

Report to:	EXECUTIVE CABINET
Date:	29 September 2021
Executive Member:	Councillor Warren Bray - Executive Member (Transport and Connectivity)
Reporting Officer:	Jayne Traverse, Executive Director for Growth Gregg Stott – Assistant Director, Investment, Development & Housing
Subject:	STREETS FOR ALL STRATEGY
Report Summary:	The Streets for All Strategy has been developed by Transport for Greater Manchester (TfGM), as a sub-strategy to the Greater Manchester Transport Strategy 2040. This report seeks approval to adopt the Strategy for use in Tameside.
Recommendations:	That Executive Cabinet be recommended to approve the Streets for All Strategy for use in Tameside.
Corporate Plan:	Key aims of the Corporate Plan are to ensure modern infrastructure and a sustainable environment that works for all generations and future generations. The Streets for All Strategy will support these aims through supporting the delivery of sustainable transport infrastructure.
Policy Implications:	The Streets for All Strategy will support the policy aims of the Council's Inclusive Growth Strategy, the Council's growth priorities, the GM 2040 Transport Strategy and the draft Greater Manchester Places for Everyone joint development strategy.
Financial Implications: (Authorised by the statutory Section 151 Officer & Chief Finance Officer)	This report requests approval to adopt the Streets for All Strategy in the Borough. There are no direct financial implications arising from the report at this stage. However, it is important that Members note that the delivery of the strategy including the schemes and initiatives across the borough will be subject to affordability alongside the Council's other key priorities over the medium and longer term. As such, each scheme and initiative will be subject to robust business cases and related due diligence which will include affordable financing arrangements. Schemes will also require Member approval in advance of commencement.
Legal Implications: (Authorised by the Borough Solicitor)	As this is a high level strategy there are no immediate legal implications arising from this report. Officers and Members will be aware that as individual projects move forward they will be subject to their own due diligence, governance and decision making together with consultation as appropriate.
Risk Management:	The delivery of the Streets for All Strategy will require the Council to appropriately manage risks effectively in the design and delivery of specific schemes that come forward under the Strategy.
Background Information:	The background papers relating to this report can be inspected by contacting Mike Reed – Head of Major Programmes Telephone: 07974111756 e-mail: mike.reed@tameside.gov.uk

1. INTRODUCTION

- 1.1 The Streets for All Strategy has been developed by Transport for Greater Manchester (TfGM), in consultation with the ten District Councils and forms a sub-strategy to the Greater Manchester Transport Strategy 2040.
- 1.2 Updated Greater Manchester (GM) transport strategy documents were approved by GMCA in January 2021, including, a refreshed version of the long-term, statutory local transport plan (LTP), the GM Transport Strategy 2040; a final version of Our Five-Year Transport Delivery Plan (2021-2026); and ten new Local Implementation Plans (one for each GM council). These documents were approved by Tameside Council Executive Cabinet on 2 November 2020.
- 1.3 To support the overarching LTP documents a suite of GM Transport Strategy 2040 sub-strategies are being developed which set out more detailed policies, principles and guidance on how GM intends to deliver the 2040 ambitions. These sub-strategies will be crucial in helping to ensure we are focusing our finite resources on “doing the right things” (to achieve our 2040 vision); that we are “doing things right” in terms of delivering against consistently high standards to maximise the impact of our transport interventions; and to ensure we are creating a coherent network for GM (aligned with the 2040 network principles). These sub-strategies are at varying stages of development.

