

urban  
movement



# Manchester Cycling and Walking Plan, with a view in particular to the towns of Greater Manchester



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Transport for  
Greater Manchester



WHY GREATER MANCHESTER NEEDS A NEW NETWORK

**The way we travel is killing us**

# Our Goal:

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.

## Our 15 steps

### We must:

- 1 Publish a detailed, Greater Manchester-wide walking and cycling infrastructure plan in collaboration with districts in 2018.
- 2 Establish a ring-fenced, 10 year, £1.5 billion infrastructure fund, starting with a short term GM Mayor's Active Streets Fund to kick-start delivery for walking and cycling. With over 700 miles of main corridors connecting across Greater Manchester, this is the scale of network we need to aim for.
- 3 Develop a new, total highway design guide and sign up to the Global Street Design Guide.
- 4 Deliver temporary street improvements to trial new schemes for local communities.
- 5 Ensure all upcoming public realm and infrastructure investments, alongside all related policy programmes, have walking and cycling integrated at the development stage.

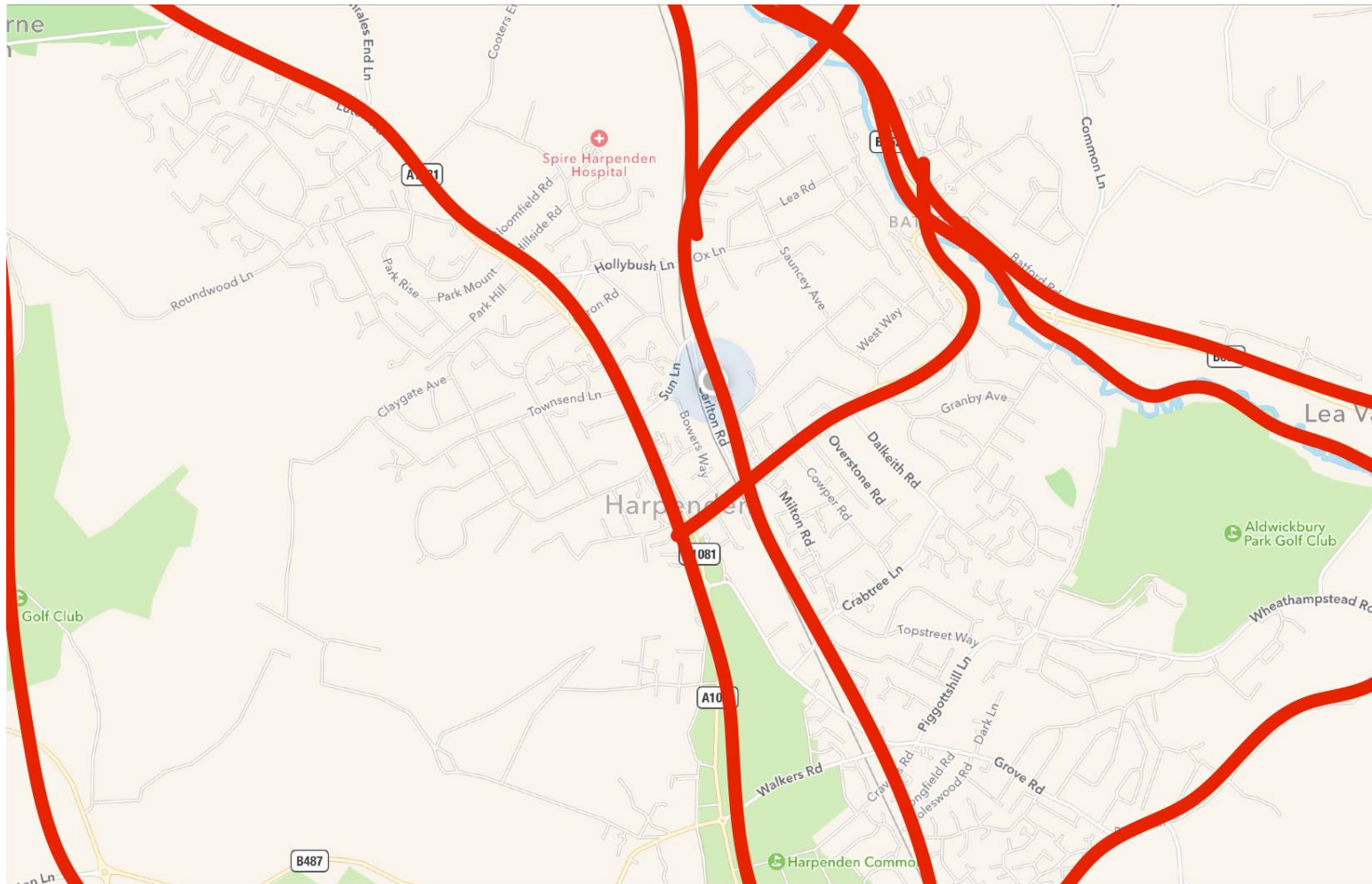
- 6 Develop a mechanism to capture and share the value of future health benefits derived from changing how we travel.
- 7 Work with industry to find alternatives to heavy freight and reduce excess lorry and van travel in urban areas.
- 8 Partner with schools and local authorities to make cycling and walking the first choice for the school run, and take action on traffic and parking around schools.
- 9 Deliver year on year reductions to the risk per kilometre travelled, by establishing a task force to improve safety on roads and junctions.
- 10 Call for devolved powers to enforce moving traffic offences, and develop strategies for reducing anti-social driving, through public spaces protection orders.
- 11 Prioritise investment based on the measurement of people movement, rather than motor-traffic, and integrate with a new street satisfaction index.
- 12 Ensure local communities are engaged and supported in the development and use of new infrastructure and programmes.
- 13 Deliver greater levels of public access to bikes across Greater Manchester, working with the private sector to deliver low cost and innovative solutions.
- 14 Work with local businesses to help shape our new network and achieve a culture-shift on commuting.
- 15 Launch our own version of a 'Summer Streets' festival, creating low car town and city centres to trial street closures on the network.



