



Greater Manchester

Walking and Cycling Index 2023

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 Transport for
Greater Manchester


sustrans
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Foreword

Our vision for walking, wheeling and cycling in Greater Manchester



When the last Walking and Cycling Index was published in 2022, I was getting my feet under the desk as Active Travel Commissioner.

It's been a busy two years where a lot has been achieved – but with still so much more to do.

In November 2022, I unveiled refreshed policy priorities for Active Travel in Greater Manchester to make sure the benefits of walking, wheeling and cycling are unlocked for everyone.

These are focused on five priorities - infrastructure, access to cycles, integration with public transport, travel to school and road danger reduction - underpinned by three principle foundations: accessibility, enabling behaviour change and clear communications. All of these are seeing progress.

Subsequently, in December 2023, after a major review of Greater Manchester's infrastructure and following the historic launch of our London-style public transport system in September 2023, I shared an updated route map for walking, wheeling and cycling - ensuring it's fit for purpose to serve the Bee Network as this is delivered.

Active modes of transport are the glue that holds the Bee Network together and it was

vital the initial plans from 2017 were reviewed and adjusted to meet the needs of this bigger and bolder public transport ambition.

There is now a plan for 2,734km of walking, wheeling and cycling routes to connect people from where they live to where they need to get to, making active travel the natural choice for most people's short journeys.

These plans will see 95% of residents live within 400m of a high-quality active travel route so everyone who lives in, works in or visits Greater Manchester has the choice of a viable active travel option.

Alongside providing high-quality infrastructure, work is underway on the journey to adopting Vision Zero and eliminating deaths and serious injuries on our roads. Clearly, safety is a barrier to people walking, wheeling and cycling, so whilst Vision Zero is being created, work continues with Greater Manchester Police to reduce dangerous driving and the anti-social behaviour some drivers display.

Active Travel is the key to a healthy and happy life, better attainment in education, increased productivity in the work-place and cost effective, independent journeys for all ages. There's never been a better time to deliver all of this for Greater Manchester and I'm looking forward to overseeing the work as it continues.

Dame Sarah Storey, Greater Manchester Active Travel Commissioner

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The Walking and Cycling Index

The Walking and Cycling Index (formerly Bike Life) is the biggest assessment of walking, wheeling and cycling in urban areas in the UK and Ireland.

It is delivered by Sustrans in collaboration with 23 cities and urban areas. Each city reports on the progress made towards making walking, wheeling and cycling more attractive, everyday ways to travel.

The Walking and Cycling Index reports every two years. This is the fifth report from Greater Manchester produced in partnership with Transport for Greater Manchester. The data in this report comes from 2023 and includes local walking, wheeling and cycling data, modelling and an independent survey of 1,092 residents aged 16 or above in Greater Manchester. The survey was conducted from March to June 2023. Social research organisation NatCen conducted the survey, which is representative of all residents, not just those who walk, wheel or cycle.

Across this report we have included comparisons to 2021 data where available.

Our thanks to the people of Greater Manchester who took part in the survey and shared their stories with us.

More details on all reports can be found at www.sustrans.org.uk/walking-cycling-index. For more data, including 2019 figures where available, see the [Index Data Tool](#).



Defining wheeling

We recognise that some people who use wheeled mobility aids, for example a wheelchair or a mobility scooter, may not identify with the term walking and may prefer to use the term wheeling. We use the terms walking and wheeling together to ensure we are as inclusive as possible.

i. City is used as a shorthand for Walking and Cycling Index cities, city regions, metropolitan areas and boroughs.

Headlines

Greater Manchester

Populationⁱ

2,867,852

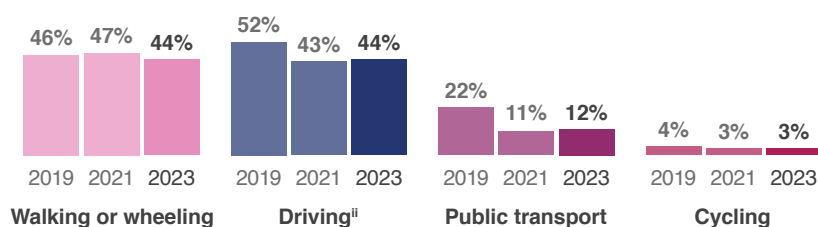
Survey area



The impact of the pandemic

The Covid-19 pandemic had a big impact on travel. In 2021 whilst most restrictions had been lifted, many people were taking fewer journeys and working from home.

Residents who travel by the following modes five or more days a week in Greater Manchester



Participation in walking, wheeling and cycling on a regular basis has decreased since 2021.

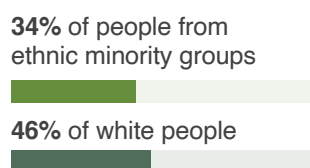
44%
of residents walk or wheel at least five days a week
47% in 2021

10%
of residents cycle at least once a week
13% in 2021

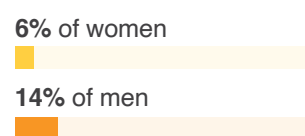
Walking, wheeling and cycling participation is not equal

Residents' travel choices and their perceptions of walking, wheeling and cycling sometimes vary widely between different groups.

Proportion of residents who walk or wheel at least five days a week



Proportion of residents who cycle at least once a weekⁱⁱⁱ

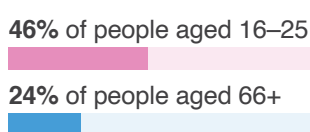


Not all residents feel safe and welcome in their neighbourhood

Proportion of residents who think walking or wheeling safety is good



Proportion of residents who think cycling safety is good



Proportion of residents who feel welcome and comfortable walking, wheeling or spending time on the streets of their neighbourhood

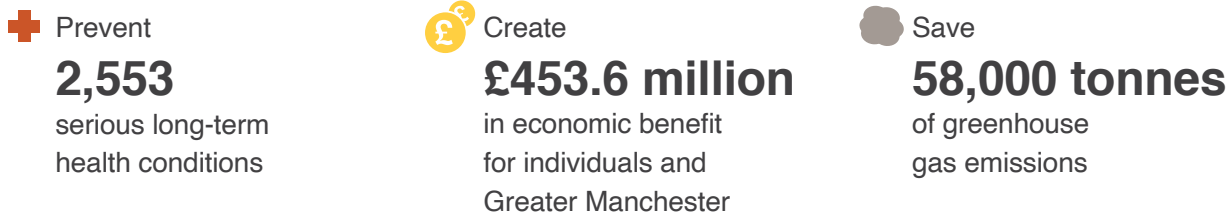


Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

i. ONS Census 2021. This is the most recent available for Greater Manchester. ii. Travelling as driver or passenger of car, van or motorcycle. In 2019, questions did not include traveling by motorcycle. iii. The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and therefore is not presented here.

Everyone benefits when more people walk, wheel and cycle

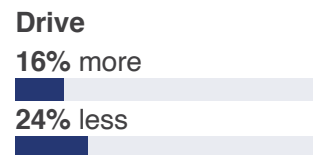
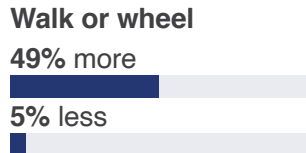
Every day, walking, wheeling and cycling in Greater Manchester take up to **360,000** cars off the road.^{iv} Each year in Greater Manchester these three modes combined:



Residents want to walk, wheel and cycle more and drive less

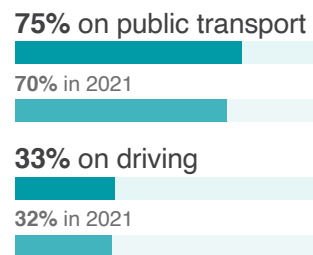
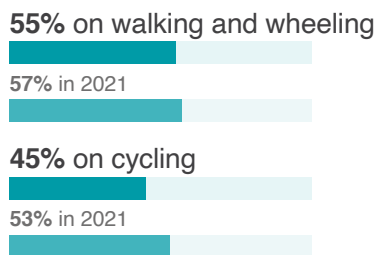
Percentage of residents who would like to use different types of transport more or less in the future:

24% of residents want to drive less, yet 38% of residents often use a car because no other transport options are available.



