**People who live, walk and spend time on these streets are prioritised.** This means that space and priority is given on these streets to people who walk, play, socialise and relax. These spaces should have places to sit, meet and rest, with things to do and see, and green space. They should also be quiet with as little air pollution as possible, making them attractive places, and reducing impacts on people. Vehicle numbers and speeds are expected to be low and they should give way to other people using the street or pass slowly and considerately.	**People who cycle are prioritised over motor traffic but with care for people walking, in particular children, older adults and disabled people.** This means that space and priority is given to people who cycle, so that they can comfortably and safely travel. Vehicle numbers and speeds are expected to be low on these streets, and where they interact with people cycling they should give way or pass slowly and considerately. Where residential properties do not have easily accessible cycle parking (such as. flats or terraced homes), on-street cycle parking should be maximised.	**Where running through active neighbourhoods, priority is given to public transport over other motor traffic.** This means that journeys from homes to public transport stops are the quick and attractive. This also means that where buses travel through active neighbourhoods, priority is given to them over general traffic. But buses will be expected to give way to people walking and cycling, and travel at a suitable speed for the neighbourhood.	**Motor vehicles used for deliveries are guests on these streets.** This means businesses can make local deliveries, but though-traffic is restricted, and a low-traffic and low-speed environment is created where motor vehicles give way to people walking, using the area for leisure, cycling or using public transport. Space for alternative delivery options, such as consolidated collection or cargo bikes, should be prioritised.	**Taxis are considered guests on these streets.** This means taxis can drive to and from homes where they are needed, but that through-traffic is restricted. A low-traffic and low-speed environment would be created where motor vehicles give way to people walking, using the area for leisure, cycling or using public transport.	**Private motor vehicles are considered guests on these streets.** This means people can access homes for journeys that need to be made by cars, motorbikes and mopeds, but that through-traffic is restricted. A low-traffic and low-speed environment would be created where motor vehicles give way to people walking, using the area for leisure, cycling or using public transport. Residents can park vehicles, but this should not affect people who cycle, walk or use public transport, and space should be prioritised for those who use car share schemes.

User Hierarchy	People who walk (including people who use mobility aids)	People who cycle	People using public transport	People who deliver goods	Taxi passengers	People driving cars and riding motorbikes and mopeds
High streets	**People who walk and spend time on these streets are prioritised.** This means that space and priority is given on these streets to people who walk, play, socialise, and relax, and people can easily cross the street. These spaces should have appropriate levels of places to sit and rest, with things to do and see, and spaces suitably quiet with as little air pollution as possible. Where appropriate, space should be allocated to businesses to allow them to effectively use space outside premises to extend their capacity and improve the attractiveness of the street.	**Space for people who cycle is fully integrated along and across these streets.** This means that people who cycle are able to travel to and through these streets using safe and comfortable routes. Road space should be allocated for Bee Network-standard cycle routes along these streets, unless prevented by physical constraints in the highway. Where there are constraints, parallel corridors should be considered for cycle routes where there is little or no deviation from the direct connection. People should also be able to park all types of bikes in convenient, visible and secure locations.	**People are able to easily reach high streets by public transport, and vehicles are given priority.** This means that people travelling to high streets are able to do so easily by public transport and that stops are well integrated with these public spaces through stop facilities and materials, crossings and wayfinding. Where public transport vehicles such as buses travel through these streets, they should be given priority over general traffic, while also ensuring that these vehicles do not impact people using the street actively and businesses.	**Motor vehicles used for deliveries are able to reach businesses efficiently, with minimal impact on people walking and cycling, as well as residents.** This means that businesses are able to make deliveries to premises reliably and safely, in a way that does not negatively affect people who travel to or through these streets on foot or by bike, people using these streets for leisure, and other businesses in the area.	**Essential taxi journeys can be made on these streets, but with as little impact as possible on people walking, cycling and using public transport, as well as residents and businesses.** This means that provision for people who need to make taxi trips is made on these streets, but priority is given to people who walk and spend time on these streets, cycle, or travel by public transport to them. It is anticipated that the majority of trips to these destinations will be made by public transport, cycling and walking. But taxis are an important method of travel for people with mobility impairments, and taxi drop-off should be located, designed and managed to reflect this.	**Essential car journeys can be made on these streets, but with minimal impact on people travelling by walking, cycling and using public transport, as well as residents and businesses.** This means that provision is made for people who need to travel by car, motorbike or moped, but priority is given to people who walk and spend time on these streets, cycle, or travel by public transport to them. It is anticipated that the majority of trips to these destinations will be made by public transport, cycling and walking, and parking should be located and managed to reflect this. Suitable levels of well-located disabled parking should be integrated in these spaces to keep access for blue badge holders.
Connector roads	**Residents and people who walk across or along, and spend time on these streets are considered first.** This means connector roads are safe and comfortable places to walk; people can cross them where they need to, with minimal waiting time; and they can walk along them without obstructions to their journeys. Where these streets pass next to homes and shops, space is allocated to people and businesses who use them.	**Space for people who cycle is fully integrated along and across these streets.** This means connector roads are safe and comfortable places to cycle; people can cross them where they need to, with minimal waiting time, and they provide coherent, attractive cycle routes along their length. Road space should be allocated to Bee Network-standard cycle routes unless prevented by physical constraints in the highway. Where there are constraints, parallel corridors should be considered for cycle routes where there is little or no deviation from the direct connection.	**Priority for people travelling by public transport is fully integrated, to ensure journeys are quick and on time.** This means that available highway space and time at junctions are configured to give priority to buses and trams that travel along or cross these roads. It also means that people who use public transport are able to safely and comfortably reach public transport stops, providing space for stops on connector roads, and crossing points to stops.	**Motor vehicles used for deliveries are able to make journeys efficiently, with minimal impact on people walking, cycling and using public transport, as well as residents.** This means people and businesses can move goods with predictable journey times, and with space to drop off goods, while journeys are managed and measures introduced to reduce road danger, air and noise pollution, and congestion. Space for alternative delivery facilities measures, such as consolidation centres, should be prioritised.	**Essential taxi journeys can be made with minimal impact on people walking, cycling and using public transport, as well as residents.** This means that provision for people who need to make taxi trips is made on these streets, but this is balanced with space for people walking, cycling and using public transport, and other uses of these streets. The speed and volume of traffic is managed to reduce road danger, air and noise pollution, and to minimise its impact on homes and businesses.	**Essential car journeys can be made with minimal impact on people travelling by walking, cycling and public transport, as well as residents.** This means that provision is made for people who need to travel by car, motorbike or moped, but this is balanced with space needed for people walking, cycling and using public transport, and other uses of these streets. The speed and volume of private vehicle traffic would be managed to reduce road danger, air and noise pollution, and to minimise its effects on other homes and businesses.