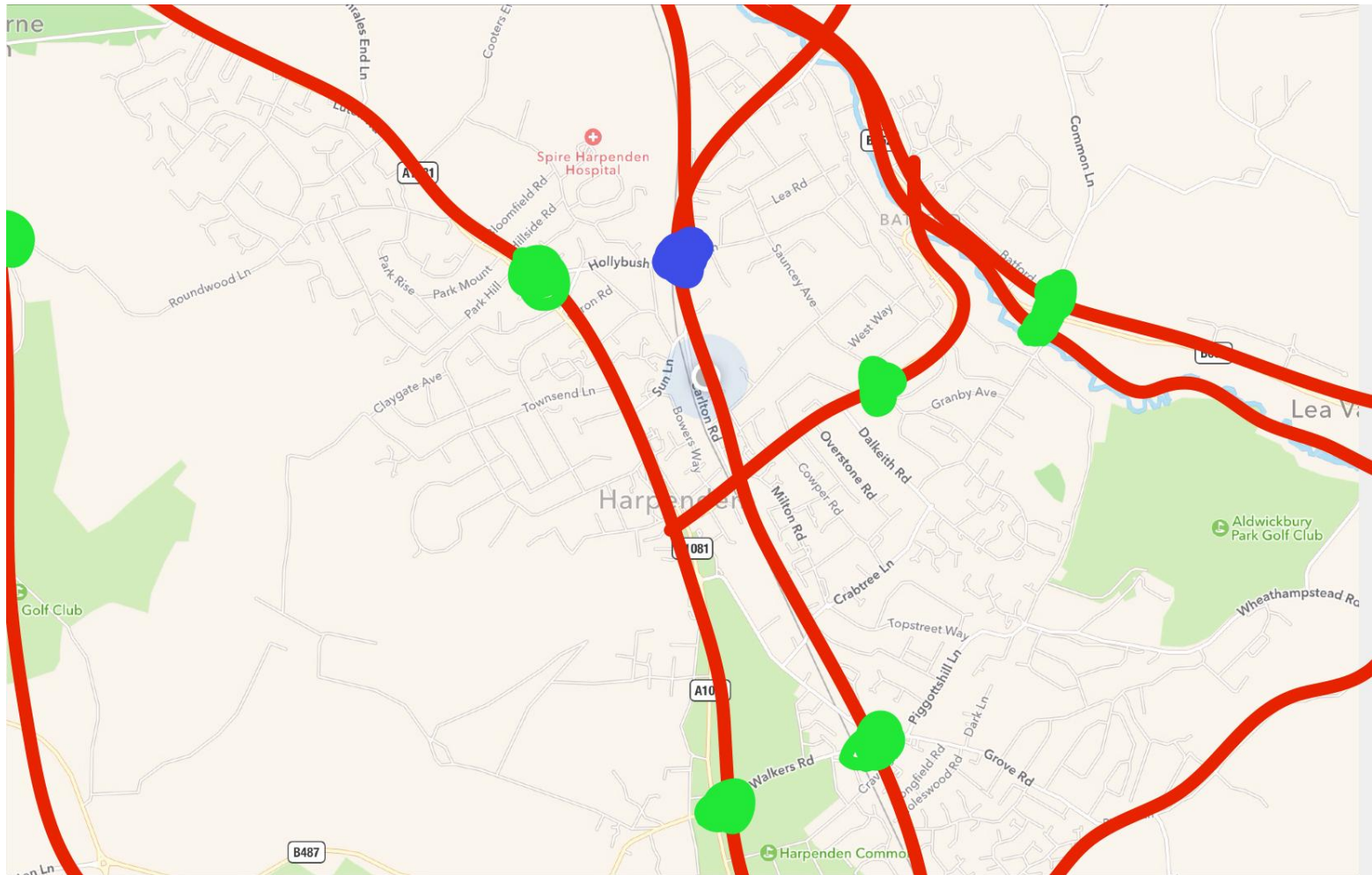
“He never  
touched  
the pen”  
Chris Boardman