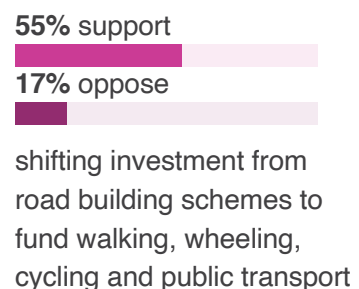
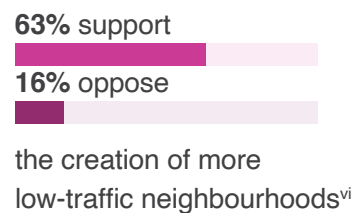
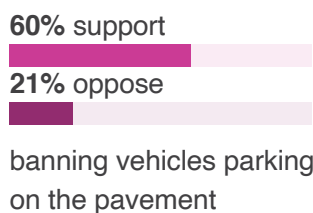
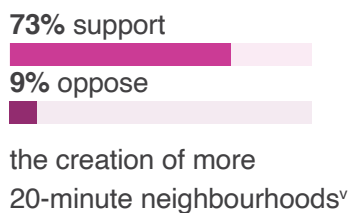
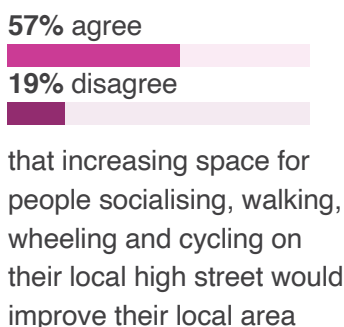
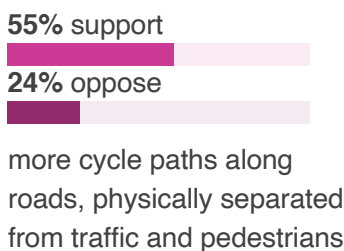
Residents want more funding for walking, wheeling, cycling and public transport

Percentage of residents who would like to see more government spending in their local area:



Increased funding would help support more liveable neighbourhoods

Among Greater Manchester residents:



iv. Based on walking, wheeling and cycling by residents that live in a household with a car. Does not include leisure cycling or leisure walking or wheeling trips.
v. See definition on page 14. vi. For definition see [Methodology document](#).



Walking in Greater Manchester

Walking and wheeling participation, safety and satisfaction

Walking and wheeling participation

Overall in Greater Manchester the number of people walking and wheeling regularly (at least five days a week) has decreased since 2021.

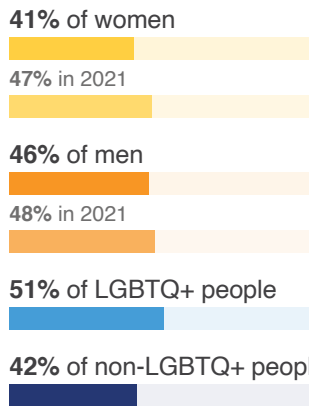
Walking and wheeling are often overlooked in transport. This is despite being an efficient use of space, good for our health and having no environmental impact.

91% of all residents walk or wheel 95% in 2021

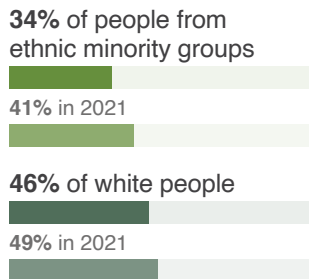
44% of residents walk or wheel at least five days a week 47% in 2021

Proportion of residents who walk or wheel at least five days a week

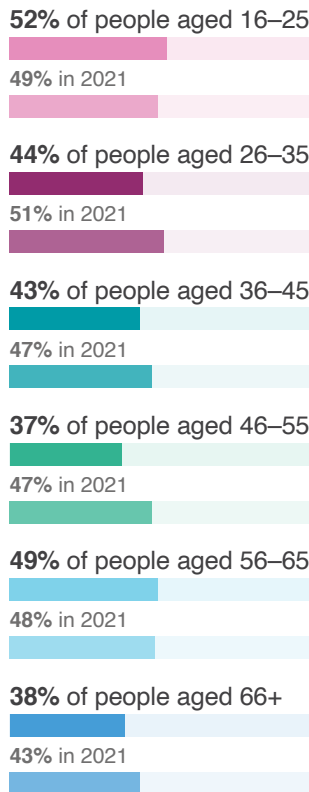
Genderⁱ and sexuality



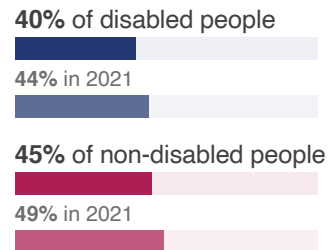
Ethnicity



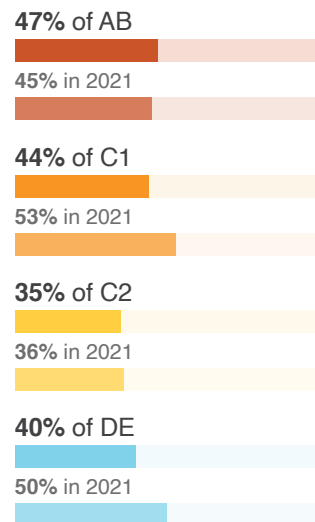
Age



Disability



Socio-economic groupⁱⁱ



i. The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and therefore is not presented here.

ii. Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Group C1 is supervisory/clerical and students. Group C2 is skilled manual. Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

Walking and wheeling safety and satisfaction

59%

of residents think the level of safety for walking or wheeling is good

65% in 2021

46%

of residents think the level of safety for children walking or wheeling is good

50% in 2021

68%

of residents think their local area overall is a good place to walk or wheel

73% in 2021

Proportion of residents who think walking or wheeling safety in their local area is good

Gender and sexuality

60% of women



64% in 2021



59% of men



68% in 2021



62% of LGBTQ+ people



60% of non-LGBTQ+ people



Ethnicity

59% of people from ethnic minority groups



63% in 2021



60% of white people



66% in 2021



Age

56% of people aged 16–25



66% in 2021



67% of people aged 26–35



60% in 2021



53% of people aged 36–45



61% in 2021



57% of people aged 46–55



75% in 2021



68% of people aged 56–65



69% in 2021



57% of people aged 66+



67% in 2021



Disability

52% of disabled people



57% in 2021



62% of non-disabled people



69% in 2021



Socio-economic group

65% of AB



70% in 2021



61% of C1



66% in 2021



58% of C2



54% in 2021



50% of DE



63% in 2021



Alisha



I'm autistic, with ADHD, anxiety and severe depression.

I really struggle with all the sensory information outside. I have to be hyper-aware to stay safe.

If I can take breaks then I can go on.

St Peter's Square is very open now. You can see what is coming, and there are lots of places to sit. I value areas like this, with wider pavements, benches and trees.

