



Working Together
To Make Greater Manchester
A Great Place to Walk, Cycle & Wheel

OUR BIG ACTIVE CONVERSATION

15 June 2021



Transport for
Greater Manchester

Greater Manchester
Moving > ^ < v



OBJECTIVE

This was the second of a new series of quarterly stakeholder gatherings, hosted by TfGM and GM Moving partners, for people and partners across Greater Manchester. To share and explore progress, stories, challenges and expertise as we work together to make Greater Manchester a better place for everyone to walk, cycle, wheel and to live an active life.

OVERVIEW

The focus for this virtual conversation was on **active design and infrastructure for active travel and active lives**. Together we explored ways to design inclusive active travel into our policy, strategic architecture and places. Breakout groups explored progress, best practice from GM and further afield and dig into some case studies. The first Big Active Conversation, on 15 March, focused on widening access and participation, in walking, cycling and active travel.



SESSION AGENDA

10.30-11.15	Welcome from Chris Boardman and panel discussion
11.30-12.30	Choice of 4 one hour workshops
13.30-14.30	Streets for All workshop
14.45-15.15	Closing reflections and next steps

PANEL

- Ciaron Wilkinson, Area Parks Lead, South Manchester (Panel Chair)
- Eve Holt, Strategic Director GM Moving and GreaterSport
- Beth Sutcliffe, Strategic Director GM Walking and GreaterSport
- Dr Richard Nickson, Director for Walking and Cycling, TfGM
- Ishaa Asim, Speaker, Campaigner and Activist, Youth Strike Mcr, MYC the Hive

You can view the recording from the panel session, including the welcome from Chris Boardman, Greater Manchester's Commissioner for Transport, [here](#).

BREAKOUT GROUPS

Breakout 1: 20 Min Neighbourhoods

Hosted by GM Moving, One Manchester and Troy Design, this workshop explored the key ingredients and benefits of a 20min Neighbourhood and how the model has been applied in practice in neighbourhoods in Manchester and in Essex with a focus on different methods of community involvement and engagement

Breakout 2: Active by design – planning for walkable communities

Hosted by the GM Walking Voice, Sport England and the Town and Country Planning Association, this workshop explored the potential to embed walking within the planning system

[Recording from the workshop can be viewed here](#)

Breakout 3: Active Green and Blue Spaces

Hosted by GM Groundwork, Canal and River Trust, the GMCA and the GM Natural Capital Group The last year has seen people discovering green and blue spaces on their doorstep more than ever before. This session explored practical ways we can build on this, to connect communities with green and blue spaces as active spaces. Drawing on local case studies we discussed community ownership and engagement, activation and infrastructure, and the challenges of inequality of access to green and blue spaces some people face.

Breakout 4: Cycling for Everyone

Hosted by Arup, this workshop explored key learning and recommendations from 'Cycling for everyone: A guide for inclusive cycling in cities and towns'. There was an initial presentation to talk through the findings and recommendations, followed by a space for Q&A.

Breakout 5: Streets for All

Hosted by TfGM, this workshop provided an introduction to the GM Streets for All Strategy and what this means for active travel design in Greater Manchester, followed by an opportunity to discuss and feedback on the draft strategy.

KEY THEMES ACROSS THE DAY

1) It's a complex agenda and whole system approach needed

Looking at commonalities, rather than differences will help us come up with real, mutually beneficial solutions earlier/more easily.

2) Need to act with a greater sense of urgency.

Things haven't moved on enough from first versions of the 2040 transport strategy.

3) Need to develop a mechanism to further the conversation between the Big Active Conversation meetings.

To showcase what has happened and what is working in this space across GM (or elsewhere) and share thinking. Help people on the ground to implement good practice.

4) Suggested topics for future conversations

The role of planning for new developments and retro fitting more space for walking and cycling in existing neighbourhoods. Collectively addressing challenges around car reduction, space reallocation.

20 MIN NEIGHBOURHOODS

20-Minute Neighbourhoods – Creating Healthier, Active, Prosperous Communities

Each session will be followed by a short question and answer session, you can either put your question in the chat or raise your virtual hand during the Q&A to ask a question or make a point.

Feel free to share your contact details with one another to keep the conversation going after today and say hello in the chat

My contact details:
John Brady
johnb@greatersport.co.uk



20-Minute Neighbourhoods – Creating Healthier, Active, Prosperous Communities

Principles for success

Although the idea of complete, compact and connected places is simple, putting it into practice is complex. The following 10 principles are based on shared lessons from places with several years' experience:

- a compelling vision, well communicated;
- strong, inspiring leadership;
- empowered communities;
- research, data, and analysis;
- partnership and advocacy;
- addressing inequalities;
- adopting policy;
- investment;
- 'hard' and 'soft' measures; and
- evaluation and adaptation.



