

# A future

Draft proposals

Version 1

# cycle map

# for Greater

# Manchester

# Aim

Support for space for cycling in Greater Manchester is growing, we have to define what space is needed and where.

# Rationale

Year on year the number of people cycling is increasing. However the infrastructure has not been growing at the same pace. Gradually though, facilities for cycling are being considered by governments and transport authorities.

Developments to increase the amount of space for cycling in Greater Manchester are being undertaken in a piecemeal fashion. This endangers the overall effectiveness of any improvements that are made and risks blind spots occurring.

Cycle campaigning has taken some new steps recently, including the *Space for Cycling* councilor campaigns in London and nationally. We cannot however rely on other campaigns for innovative ideas to piggyback onto and must set an agenda that is relevant and constructive for Greater Manchester.

# Why us?

A schematic route map could be planned out by local transport authorities. However if we as people who cycle (or people who would like to cycle but don't currently have the confidence to) take ownership we can ensure that the focus is on improving roads and routes for cycling. We can also take advantage of the vast amount of knowledge and experience that we have collectively from travelling around Greater Manchester.

# The detail

The aim is to develop a schematic overview of cycle routes across Greater Manchester and to identify where:

- good infrastructure already exists
- where existing infrastructure needs improvement
- new opportunities to enhance routes across the city region

It is not intended that the map will go into detail right now, as this would be overly exhaustive on time.

Instead the approach should be schematic, offering a hierarchy of requirements for primary and secondary streets:

1. Fully-segregated cycle tracks
2. Partially-segregated cycle lanes
3. Measures to slow down traffic where there is no physical space for either of the above

In addition to this the map can take account of quieter streets that would benefit in improvements leading to a better cycling environment.

# How

There are a number of different ways the map could be produced.

## **One Day Workshop**

Holding a public workshop in a day with a large number of people forming small knowledge groups to plan out what is required in each area (either defined by council wards or transport corridors). The plans could then be scrutinised and improved by other groups. After the event, reconnaissance can be done to inspect areas that needed clarification.

## **Area Subgroups**

Splitting Greater Manchester into sections and holding a number of events (similar to above) but on a smaller scale and then bringing the work of each area together. Being held in the area itself the need to go and check on specific areas should be required less, or at least easier to do.

## **Online**

Conducting the entire process online with individuals proposing individual plans for routes. Where opposing plans occur these could be put to a vote. A greater deal of reconnaissance may be required to ensure that plans are suitable for individual streets.

# Resources

A number of resources may be required for the project including (but not limited to):

## **Maps and data of existing infrastructure**

OpenStreetMap already provide open source maps and data on what cycling provisions are currently in place.

## **Knowledge of routes**

Existing members and non-members already have this through living, working or travelling through Greater Manchester.

## **Traffic flow data**

The government already publishes some data, however additional information could be sought.

## **Money**

Should capital spend be required on the project crowdfunding site *Indiegogo* could make it financially neutral to the organisation.

## **Time**

It is clear that a significant dedication of time will need to be committed by a number of members.

# End result

The map should not be produced in a fixed way, but one that is open to change in the future.

It should be placed online, but over and above this how and when the map is to be used by the campaign can be left open at this time.

Once established, there is also an opportunity to incorporate possible synergies, with biodiversity, future developments or other transport modes.

There could also be an opportunity for individual members or subgroups to take parts of the map into greater detail at any point in the future.