

Report To:	EXECUTIVE CABINET
Date:	20 June 2018
Executive Member/Reporting Officer:	Councillor Allison Gwynne – Executive Member (Neighbourhood Services) Emma Varnam - Assistant Director (Operations & Neighbourhoods)
Subject:	MAKING WALKING AND CYCLING SAFER – AN INVESTMENT STRATEGY
Report Summary:	<p>This report outlines the proposals from Transport for Greater Manchester (TfGM) to develop a “Streets for All” Strategy across Greater Manchester. The report also provides details of the ‘Made to Move’ report, describing its aim and how this provides the foundation for the ‘Streets for All’ Strategy and the development of the Local Cycling and Walking Infrastructure Plan (LCWIP) The report explores how all these thematic strands are brought together to support the development of a delivery pipeline of schemes, detailing Tameside’s ambition to develop strategic active travel and cycling schemes for the future.</p> <p>In addition, the report explores all the current initiatives, strategies and proposals around active travel, walking and cycling, and how these interrelate with other GM strategies for tackling congestion, reducing air pollution, and improving health and outlines details of pipeline schemes that the Council has identified to support these initiatives, with a recommendation that should funding be made available, the Council supports future schemes from those proposed.</p>
Recommendations:	That the report is noted and that support is given to the proposed outline schemes identified in Appendix 6 as the basis for a pipeline of schemes to be used as a basis for the Council to bid for funding, as and when such funding becomes available.
Links to Community Strategy:	<p>Active travel, cycling and walking, transport schemes are linked to promoting a prosperous society and safe environment.</p> <p>In addition, the proposed schemes in this report support the Greater Manchester Combined Authority (GMCA) - Greater Manchester plan, Our People, Our Place, with particular reference to healthier lives, Air Quality Action Plan and the Congestion Plan</p>
Policy Implications:	The report and proposed scheme details are in accordance
Financial Implications: (Authorised by the Section 151 Officer)	<p>As discussed in the report, the proposed outline schemes identified in Appendix 6 will be used as a basis to bid for funding as and when it becomes available. It will be necessary to ensure that any bids for funding will cover the amount of expenditure required for each scheme. For any funding where it is required that the Council match the funding levels, budget will have to be identified to support this within the Highways Capital Programme. In these instances it will also be essential to ensure that the element to be funded by Tameside MBC does not exceed the capital monies available in that given year.</p>
Legal Implications:	The Council has a number of statutory duties in relation to

(Authorised by the Borough Solicitor)

highway users a duty of care to ensure safety and one of traffic management to ensure flow of movement – at times these can appear to conflict. Additionally it has public health responsibilities. However, what we do know if pedestrians and cyclists felt safer they would be more inclined not to use cars for short journeys particularly given increasing fuel prices – this in turn would reduce congestion and increase safety. Accordingly a targeted investment strategy with clear measurable outcomes should deliver value for money in a number of those statutory duties.

Risk Management:

There is a risk that objections will be received to the proposals

Access to Information:

The background papers relating to this report can be inspected by contacting the report writer, Emma Varnam by:



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1. INTRODUCTION

- 1.1 This report outlines the proposals from Transport for Greater Manchester (TfGM) to develop a “Streets for All” Strategy across Greater Manchester and a supporting delivery pipeline of schemes, detailing Tameside’s ambition to develop strategic active travel and cycling schemes for the future.
- 1.2 The report also details the ‘Made to Move’ report, describing its aim and how this provides the foundation for the ‘Streets for All’ Strategy.
- 1.3 Details are also provided on the Local Cycling and Walking Infrastructure Plan (LCWIP) and how this uses supporting data to identify and quantify prospective improvement schemes and the benefits of a modal transport shift from the use of cars to walking and cycling for shorter journeys.
- 1.4 Similarly, the report explores all the current initiatives, strategies and proposals around active travel, walking and cycling, and how these interrelate with other GM strategies for tackling congestion, reducing air pollution and health.
- 1.5 In the appendices are outline details of pipeline schemes that the Council has identified to support these initiatives, with a recommendation that should funding be made available, the Council supports future schemes from those proposed.

2. MADE TO MOVE

- 2.1 Andy Burnham, the Greater Manchester Combine Authority (GMCA) Mayor, appointed a Cycling and Walking Commissioner in 2017.
- 2.2 One of the Commissioner’s, Chris Boardman’s, first reports ‘Made to Move’, sets out a 15-point plan which includes proposals to publish a detailed 2018 Greater Manchester-wide walking and cycling infrastructure plan.
- 2.3 A key part of the plan is to establish a ring-fenced, 10-year, £1.5 billion infrastructure fund for walking and cycling.
- 2.4 The goal of this plan is ;

To double and then double again cycling in Greater Manchester and make walking the natural choice for as many short trips as possible.

We must do this by putting people first, creating world class streets for walking, building one of the world’s best cycle networks, and create a genuine culture of cycling and walking.

- 2.5 With the test of success being;

‘A joined-up network that spans the city region, it must be something a 12-year-old would choose to use. That ‘12-yearold’ represents a pensioner, a mother, someone with mobility issues, all the people we want to travel by bike instead of car but currently don’t.’
- 2.6 Details can be accessed at;
https://www.greatermanchester-ca.gov.uk/downloads/file/463/made_to_move
- 2.7 This investment would be implemented over the next decade and build on research that suggests a significant majority of Greater Manchester’s residents (77%) are in favour of more protected cycle lanes even if it impacts on other forms of road traffic.

- 2.8 In addition, 'Bike Life Greater Manchester 2017', published in October 2017 by sustainable transport charity Sustrans and Transport for Greater Manchester (TfGM), identified that almost seven in 10 people say Greater Manchester would be a better place to live and work if more people cycled.
- 2.9 *Made to Move* identified the need for substantial investment in cycling infrastructure and in response, the Mayor's office is aiming to create a challenge fund of around £50 million a year from 2019 to 2021, which will be able to be accessed by the 10 Greater Manchester districts when adding infrastructure to the required standard and also meeting part of the costs.
- 2.10 Investing in cycling and walking will not only improve air quality, help to tackle congestion but also improve health, wellbeing and environment.
- 2.11 The delivery of *Made to Move* relies upon substantial partnership working between a number of key players; the local highway authorities and GMCA. Also TfGM, Greater Manchester Health and Social Care Partnership (GMHSCP), Sport England and Greater Manchester sport and physical activity charity Greater Sport.

3. GM LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP)

- 3.1 The key outputs of LCWIPs are
- A network plan for walking and cycling which identifies preferred routes and core zones for further development
 - A prioritised programme of infrastructure improvements for future investment
 - A report which sets out the underlying analysis carried out and provides a narrative which supports the identified programme and network.
- 3.2 The purpose of the LCWIP is to provide a 10 year plan for cycling & walking; which will bring to an end the reactive planning of schemes, led by funding.
- 3.3 The plan will form the basis of a pipeline of considered schemes, avoiding pitfalls during scheme delivery.
- 3.4 The aim is to plan for what is needed, not what is quickly or easily delivered and to be in a better position to secure funding, using actual data of journeys and required outcomes.
- 3.5 The plan will also treat cycling and walking as "grown-up" modes of transport, as a positive alternative to the motorised movement of people, with a target date for completion of December 2018.
- 3.6 A presentation produced by TfGM on the LCWIP process is included in **Appendix 1**, together with overview plans of travel modes across GM.

4. STREETS FOR ALL

- 4.1 "Streets for All" is a new way of thinking about the role of streets in creating sustainable, healthy and resilient places. It begins with a focus on the needs of people and place, rather than considering the movement of vehicles alone.
- 4.2 TfGM and the ten GM Local Authorities have been developing thinking around the concept of "Streets for All" over recent months, drawing on experience from other cities (including London's "Healthy Streets" initiative) and reflecting the recommendations set out in the Cycling and Walking Commissioner's report "Made to Move". Officers have been working

collaboratively on the preparation of a “Streets for All” Strategy. This is now well developed and is intended to be published as a sub-strategy to the GM 2040 Transport Strategy later in 2018.

- 4.3 The major benefit of the “Streets for All” approach is that it enables a much more integrated approach to addressing a range of priority issues associated with our streets, such as: revitalising and regenerating local town centres, tackling congestion and air pollution, increasing levels of walking and cycling, improving local bus services and enabling housing growth. It provides a better framework for balancing the “movement” function of streets with their “place” function and making more informed decisions about the necessary trade-offs between these different roles.
- 4.4 The core principles, benefits of a GM wide approach and the development and delivery of a “Streets for All” programme via the development of pipeline schemes are detailed in **Appendix 2 – Streets for All: Overview**.

5. TAMESIDE – NETWORK PLANNING SESSIONS

- 5.1 Tameside utilised the different strategies to develop its own pipeline scheme proposals.
- 5.2 The LCWIP approach is to explore cycle routes regardless of local authority boundaries and to target areas where collected data supports the development of cycling schemes.
- 5.3 Made to Move and Streets for All looks at ‘cells’ (areas where cycling is unobstructed) and any barriers from these cells to access other cycling routes (e.g. motorways rivers railways etc.)
- 5.4 Tameside has held a series of network planning sessions, both internally and with other stakeholders (the Mayor’s staff, TfGM and external cycling groups,) to identify proposed schemes which meet the complementary objectives for these strategies.
- 5.5 **Appendix 3** provides copies of the maps from the Network Planning Session with the GM Mayor’s Cycling and Walking Commissioning team.
- 5.6 These four maps (north east, north west, south east and south west of the borough) identify the following;
 - severance/barriers to cycling and walking,
 - crossing point, existing and proposed
 - crossing routes, existing and proposed
 - “Big Ticket Items”, where a major / prestigious scheme has been proposed.
- 5.7 Tameside Engineers are currently reviewing this information to ensure that all identified details are correct and that they correspond with the Council’s ambitions.

6. TAMESIDE SCHEMES TO DATE

- 6.1 In Tameside, the positive benefits of active travel choices have long been recognised.
- 6.2 A number of projects have been delivered that produce positive outcomes for non-motorised travellers; e.g., Pinch Point junction improvements at the Asda and BT junctions on Park Parade, Ashton-under-Lyne, and schemes under the City Cycle Ambition Grant 1 and 2 (CCAG1 & 2) e.g., links Ashton-under-Lyne to Audenshaw via Guide Bridge Rail

Station, ongoing with improved links to Ashton Canal and through Droylsden to Manchester/Velodrome.

- 6.3 Also, as part of the Transport Asset Management Plan (TAMP) capital highways investment, multiple outcomes are being identified and delivered, e.g. extending cycling facilities on Stockport Road, Denton and Roe Cross Road, Stalybridge / Longdendale.
- 6.4 Tameside's Strategic Cycling Group meets monthly to ensure focus remains on providing an improving network. This group includes Senior Council Officers; Engineers; Sustrans; TfGM; Public Health; Leisure, etc.
- 6.5 In response to the Streets for All Strategy and to support the development of the LCWIP, Tameside's Engineers are developing a range of improvements that build on existing commitment and knowledge.
- 6.6 For example, detailed options are being reviewed for the following locations;

A57, Manchester to Derbyshire.

- Manchester boundary to and including the M67 roundabout,
- East from M67 roundabout.

A560, Stockport Road, Hattersley. Stockport Road Viaduct to M67 roundabout.

A6017, Stockport Road, Ashton-under-Lyne. Chester Square to Guide Lane.