# Red lines

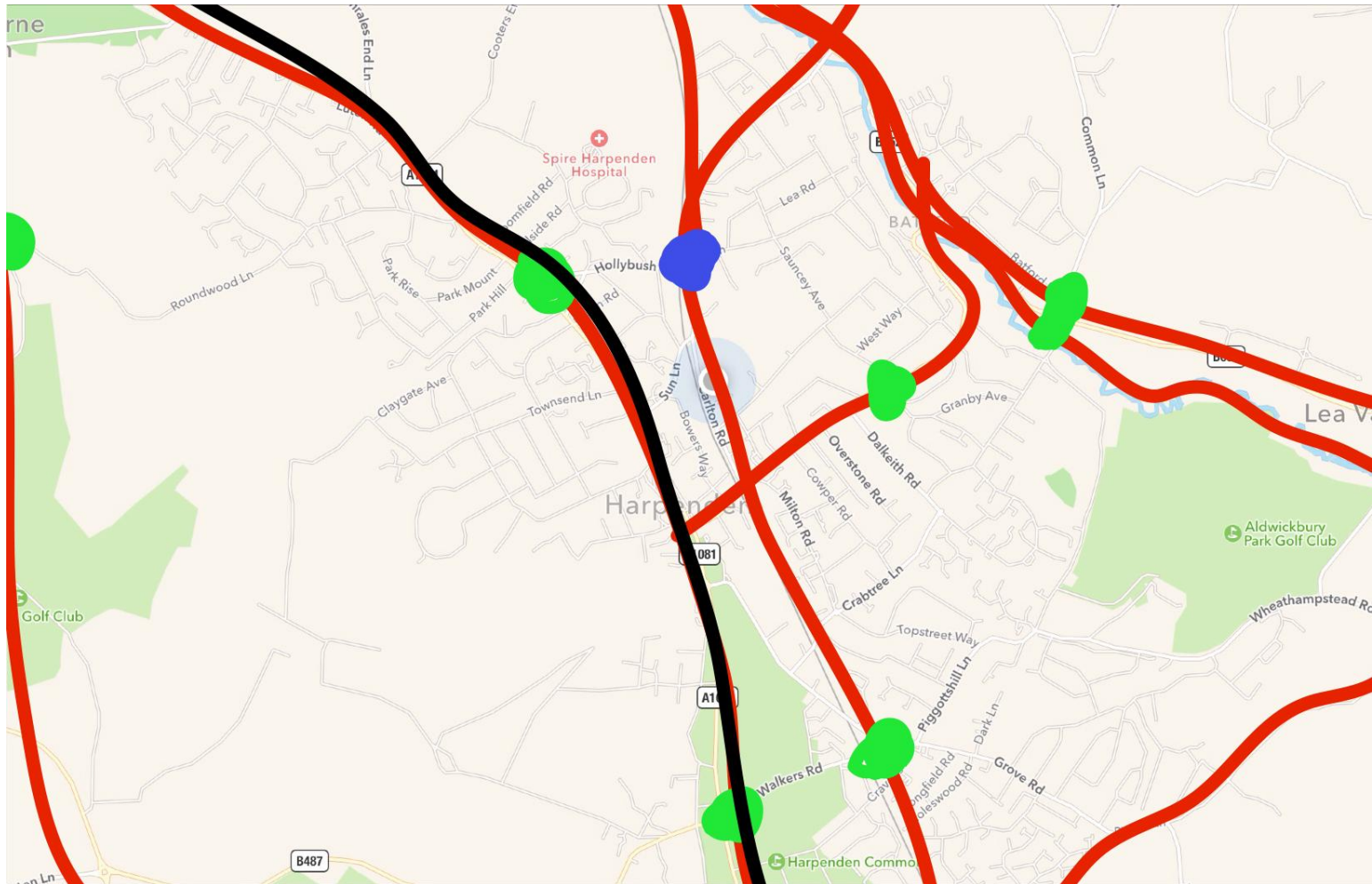


# Blue and Green dots

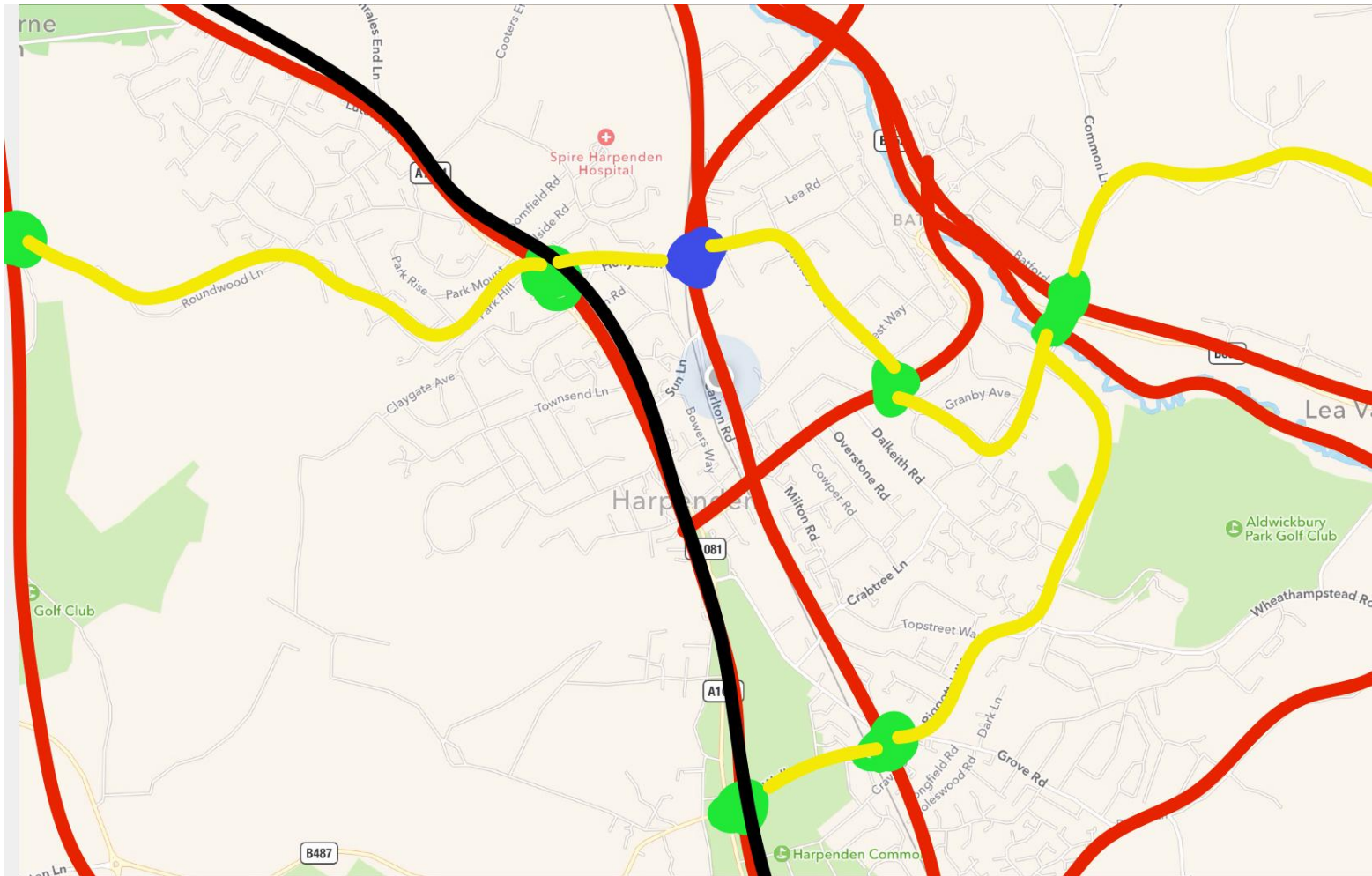




# The black pen and LCWIP



# Beelines





# Hatched black

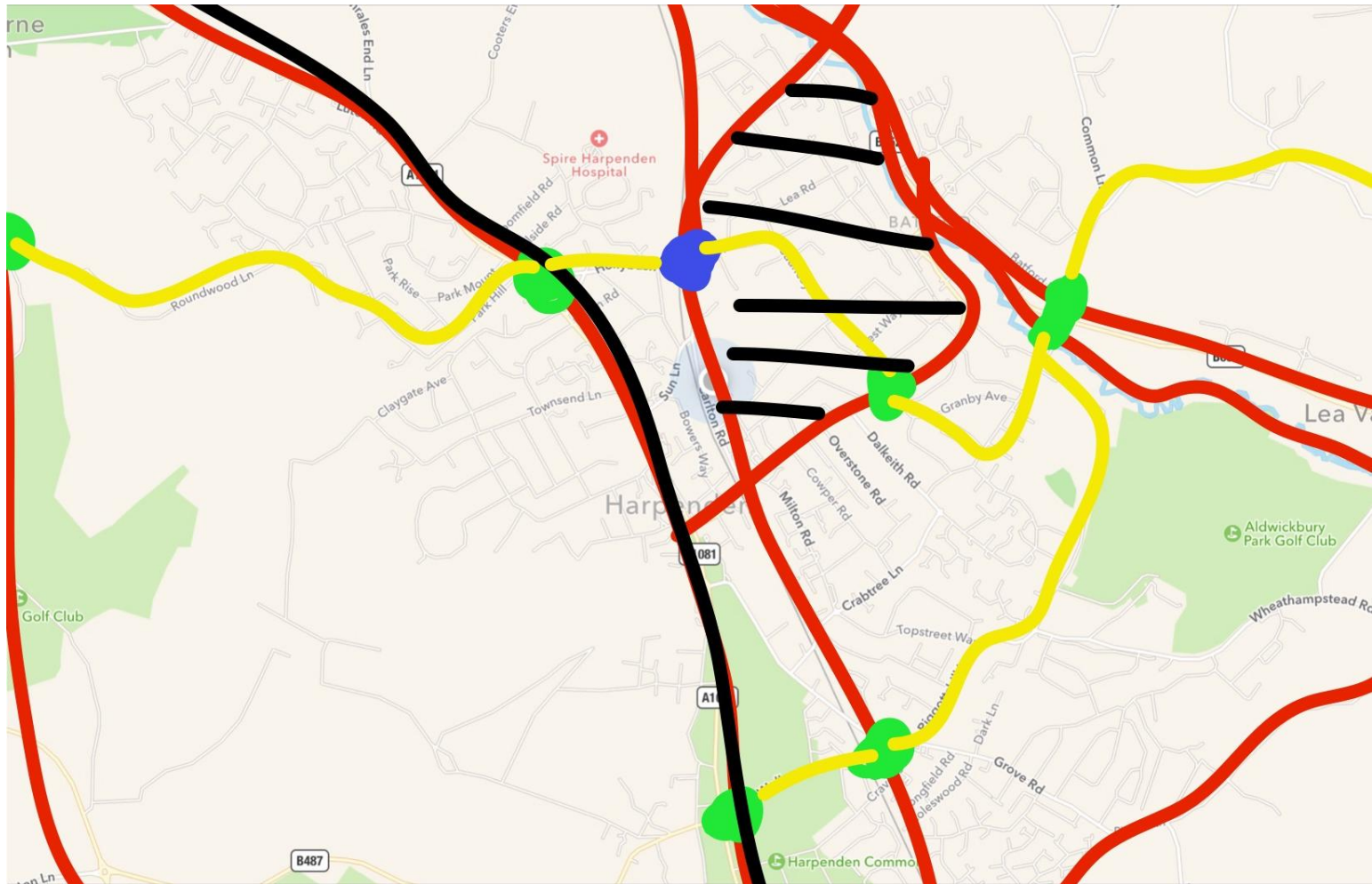