20-Minute Neighbourhoods – Creating Healthier, Active, Prosperous Communities



Characteristics of a 20-minute neighbourhood

Every community has its own context and aspirations for the future. Any plans to create a 20-minute neighbourhood should be based on what the local community wants. However, the following characteristics, or 'ingredients', are likely to be part of the mix:

- diverse and affordable homes;
- well connected paths, streets and spaces;
- schools at the heart of communities;
- good green spaces in the right places;
- local food production;
- keeping jobs and money local;
- community health and wellbeing facilities; and
- a place for all ages.



20-Minute Neighbourhoods – Creating Healthier, Active, Prosperous Communities



www.planning.vic.gov.au/policy-and-strategy/planning-for-melbourne/planning-for-melbourne/20-minute-neighbourhoods



20-Minute Neighbourhoods – Creating Healthier, Active, Prosperous Communities



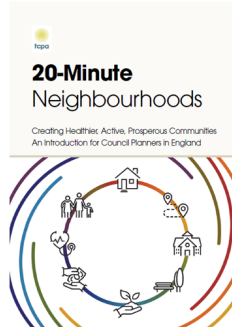
Plan Melbourne's hallmarks of 20-minute neighbourhoods

'A 20-minute neighbourhood must:

- be safe, accessible and well connected for pedestrians and cyclists to optimise active transport;
- offer high-quality public realm and open spaces;
- provide services and destinations that support local living;
- facilitate access to quality public transport that connects people to jobs and higher-order services;
- deliver housing/population at densities that make local services and transport viable;
- facilitate thriving local economies.'



20-Minute Neighbourhoods – Creating Healthier, Active, Prosperous Communities



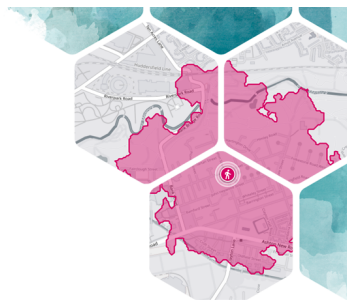
www.tcpa.org.uk/the-20-minute-neighbourhood



20 MIN NEIGHBOURHOODS

Presentation to: The Big Active Conversation event
Date: Tuesday 14 June 2021

Tom Bassford
Strategic Lead for Place
20 minute neighbourhoods

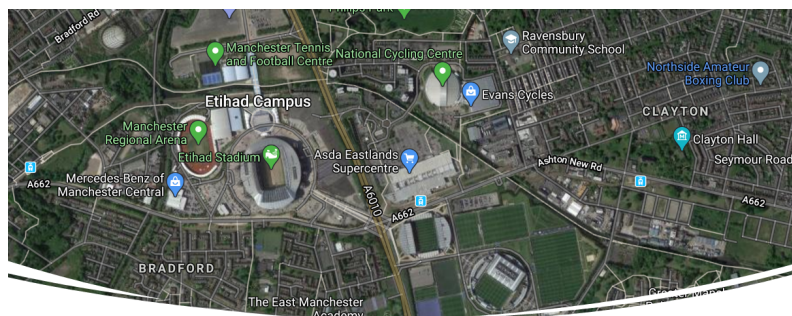


The journey towards 20 minute neighbourhoods

- Building Back Better Together event June 2020
- Aim to direct energy into more tangible outcomes
- Agreed to focus conversations on one area



Focus on Clayton, Manchester



Sportcity, Manchester

- Etihad football stadium
- Manchester Regional Arena
- Tennis Centre
- Football Centre
- National Cycling Centre
- National Squash Centre
- East Manchester Leisure Centre
- Clayton Vale Mountain Bike Trails
- Two boxing clubs

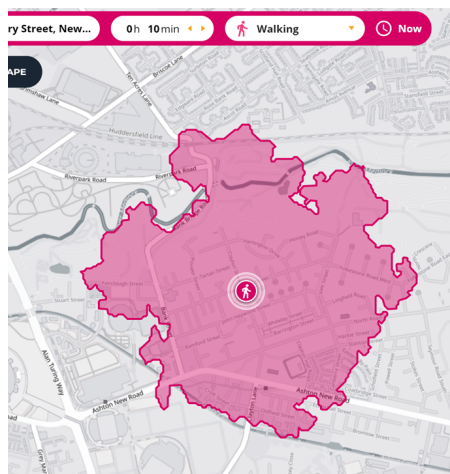


In neighbouring area.....