- 6.7 For each of these improvements, design options, outcomes and impacts are being assessed. Estimated costs for options, linkages (e.g. Highways England, adjoining councils, etc.) deliverability, etc., are being scoped in order to determine funding requirements (local / regional) and timescales.
- 6.8 It is proposed that engineers and transport officers continue to develop these schemes and ensure that Tameside MBC is positioned at the forefront of authorities to be able to bid for and deliver major improvements to deliver a range of positive outcomes for the borough and the wider region.
- 6.9 Accordingly, commitment is needed to be able to jointly fund the delivery of these improvements. For Tameside MBC this could equate to circa £2.5m pa being required based on a funding model of 1:1.

7. TAMESIDE'S AMBITION

- 7.1 Included in **Appendix 4** is an outline of current strategic and local cycling initiatives and the opportunities that they provide, whilst **Appendix 5** provides a similar outline of walking and Public Rights of Way initiatives.
- 7.2 The GM wide approach has involved a series of Network Planning sessions with all local authorities to develop pipeline schemes.
- 7.3 Tameside needs to be in a position to profile its ambition and to develop its own initiatives to take advantage of any available funding, whilst supporting the GM agenda.
- 7.4 Included in **Appendix 6** is an outline proposal for a series of schemes under the Active Travel banner.
- 7.5 These schemes are part of a wider exercise which looks at the potential for future schemes that support the Council's objectives of economic growth and active travel and GM wide strategies for planning, the Greater Manchester Spatial Framework (GMSF) and transport,

the GM Transport Strategy 2040, which includes Streets for All, Made to Move, LCWIP, and plans to tackle congestion and improve air quality,

- 7.6 By identifying Tameside's pipeline schemes, with Council support for these identified schemes, subject to securing the necessary funding, the Council will be in an excellent position to secure this funding.

8. FUNDING

GM Wide Funding and Approach

- 8.1 This work is predicated on securing funding from GMCA and, potentially, DfT in the new financial year to enable the procurement consultancy support to undertake the corridor and area-based scheme development activity, working alongside TfGM and local authority officers. If local authorities have match-funding or staff resources available to support the work then there may be opportunity to expand the programme or to fast-track some elements.
- 8.2 Additionally, it is envisaged that there may be opportunities for development and delivery of schemes through the Transforming Cities Fund, particularly where it can be shown significant support for cycling and walking. This requires further discussion with the Cycling and Walking Commissioner, the Greater Manchester Mayor, and District Leaders.
- 8.3 The approach set out in this note is scalable and can be adapted and scheduled according to the level of resource secured, although the ambition is to develop a delivery pipeline for the entire KRN and its parallel routes by March 2021; plus key local centres and streets as priorities are identified through other work programmes such as the town centre challenge initiative, the Local Cycling and Walking Infrastructure Plan, and TfGM KRN Traffic Control (SCOOT and MOVA) Upgrade and Bus Passenger Access Enhancement Growth Deal 3 Projects. Parallel work on the City Centre Transport Strategy and North West Quadrant Multi-Modal Transport Strategy will also support the development of "Streets for All" schemes.
- 8.4 Further detail on the GM pipeline development programme will be provided at a future GMCA WLT meeting.

Tameside Funding and Approach

- 8.5 As outlined in Section 6.9 above, commitment is needed to be able to jointly fund the delivery of these improvements. For Tameside MBC this could equate to circa £2.5m pa being required based on a funding model of 1:1.
- 8.6 Whilst GM are looking at securing consultancy to support the wider scheme development and implementation, Tameside has recognised the need to have pipeline schemes ready to go with outline proposals already prepared.
- 8.7 These proposals, as already described are included in **Appendix 6**, whilst some of the more detailed design proposals, as described in Section 7.6 are included in **Appendix 7**.

9. RECOMMENDATIONS

- 9.1 As set out on the front of this report.

GM LOCAL CYCLING & WALKING INFRASTRUCTURE PLAN

GM Local Cycling & Walking Infrastructure Plan

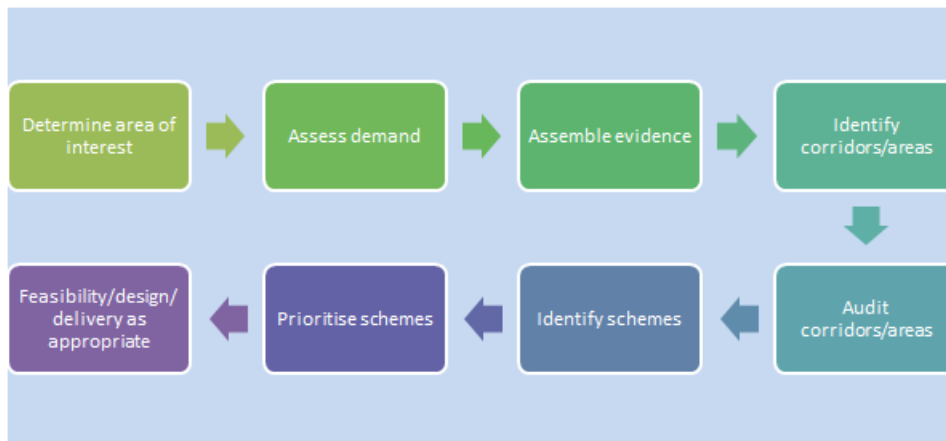


How do we put an LCWIP together?

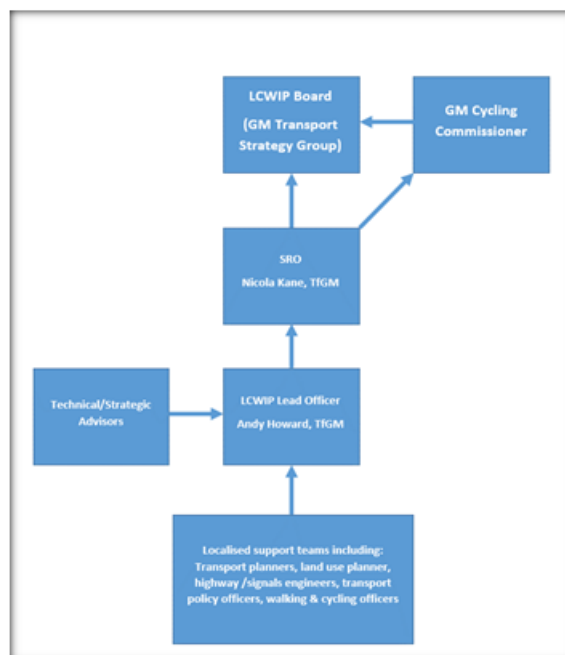
Figure 1: LCWIP Process

Stage	Name	Description
1	Determining Scope	Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.
2	Gathering Information	Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.
3	Network Planning for Cycling	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
4	Network Planning for Walking	Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.
5	Prioritising Improvements	Prioritise improvements to develop a phased programme for future investment.
6	Integration and Application	Integrate outputs into local planning and transport policies, strategies, and delivery plans.

How do we put an LCWIP together?



Governance

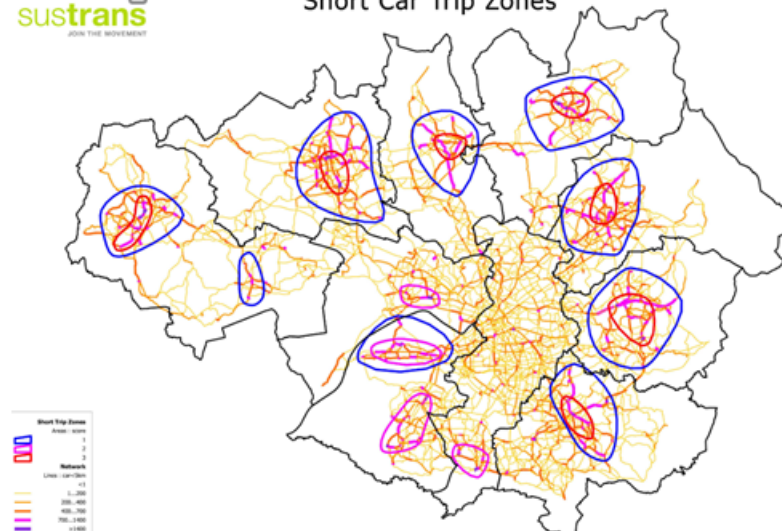


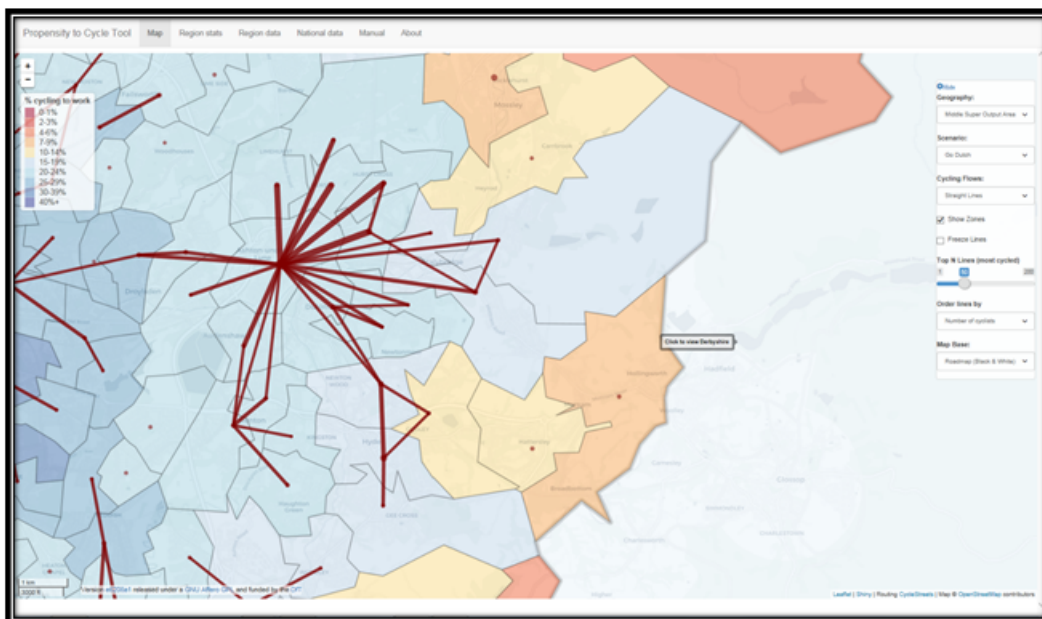
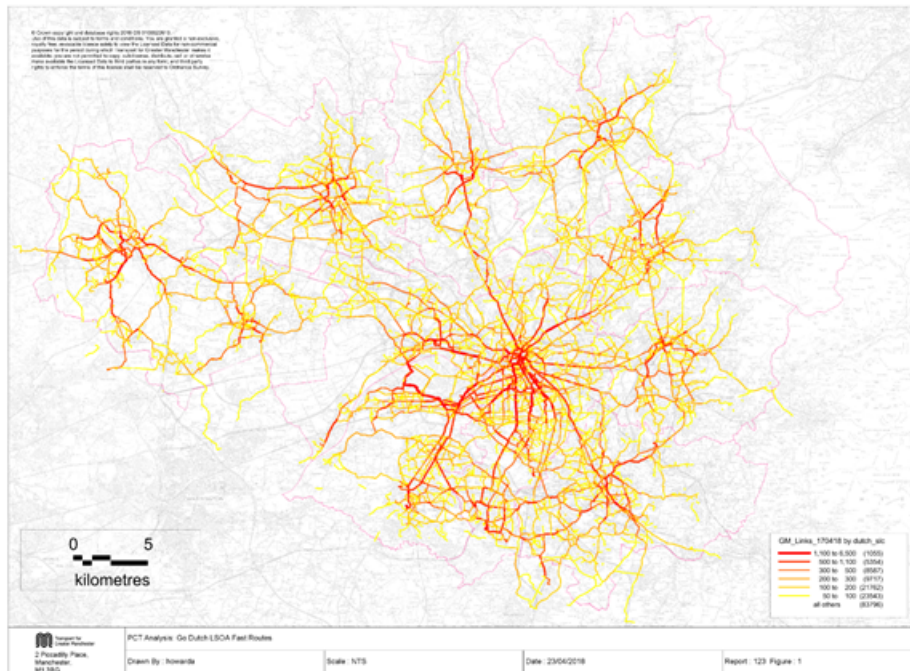