Figure 11: Greater Manchester – Before

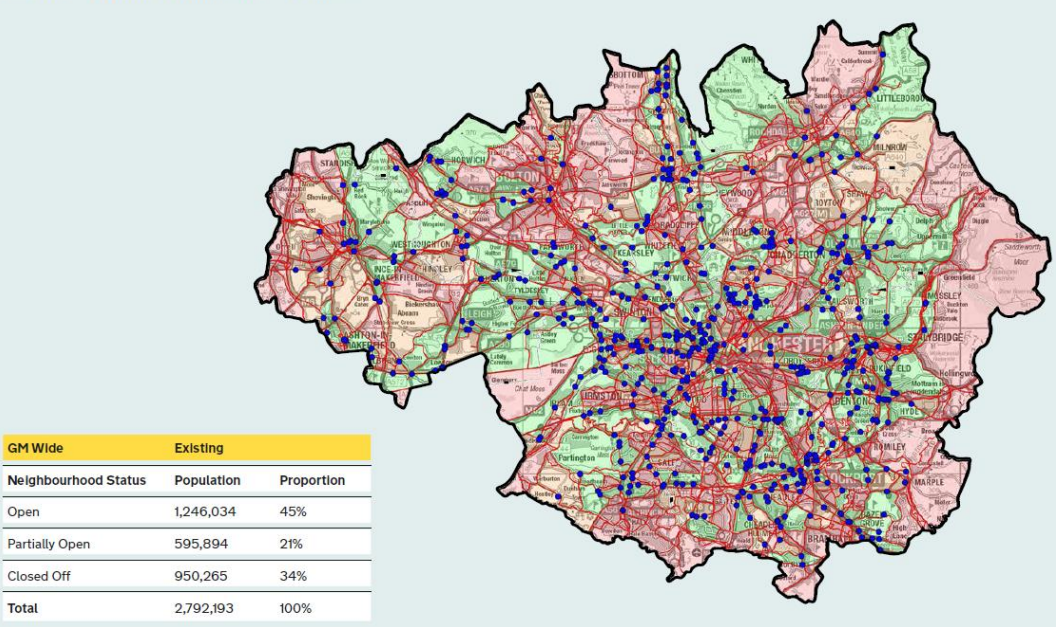


Figure 12: Greater Manchester – After

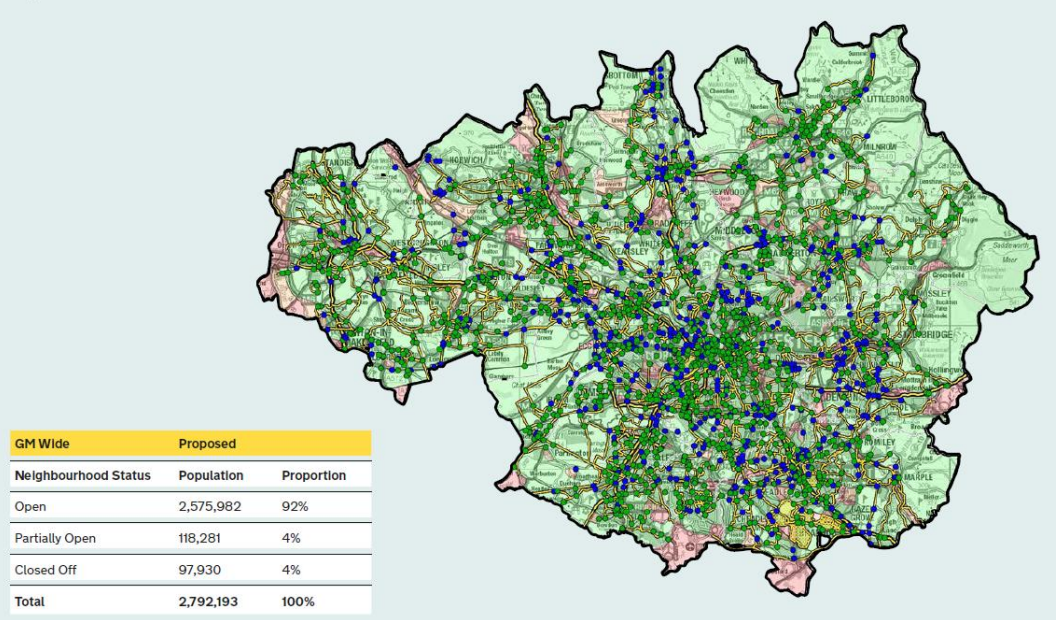




Figure 13: **Beelines. Greater Manchester.**

Key

Yellow lines: Beelines

Thicker yellow lines: Beelines on a busy road, offering full segregation and public realm improvements

Beelines is a vision for Greater Manchester to become the very first city region in the UK to have a fully joined up cycling and walking network; the most comprehensive in Britain covering 1,000 miles.

We've outlined plans for over 75 miles of segregated cycling and walking routes, plus 1,400 new crossings that will connect every community in Greater Manchester.