User Hierarchy	People who walk (including people who use mobility aids)	People who cycle	People using public transport	People who deliver goods	Taxi passengers	People driving cars and riding motorbikes and mopeds
Strategic roads and motorways	**People who need to walk across or over, or alongside these roads are considered first.** This means that strategic roads and motorways should not break walking routes. Safe and comfortable crossings should be provided, alongside direct, attractive walking routes, either adjacent to the carriageway, or on parallel corridors.	**Space for people who cycle is fully integrated along strategic roads and across or over strategic roads and motorways.** This means that strategic roads and Motorways should not break cycle routes. Safe and comfortable crossings should be provided, alongside direct, attractive cycle routes, either adjacent to the carriageway, or on parallel corridors where there is minimal from the direct connection.	**Where required, priority for people travelling by public transport is provided, to ensure journeys are quick and on time.** This means that where public transport travels along or crosses these roads, highway space and time at junctions are configured to give priority to buses or trams to overcome key points of potential delay.	**Motor vehicles used for deliveries are able to reach businesses efficiently.** This means people and businesses can move goods with predictable journey times, while journeys are managed to reduce road danger, air and noise pollution, and congestion. Space for alternative delivery facilities measures, such as consolidation centres, should be prioritised.	**Essential, long-distance taxi journeys can be made safely, with reliable journey times.** This means that people making longer-distance trips that can't be made by public transport can make these journeys by private vehicle safely, without delays in expected journey times. The speed of vehicle traffic is managed and, where needed, reduced to minimise the risk of collision, and the effects of air and noise pollution (especially where these roads pass close to residential areas, schools or town centres).	**Essential, long-distance car journeys can be made safely, with reliable journey times.** This means that people making longer-distance trips that can't be made by public transport can make these journeys by private vehicle safely, without delays in expected journey times. The speed of traffic would be managed and, where needed, reduced to minimise the risk of collision, and the effects of air and noise pollution (especially where these roads pass close to residential areas, schools or town centres).

08. Appendix C: Measuring success

'Supply-side' indicators are about how much we (as TfGM and partners) do (and how well we do it) to affect customer choices and perceptions. 'Demand-side' indicators tell us what's happening in the travel market, including in relation to satisfaction and propensity to use particular transport modes.