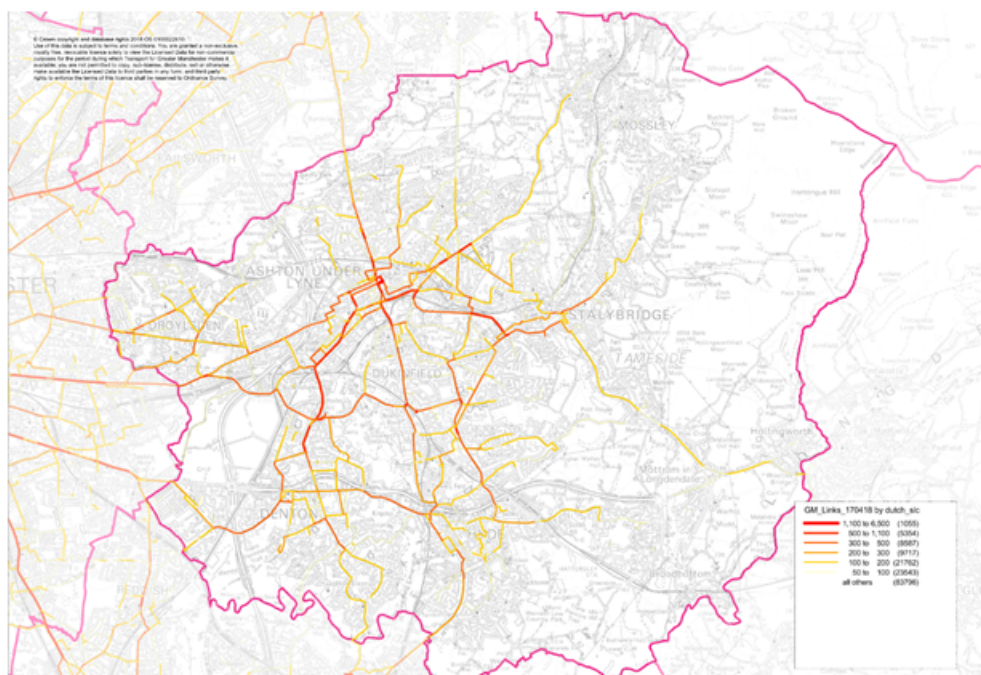
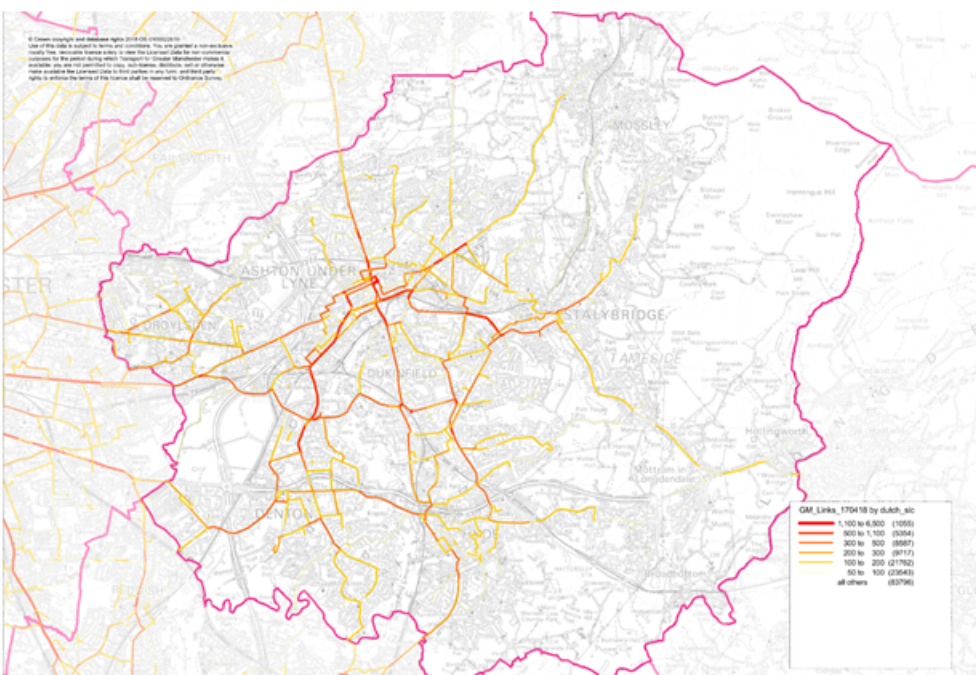
Greater Manchester Travel by All Modes between 5 and 10 km

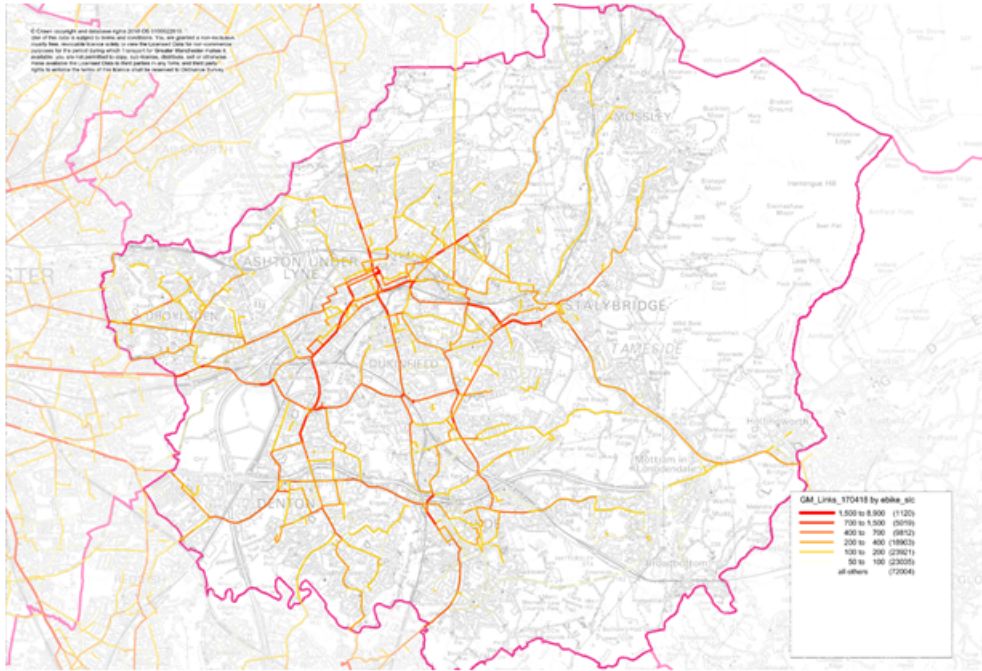


Greater Manchester Travel Patterns Short Car Trip Zones









The key outputs of LCWIPs are:

- a network plan for walking and cycling which identifies preferred routes and core zones for further development
- a prioritised programme of infrastructure improvements for future investment
- a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network

Final step: ensure LCWIP is turned into schemes on the ground!

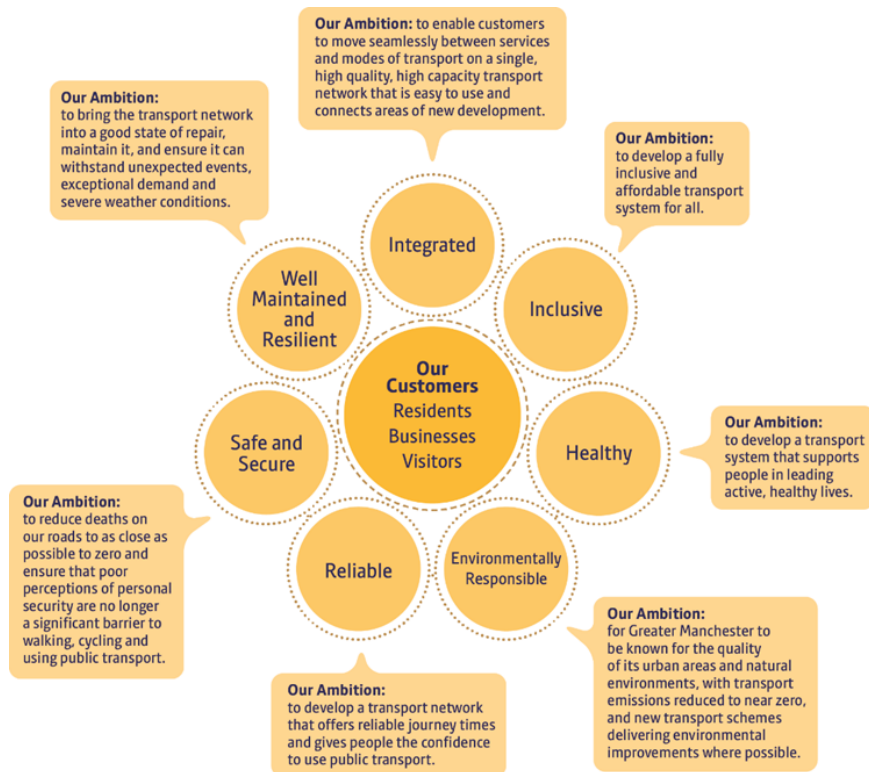
- Formal adoption
- Use to bid for funding
- Incorporate cycle schemes into other infrastructure projects
 - planning policy/developments

APPENDIX 2

STREETS FOR ALL: OVERVIEW

1. CORE PRINCIPLES UNDERPINNING THE “STREETS FOR ALL” AMBITION

- 1.1 Under the “Streets for All” Strategy, street design will seek to maximise the delivery of GM’s 2040 Transport Strategy Network Principles:



- 1.2 These principles received strong support from stakeholders and the public during consultation on the 2040 transport strategy, and place a strong emphasis on providing the right quality of provision for walking and cycling to ensure that these modes become the natural choice for local trips. Hence, walking and cycling would be given a high priority within a “Streets for All” framework, alongside public transport.
- 1.3 The principles can be applied at a very **local neighbourhood level**, for example, to identify improvements to local pedestrian and cycling links through a local neighbourhood to a primary school or transport hub. They can also be applied at a **street level** e.g. developing proposals for improving the quality of environment along a high street (e.g. Prestwich, Levenshulme or Stretford), where the environment is currently dominated by traffic but could be significantly improved for pedestrians, cyclists and/or public transport users. The principles can also be used across a whole **town centre**, such as the street and public realm enhancements that have been delivered in Altrincham town centre to provide a much less traffic-dominated environment.
- 1.4 Finally, a “Streets for All” approach can be applied through an **entire corridor**, where specific radial or orbital roads are reviewed together with any relevant parallel routes, to consider what capacity is required for general traffic, buses and cyclists, and how these movements are best provided for; balancing this with the need to provide safer walking and cycling facilities, and a more attractive and less polluted environment, particularly through

residential areas or local centres. This corridor approach has already been adopted to good effect on some approaches to the city centre, such as on Oxford Road and Chapel Street (A6).