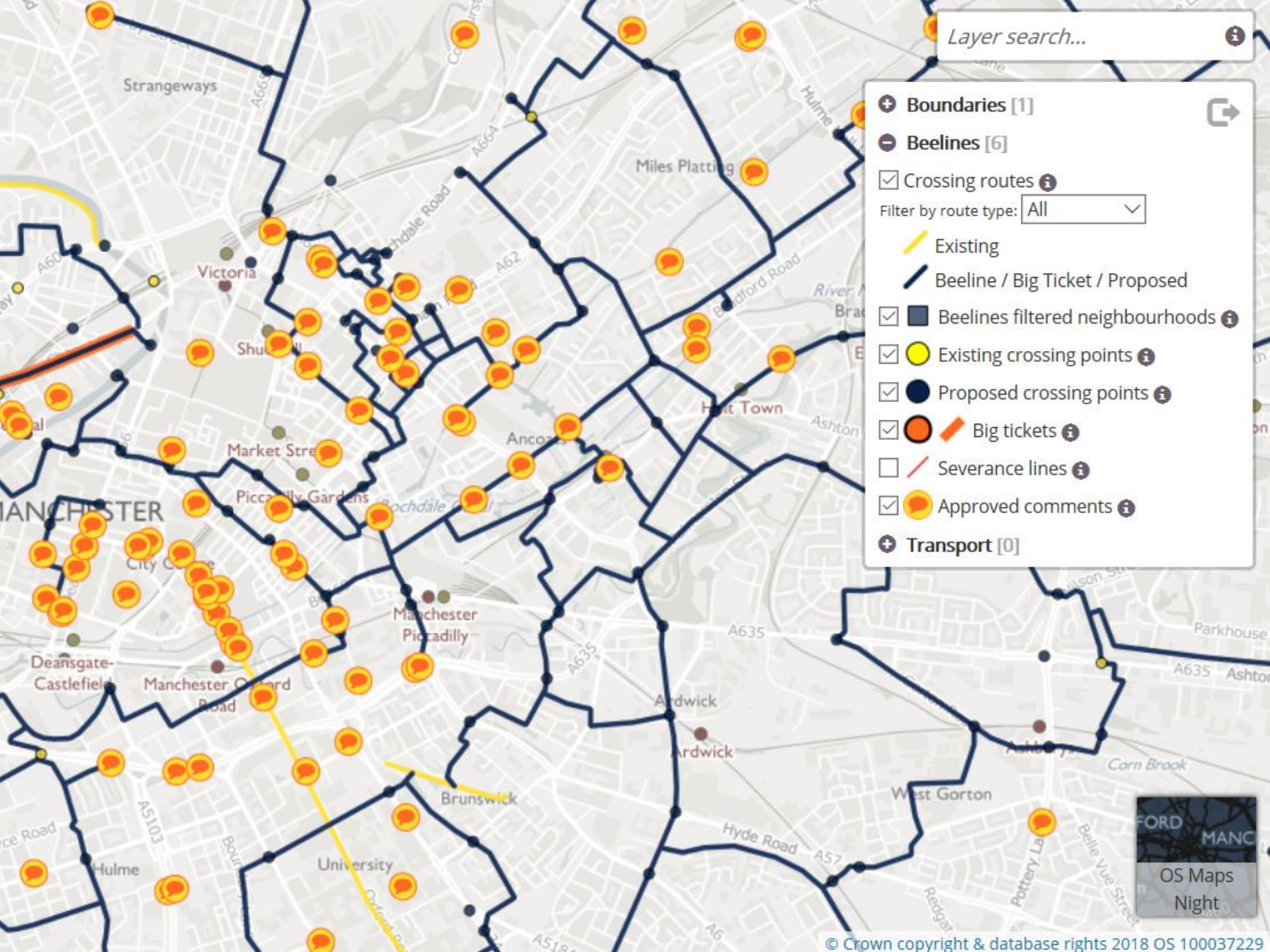
1,408 new or upgraded crossings proposed.

75 miles of Beelines on busy roads proposed.

Enabling 92% of the population to use Beelines.

A map of Greater Manchester showing a dense network of yellow lines representing the Beelines cycling and walking routes. The map includes labels for various towns and cities: Bolton, Bury, Rochdale, Oldham, Tameside, Stockport, Manchester, Trafford, Salford, and Wigan. The network is most concentrated in the central urban areas and extends into the surrounding suburban and rural areas. Thicker yellow lines indicate routes on busy roads with full segregation and public realm improvements.





Layer search...