Streets for All Essentials	Principles	Potential Measurements
Green and vibrant streets that are welcoming and safe places to spend time in	**Healthy green places** **Economically active places** **Streets and places that are safe**	**Supply side** Nitrogen dioxide and carbon emissions Reduced noise Tree planting **Demand side** Proportion of people reporting at least two 10-minute periods of walking or cycling each day (Greater Manchester Travel Diary Surveys) Data on retail footprint to understand local shopping patterns Town centre data showing changes in how people travel to and from town centres (this can be collected using 'cordon counts' – where people are counted as they pass through an area).

Streets for All Essentials	Principles	Potential Measurements
An attractive and inclusive walking environment	**Walking is the natural choice for everyday journeys**	**Supply side** Length of street delivered through schemes which have good Streets for All design check scores. **Demand side** Proportion of trips under 2km that are walked (Source: Greater Manchester Travel Diaries Survey). Rate your neighbourhood for 'Ease of walking around the neighbourhood' (TfGM, Neighbourhoods survey). 'I feel like I belong in this neighbourhood' (TfGM, Neighbourhoods survey).
	There is space on our pavements for everyone to walk in comfort	**Supply side** Measure pedestrian comfort levels – potentially via the 'double buggy test' at a random sample of locations annually. **Demand side** Question on whether there is space on the pavements for people to walk and pass each other in comfort (TfGM, Neighbourhoods survey)

Streets for All Essentials	Principles	Potential Measurements
A safe, convenient and attractive cycling experience	**People can reach everyday destinations easily and safely by cycle**	**Supply side** Proportion of residents living within 200m of an Active Travel Bee Network route. **Demand side** How easy is it to cycle on roads in your neighbourhood? (TfGM, Neighbourhoods survey)
	People feel valued when they are cycling	**Supply side** Amount of Active Travel Bee Network delivered. **Demand side** Relative importance and satisfaction of different aspects including 'Good cycle routes/ lanes and facilities' (NHT survey).
	Cycling is widely considered to be a safe and secure travel option	**Demand side** Proportion of trips under 10km that are cycled (Source: Greater Manchester Travel Diaries Survey). 'Proportion of cyclists feeling safe from traffic' (GMTS 2040 Network Principles survey).

Streets for All Essentials	Principles	Potential Measurements
A reliable, integrated and accessible public transport network	**Buses turn up and arrive at their destinations on time**	**Supply side** 'Average excess waiting time' (frequent services) and 'proportion of bus services departing between 1 minute early and 6 minutes late' (other services). (TfGM survey) **Demand side** 'The bus arrives at the destination at the time you expect it to arrive'. (TfGM survey)
	It will be easier to reach public transport on foot or by bike	**Supply side** Proportion of Greater Manchester population at Greater Manchester Accessibility Level 4 or better **Demand side** Ease of getting to the stop or station for bus, tram and train (GMTS 2040 Network Principles survey)
	Taking the bus is a safe and attractive option	**Supply side** TBD **Demand side** Perception measures for personal security on-bus, waiting, and walking to stop during day and night (TfGM survey)
Goods are delivered on time with minimal impacts on local communities	**Reliable freight routes are clearly defined**	**Supply side** TBD **Demand side** TBD
	The negative impacts of freight movement, deliveries and servicing on local communities are minimised	**Supply side** TBD **Demand side** There are an acceptable number of HGVs driving around my neighbourhood (TfGM Neighbourhoods survey)

Streets for All Essentials	Principles	Potential Measurements
Streets that enable people to drive less	**Giving more road space to the most efficient and sustainable modes of transport**	**Supply side** Proportion of people walking, cycling and using public transport on a weekly basis (GM Travel Diary Survey) **Demand side** Network encourages environmentally responsible travel (GMTS 2040 Network Principles survey)
	Reducing levels of traffic on our roads	**Supply side** Car users rate satisfaction with traffic congestion (GMTS 2040 Network Principles survey) **Demand side** Overall and peak period reductions in motorised traffic (Automatic travel counters)
A future proofed street network	**Good design makes maintenance easier** **New mobility technologies help us to create safe, sustainable streets which make better use of existing street space**	**Supply side** Question on how people rate their neighbourhood on several different elements – safety, space and pollution – when travelling around. (TfGM Neighbourhoods survey) **Demand side** TBD