- 1.5 In both cases, general traffic has been wholly or partially re-assigned to different parallel routes to allow more radical improvements to the environment on the streets with greatest “place” value. Such corridor treatments could potentially be applied along much more significant lengths of route to provide a more strategic approach to dealing with movement and place in different corridors across GM. In some locations, a “lighter touch” approach may be more appropriate, involving measures such light segregation for cyclists, more minor junction improvements, better pedestrian crossing facilities, localised public realm improvements, and so on.

2. KEY BENEFITS OF A “STREETS FOR ALL” APPROACH IN GM

- 2.1 As GM develops its strategic land use and transport plans for the coming decades, we have an ideal opportunity to re-think how we design and manage our roads, to dramatically improve the urban environment and to support GM’s regeneration ambitions.
- 2.2 The “Streets for All” approach enables a more strategic and integrated view of GM’s transport networks (including walking and cycling networks; bus networks; and networks for moving freight and general traffic) and what quality and capacity of provision is needed to support sustainable and inclusive growth across GM.
- 2.3 Other key benefits of GM adopting a “Streets for All” approach are as follows:
 - It allows a range of critical issues to be tackled through a single strategic approach rather than dealing with these through different plans, e.g. congestion, air quality, walking and cycling, improving bus provision, highways maintenance, regenerating local centres, street trees, future proofing highways technology, and so on.
 - It provides a framework for better dialogue with communities and different stakeholders and to build greater consensus of the role of different streets, based on what people want from streets rather than simply what is best for moving vehicles from A to B.
 - It does not rely on ring-fenced funding pots for different modes, e.g. within a single scheme, we can design the right facilities for walking and cycling, buses and general traffic as appropriate.
 - It also avoids polarising debates which arise when schemes just focus on single issues or user groups, instead starting with a consideration of the holistic role(s) of a particular corridor or network of streets and how they can be best designed to meet that role, taking into account the sort of places we are trying to create and the need to balance the “movement” and “place” function of a street.

3. GM APPROACH TO DEVELOPING AND DELIVERING A “STREETS FOR ALL” PROGRAMME

- 3.1 As referenced above, this is not completely uncharted territory in GM. In recent years, there have been a few examples of a ‘Streets for All’ approach, such as Chapel Street in Salford; the recent Oxford Road corridor upgrade; and the redesign of Stamford New Road in Altrincham town centre. To date, however, there has been no GM-wide adoption of this more people-focused approach to street design across our road network.

- 3.2 To do this will require a collaborative approach across Greater Manchester, involving TfGM, local authorities, Highways England, transport operators, and local communities and stakeholders. It will require new skills and the right capacity to roll out a carefully targeted streets upgrade programme. In most circumstances this will not be about delivering significant new capacity, but about making the best use of existing road space and working more collaboratively across GM to share best practice and skills to develop a more sustainable and inclusive agenda for our streets.
- 3.3 As a first step, we propose to publish a GM **“Streets for All” Strategy** (a sub-strategy to the 2040 Transport Strategy) in summer 2018. This will also be supported by a **Local Cycling and Walking Infrastructure Plan**, which will be published in late 2018, and will set out clear aspirations for the future cycling and walking network in GM.
- 3.4 TfGM, in close collaboration with the ten GM local authorities, will also prepare and publish a **“Streets for All” design guide**, which will set clear and consistent GM design standards for our streets, and ensure that we are creating coherent and attractive networks of streets for different purposes, including for walking, cycling, buses and freight movement. The strategy and design guide will both be agreed with the “Streets for All” Board and with the GMCA before publication.
- 3.5 We propose to develop a comprehensive **pipeline of “Streets for All” schemes**, working collaboratively across TfGM, all ten local authorities, the Cycling and Walking Commissioner and other key stakeholders. This would need to be a rolling programme of scheme development over the next 3-4 years (subject to funding), incorporating key radial and orbital corridors, and local centre and neighbourhood schemes.

4. DEVELOPING A “STREETS FOR ALL” PIPELINE OF SCHEMES ACROSS GM

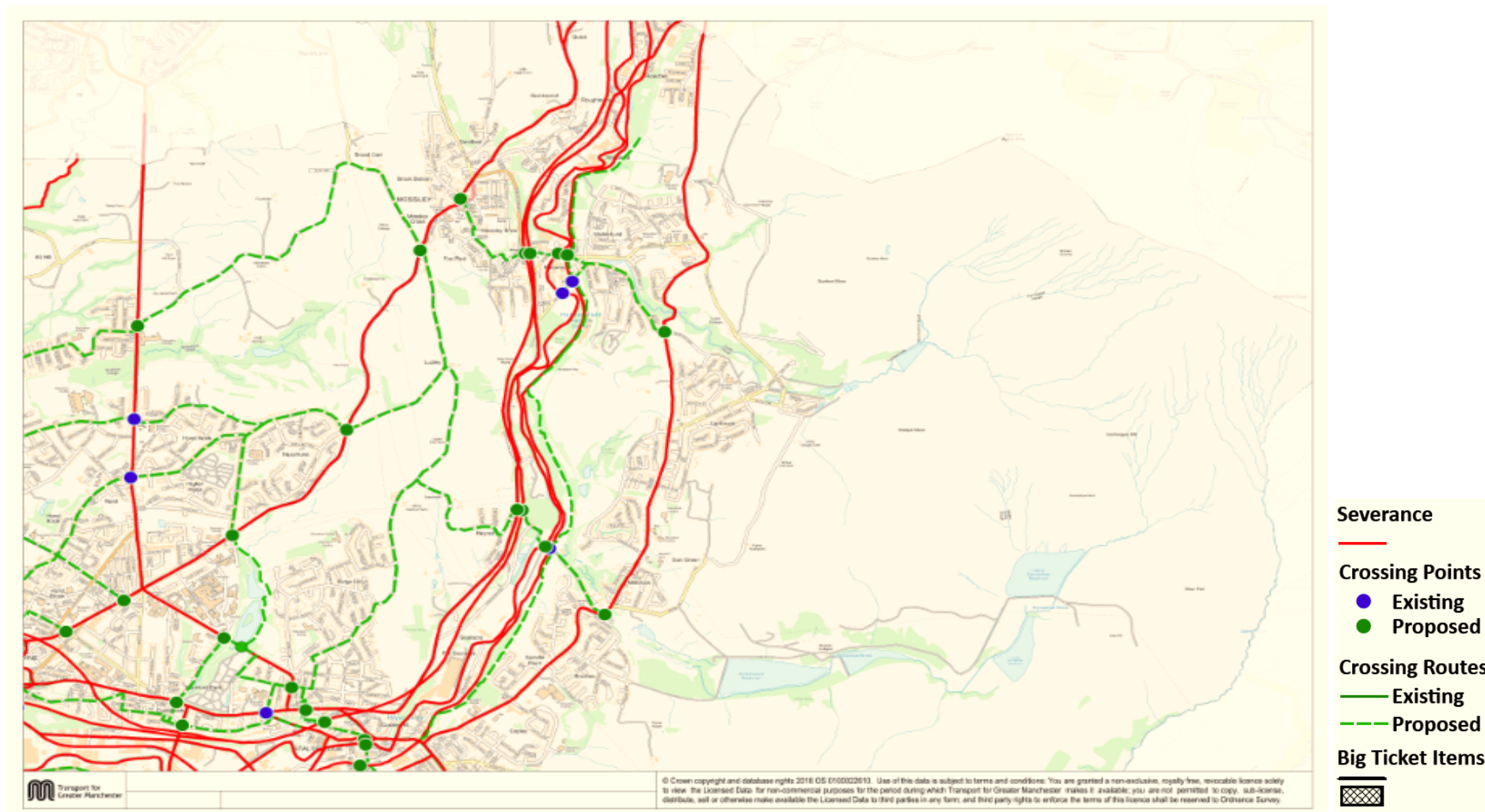
- 4.1 The establishment of a comprehensive pipeline of highways upgrade schemes will form an important component of GM’s long-term infrastructure delivery plan (in support of GMSF), ensuring that our 20-year delivery pipeline for Greater Manchester Transport Fund 2 (GMTF2) includes the right programme of integrated highways schemes that are fully aligned with strategic priorities.
- 4.2 As set out in paragraph 2.3 above, it will be important to embed the streets for all approach to all street design work, from local neighbourhood improvements to whole corridor treatments. Most of this work should be led entirely by local District authorities, with support from TfGM as appropriate. TfGM would play a more significant co-ordinating role in developing corridor schemes, given the strategic and cross-boundary nature of these proposals.
- 4.3 In future, the proposed establishment of a Major Road Network (MRN) will place even greater emphasis on GM and TfN having a clear vision and delivery programme for major highways networks. There are also potential opportunities through RIS2 and opportunities for funding through Highways England designated funds.
- 4.4 The development of a “Streets for All” pipeline will also allow a more effective response to nearer-term funding opportunities and it is anticipated that some early “Streets for All” schemes could be delivered from GM’s allocation from the DfT’s “Transforming Cities Fund” where significant benefits for walking and cycling can be demonstrated.
- 4.5 The ambition is to develop a multi-modal pipeline of short and medium-term highways-based interventions for delivery in the period up to 2030. The pipeline will take into account existing and future patterns of travel demand across all modes of transport, based on a vision-led approach to strategic planning and focusing on the specific needs of people and places.

- 4.6 The pipeline will comprise whole corridor packages, with an initial focus on the KRN corridor packages. Whilst it is anticipated that the focus will be on improvements to the KRN, parallel (and, potentially, off-road) routes will also be considered to identify opportunities to prioritise different users on different roads/streets within a corridor, e.g. identifying quiet cycleways ('quietways') on roads adjacent to major arterial routes where appropriate segregated cycle provision is difficult to deliver or unattractive in terms of noise and air quality.
- 4.7 Corridor or area-specific objectives will be agreed to ensure that schemes fully reflect the local context. Interventions will be developed based on the principles set out in the emerging 2040 sub-strategies, including the "Streets for All" Strategy, City Centre Transport Strategy and Bus Strategy, and will take into account a wide range of emerging priorities including the Congestion Plan, Clean Air Plan, Made to Move, and the Local Cycling and Walking Infrastructure Plan (LCWIP). Additionally, the scheme development work will draw on findings from a number of studies that have been undertaken to date, including the 2016 KRN baseline studies.
- 4.8 The pipeline development will also need to consider how new technology or disruptors, e.g. Mobility as a Service (MaaS), Electric Vehicles (EVs) and Connected and Autonomous Vehicles (CAVs), might affect demand or infrastructure requirements.
- 4.9 A key aspect of developing a "Streets for All" pipeline will be to involve local communities and stakeholders effectively so that they help to shape the vision, objectives and emerging proposals and can ultimately become ambassadors for the final schemes. It is therefore suggested that we trial new ways of engaging stakeholders and communities in developing these corridor or local centre improvement schemes, potentially using more agile and participative techniques to enable scheme ideas to be developed more quickly and effectively.
- 4.10 The approach to developing a "Streets for All" pipeline set out in this paper has been discussed with representatives from the ten GM local authorities and Highways England at Transport Strategy Group (TSG) and GM Highways Group, including at workshops in January 2018, and there is clear consensus that this work is required in order to place GM in a better position to exploit future funding opportunities, and to deliver highways-based schemes which align more closely with strategic priorities.
- 4.11 In terms of the corridors work, we intend to test the approach on a small number of pilot schemes during 2018/19, which will be followed by a rolling programme of scheme development work across the GM highways network in the period up to 2021/22.