**Boundaries [1]**

**Beelines [6]**

☒ Crossing routes

Filter by route type: All

Existing

Beeline / Big Ticket / Proposed

☒ Beelines filtered neighbourhoods

☒ Existing crossing points

☒ Proposed crossing points

☒ Big tickets

☐ Severance lines

☒ Approved comments

**Transport [0]**





ALISON ST. >





















Figure 28:  
Example decision point Beelines signs

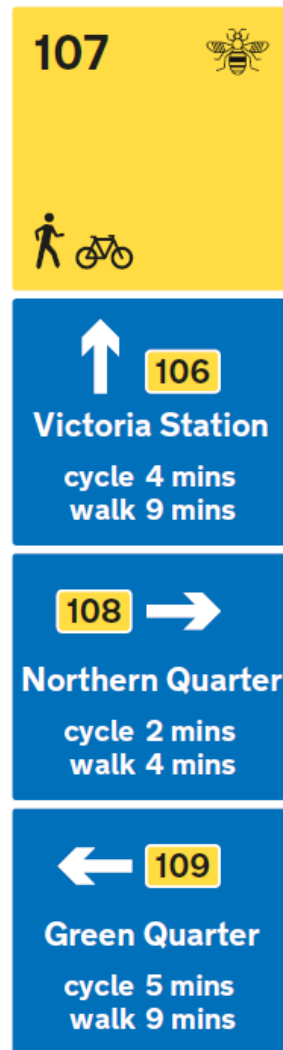
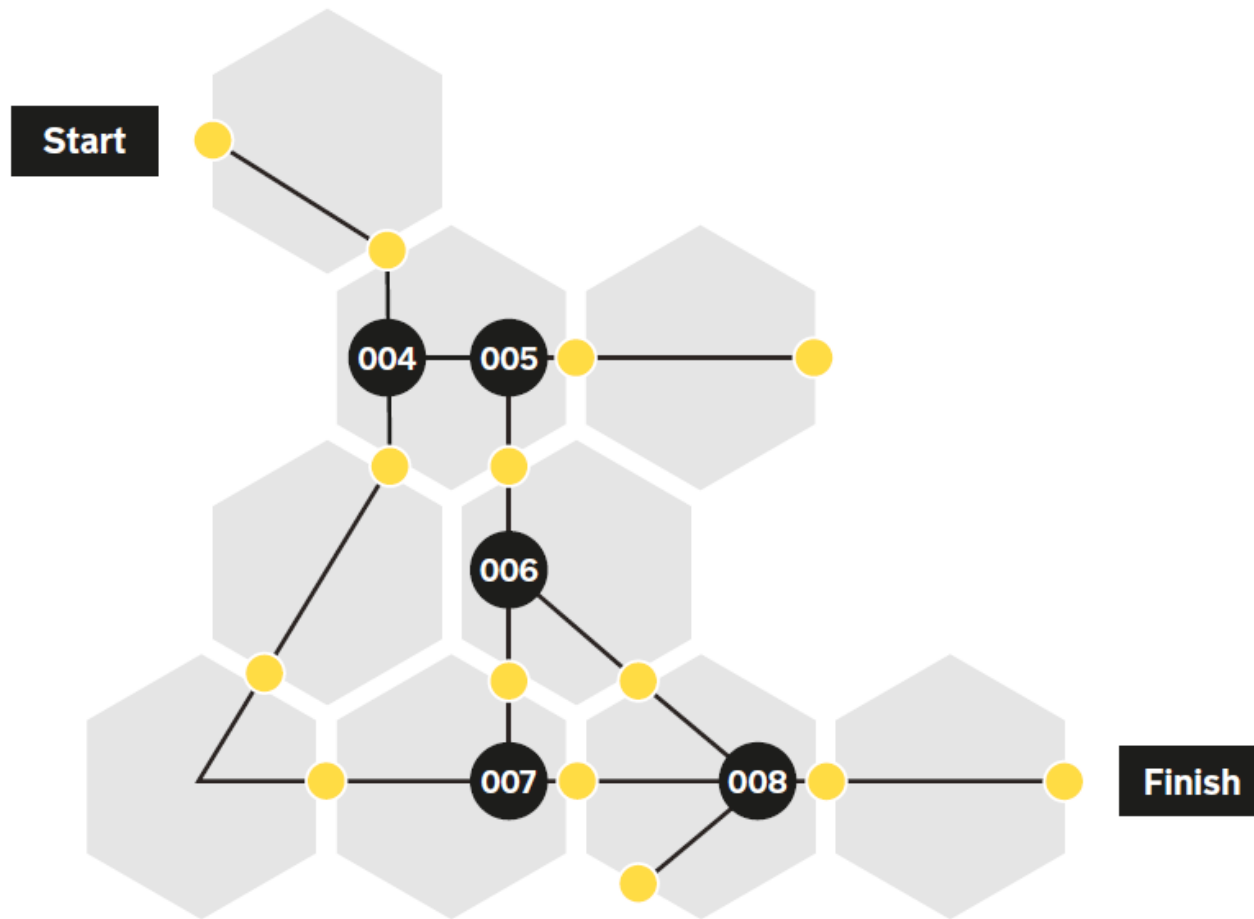


Figure 29:  
Example direction Beelines signs



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Figure 25:  
Schematic of the Beelines wayfinding system



Town  
centres























@bricycle