Everyone benefits if there are more quiet spaces.



Cycling in Greater Manchester

Cycling participation, safety and satisfaction

Cycling participation

Overall in Greater Manchester the number of people cycling has decreased since 2021. Despite a much larger potential for cycling, only **10%** of people cycle regularly.ⁱ

Cycling participation, however, is not equal. Barriers to cycling can be far more pronounced for some people. Safety, including road safety and personal safety, is the single largest barrier to cycling.ⁱⁱ

28%
of all residents cycle

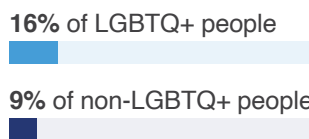
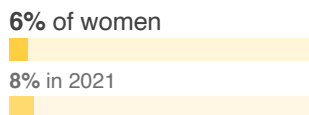
31%
in 2021

10%
of all residents cycle at least once a week

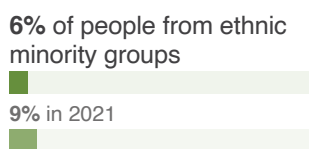
13%
in 2021

Proportion of residents who cycle at least once a week

Gender and sexuality



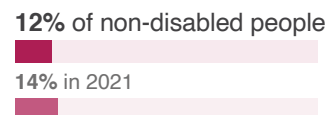
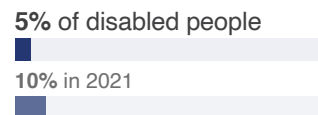
Ethnicity



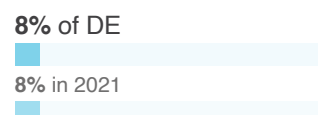
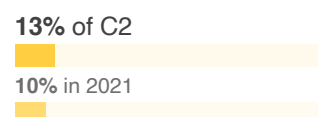
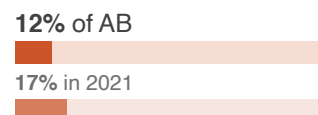
Age



Disability



Socio-economic group



i. Based on people who cycle at least once a week.
ii. See Bike Life 2019 Greater Manchester report.

Cycling safety and satisfaction

35%

of all residents think the level of safety for cycling in their local area is good

34% in 2021

28%

of all residents think the level of safety for children cycling is good

26% in 2021

41%

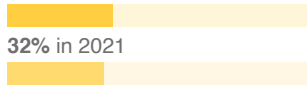
of all residents think their local area overall is a good place to cycle

37% in 2021

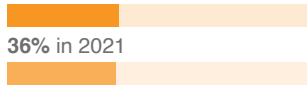
Proportion of residents who think cycling safety in their local area is good

Gender and sexuality

35% of women



37% of men



42% of LGBTQ+ people



35% of non-LGBTQ+ people



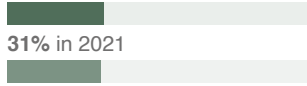
Ethnicity

49% of people from ethnic minority groups



46% in 2021

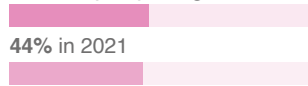
32% of white people



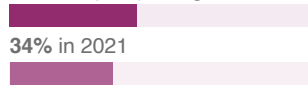
31% in 2021

Age

46% of people aged 16–25



42% of people aged 26–35

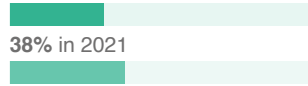


36% of people aged 36–45



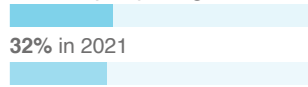
32% in 2021

31% of people aged 46–55



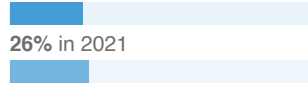
38% in 2021

34% of people aged 56–65



32% in 2021

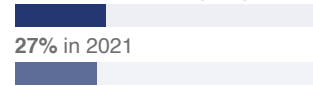
24% of people aged 66+



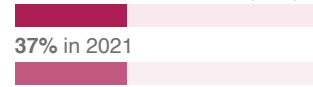
26% in 2021

Disability

30% of disabled people



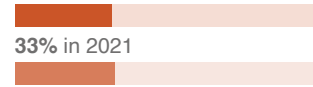
37% of non-disabled people



37% in 2021

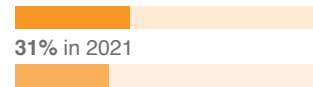
Socio-economic group

32% of AB



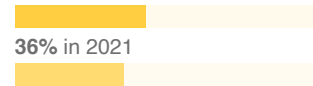
33% in 2021

38% of C1



31% in 2021

43% of C2



36% in 2021

36% of DE



38% in 2021

Emma



When I started work as an assistant psychologist in Wigan it seemed like a good time to get back on a bike. It was a long journey to get a train and wait for a bus. The bike made it doable.

I would cycle to the station in Bolton then get off the train and cycle in Wigan. It was a very safe route, separated from cars.

More movement is better for peoples' physical and mental health. The infrastructure should allow that.



Benefits of walking

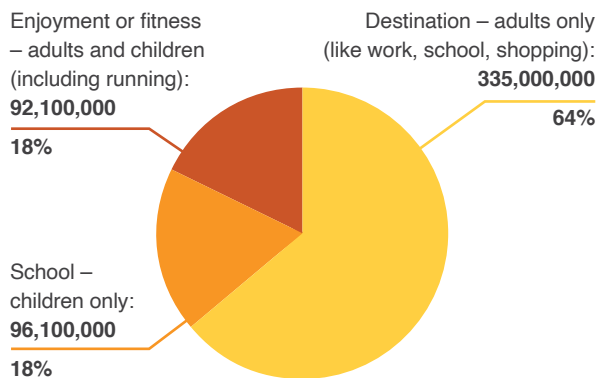
Why everyone gains when more people walk or wheel

Greater Manchester residents walk or wheel 48 times around the world every day

There has been an increase in trips to a destination since 2021. However, walking and wheeling levels decreased for enjoyment or fitness trips.

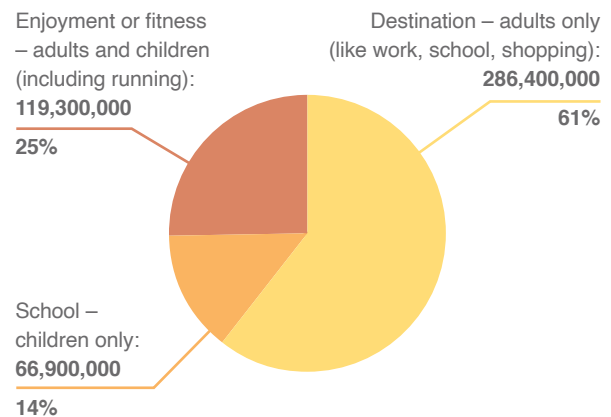
Annual walking and wheeling trips by purposeⁱ

2023:
523.3 million trips



This adds up to
432.3 million miles
= 1.2 million miles a day

2021:
472.6 million trips



This adds up to
431.1 million miles
= 1.2 million miles a day

Walking and wheeling benefits residents and the local economy

The Walking and Cycling Index uses a model to understand the costs and benefits of driving and walking. For example travel time, vehicle operating costs, health benefits, air quality and taxation.

69p is savedⁱⁱ
for each mile walked or wheeled instead of driven in Greater Manchester.

Over a year this adds up to
£105.2 million
from adults with a car in their household walking or wheeling to work, school and other destinations.

