

The Greater Manchester Cycling Strategy



Greater Manchester
Passenger
Transport
Authority

Greater Manchester Local Transport Plan 2001/02-2005/06

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1 Introduction

1.1 Cycling has the potential to play an important role in helping to deliver a fully integrated and sustainable transport system for Greater Manchester. Through the Greater Manchester Transport Strategy the ten local authorities and the Passenger Transport Authority have committed themselves to the promotion of cycling and to the principles of the National Cycling Strategy. This includes a commitment to a doubling of cycle use across the country by 2002, and a further doubling by 2012 based on 1996 levels. The Greater Manchester cycling strategy will build on these existing commitments whilst allowing for local Authority level interpretation through individual Authority cycling strategies. This is the most appropriate way forward because of the variety of cycling environments contained within the conurbation, requiring different approaches. Furthermore, the biggest impact cycling can make on travel patterns is on journeys of less than 5 miles, which are more likely to be contained within individual authority's boundaries. This having been said, the ability of cyclists to integrate with other modes of transport will enable them to travel well beyond individual authority boundaries, so each authority should be cognisant of the Strategy and work towards its aims.

1.2 Most of the constituent Greater Manchester authorities have approved their own cycling strategies that set out local policy objectives, established locally appropriate targets and identified physical measures, including the identification of local cycle networks. The Greater Manchester Cycling Strategy can act as a useful framework for those yet to adopt local strategies or for those who will have to review their strategies in the light of new guidance.

1.3 Capital investment in cycling to date throughout the conurbation reflects the priorities in the local strategies. The commitment to developing cycling within the Greater Manchester transport strategy can be seen in the investment on cycling facilities in Greater Manchester which has gradually increased over the last few years of the package bid and now the Local Transport Plan. The production of this strategy should ensure that this momentum is maintained.

2 Objectives

Local Transport Plan

- A** *To improve the environment, attractiveness and safety of the Regional Centre, together with the County's other town and district centres and key employment areas, without reducing their viability.*
- B** *To reduce the impact of motorised traffic, improve road and community safety and increase the proportion of short trips made by cycle and on foot within residential areas.*
- C** *To develop complementary land use and transport policies which reduce the number of trips to non-central locations, and encourage development which can be served by a choice of mode.*
- D** *To ensure that the County's transport system becomes increasingly sustainable and less environmentally damaging, whilst improving the quality of life and the health of the population.*
- F** *To ensure the County's transport system meets the needs of all sections of the community, promotes social inclusion and widens choice.*
- L** *To ensure that transport policy is integrated with, and supports, other relevant policies at the regional, county and local level.*

Greater Manchester Cycling Strategy

- *To increase the proportion of cycle trips throughout the conurbation*
- *To improve levels of cyclists' safety*
- *To improve integration with other modes of transport, where appropriate*
- *To minimise conflict with other transport modes, including vehicles and other vulnerable road users*
- *To ensure integration of cycling policies in other strategies, plans and funding bids*
- *To target resources strategically and in a cost-effective manner*

3 Policies

Policy 1 Integration between strategies

Ensure that schemes to promote and encourage cycling and cyclists' safety are considered as a part of all transport policies and resource bids where appropriate

All Authorities have incorporated provision for cyclists within their annex of the Local Transport Plan. Local strategies should cross-reference cycling with other policy areas including road safety, highway maintenance, school travel policies, and land use. Opportunities to improve conditions for cyclists should be explored in the context of bidding for other resources such as European Regional Development Fund or Single Regeneration Budget.

Policy 2 Integration between modes

To ensure that cycling is integrated safely with other modes of transport, where appropriate.

Local strategies should ensure that effective liaison takes place with the Passenger Transport Executive and other transport providers to try to secure the most effective means of interchange between cycling and other modes of transport and to encourage methods of transporting cycles on public transport to allow multi-modal journeys. Secure cycle parking at key interchanges should also be provided.