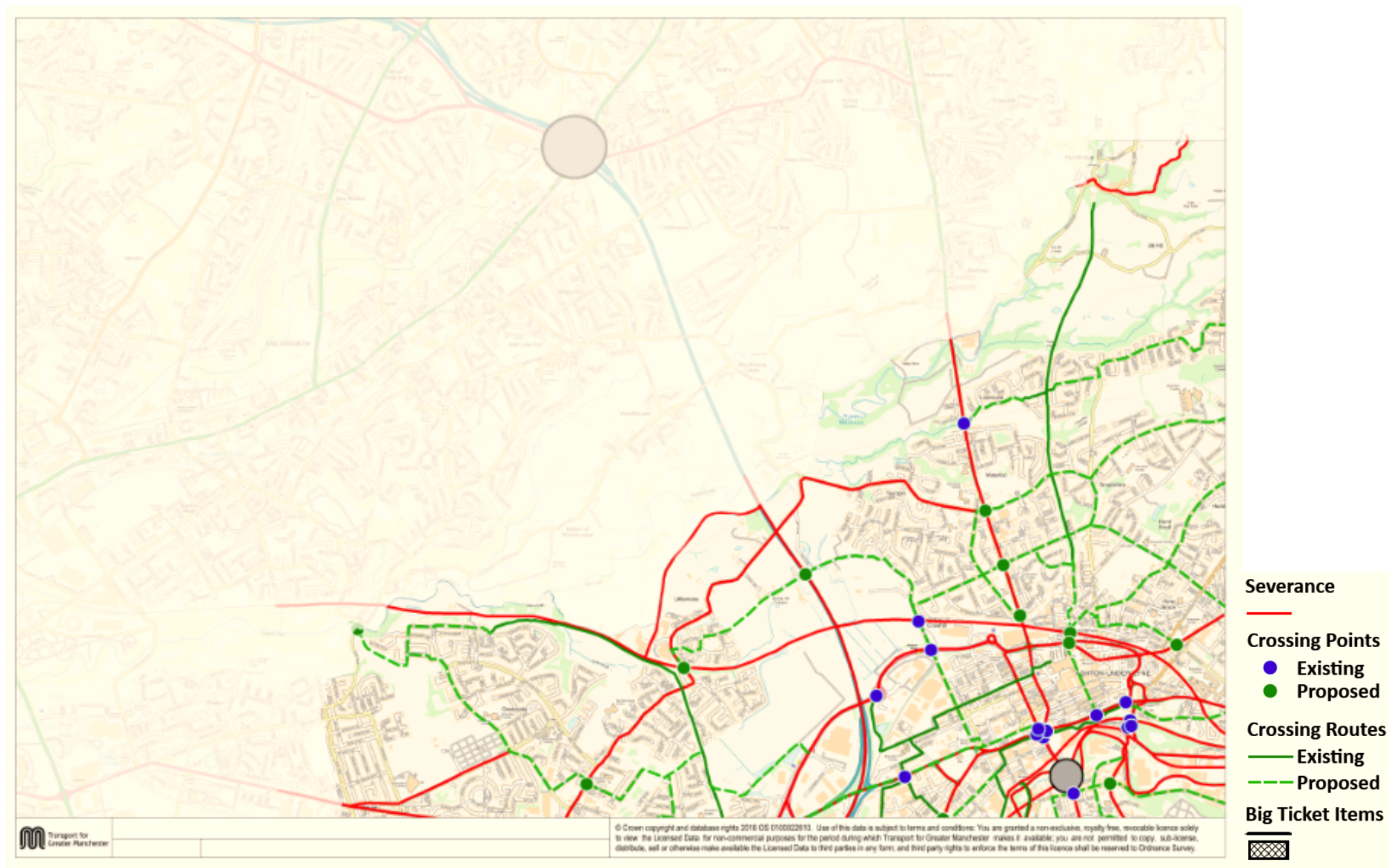
APPENDIX 3

NETWORK PLANNING SESSIONS – OUTPUT

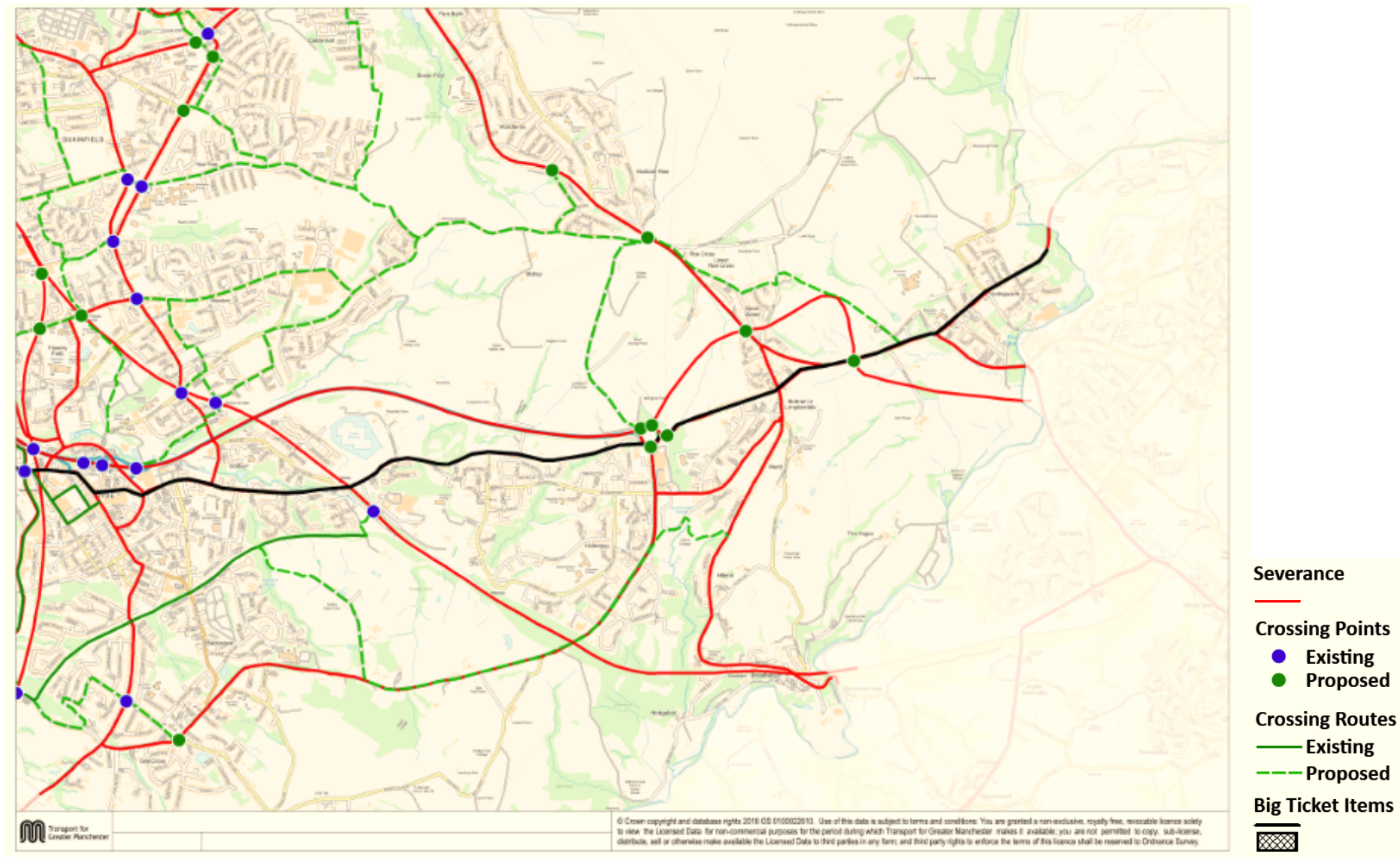
Tameside NE



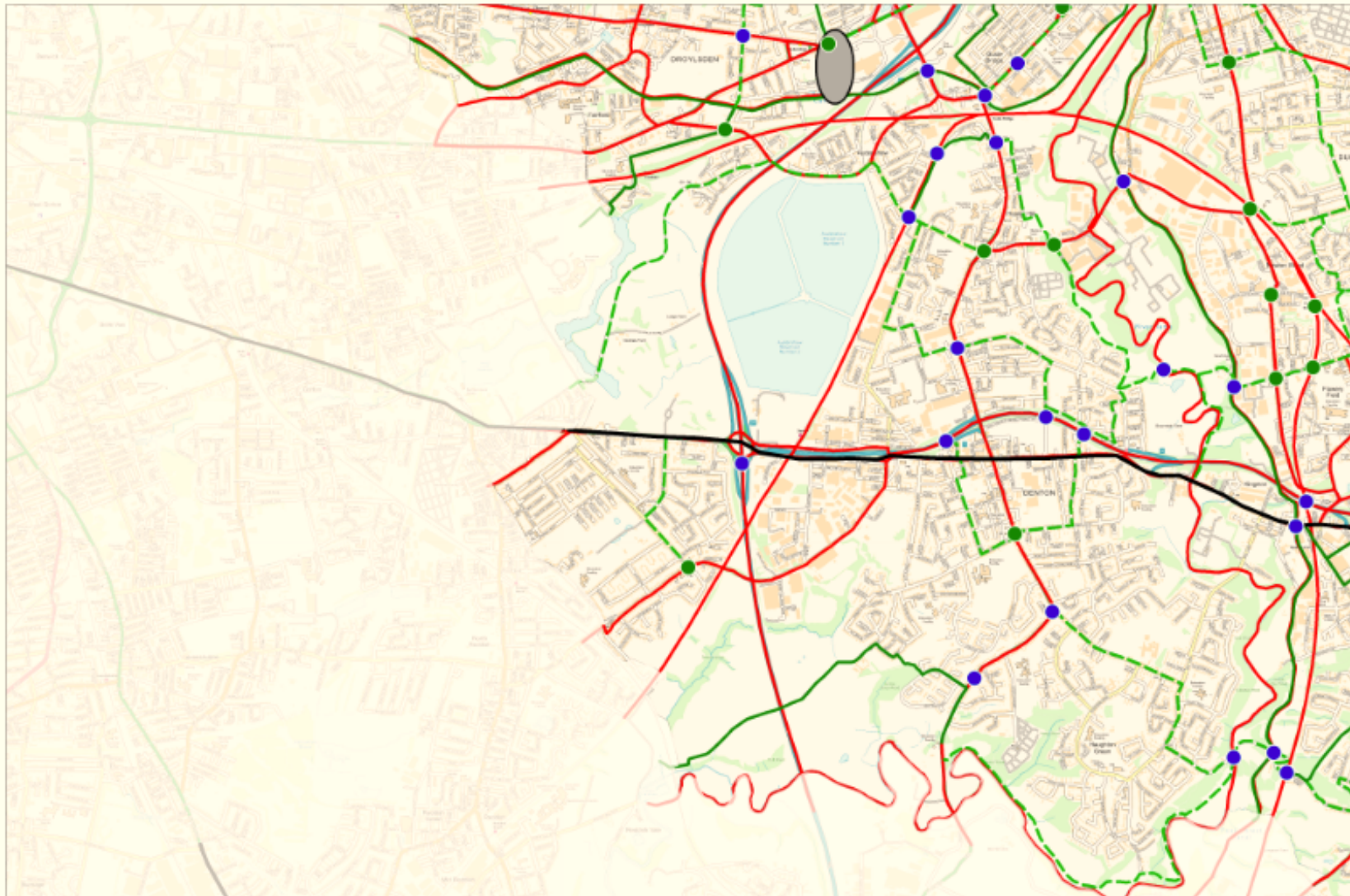
Tameside NW



Tameside SE



Tameside SW



Severance



Crossing Points

● Existing

● Proposed

Crossing Routes

— Existing

- - - Proposed

Big Ticket Items



APPENDIX 4

TAMESIDE : CURRENT STRATEGIC AND LOCAL CYCLING INITIATIVES

Strategic	Local	Safety & Education	Comms	Events
Ambition	Tameside Plans	'Close Pass'	Twitter	Tour de Manc
Clean Air	Cycling Strategy			
Congestion	Cycling Audit	Training	Infographic	Cycle to Work Week
Cycle Master Plan	Strategic Cycle Group			
Sustrans –	Cycle Parking	Schools / Events	Publicity	Cycling Tour of Tameside?
Engagement	TMBC			
Design Criteria '12YO'	Health	Guidance and advice	Profile	Others
Economic Returns	Others			
GM Cycle guidance	TAMP Programme			
Health	Opportunities,			
Active Travel	Segregation			
Obesity etc.	Lanes etc.			
Links – Groups	Highways England			
Users Walkers /	Designated Funds			
Horse Riders	M67 Crossing points			
Links – Organisations	Mottram Bypass			
TfGM	TfGM / Mayor's Office			
HE	CCAG 2 ...			
Neighbours	Cycle mapping			
'Streets for All'	Segregation			
2040 Strategy	Stockport Road, AuL-			
'Made to Move'	-			
	Planning / Developments			
	Cycle 2 Work			

LCWIP	Tame Valley Loop			
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Strategic	
<p>Ambition</p> <p>Clean Air Congestion</p> <p>Cycle Master Plan Sustrans – Engagement Design Criteria '12YO' Economic Returns GM Cycle guidance</p> <p>Health Active Travel Obesity etc.</p> <p>Links – Groups Users Walkers / Horse Riders</p> <p>Links – Organisations TfGM HE Neighbours</p> <p>'Streets for All'</p> <p>2040 Strategy</p> <p>'Made to Move'</p>	<p>Tameside MBC has expressed an ambition at a GM level to be the leading authority for cycling across the region.</p> <p>There is a potential £2bn investment to tap into over the next 10 years for walking and cycling projects across Greater Manchester. This funding is coming out from various Central Government initiatives as well as Combined Authority strategies such as 'Made to Move' and work on Local Cycling and Walking Infrastructure Plan.</p> <p>Our first step in bidding for this funding is to ensure that Tameside has a 'Cycling Masterplan' which is ambitious and meets the requirements of all of these funding opportunities. The plan must be able to evolve and take note of advice from external organisations in order to make best advantage of the funding available.</p> <p>Maintaining strategic links with external bodies, both professional and public, is important to ensure that our plans meet the needs of the users as well as those who allocate the funding.</p> <p>Cycling has a vital part to play in improving public health and other agendas across GM e.g. congestion and air pollution. This supports the Chief Executive in his role as the Combined Authority lead on Health and Wellbeing.</p>

LCWIP	
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Local	
Strategic Cycle Group	Tameside MBC has a clear ambition to be the leading authority for cycling in Greater Manchester. This ambition has been signed up to by the Chief Executive. The Council's Executive Officers have also signed up to this ambition through the Tameside Strategic Cycling Group (TSCG).
Tameside Plans Cycling Strategy Cycling Audit	The TSCG means for TMBC to achieve the above ambition through the use of strategic documents which will allow us to have 'shovel ready' plans in place that once achieved will create an exceptional cycling network in the borough.
Cycle Parking TMBC Health Others	The existence of the strategic documents and the shovel ready plans will put us in prime position for tapping into any available funding opportunities that present themselves.
TAMP Programme Opportunities, Segregation Lanes etc.	This approach has already achieved a great deal of success with investment of over £4m secured for the borough in the last 5 years for new cycle routes and infrastructure in the borough. By following the latest design guidance and objectives (e.g. segregated cycle lanes that are safe for a 12 year old) we aim to secure increased funding for the borough going forward.
Highways England Designated Funds M67 Crossing points Mottram Bypass	A better coordinated approach to route planning and working with other Council departments has enabled us to utilise funding allocated to the Road Resurfacing Programme to not only achieve their goals but also to improve the cycling network without detriment to anyone.
TfGM / Mayor's Office CCAG 1, 2 ... Cycle mapping	Much of the current funding and work is aimed at cycling for commuting purposes although we must remember that leisure cyclists will also use the same network and that provision should be made for mountain bike riders. The Council is committed to providing a nationally recognised route for mountain biker use in the Tame Valley Trail.
Segregation Stockport Road, AuL	Major planning applications are now scrutinised when submitted so as to require better provision for cycling for new and existing residents to the borough.
Planning / Developments	We aim to continually improve the profile and numbers of cycle parking places in public locations / town centres as well as at TMBC offices.

Cycle 2 Work Tame Valley Loop	TMBC employees are encouraged to take up cycling through provision of the Cycle 2 Work scheme. Promotion of the scheme and advice given to staff.
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Safety & Education	
'Close Pass'	Cycling can play a key part in promoting road safety through partner enforcement schemes such as 'Close Pass' or through training of both drivers and cyclists themselves.
Training	Training is carried out from a young age with Bikeability taught in primary schools and consultation meetings over proposed schemes held with nearby schools. Training for adults is available through TfGM with the Council being an essential partner to the programme.
Schools / Events	
Guidance and advice	Guidance and advice on routes, good practice, cycle parking locations etc. is provided to members of the public

Comms	
Twitter	The promotion of cycling will be vital if we are to achieve the Council's vision for cycling. It will not just be sufficient to install new infrastructure if the public do not know about what is available.
Infographic	In order to increase the number of cyclists a great deal of publicity will be needed to make people aware of existing and new routes, inform them of what training is available, reassure the public that cycling is a safe form of transport and to clearly set out the benefits gained from cycling.
Publicity	Increasing the profile of cycling will, over time lead to safer road conditions for cyclists even where physical infrastructure is not possible.
Profile	

Events	
Tour de Manc	As cycling becomes more popular, there will be a desire for more events such as the Tour de Manc. New events may have different aims or audiences (e.g. mountain bikers) and we must be flexible to support these events in the best possible way.
Cycle to Work Week	

Cycling Tour of Tameside?	Events do not have to be restricted to existing cyclists but can also be aimed at beginners where safe venues are available e.g. Tameside Cycle Circuit.