£41.5 million in 2021

The total annual economic benefit from all trips walked and wheeled in Greater Manchester is
£313.2 millionⁱⁱⁱ

£337.3 million in 2021

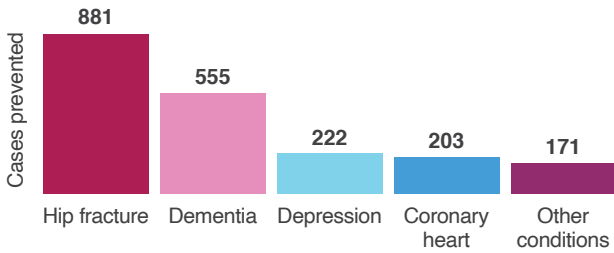
33p in 2021

i. Trips for enjoyment or fitness include adults and children (with and without adult accompaniment). School trips are shown separately for children only. ii. Benefits have increased significantly, mainly because of increased costs of driving and greater traffic congestion. iii. This includes trips walked or wheeled for enjoyment or fitness, and trips to destinations by people with and without a car.

Walking and wheeling unlocks health benefits for everyone

Walking in Greater Manchester prevents **2,033 serious long-term health conditions each year**

2,008 in 2021



'Other conditions' includes type 2 diabetes, stroke, breast cancer, colorectal cancer.

Saving the NHS in Greater Manchester **£25.1 million per year**

£13.6 million in 2021



equivalent to the cost of

610,000 GP appointments

450,000 in 2021

Based on Sport England MOVES tool which shows the return on investment for health of sport and physical activity.

In Greater Manchester the physical activity benefits of walking

prevent 472 early deaths annually

425 in 2021

which is valued at

£1.71 billion^{iv}

£1.4 billion in 2021

Please note wheelchair or mobility scooter trips are modelled as walking trips for the purposes of the MOVES and HEAT models.

People walking and wheeling more instead of driving improves air quality, saving annually:

100,000 kg of NO_x

97,000 kg in 2021

and

15,000 kg of particulates (PM₁₀ and PM_{2.5})

14,000 kg in 2021

39% of residents agree the

air is clean in their local area

38% in 2021



Walking and wheeling in Greater Manchester helps mitigate our climate crisis

35,000 tonnes in 2021

42,000 tonnes

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by walking or wheeling instead of driving, equivalent to the carbon footprint of



44,000 people in 2021

53,000 people taking flights

from Manchester to New York

In 2021 transport accounted for **26%** of the UK's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Department for Business, Energy and Industrial Strategy, 2021 UK Greenhouse Gas Emissions, Final Figures

Walking and wheeling keeps Greater Manchester moving

Studies show walking or cycling frees up road space in comparison to driving.^v This helps to keep Greater Manchester moving for all road users.

280,000 in 2021

340,000 return walking and wheeling trips

are made daily in Greater Manchester by people that could have used a car.

v. Litman, 2023. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

If these cars were all in a traffic jam it would tail back

1,000 miles

equivalent to the distance from Manchester to John O'Groats and back.

829 miles in 2021



iv. Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of walking by estimating the value of reduced mortality resulting from specified amounts of walking.



Benefits of cycling

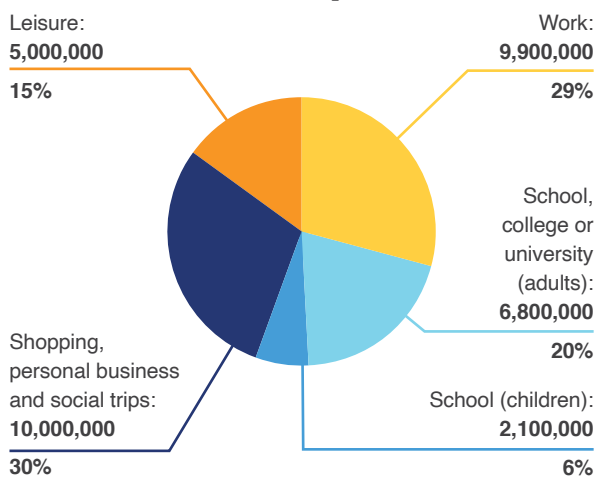
Why everyone gains when more people cycle

Greater Manchester residents cycle 14 times around the world every day

There has been a reduction in cycle trips to work since 2021. However, cycling levels have increased for education trips by adults and children.

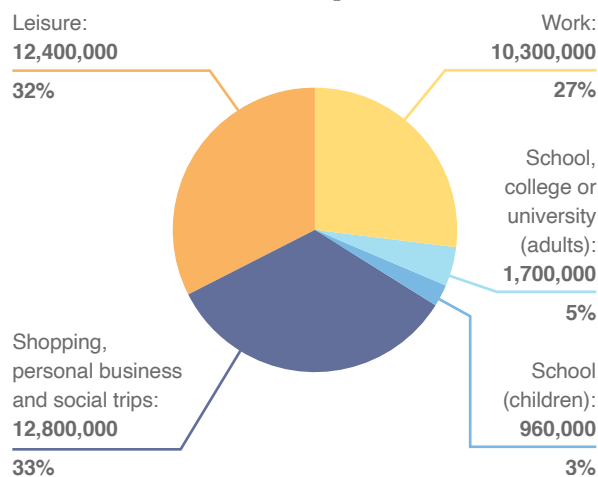
Annual cycling trips by purpose in Greater Manchesterⁱ

2023:
33.8 million trips



This adds up to
124.5 million miles
= 340,000 miles a day

2021:
38.2 million trips



This adds up to
163.9 million miles
= 450,000 miles a day

Cycling benefits residents and the local economy

The Walking and Cycling Index uses a model to understand the costs and benefits of driving and cycling. For example travel time, vehicle operating costs, health benefits, air quality and taxation.

Over a year this adds up to

£98.2 million

from adults with a car in their household cycling to work, school and other destinations.

£57.4 million in 2021

The total annual economic benefit from all trips cycled in Greater Manchester is

£140.4 millionⁱⁱ

£146.4 million in 2021

£1.63 is saved for each mile cycled instead of driven in Greater Manchester.

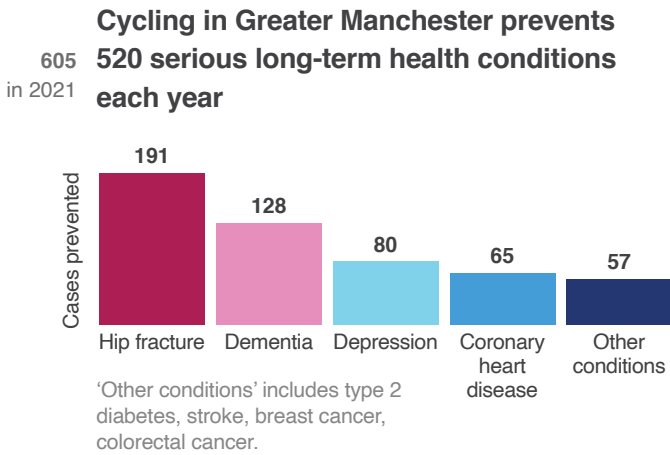
£1.22 in 2021

i. Leisure trips include adults and children (with and without adult accompaniment).

Education trips are shown separately for adults and children. All other trips are just adults.

ii. This includes trips cycled for enjoyment or fitness, and trips to destinations by people with and without a car.