Care should be taken to avoid conflict with other highway users. This includes not only other vehicles such as lorries, buses, cars and trams, but more vulnerable groups such as pedestrians, disabled people and horse riders. Consultation should take place with such groups where any conflicts may potentially arise. Provision for cyclists may also have a beneficial effect in terms of the safety of all users, for example by slowing traffic speeds.

Policy 3 Land use and development

To ensure that Unitary Development Plans and Development Control Planning allow and encourage people to cycle.

Each Authority's Unitary Development Plan already contains policies that promote the consideration of provision for cyclists when assessing development proposals. Local cycling strategies should emphasise and build upon these policies. Local strategies should also develop standards for cycle parking so far as this relates to design and location and should review existing provision. Work is to be undertaken on a countywide basis to devise cycle parking standards to apply to new development.

Policy 4 Cycle networks

Coherent, high quality local cycle networks shall be incorporated into local strategies, with care being taken to ensure that cross boundary links are considered.

As a part of their local strategy each authority should identify and develop a programme to implement a local cycle network which should be drawn up in accordance with the network design criteria set out in the National Cycling Strategy. Strategies should include policies on network design and take account of the guidance from the DETR, Institute of Highways and Transportation, CTC and Sustrans. Similarly, it would be desirable to include a commitment to audit traffic and safety schemes to ensure that the interests of cyclists are not compromised, in line with the Institution of Highways and Transportation's "Cycle Audit and Cycle Review" guidelines (September 1998).

Neighbouring authorities should ensure that routes are continuous and join at district boundaries. The local cycle networks should complement other works carried out as part of School Travel initiatives, traffic management schemes and Quality Bus Corridors. In this way, and over time, the road network as a whole will become safer for cyclists. Some routes will cater for mainly local movements whilst other routes will

satisfy more strategic movements of which some will form a part of the National Cycle Network. To help to facilitate this a Greater Manchester Cycling Officers Group will convene to ensure a countywide perspective of provision and to co-ordinate the introduction of schemes that cross boundaries. Liaison with authorities outside of the conurbation will also be an important function of this group.

Policy 5 Education

Authorities will undertake cycle training programmes and support local and national and road safety campaigns

Education policies will improve the safety of cyclists, which is one of the main deterrents, and also aid the establishment of a cycling culture. Cycle training should be offered to primary schools, and preferably be offered to adults also. Liaison with the DETR and local Police regarding road safety campaigns assist the impact of schemes.

Policy 6 Partnerships and consultation

To strengthen partnerships with other public bodies, commercial organisations and voluntary bodies in order to promote and cater for cycling.

As part of developing partnerships, districts should establish Cycle Forums, to work with local cycling groups, representatives from health authorities, schools, local businesses, the police and the passenger transport providers. The Forums will prove a useful means of consultation on local cycling schemes and other issues that have a direct impact on cycling.

Cycling should form a key part of employers travel plans; authorities should incorporate measures in their own travel plans, and assist other employers to develop theirs.

Each of the constituent authorities should also work with a range of organisations active within SRB areas, Health Action Zones, and within the fields of health promotion and road safety education to promote cycling by sharing ideas, priorities and resources.

Existing partnerships between Authorities and the Police should be informed of cyclists' needs, in order to address cycle theft and road traffic law enforcement.

Policy 7 Monitoring

To develop effective monitoring of cycling and cycle schemes

A countywide cycle monitoring strategy is being developed. This includes a regular programme of traffic counts as well as recommendations to increase the numbers of permanent automatic cycle counters. The impact of new cycling schemes on cycle usage will also need to be regularly monitored. The results of the monitoring are essential for measuring progress on the county and local targets as well as to guide the programme of infrastructure development.

Policy 8 Resources

Authorities will identify and target resources strategically in line with their local cycling strategies to address problems in a cost-effective manner.

Authorities should ensure that resources for cycling are spent in the most cost-effective manner, in line with their local cycling strategies. In order to increase resources beyond those available from the Local Transport Plan process, Authorities should consider further resources could be available from other sources, such as Landfill Tax, Single Regeneration Budget bids, European Regional Development Fund bids and developer contributions.