Others	Cycling events can also be a good way in which to increase the number of cyclists commuting to Council offices for work which will bring all of the associated health benefits, etc. Cycle to Work Week is a good example of this.

APPENDIX 5 - TAMESIDE : CURRENT WALKING AND PUBLIC RIGHTS OF WAY INITIATIVES

Strategic	Local	Safety & Education	Comms	Events
Ambition	Protecting Public Rights	Guidance	Twitter	Tour de Manc
Clean Air Congestion	Definitive Map & Statement Keep up to date Additions	Advice General Enquiries	Publicity – online maps	Tour of Tameside
Health Active Travel Obesity etc.	Extinguishments Diversions Anomaly's Public Inquiries		Profile – promoted routes	Organised Walks User groups Countryside Service
Links – Groups Users Walkers / Horse Riders / Cyclists	Tameside Policy on: Local aspirations Enforcement Risk inspections Legal orders Maintenance Structures and barriers		Online registers DMMO's PPO's Deposited Plans	Tameside XL Triathlon?
Links – Organisations TfGM HE GM Police Neighbours GMADE	TTRO's			
'Streets for All'	Waymarking routes			
2040 Strategy	Ancient Highways?			
'Made to Move'	Tameside Groups Rights of Way Forum Local Access Forum			

LCWIP	Highways England			
ROWIP	Designated Funds			
	Mottram Bypass			
	Planning / Developments			
	Tame Valley Loop			
Strategic				
Ambition	Tameside MBC has an ambition to continually improve the offer that it can make to all users of the public rights of way (PROW) network. These include walkers, equestrians, cyclists and carriage drivers.			
Clean Air	There is a potential to tap into funding over the next 10 years for walking and cycling projects across Greater Manchester. This funding is coming out from various Central Government initiatives as well as Combined Authority strategies such as ‘Made to Move’, Streets for All and work on the Local Cycling and Walking Infrastructure Plan.			
Congestion				
Health	The Council has a draft Rights of Way Improvement Plan (ROWIP), which sets out these ambitions and how the Council means to achieve them. The aspirations from this plan can evolve and take note of advice from external organisations in order to make best advantage of the funding available. The ROWIP also sets out how the current network of routes should link to those in neighbouring boroughs for a strategic approach across Greater Manchester and beyond.			
Active Travel				
Obesity etc.				
Links – Groups	Maintaining strategic links with external bodies, both professional and public, is important to ensure that our plans meet the needs of the users as well as those who allocate the funding.			
Users Walkers /				
Horse Riders /				
Cyclists	Leisure use of PROW’s has a vital part to play in improving public health and other agendas across GM eg. congestion and air pollution. This supports the Chief Executive in his role as the Combined Authority lead on Health and Wellbeing.			
Links – Organisations				
TfGM				
HE				
GM Police				
Neighbour authorities				
GMADE				
‘Streets for All’				
2040 Strategy				
‘Made to Move’				
LCWIP				

ROWIP	
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Local	
Protecting Public Rights	Tameside MBC means to achieve its Strategic ambition by ensuring that it meets its statutory duties to protect PROW's whilst working towards improving the network beyond these duties for the benefit of walkers, equestrians, cyclists and carriage drivers.
Definitive Map & Statement	The definitive map and statement for Tameside is the legal record of PROW's in the borough. This network forms the basis of an excellent resource for the people of the borough and if utilised correctly can have great benefit to the health of residents and the local environment.
Keep up to date	
Additions	
Extinguishments	
Diversions	
Anomaly's	
Public Inquiries	Due to the nature of PROW's and the rural setting of many of them, a robust means of dealing with common problems (eg. deliberate obstruction, surface condition, dangerous structures) needs to be established. The Council has produced an updated (and soon to be published) Public Rights of Way Policy document with specific sections dedicated to these common problems. This document has been produced in collaboration with local user groups in order to ensure that it will be effective and will best meets the needs of local people.
Tameside Policy on:	
Local aspirations	
Enforcement	
Risk inspections	
Legal orders	
Maintenance	
Structures and barriers	Much of the current funding and work for sustainable travel is aimed at cycling, but we must remember that walkers and horse riders can also use much of the same network and that consideration should be given to these users under all schemes. The Council is committed to constructing multi-user routes where possible under cycling monies and conversely to improve the offer for cyclists on existing bridleway routes (and footpaths where appropriate).
TTRO's	
Waymarking routes	The existence of the strategic documents and the shovel ready plans for cycling has put us in prime position for tapping into any available funding opportunities that present themselves. In some instances, these funding opportunities are also of benefit to the PROW network (eg. Highways England Designated Funds scheme). It is this symbiotic approach towards schemes and funding that needs to be encouraged in the future.
Ancient Highways	
Tameside Groups	
Rights of Way Forum	Major planning applications and developments (eg. Mottram Bypass and Glossop Spur) are now scrutinised when submitted so as to require better provision for walking and cycling for new and existing residents to the borough.
Local Access Forum	

Highways England Designated Funds Mottram Bypass	
Planning / Developments	
Tame Valley Loop	
Safety & Education	
Guidance	It is essential that clear and easy to understand information is made available in a number of formats for members of the public to allow them to make full use of the PROW network.
Advice	This information will enable the public to report any problems in a helpful way
General Enquiries	Guidance and advice on routes, legal requirements, good practice etc. is provided to members of the public and landowners.
Comms	
Twitter	The promotion of PROW's will be vital if we are to achieve the Council's ambitions. It will not just be sufficient to maintain the network and install new infrastructure if the public do not know about what is available.
Publicity – online maps	In order to increase the number of people using the PROW network, publicity will be needed to make people aware of existing and new routes, inform them of when problems are resolved, and to clearly set out the benefits to be gained from walking, horse riding and cycling.
Profile – promoted routes	Promotion of the promoted routes in the borough will lead to increased tourism and an economic boost from users doing long-distance walks and rides that pass through the borough.
Online registers DMMO's PPO's Deposited Plans	Making information available (both statutory and promotional) on the Council's website will help to increase the number of users and will bring about the benefits associated with active travel.
Events	
Tour de Manc	As cycling becomes more popular, there will be a desire for more events such as the Tour de Manc. New events may have different aims or audiences (eg. mountain bikers or runners) and we must be flexible to support these events in the best possible way.