Cycling unlocks health benefits for everyone



In Greater Manchester the physical activity benefits of cycling

prevent 49 early deaths annually

54 in 2021

which is valued at

£177 millionⁱⁱⁱ

£177 million in 2021

People cycling more instead of driving improves air quality, saving annually:

29,000 kg of NO_x

25,000 kg in 2021

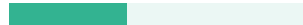
and

4,600 kg of particulates (PM₁₀ and PM_{2.5})

3,700 kg in 2021

39% of residents agree the air is clean in their local area

38% in 2021



Saving the NHS in Greater Manchester **£6.7 million per year**

£4 million in 2021

130,000 in 2021



equivalent to the cost of

160,000 GP appointments

Based on Sport England MOVES tool which shows the return on investment for health of sport and physical activity.

Cycling in Greater Manchester helps mitigate our climate crisis

17,000 tonnes of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by cycling instead of driving, equivalent to the carbon footprint of

13,000 tonnes in 2021



21,000 people taking flights

16,000 people in 2021

from Manchester to New York

In 2021 transport accounted for **26%** of the UK's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Department for Business, Energy and Industrial Strategy, 2021 UK Greenhouse Gas Emissions, Final Figures

Cycling keeps Greater Manchester moving

Studies show walking or cycling frees up road space in comparison to driving.^{iv} This helps to keep Greater Manchester moving for all road users.

26,000 in 2021

29,000 return cycling trips are made daily in Greater Manchester by people that could have used a car.

iv. Litman, 2023. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

If these cars were all in a traffic jam it would tail back

86 miles

equivalent to the distance from Manchester to Birmingham.

79 miles in 2021



iii. Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of cycling by estimating the value of reduced mortality resulting from specified amounts of cycling.



Walking solutions

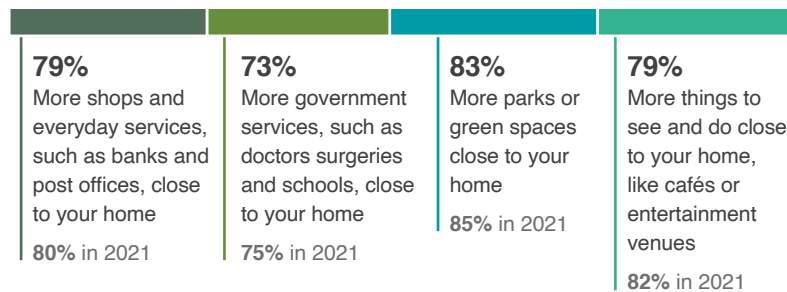
What would help make walking and wheeling easier?

Residents want more services and amenities within walking and wheeling distance

Ideally, walking or wheeling should be the most attractive option for short journeys. An area can support this by ensuring many of the things people need are found near to where people live. The environment should be safe, comfortable and welcoming.

20-minute neighbourhoods are places where you can walk from your home to many of the things you need on a regular basis. Based on a 20-minute return journey this is around 480 metres each way for the majority of people.ⁱ

What percentage of residents would find more local amenities and services useful to help them walk or wheel more?



62%

of Greater Manchester households are in neighbourhoods of more than 40 homes per hectare. These are or can become 20-minute neighbourhoods.

61% in 2021

These higher-density neighbourhoods with more people can sustain local businesses and public transport routes.ⁱⁱ

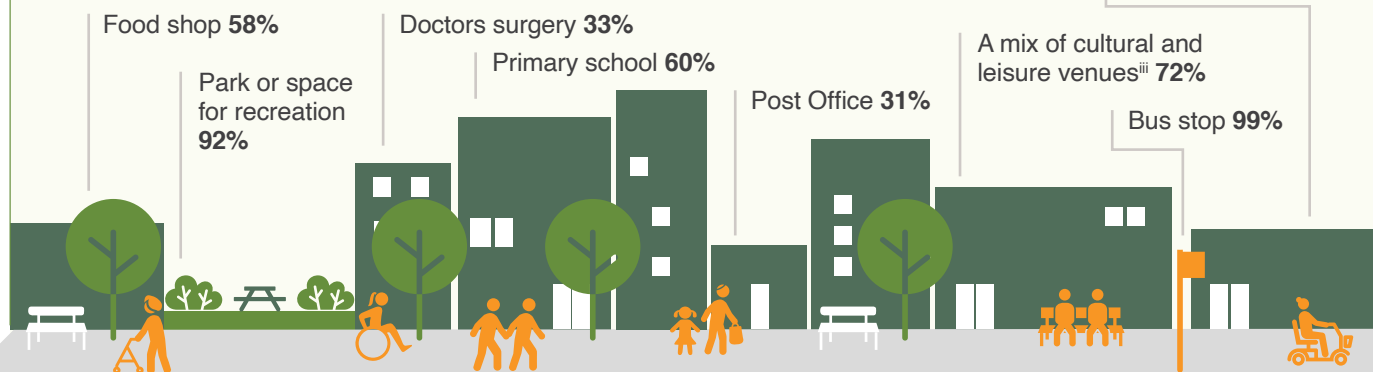
53%

agree they can easily get to many places they need to visit without having to drive

51% in 2021

Proportion of households within a 400m radius of the following amenities

This is modelled as a straight-line distance, as opposed to the actual walking distance based on street layout which is likely to be longer (approximately equivalent to 480m).



i. Asher et al, 2012. Most older pedestrians are unable to cross the road in time: a cross-sectional study. Age and Ageing.

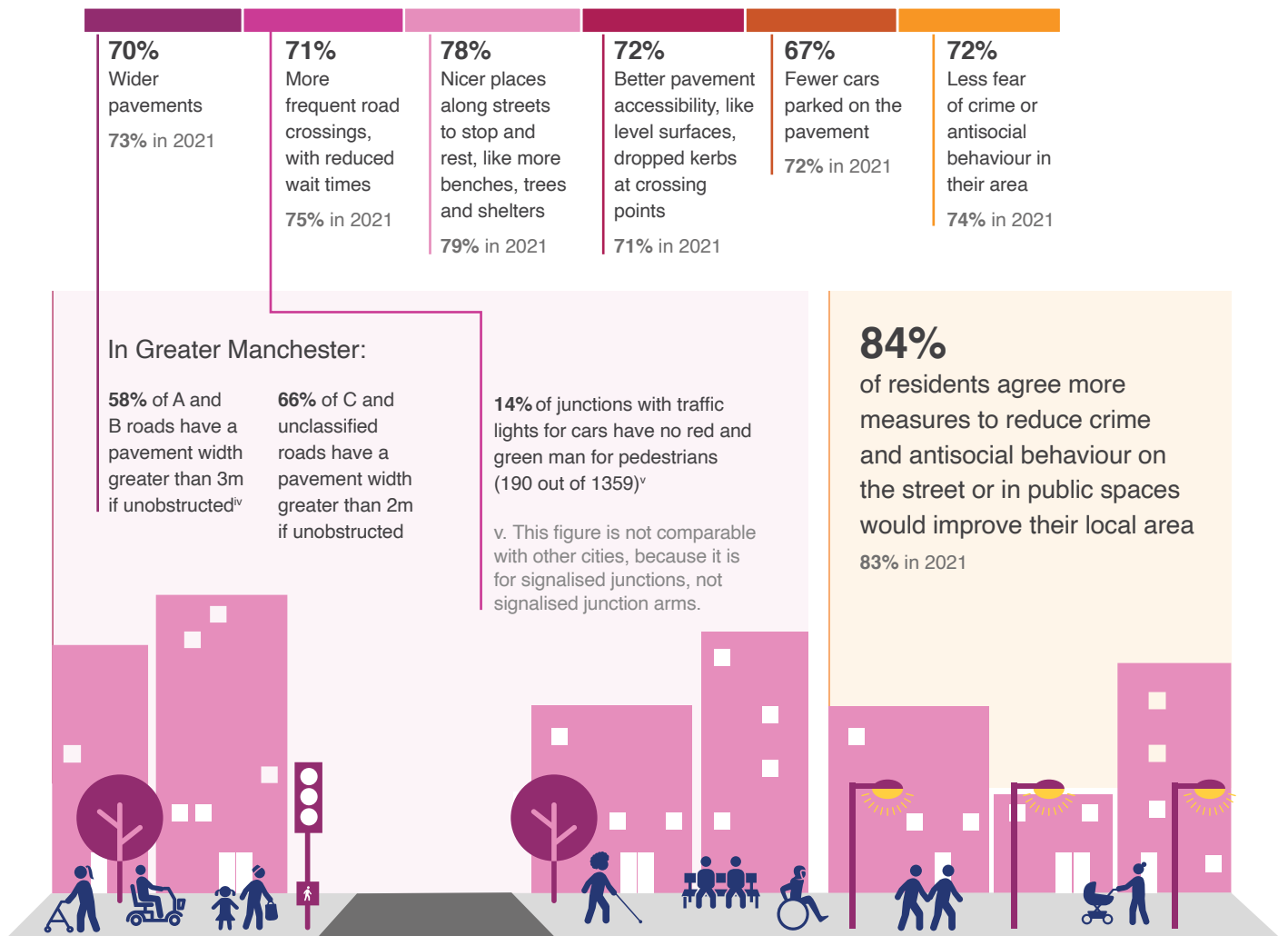
ii. Sustrans, 2017. Linking Active Travel and Public Transport to Housing Growth and Planning.