2. WHAT IS ‘STREETS FOR ALL’?

- 2.1 Streets for All is a new approach across GM that supports our place-based agenda as well as achieving our ambition for more travel by walking, cycling and public transport, which will help us to tackle our most pressing economic, environmental, quality of life and innovation challenges.
- 2.2 The ambition is to design streets which enable people to incorporate more physical activity into their daily lives; which have clean air; which are safe and secure for everyone; which provide good access to public transport; and which are accessible for those with mobility impairments.
- 2.3 The Streets for All Strategy will build on the policy direction set out in the Greater Manchester Transport Strategy 2040 and the GM Right Mix vision. It emphasises the importance of delivering active travel and public transport infrastructure and service improvements in a co-ordinated way and of supporting land use changes, which bring day to day services closer to where people live. Culture change around active and sustainable travel is also becoming more embedded across GM, and this also forms a key part of the Streets for All Strategy.
- 2.4 Streets for All offers a long term approach - rather than an overnight ‘quick fix’ - which will require changes to how streets are designed and managed. It will also involve changes to the role of some existing streets where, for example, place-making may be given greater emphasis than the movement of private vehicles. Close dialogue will be required with local communities as we transition towards Streets for All, linked to our ambitions for clean air and carbon neutrality, and our ongoing commitment to improving public health.
- 2.5 To achieve these ambitions within Tameside, our places need to be much easier to get around on foot, by cycle and using public transport, with streets which are more pleasant to spend time in. The purpose of Streets for All is to set out a consistent GM approach to making this happen, by putting people first as we shape and manage our streets.
- 2.6 As shown in Figure 1 below, Streets for All will be guided by seven ‘Essentials’ which set the priorities to support a people centred approach to streets across Greater Manchester.

Figure 1: Streets for All, Seven Essentials



3. STREETS FOR ALL APPROACH

- 3.1 The Covid-19 pandemic has brought the quality of our streets into sharp focus with residents spending more time in their local areas and high streets, and recognising the value of having safe places to walk and cycle and to spend time in. There is a need to continue to improve streets in local neighbourhoods and town centres to support better health, wellbeing and economic vitality.
- 3.2 The Streets for All approach is about working at three levels Spatial Planning; Network Planning; and Street Design & Management to ensure that our streets feel like Streets for All.
- 3.3 Central to the approach is reducing the distances people need to travel to reach everyday destinations such as work, healthcare, education, green spaces and leisure facilities. Shorter distances mean more trips that can easily be walked or cycled and new developments can be designed to be easy and safe to access on foot, by cycle and using public transport. The 15 minute neighbourhood concept, whereby in urban areas residents can meet most of their needs within a short walk, cycle or public transport journey, is an example of this.
- 3.4 Our streets have different roles. One objective of 'Streets for All' is to ensure the right movement is happening on the right kind of street. Some streets are 'Destination Places' or 'Active Neighbourhoods,' which have low levels of moving vehicles – we need to make sure these kinds of streets are pleasant places to live and spend time in, where it is easy to access local facilities on foot or by cycle. Active travel - alongside public transport - also plays an important role in supporting economically successful 'High Streets'.

- 3.5 'Connector Roads' are important for moving buses and making sure that public transport has adequate priority to be reliable and attractive to users they are also important for service and delivery vehicles accessing our city and town centres. Strategic Roads should be carrying larger vehicles on longer journeys to ensure that the impacts of motorised traffic on local streets are minimised.



- 3.6 A major benefit of this Streets for All approach is that it avoids pitting different transport users against one another (e.g., drivers vs. cyclists; bus users vs. pedestrians) and instead starts with a consideration of people and places and then considers what sorts of movement need to be facilitated within a broad corridor or across a local area. It also helps us to take a more strategic and integrated view of the transport networks we are delivering (whether that is walking and cycling networks; bus networks or networks for moving freight and general traffic) and makes sure we provide the right quality and capacity of transport and infrastructure to meet that need. It also doesn't require ring-fenced funding pots for different transport modes: for example, within a single Streets for All scheme, we can design the right facilities for walking and cycling, buses and general traffic.

- 3.7 TfGM are piloting elements of the Streets for All approach through a number of transport projects such as Quality Bus Transit. It will be important to review and report progress on the different elements of Streets for All, as part of the delivery of the overall transport vision for GM and Tameside. The Streets for All strategy and policies will be kept under regular review through existing GMCA and TfGM governance arrangements.

4. CONCLUSION

- 4.1 The Streets for All strategy sets out a consistent GM approach to improving accessibility on foot, by cycle and through using public transport, with streets which are more pleasant to spend time in. It will support delivery of the Council's corporate priorities by seeking to provide a sustainable environment and the appropriate strategic transport infrastructure.

5. RECOMMENDATIONS

- 5.1 As set out at the front of the report.