Tour of Tameside	Events do not have to be restricted to existing walkers, horse riders or cyclist but can also be aimed at beginners where safe venues are available eg. Tameside Cycle Circuit, horse arenas or organised walks.
Organised Walks User groups Countryside Service	Getting people involved as a beginner and then hosting local events (eg. Tameside XL Triathlon) can be a good way in which to get our residents active and to give them the opportunity to develop their abilities and fitness.
Tameside XL Triathlon	These events can also be a good way in which to increase the number of staff commuting to Council offices by active travel which will bring all of the associated health benefits etc. Cycle to Work Week is a good example of this.

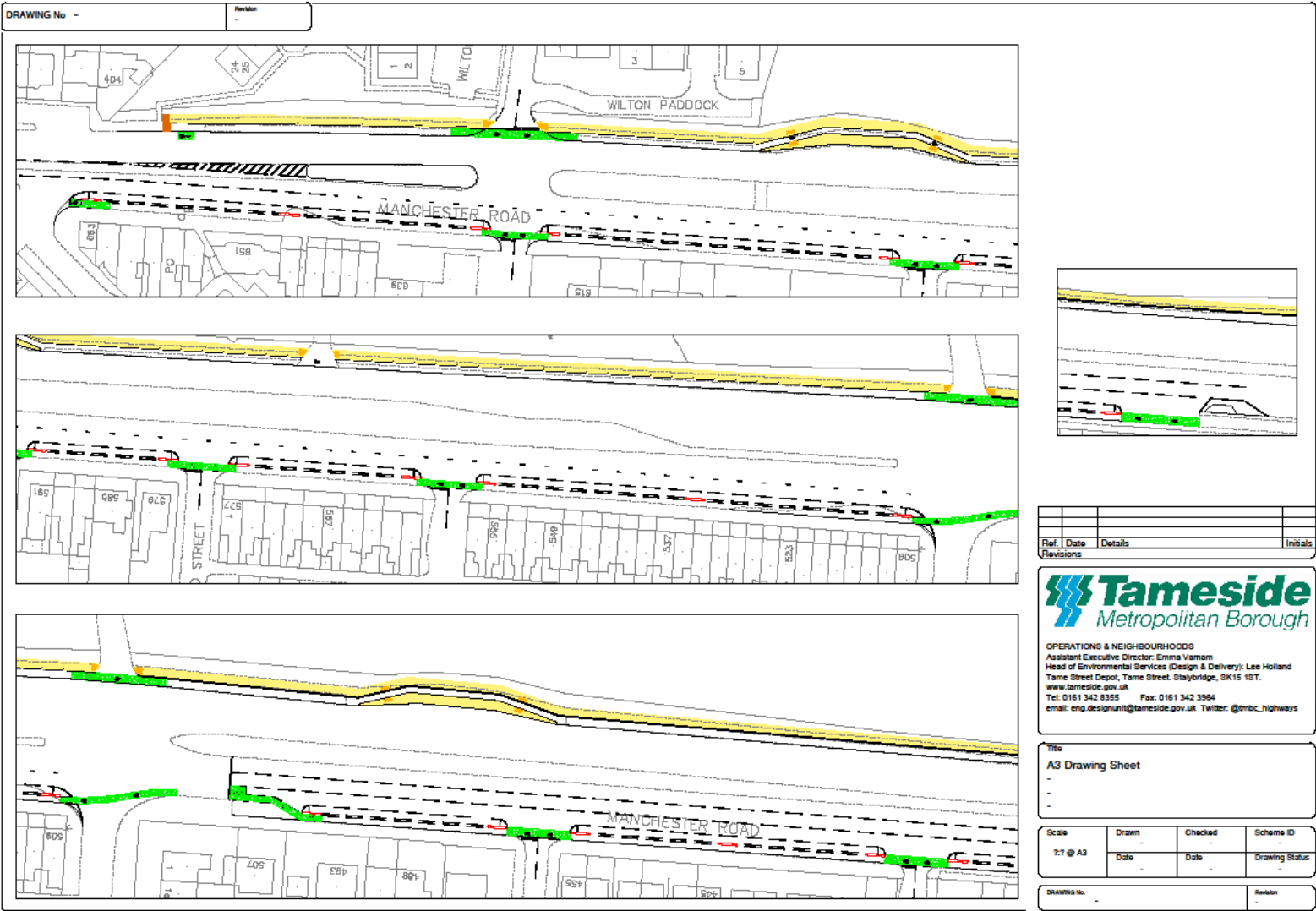
APPENDIX 6

TAMESIDE : PIPELINE SCHEME PROPOSALS – ACTIVE TRAVEL

Scheme Name - Proposal	Estimated Cost £'000s
Route 1 - Ashton to Oldham links (Sustrans Proposal)	£90
Route 2 - Hyde to Dukinfield and Ashton (Sustrans Proposal)	£800
Route 3 - Ashton Stalybridge Circular (Sustrans Proposal)	£800
Route 4 - Hyde to Stalybridge via the Huddersfield Canal (Sustrans Proposal)	£300
Route 5 - Gee Cross Link (Sustrans Proposal)	£750
Route 6 - Kingston Network (Sustrans Proposal)	£740
Route 7 - Denton - Manchester Rd Links (Sustrans Proposal)	£750
Route 8 - Mottram Rise Links (Sustrans Proposal)	£500
Route 9 - Broadbottom TOT link (Sustrans Proposal)	£1,000
Route 10 - Mossley links (Sustrans Proposal)	£300
Sustrans Route 9 – Hattersley Viaduct major barrier to this route. Parallel cycle bridge for cyclists and walkers over the railway	£25,000
Provision cycle route along the old railway line north of Waggon Rd/Staley Rd to the Oldham boundary (extension of Route 10 Sustrans proposal to Oldham boundary)	£250
Programme of pedestrian and cycle access route improvements to rail stations - Ashton-under-Lyne - Stalybridge - Mossley - Guide Bridge - Flowery Field - Newton for Hyde - Godley - Hattersley - Broadbottom - Hyde North - Hyde Central - Fairfield	£2,000
Programme of pedestrian and cycle access route improvements to Metrolink stops - Edge Lane - Cemetery Road - Droylsden - Audenshaw - Ashton Moss - Ashton West - Ashton-under-Lyne	
Programme of pedestrian and cycle access route improvements to Public Transport Interchanges - Ashton-under-Lyne - Hyde - Stalybridge	
Ashton Town Centre Streetscape Integrated Cycling Initiatives – The provision of cycle facilities within the Streetscape scheme along Wellington Road and Albion Way between Oldham Road and Penny Meadow.	£2,000

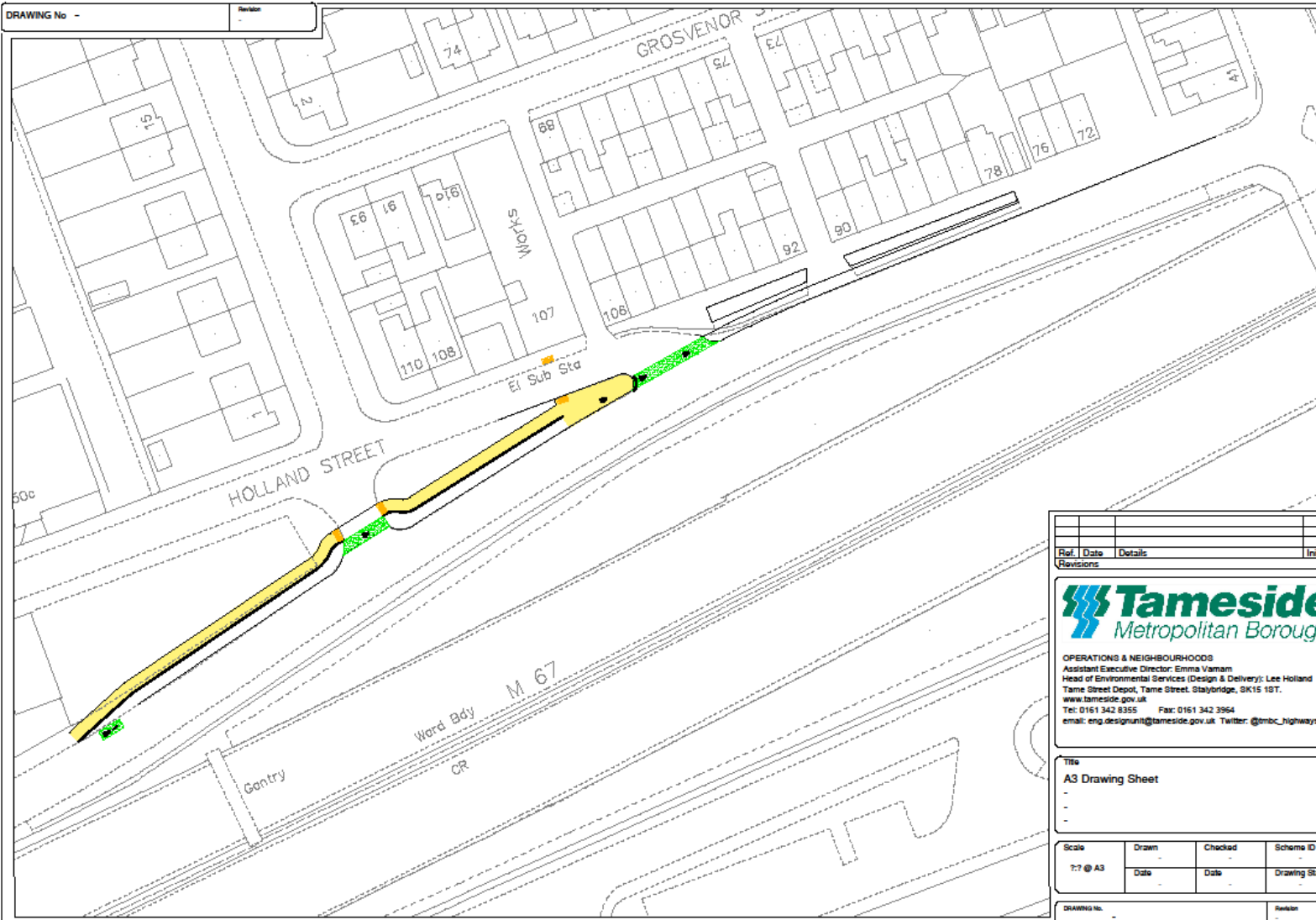
Scheme Name - Proposal	Estimated Cost £'000s
Stalybridge Town Centre Challenge Integrated Cycling Initiatives – Cycling schemes to form part of the Stalybridge Town Centre Challenge Bid.	£1,500
Provision of improved Cycle route at Fairfield Station (Fairfield station to Kings Road)	£35
Improve/provide cross Ashton town centre cycle routes. Improve access to the cycle hub from the existing proposed cycle routes approaching the town centre.	£150
Provide Ashton town centre cycle hire scheme	£75
Improved pedestrian route between the Hyde town centre and Hyde Central station required.	£100
Improve the footbridge between Denton town centre and Crown Point North over the M67 (Highways England scheme proposals)	£250
Cycle connections and cycle parking at rail stations, Metrolink and BRT stops	£150
Improved walking and cycling connections to town centres and public transport hubs	£100
Safe and secure cycle storage	£75
Borough wide package of minor cycle priority interventions	£250
Develop a cross boundary cycle network	£250
Borough wide programme of local walking and cycling network improvements, including consideration of cycle superhighways	£20,000
Programme of improved walking and cycling links across the M60, M62 and M67	£5,000
A57 Cycle Corridor - Manchester boundary to Derbyshire boundary	£15,000
Cycle Bridge across M60 on northern side of Denton Roundabout	£5,000
Cycle Bridge across River Tame at Alma bridge (A627 Cavendish Street/King Street), Ashton/Dukinfield	£1,500
Cycle Bridge across River Tame and Huddersfield Canal on Scotland Street/Crescent Road, Ashton/Dukinfield	£1,500
Cycle Bridge over A635 Manchester Road and Metrolink at the Snipe	£2,500
Provision of Cycle Counters on cycling routes and new cycle schemes	£50
Estimated Total Cost	£82,735