iii. A minimum of three distinct types of cultural and leisure venues, like cafés, pubs, bingo halls, cinemas, museums.

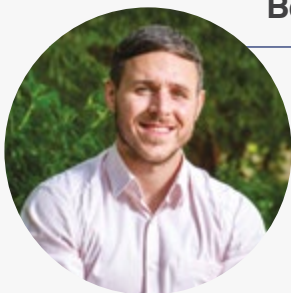
Residents want better streets

There are many ways to make our streets and neighbourhoods safe, welcoming and comfortable for everyone to walk or wheel in.

What percentage of residents think that these changes would help them walk or wheel more?



Ben



I have Retinitis Pigmentosa which involves low levels of vision generally. Just off my street there are several bollards, streetlights, newly planted trees and pavement parked cars. It's can be an absolute minefield.

It's important to balance accessibility with aesthetics, but it just takes a conversation to get it right. Things like where to plant trees, the colour of bollards against pavements.

Adults often say they've never thought of accessibility, so I wrote a picture book to help children think about it.

In Nicky and Candy's Street, Nicky is blind and meets various barriers on her street, such as bollards, posts and trees, and children work to find the solution. It shows how little things can make places better.

iv. OS source measurement now excludes grass verges, so is more accurate than in the 2021 report. A and B roads are main roads. C roads and unclassified roads are more minor roads and often residential streets.



Cycling solutions

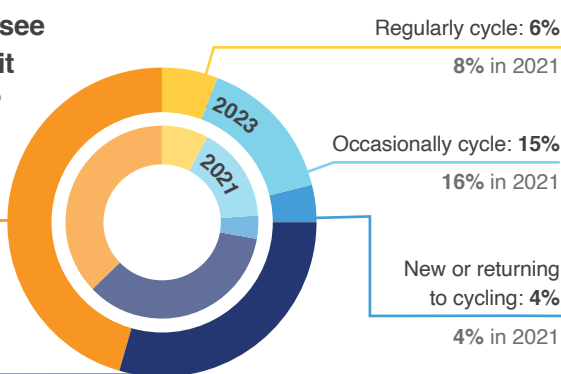
What would make cycling better?

Many Greater Manchester residents want to cycle

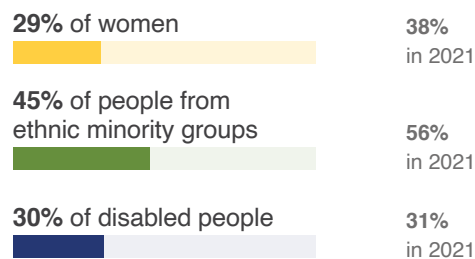
How do residents see themselves when it comes to cycling?

Do not cycle and do not want to: **45%**
37% in 2021

Do not cycle but would like to: **29%**
35% in 2021

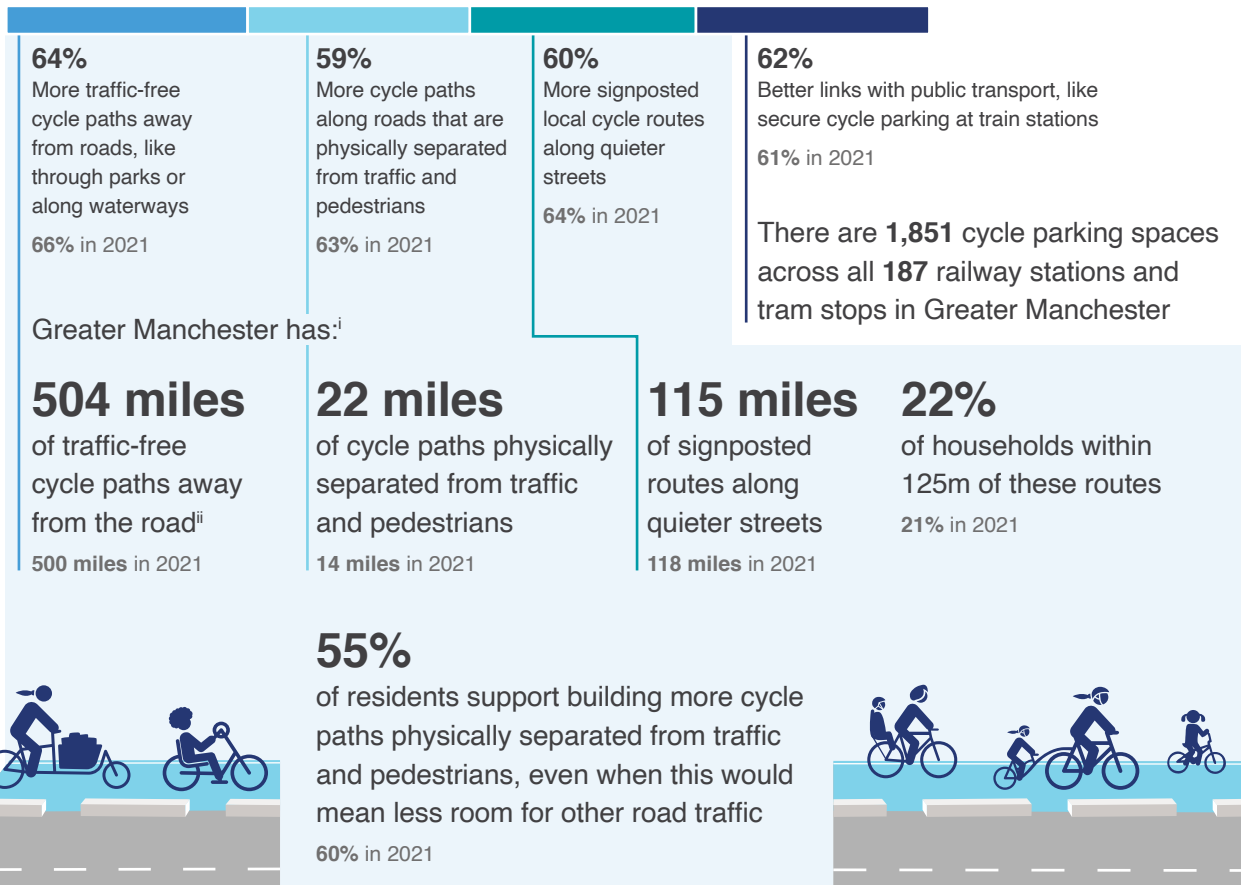


What proportion of residents said they 'do not cycle but would like to'?