4 Cycling Strategy Targets

The targets are divided between conurbation-wide headline targets that are essentially in line with the National Cycling Strategy, and pointers for the formulation of locally appropriate targets to be set at an Authority level.

Countywide Targets

- **To triple cycle flows between 2000 and 2010 in line with the national target.**
Indicator – cycle use in accordance with Monitoring Strategy.
- **To reduce the overall level of cyclist casualties whilst increasing the levels of cycling.**
The Local Transport Plan has set casualty reduction targets based on the Governments casualty reduction target for 2010 but has made the target more stringent. Using a base year as the average cyclist casualty level between 1994 and 1998 there is a commitment to reduce cyclist casualty levels by 25%.
Indicator – annual casualty figures.
- **To work with Greater Manchester Police to ensure that the levels of cycle theft do not increase and that the levels of stolen cycle recovery increase.**
Indicator - levels of cycle theft and recovery.
- **That the level and the availability of on-road cycle training continues to increase to a point where, by 2012, 80% of children have received on-road training by the age of 12.**
Work is required to assess the current levels of on-road cycle training available throughout the conurbation. The target is an ambitious one and is based on work carried out following the production of the National Cycling Strategy. It is also a goal to begin to provide adult cycle training and further work will be undertaken to ascertain the best way of delivering this.
Indicator – the numbers of children receiving cycle training as a proportion of the total in that age group.
- **To produce Countywide minimum cycle parking standards which shall be incorporated into Supplementary Planning Guidance or Unitary Development Plan Reviews.**
To be drawn by the Greater Manchester Strategic Planning Information Group.
Indicator - production of parking standards.

Local targets

- **All Authorities to have in place a Local Cycling Strategy**
Indicator – adoption of Local Cycling Strategies
- **All local strategies to include a locally appropriate target for increasing the amount of cycle use. This target will be based upon robust cycle monitoring and will contribute to the National Cycling Strategy target.**
Indicator – cycle monitoring
- **All local strategies should aim to increase the proportion of trips made to educational institutions by cycle, as promoted through school travel plans or safer routes to school initiatives.**
Indicator – Monitoring of secondary school, college and university travel patterns.
- **All local strategies should aim to increase the amount and availability of on-road cycle training.**
Indicator - the numbers of children receiving cycle training as a proportion of the total in that age group
- **All local strategies to increase the level of secure cycle parking available.**
Indicator – number and usage of public cycle parking facilities
- **All local strategies should aim to increase the proportion of trips to work made by cycle, as promoted through workplace travel plans.**
Indicator – monitoring of the uptake and success of workplace travel plans.

5 Action Plan

Short Term (complete by 2002)

- each Authority to have in place a local cycling strategy;
- each Authority to identify a cycle network as a part of their local cycling strategy;
- to establish a Greater Manchester Cycle Officers Group;
- complete and promote of the Trans-Pennine Trail multi-user millennium route.
- establish baseline data for monitoring levels of cycle use.

Medium Term (achieve by 2004)

- each Authority to produce a local Cycle Action Plan, which will help to establish priorities for scheme implementation;
- each Authority to set up a cycle forum;
- develop countywide minimum cycle parking standards to apply to new developments;
- Authorities to encourage cycling through their workplace travel plans.

Longer Term (achieve by 2006)

- produce supplementary planning guidance (on design of cycle facilities, based on collective good practice throughout the conurbation);
- produce publicity leaflets as routes are implemented;
- completion of routes forming a part of the National Cycle Network;
- monitoring of perceptions on the ease and safety of cycling to provide qualitative feedback;
- introduce adult cycle training.

Ongoing Action

- continue with local cycle parking implementation programmes;
- Authorities to encourage workplace travel plans within their areas to include measures to promote cycling;
- monitoring of the levels of cycle use;
- increase levels and availability of on-road cycle training.