APPENDIX 7 – EXAMPLES OF DETAILED SCHEME DESIGN



DRAWING No -

Revision



Ref	Date	Details	Initials
Revisions			

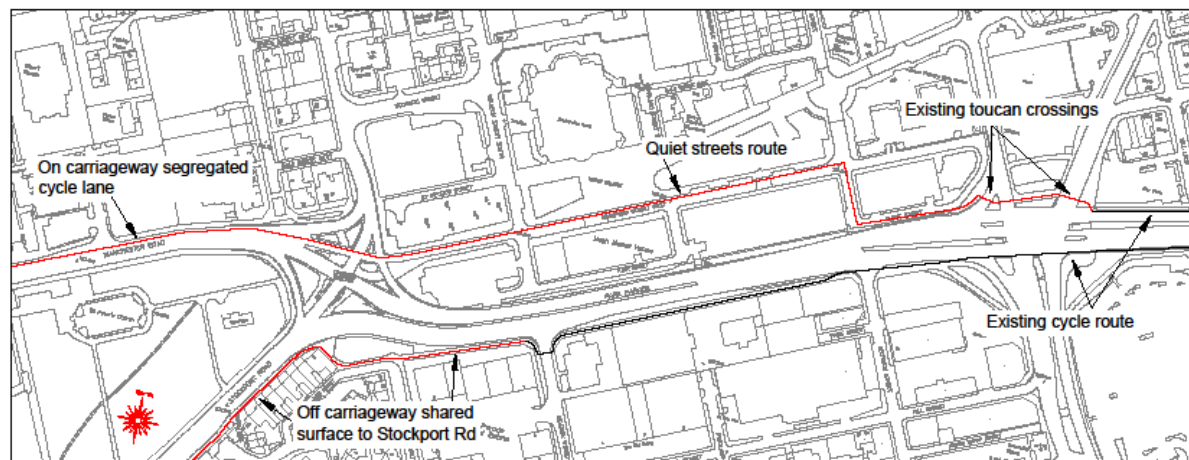
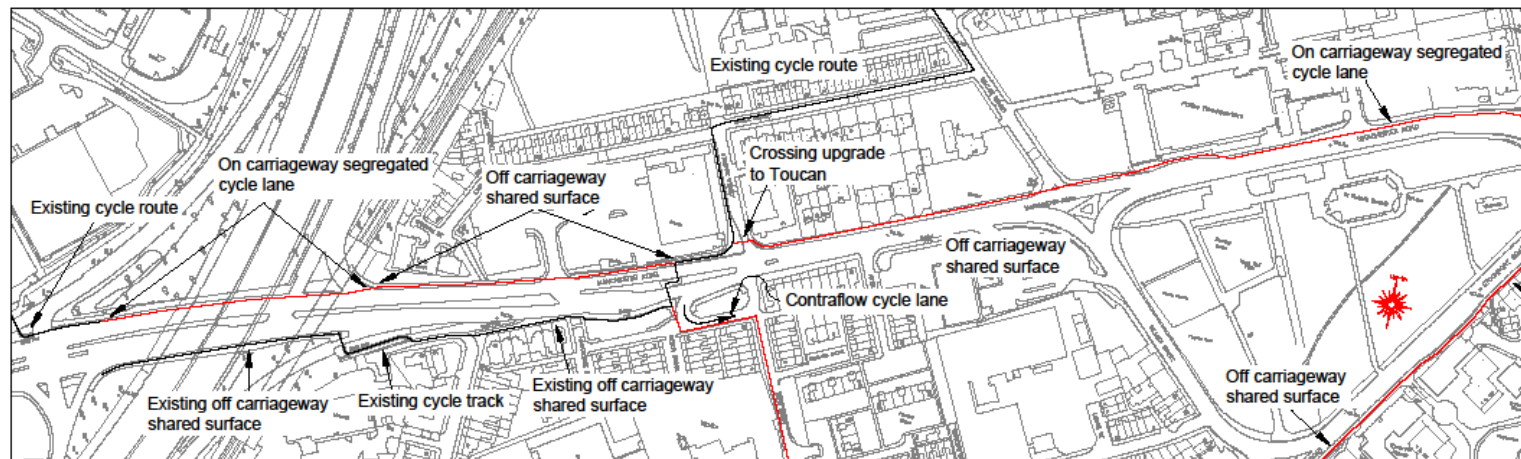


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Title			
A3 Drawing Sheet			
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Scale	Drawn	Checked	Scheme ID
1:1 @ A3			
Date	Date	Date	Drawing Status

DRAWING No.	Revision
-	-



Ref.	Date	Details	Initials
Revisions			



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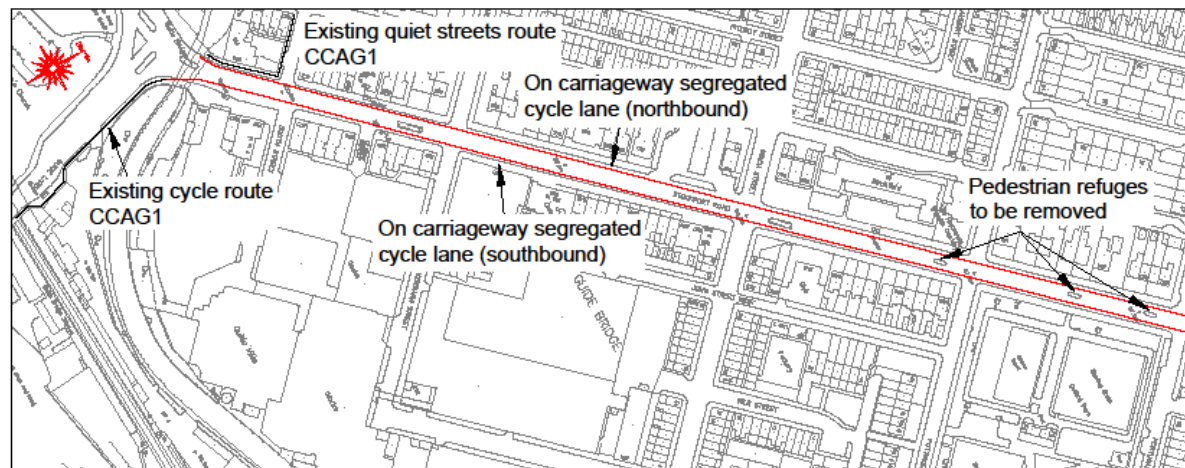
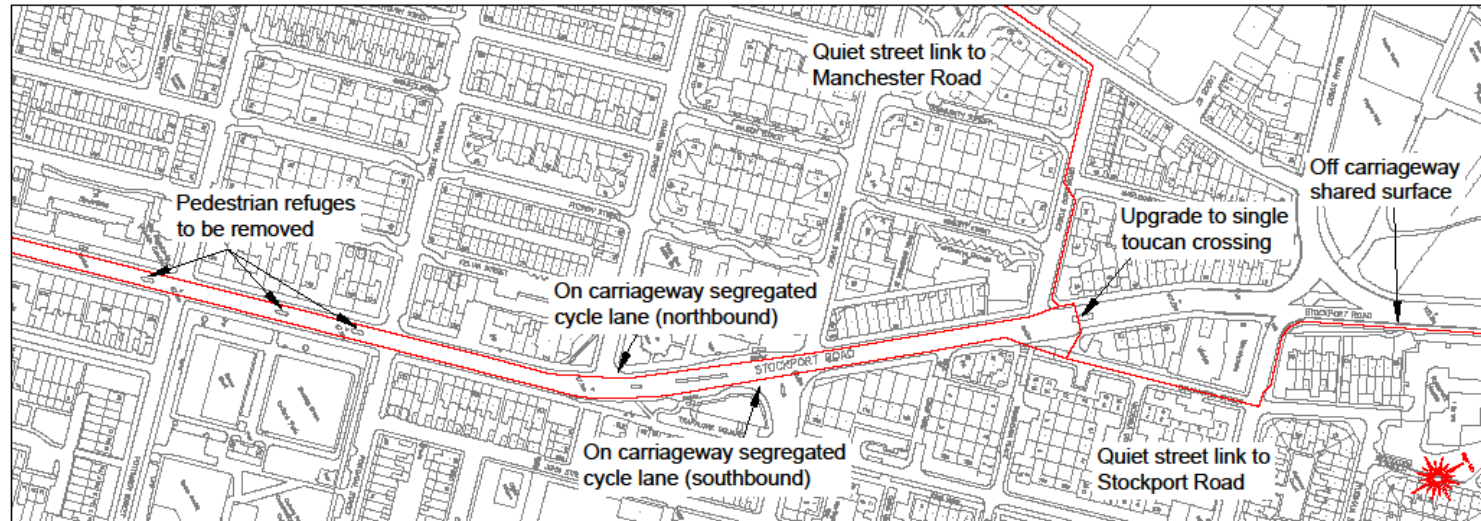
Title
 Tameside Cycling Infrastructure
 M60 J23 to Cavendish St (eastbound)
 Cavendish St towards Stockport Rd (westbound)

Scale	Drawn	Checked	Scheme ID
NTS	JT		
	Date	Date	Drawing Status
	Jan 2018		

DRAWING No -	Revision
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DRAWING No -

Revision



Ref.	Date	Details	Initials
Revisions			



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Title			
Tameside Cycling Infrastructure			
Stockport Road Ashton			

Scale	Drawn	Checked	Scheme ID
NTS	JT		
	Date	Date	Drawing Status
	Jan 2018		

DRAWING No -	Revision
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