Residents want improved cycling infrastructure

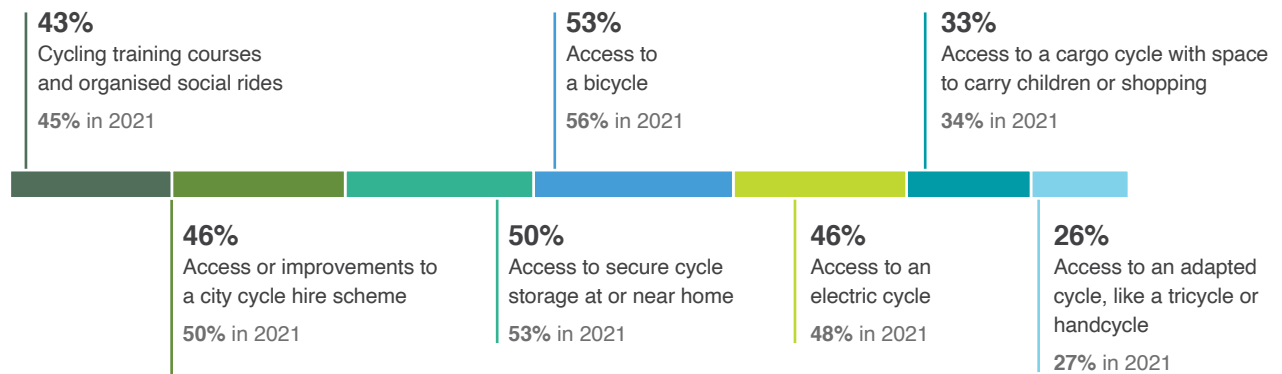
What percentage of residents would be helped to cycle more by better facilities?



i. To ensure comparability, these figures are correct as of 31 May 2023 for all city reports.
 ii. This includes some stretches of farm/access tracks which vehicles occasionally use.

Residents want more support to cycle

What percentage of residents think that these kinds of support would help them cycle more?



Greater Manchester cycle hire schemeⁱⁱⁱ

1,500
hire cycles

257
cycle hire stations

328,665
annual trips

Reported cycle thefts

There were **3,108** reported cycle thefts in Greater Manchester in 2022/23.

3,489 in 2021/22

For every **340** people who own an adult cycle in Greater Manchester, there was **1** reported cycle theft in the past year.

Proportions of residents with access to an adult cycle

46% of residents 44% in 2021

43% of socio-economic group DE 31% in 2021

52% of socio-economic group AB 56% in 2021

53% of residents support financial discounts for people on low incomes or not in employment to help them buy a cycle

28% of households are within 800m of a cycle shop^{iv}

There is a public cycle parking space for every **56** people who cycle in Greater Manchester. **64** in 2021



Bryony, Outreach Coordinator, Stitched Up



We always tried to travel by bike, but hiring vans and taxis was unavoidable for transporting large loads.

Now we have an e-cargo bike and e-cargo trailer we can carry up to 200kg. We've transported rolls of fabric, industrial sewing machines, six clothes rails and boxes of accessories.

Using the bikes is way more efficient. We don't have to book a vehicle and can bring loads right up to the door.

There's a lot more cycle infrastructure in Manchester now, so it is easier than before. But there are huge gaps. It can be difficult to find parking. Our trailer and bike are quite wide, at 90cm, so some cycle lanes aren't big enough. It's still not a proper network.

iii. 2023 data covers July 2022–June 2023. iv. Credit to the Association of Cycle Traders (ACT) for their assistance with cycle shop locations and services offered.



Neighbourhood solutions

What would help make neighbourhoods better?

All residents should feel welcome in their neighbourhood

Proportion of residents that feel welcome and comfortable walking, wheeling or spending time on the streets of their neighbourhood

64%

of residents

61% in 2021

64% of women



59% in 2021

66% of men



65% in 2021

58% of disabled people



51%
in 2021

67% of non-disabled people



66%
in 2021

59%
in 2021

62% of people from ethnic minority groups



62%
in 2021

65% of white people



63% of LGBTQ+ people



66% of non-LGBTQ+ people



53% of socio-economic group DE



53%
in 2021

74% of socio-economic group AB



72%
in 2021

The dominance of motor vehicles can discourage walking, wheeling and cycling

24%
in 2021

Only **26%** of residents think that their streets are not dominated by moving or parked motor vehicles.

Residents would find fewer motor vehicles on their streets useful to:

69%
in 2021

60% Walk or wheel more



64%
in 2021

57% Cycle more



Unclassified roads are not designed to carry through-traffic, but in Greater Manchester **25%** of their total length has nothing to prevent it. This can result in rat-running.ⁱ

26% in 2021

52% agree that restricting through-traffic on local residential streets would make their area a better place.

57% in 2021

24% of Greater Manchester's streets have 20mph speed limits.ⁱⁱ

Residents would find more streets with 20mph speed limits useful to:

54% Walk or wheel more



57%
in 2021

53% Cycle more



54%
in 2021

Residents want local streets to be better spaces for people to spend time in

62%
in 2021

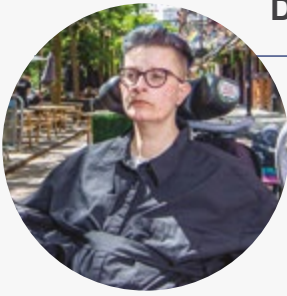
57% agree increasing space for people socialising, walking, wheeling and cycling on their local high street would improve their local area

47% agree they regularly chat to their neighbours, more than just to say hello

54% in 2021

63% support low-traffic neighbourhoods

68% in 2021



Dennis



Most of the pavements near where I live are old and uneven. If you add in parked cars too it's like doing an assault course.

When the children were small I got forced onto the road while they were on the path as there was no space for the wheelchair. I couldn't see them behind the parked cars. It was very upsetting.

Unsafe pavements isolate people in their homes. When I was a manual wheelchair user I couldn't go anywhere on the pavement.

We need to design our neighbourhoods to suit people rather than cars. We should get rid of cars on pavements.

Making streets accessible for everyone helps with health and wellbeing and it builds community. If you're not in a vehicle you get to know people. It creates nicer neighbourhoods.

Neighbourhoods must be designed with children in mind

Neighbourhoods should be places for children to thrive. Increasing independence, providing space to play and socialise, and improving the journey to school are all important.

If we design neighbourhoods with children in mind they will then work better for everyone else too.

12 years old

average age when people living with children would let them walk, wheel or cycle independently in their neighbourhood.

12 years old in 2021

80% of seven-year-olds in Germany are allowed to go alone to places within walking distance, other than school.ⁱⁱⁱ

45% of residents agree there is space for children to socialise and play



46% in 2021

49% of households are within 400m of a children's playground



Among Greater Manchester residents:

48% agree



54% agreed in 2021

27% disagree



17% disagreed in 2021

closing streets outside local schools to cars during drop-off and pick-up times would improve their local area

These are known as 'School Streets'.