09. Appendix D: Summary of actions

Streets for All Essentials	Key actions
All	We will progress and deliver Streets for All redesign projects as part of our capital investment programme outlined in Our Five-Year Transport Delivery Plan (2021-26).
	We will build 500 miles of new cycling and walking routes by 2024, working with local communities to make sure we are putting them in the right places
	We will design our streets to deliver Quality Bus Transit services that make public transport a safe, convenient and attractive travel option, through bus priority, improved waiting facilities and better access to bus stops, as part of our Bus Service Improvement Plan.
	We will develop traffic reduction plans as part of updated Local Implementation Plans.
	We will produce a Road Danger Reduction Action Plan for Greater Manchester.
	We will work with businesses and the freight industry to trial innovations in zero-emission deliveries and servicing.
	We will develop a shared mobility strategy, setting out the role of mobility hubs in enabling seamless integration between more sustainable modes of transport and learning from our experience of e-scooter trials.
Three levels of delivery	
Spatial Planning	Promote the 15/20-minute neighbourhood concept in our work on spatial and transport plans.
	Produce a Streets for All development check to be included in future transport assessments.
	Incorporate the seven Streets for All Essentials in local plans where they are being reviewed.
	Update the Transport for Sustainable Communities guidance to include Streets for All requirements and national policy such as Gear Change, Bus Back Better and the latest Manual for Streets guidance.
Network planning	Review and update the Highway Protocols to reflect changes in roles and responsibilities and continue to review the priority routes for public transport, active travel, freight and general traffic across GM (aligned with the Right Mix mode share target and future Road Danger Reduction Action Plan).
	Through investment projects, identify alternate suitable routes or mitigation plans for key points on the network where there are competing pressures for priority from different modes of transport.
	Within the design process for specific streets or corridors, agree what level of motorised traffic will be accommodated and how to manage traffic across the area to achieve overall traffic reduction.
Street design and management	Ensure that the process for designing projects which affect our streets includes engagement with local communities and stakeholders at an early stage, so that their views can be considered when developing designs. For example, when developing proposals for Active neighbourhoods, we will continue to work collaboratively with people who live locally from the planning stage through to construction, asking them for feedback on location and type of measures.
	Develop a Streets for All Design Guide for Greater Manchester. In the interim refer to design guidance produced by the National Association of City Transportation Officials (NACTO) as a 'best practice' guide.
	Undertake a Streets for All design check for every place we are proposing a new project.
	Develop a new process for reviewing project specifications at key stages to ensure each project is fully aligned with Streets for All.

Streets for All Essentials	Key actions
Ways of working	
Capacity-building	Engage with senior leaders across Greater Manchester to explain the Streets for All approach and give them the information they need to engage with their stakeholders.
	Develop a Streets for All funding stream.
	Build capacity through establishing a Streets for All centre of excellence to give local authority and TfGM officers the information and tools they need to successfully deliver Streets for All.
Stakeholder engagement	Investigate the most effective methods of ensuring decision makers have the information they need to make them aware of public opinion on proposed projects.
	Continue to lobby central government for the enforcement powers we need to make our streets welcoming and more accessible, including the ability to enforce moving traffic offences and 'implied' zebra crossings – more simple and cheaper zebra crossings on side roads without the zig-zag road markings and Belisha beacons currently required.
	Set the broader engagement plan in which the project will be delivered, including in relation to enforcement, cleaning, maintenance, behaviour change and regeneration.
	Manage the delivery of the project with a stakeholder plan.
Business cases	Produce a bespoke data set for each local authority to make the case for the Streets for All approach, including key topics such as air quality, road safety, walking and cycling.
	Produce a toolkit of data sets for local authorities to collect, adaptable to different project scopes (scale and key audiences for data).
	Include health and economic benefits in project business cases (review inclusion of PEAT).
Project build	Develop and apply a new roadworks management framework aligned with Streets for All (prioritising walking, cycling, public transport, deliveries and essential access) for contractors to apply. Establish a system to ensure compliance with this.
Monitoring and Evaluation	Establish a routine data set that all projects can collect and report back into a centralised system to enable Greater Manchester-wide tracking of performance improvements.
	Collect data straight after construction is finished, at six months, one year and 18 months to compare results with ambitions.
	Feed results back into the planning process to improve the next project and collate project statistics to communicate the benefits of projects to stakeholders.

Transport for Greater Manchester

GMCA GREATER MANCHESTER COMBINED AUTHORITY

Greater Manchester Local Enterprise Partnership

tfgm.com/strategy