- Despite access to world class facilities, levels of 'inactivity' locally are among the highest in the country



More than 40% of over 16-year-olds in the area do less than 30 minutes of moderate intensity physical activity a week. This can include most forms of physical activity, including walking, cycling, dance etc in bouts of 10 minutes or more. Source: Sport England's Active Lives Adult Survey 2018



A natural 20 minute neighbourhood

20 MIN NEIGHBOURHOODS



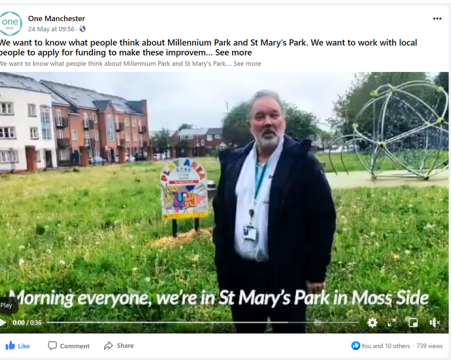
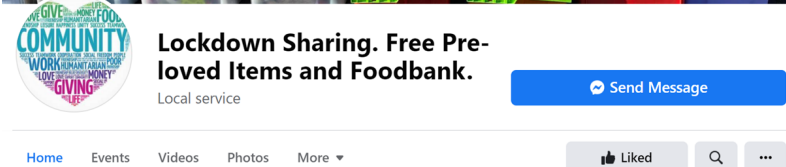
Community Soup Fund

- In person to online
- Broad areas to more localised



The conversations

- **Agreed a plan:** to understand, engage, implement and evaluate
- **Identified local influencers:** invest in relationships
- **Enable meaningful engagement:** listen to views of community



Listening to local people: attempt 2



20 MIN NEIGHBOURHOODS

Q & A

Q) How much money has One Manchester put into 20 minute neighbourhood and have the leaders at One Manchester bought into it?

Tom Bassford - One Manchester. We are at the beginning of the journey and as such there has been no money involved, its about building and investing in relationships and listening to local residents. The investment so far has been time.

Q) Putting time into building an event and then no one turning up is very relatable. Because of everything that is going on at the moment is that having an impact?

Tom Bassford - One Manchester. When resident and the local community are involved they tend to own it and have more success.

Q) A feeling that people don't want to engage with online consultations and events and is digital exclusion also a factor?

Tom Bassford - One Manchester. Its good to thank people for giving their feedback and to show them the results of their comments.

Q) How much does a community need to spend to get a plan like the one in Hailsham?

Jon Herbert - Troy Planning + Design. It depends on the kind of plan you are looking to implement and the depth and detail you want to go into. There is also funding available to help with developing a plan. You can strip back and plan and address specific issues within a community.

Q) Do plans include infrastructure for bikes, scooter storage to make sure that they are easily accessible and are you looking to retrofit communities?

Jon Herbert - Troy Planning + Design. There is funding available to help with providing storage and mobility hubs and EV charging.

Q) Can we get more EV charge points and bike and scooter parking within car parks? Also when we look at the amount of car parking available for neighbourhoods, is this the best use of the space or could it be put to better use?

ACTIVE BY DESIGN – PLANNING FOR WALKABLE COMMUNITIES

[Recording from the workshop can be viewed here](#)

Summary of key points:

Progressing this in a meaningful, committed way across GM requires:

- Brave political leadership and commitment to this agenda at senior officer level in localities
- Skills and knowledge in planning workforce in local authorities to apply these concepts
- Planning to involve whole system – police, business, residents, education, developers, transport, health, community organisations and services etc.
- The opportunities include Places for Everyone (GM Plan of Nine) and the Mayoral commitment to an integrated public transport network (walking, cycling buses, trams and trains)

Suggested action:

- Work in GM to consider a set of planning approaches (and indicators for outcomes) that consider needs of communities and active environments more broadly than numbers in standards. How do we shift the conversation?
- Need a toolkit to connect the GM/locality visions with the Street design guidance. To help planners understand the mechanism to apply the design guides.
- Develop a workforce development approach for planners, transport planners, elected members around this.