6 schools

in Greater Manchester have School Streets schemes^{iv}

5 schemes in 2021



iii. Children's Independent Mobility: an international comparison and recommendations for action, 2015. iv. Figure given is correct as of 31 May 2023.



Developing Greater Manchester

Recent walking, wheeling, cycling and neighbourhood changes

Part of our ambitions for the Bee Network is to create the UK's largest cycling, walking and wheeling network.

More than 100km of Bee Network standard active travel infrastructure has now been delivered, including 20 Dutch-style protected junctions.

Meanwhile, a further 78km of schemes are in development and are due to be completed within the next three years.

We have achieved this by investing around £40million per year on our active travel programme and creating this developing network. While providing this infrastructure is vital to our active travel ambitions – it is not the only way Greater Manchester is investing in active travel.

In 2022-23 there were 26 bike libraries loaning out 763 bikes a year, we trained 1,503 people to cycle through our programmes and provided 83 organisations with cycle parking spaces. 450 HGV drivers have also received training in Safer Urban Driving.

All of this provides people with more opportunities to cycle and improves options when it comes to travel.

There is also our Cycle and Stride for Active Lives initiative, where as of September 2023 we had 63 groups joined up, involving 12,000 local people.

The three-year programme looks to reach 10,000 people across communities that are least likely to be active or walk or cycle their journeys. This is done through grants, training, online support, activities and events – all with the support of local champions and volunteers.



In 2022-23 there were 26 bike libraries loaning out 763 bikes a year, we trained 1,503 people to cycle through our programmes and provided 83 organisations with cycle parking spaces. 450 HGV drivers have also received training in Safer Urban Driving.

All of this provides people with more opportunities to cycle and improves options when it comes to travel.



Bee network cycle hire

Summer 2023 saw Phase 1 of the Bee Network Cycle Hire scheme conclude in Greater Manchester.

Experienced cycle hire operator, Beryl, provide a convenient, low-cost alternative to private car or taxi use for journeys in parts of Manchester, Trafford and Salford, contributing to reducing vehicle traffic.

The scheme reduces barriers to cycling associated with ownership, maintenance, security at a low cost to users.

The scheme launched in Nov 2021 in Salford and has gradually been rolled out across Manchester and into Trafford.

The scheme is over 40km² in size and has 250 stations and more than 1500 bikes. Stations are within a 5 minute walk of over 200,000 residents.

Beryl and TfGM have worked closely with highway authorities and other third-party landowners. The on-street components are designed to be attractive, adaptable, quick to install and straightforward to relocate as required.

A bike used in the scheme has been exhibited by Science and Industry Museum and described as 'iconic'.

As of September 2023 there have been over 480,000 journeys, travelling a total of 1.2m km, across 60,000 users.

Trafford road

Trafford Road is one of the busiest roads in Salford, connecting the city with nearby Trafford. It has undergone major infrastructure upgrades providing a smoother and safer commute for residents and visitors.

The £23.5million scheme, opened in 2023, has seen improvements to every junction, crossing and bus stop along Salford's two-mile stretch of the road. These improvements have eased traffic flow and made it safer for all users, including cyclists and pedestrians.

There are also extra pedestrian and cycle friendly crossings and all crossing are now controlled by signals to make them safer to use.



Looking forward

Better streets and places for everyone

Infrastructure development

Our recent network review has shown how over 2,700km of cycling, walking and wheeling routes will connect neighbourhoods, towns, city centres and public transport hubs over the coming decades.

Our completed infrastructure network would comprise over 1,100km of routes on busy roads, 900km on quiet roads and 600km of off-road routes, to be complete by 2040.

The plan will also see the delivery of over 2,000 crossings of busy roads for pedestrians and cyclists, and over 150 traffic light junctions upgraded to provide fully accessible pedestrian facilities.

Integration with public transport

Key to the success of the Bee Network is active travel and public transport being properly integrated so people can move with ease and get between bus, tram or train easily.

In Greater Manchester, we want to increase the number of journeys made using public transport and active travel by one million a day by 2040 and only through proper integration can we do this with active travel the glue holding the whole network together.

Home to school travel

At present, many school journeys in Greater Manchester that could be made by active travel or public transport are made by private car, negatively impacting health, road safety, the environment, congestion, and children's independence.

We are in the process of creating a Greater Manchester wide school travel strategy, using the opportunities of the creation of the Bee Network, a Refreshed Mission for Active Travel, and our Vision Zero strategy to create a transport system that better serves young people. A draft



We want to increase the number of journeys made using public transport and active travel by one million a day by 2040.

strategy document is now being produced and further engagement with local authorities, as well as schools and other key stakeholders, will be core to its development. More information will be shared in the coming months.

Cycle hire and access to cycles

One of the ambitions of the Bee Network Cycle Hire Scheme is to reduce barriers to cycling. 74% of households in the scheme area did not own a bike.

The scheme now offers a reliable, convenient, economical, and healthy way to get around the City for residents, tourists and commuters.

Since Cycle Hire was introduced in November 2021. As of December 2023 there have been nearly 600,000 rides and over 1.4 million kilometres ridden by over 72,000 Active Users. More recently, in September 2023 there were on average over 1,300 Bee Network Cycle Hire Rides made a day, and over 1200 rides on the rainy days. We will also be continuing to support the GM Bike Libraries project and exploring options to further widen access to cycles (including adaptive cycles) across the region.

Road danger reduction

Work has started to eliminate all deaths and life changing injuries on the city-region's roads through Vision Zero.

In 2023 work started on developing Greater Manchester's strategy to make this happen. Once the strategy has been completed and agreed, work will then start on producing action plans to make Vision Zero a reality.

Belinda Everett, Bicycle Mayor of Manchester



I'm part of a network of bicycle mayors all over the world. I'm also a bike mechanic, which is a very male-dominated profession. So I understand the issues from a race and a gender perspective.

I'm passionate about getting more women and girls cycling on the roads. In Greater Manchester very few women cycle regularly. I want to find out what the barriers are for them.

A lot of women don't feel safe on the roads. Women are the main care givers so if we're not making the roads safe enough for them, they're not safe enough for families either.

We organise Kidical Mass rides with six schools and women's rides. We're also creating a cycling hub in Oldham, where the demographic is quite mixed. It's a lower social economic area and people are new to cycling. It has an orchard and an allotment too, so bikes are a natural link.

I'd like to see more diversity in cycling and some more women-led cycling hubs.

When you provide cycle lanes separate from traffic women feel safer. We need more segregated cycle lanes, not just going into towns but from local communities to the park or schools.

Notes on methodology:

The attitudinal survey was conducted from March to June 2023 by independent social research organisation NatCen.

The survey is representative of all Greater Manchester residents, not just those who walk, wheel or cycle.

2021 survey data was collected from June to August 2021, also by NatCen, following the same methodology.

All other data is sourced from our city partners, national data sets or modelled and calculated by Sustrans.

Trip estimates use a model developed by Sustrans. When comparing to other travel surveys, some variation may exist in the proportion of journeys travelled by journey purpose.

Rounding has been used throughout the report. In many cases we have rounded to the nearest whole number. Rounding is avoided where this may cause confusion, for example with modelled estimates shown in the summary and benefits sections.

More information and a detailed methodology are available at www.sustrans.org.uk/walking-cycling-index

Sustrans makes it easier for everyone to walk, wheel and cycle.

We work for and with communities, helping them come to life by walking, wheeling and cycling to create healthier places and happier lives for everyone.

Join us on our journey. www.sustrans.org.uk

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