Notes:

- Walkable communities/environments are more achievable in more densely populated areas.
- How do we build a case to offer something better than 'Bellway' type developments at 30 dwellings per hectare density.
- Requires a shared vision – so the 20 minutes neighbourhood concept highlighting what works can be of use
- Site selections for types/densities of development needs to be holistic and consider access to public transport, quality green blue/space other amenities.
- Planning standard guidance is considered minimums not maximums. E.g. accessibility to greenspace within 300m of home. No mention of the quality or type of greenspace, if the entrances are accessible to the community, feelings of safety etc. Needs more than just ticking the box for numbers
- The London Plan for walking includes Healthy Streets Indicators.
- Space for car parking still dominates planning committee decision-making time and is front and central for developers and demand amongst potential residents.
- Need to make the cultural shift from car ownership as a symbol of success to include: more alternatives to using the car; mix of incentives; enforcement (e.g. against pavement parking) ; and working with communities to shift culture and behaviour

ACTIVE GREEN AND BLUE SPACES

Breakout questions:

Q) How can we unlock the vision of active green and blue spaces?

- Focus on activation as well infrastructure and how to use infrastructure to link people to outdoor spaces.
- Focus on getting people out and enjoying green/blue spaces.
- Need to get the 'basics' right in terms of green spaces: making sure spaces are clean and safe; good lighting; footpaths in good condition; crossings and pavements looked after on routes to/from green spaces; seating is important, more age-friendly benches, toilets etc
- Would be good to develop quality standards for green/blue spaces (mentioned in Ramblers' manifesto for local elections).
- Make sure developers are held to account around access and improvement to green spaces and contribute financially. This can be done by improving existing spaces or creating new spaces as part of developments.

Q) Unlocking vision and barriers?

- Perception around access – people often thinking it's not for them, need to break this down to under e.g. is this cultural, turnover of residents, lack of inclusion, crime, lack of pride in an area?
- Need to look at cross working and subsidizing e.g. more social prescribing linking up groups and sectors
- Accessible walks are often underused – people don't see the benefits of improving their physical activity or engaging with nature. Eg workplaces where people sit outside enjoying a sandwich but don't go for a short walk, how to encourage workplaces to promote and invest in local public realm and green and blue spaces. Benefit wellbeing of workforce and local people.
- Need to challenge perception of young people in parks and public spaces as being a nuisance.
- Address the basics, e.g. litter gets in the way of people's enjoyment

Q) Solutions – what do we need to do and prioritise?

- Change perceptions and address stereotypes of walking i.e. need all the kit and get out to the peaks.
- Need targeted work with different groups
- Need contact with people and to hold their hand i.e. volunteers to understand the bigger picture, barriers and opps and signposting
- We have a lot of info on ill health, deprivation, green space and need to use that to identify hotspots
- Walk buddies – people who are engaged supporting those who are not and helping to change the culture
- Promote the small pots of funding available for groups to apply for benches etc
- Youth services in parks, bringing young and others together to promote understanding and also just providing more positive activities for young people.
- Exercise equipment in parks
- Bus passes to support exploring parks and open spaces

ACTIVE GREEN AND BLUE SPACES

Examples and stories shared

Maggie - **3rd Age Hosteling**

Lots of lovely urban walking around Manchester, but can feel difficult to run an organised group.

Mike - **The Sunnywood project**

Encouraging getting people outdoors without needing a leaders, Kirklees trial and Chesham Woods. Heston Park are interested in similar accessing an online map.

Aware that not all have the access to a mobile phone.

Planning to use the cafe to drop leaflets.

Interactive walk at jubilee centre, for the less mobile.

Pete - **A local resident, registered blind**

Enjoys walking along the Ashton Canals, an issue for him is cyclists! Narrow paths are a problem. Inequality of access.

Buzz Manchester -

Are checking out the Green Trail to see where more benches are needed.

Greame - **Social Prescriber working in Rochdale**

Current experience in social prescribing and supporting individuals to access green spaces. For some people this needs to be done in a proactive way with lots of support. Demand/need was growing for this type of 'green prescription' – feels that awareness of social prescribing is growing, and this will increase interest in services.

Jamil - **Age Friendly Manchester/Levenshulme Inspire**

Some of the people they work with are still reluctant to go out and about due to Covid. This is affecting physical and mental health as people are more isolated. Being less active affects people's physical health. Calling people regularly and physically going to people's doorstep to meet them and get them involved in outdoor activities.

CYCLING FOR EVERYONE

Read the 'Cycling for everyone' report: [A guide for inclusive cycling in cities and towns](#), by [Sustrans and Arup](#) [here](#).

ARUP

sustrans 

Cycling for everyone

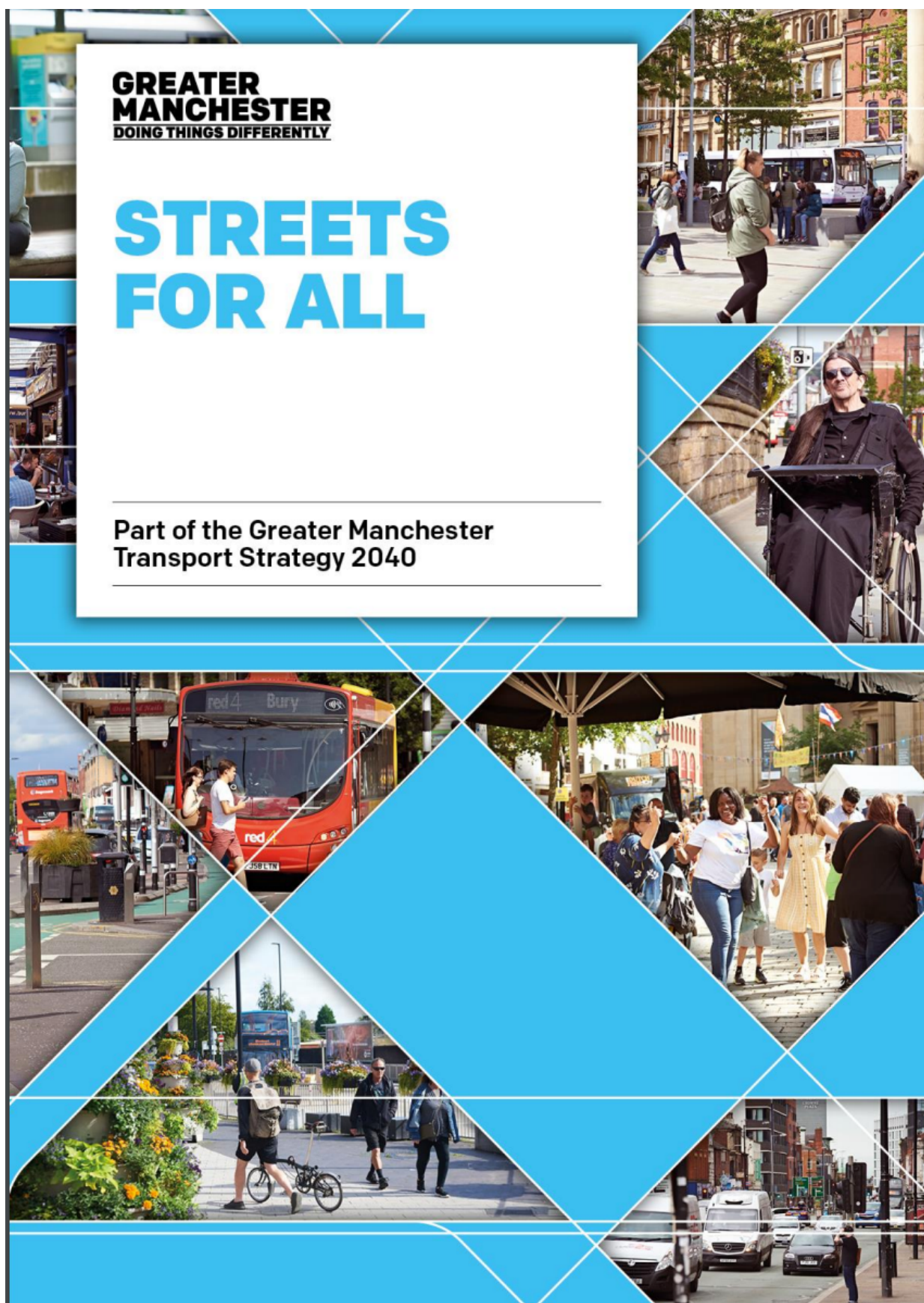
A guide for inclusive cycling
in cities and towns



STREETS FOR ALL

[Streets for All Strategy, Sept 2021 - read here](#)

[Interim Active Travel Design Guide - read here](#)





FEEDBACK

Thank you to everyone who has taken the time to provide feedback. Any further comments are welcomed to help inform what happens next.

NEXT MEETING

Save the date: The next Big Active Conversation will be 14:00-17:00 on 5th October 2021

If you know anyone who would like to sign up for the mailing list for future Big Active Conversations and occasional related emails, please ask them to email their name, contact number, job title and organisation (if appropriate) to active.travel@tfgm.com.

KEY LINKS FOR MORE INFO

Greater Manchester's new active travel website - activetravel.tfgm.com

The [Greater Manchester Walking website](https://gmwalking.co.uk) - gmwalking.co.uk.

