



Bee Network Committee

Date: Thursday 29th January 2026

Subject: Active Travel Annual Report

Report of: Dame Sarah Storey, Great Manchester Active Travel Commissioner

Purpose of Report

To present the Annual Active Travel Report for 2025 to members and agree Active Travel Priorities for 2026.

Recommendations:

The Committee is requested to:

1. Note the Greater Manchester Annual Active Travel Report;
2. Endorse the Commissioner's Mission Priorities as set out in this report; and
3. Note future priorities and the commitment to work more closely with the local authorities, national government, community partners and across TfGM to deliver the actions set out in Section 4 of this paper.

Contact Officer

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Equalities Impact, Carbon and Sustainability Assessment:

The schemes, which are developed and delivered through Greater Manchester's Active Travel Capital Programme, are subject to detailed local engagement and consultation to ensure that the needs of all users are considered in producing designs which provide equity of access. All scheme proposals also undergo a detailed design assurance process which takes into account national design guidance as well as Greater Manchester's own interim cycling and walking design guidance, which itself has been the subject of discussion with TfGM's Disability Design Reference Group.

Recommendation - Key points for decision-makers

Insert text

Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation					
Equality and Inclusion	G	groups targeted for inclusive sessions Access tro bikes and cheap transport options enhanced Access to schools specific part of programme Community Engagement included in programmes Walking and cycling enhance community interaction					
Health	G	Significan health benefits with active travel Significant mental health benefits Active travel enhance physical activity More social interaction Access to all services enhanced but not a key focus					
Resilience and Adaptation	G	Many projects enhance sustainable urban drainage, and all decrease car use Walking and particularly cycling are resilient forms of transport This increases personal resilience Natural policing enhanced by presence on streets routes next to green & blue enhanced					
Housing	G	Some impacts on accessibility Active Travel infrastructure supports housing sites Active Travel infrastructure supports housing sites Small impact some impact on active travel provision					
Economy	G	Active travel linked to key developments in growth locations increase in travel options Active travel is helps support jobs in local authorities and some private sector consultancies and construction Some effects in bringing on employment and housing sites Development of innovation and links to transport catapult Development of housing and growth locations Access to schools and colleges					
Mobility and Connectivity	G	Smart development through Bee Network App New transport links Long term reduction in car use, particularly for short local trips Active travel is a lower cost alternative Walking access to stops and stations enhanced A main part of activite travel is connectivity to other modes					
Carbon, Nature and Environment	A	Decrease of vehicle use and emissions Some routes will increase street lighting enhance access for quiter transport alternatives landscaping included and opening access to green and blue infrastructure Some additional urban planting					
Consumption and Production	G	Some indirect reduction in vehicle use Bike libraries recycle used bikes This will use Local Authority and TfGM procurement					
Contribution to achieving the GM Carbon Neutral 2038 target	This policy area is central to reducing carbn emissions from the transport sector						
Further Assessment(s): Equalities Impact Assessment and Carbon Assessment							
G	Positive impacts overall, whether long or short term.	A	Mix of positive and negative impacts. Trade-offs to consider.	R	Mostly negative, with at least one positive aspect. Trade-offs to consider.	RR	Negative impacts overall.

Carbon Assessment						
Overall Score						
Buildings		Result	Justification/Mitigation			
New Build residential			Only in a limited number of schemes applicable to some projects			
Residential building(s) renovation/maintenance		TBC				
New build non-residential (including public) buildings		N/A				
Transport						
Active travel and public transport		TBC	In most cases walking and cycling are part of these schemes			
Roads, Parking and Vehicle Access						
Access to amenities		TBC				
Vehicle procurement		N/A				
Land Use						
Land use						
No associated carbon impacts expected.		High standard in terms of practice and awareness on carbon.	Mostly best practice with a good level of awareness on carbon.	Partially meets best practice/ awareness, significant room to improve.	Not best practice and/ or insufficient awareness of carbon impacts.	

Risk Management

Risk management is carried out at a programme and project level within the Active Travel Programme in accordance with Transport for Greater Manchester's Risk Management policy.

Legal Considerations

There are no specific legal implications with regards to this report. The TfGM Legal Team are fully involved in the distribution of the various funding streams to the GM Local Authorities and the delivery of active travel infrastructure.

Financial Consequences – Revenue

There are no specific financial consequences resulting from this report. Any future revenue financial consequences will be brought to the attention of the Bee Network Committee and GMCA in due course.

Financial Consequences – Capital

There are no specific financial consequences resulting from this report. Any future capital financial consequences will be brought to the attention of the Bee Network Committee and GMCA in due course.

Number of attachments to the report: 3

Appendix A: Active Travel Annual Report 2025

Appendix B: Active Travel Annual Report 2025 Appendix

Appendix C: Update on actions from BNC Paper January 2025

Comments/recommendations from Overview & Scrutiny Committee

This report will be considered by the Overview and Scrutiny Committee on Wednesday 28th January 2026.

Background Papers

BNC 20250130 Active Travel Annual Report

Tracking/ Process

Does this report relate to a major strategic decision, as set out in the GMCA Constitution?

No.

Exemption from call in

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?

N/A

1. Introduction

- 1.1. The Greater Manchester Strategy 2025-35 sets out a vision where transforming how people get around the city region underpins increased opportunity, health & wellbeing, and economic growth.
- 1.2. The goal to increase journeys by public transport or active travel to 50% of all journeys by 2040 is central to support Greater Manchester's ambition to create a thriving, fair, safe and green city region.
- 1.3. In Greater Manchester we're well on with the delivery of the Bee Network – our vision for a safe, affordable, integrated transport system which brings together buses, trams, walking, wheeling and cycling, with key rail services set to join by 2028.
- 1.4. By investing in zero-emission public transport and a safe, integrated walking, wheeling and cycling network, we are giving people more choice in how they travel – whether for education, work, leisure, getting to local shops or amenities or connecting with others. This helps to build stronger communities and supports healthier, more active lives, with people breathing cleaner air and enjoying quieter, less congested roads if they do need to drive.
- 1.5. Walking and cycling are the 'glue' that makes 'multimodal' public transport journeys possible – particularly walking, which is the main way people make short trips (55% of journeys under 2km¹), and how almost everyone gets to the bus, so is essential to keep us on track to increase bus patronage by 30% by 2030.
- 1.6. Since the start of the Mayors Challenge Fund (inception of the Made to Move Bee Network cycling and walking plan), Greater Manchester has secured investment of £328m to date in a dedicated walking and cycling programme, similar levels of investment are required in future as we move into a new, devolved, integrated funding model which allows us to better align funding around transformative place-based interventions in our key growth and housing locations, such as via the new Good Growth Fund.
- 1.7. Sustained, ongoing capital and revenue investment in improving walking, wheeling and cycling, and integrating facilities into key housing and development locations, is

¹ TRADS 2024 – journeys under 2km 55% walking, 3% cycling – total of 58% (the same as 2023)

essential to reap the benefits of improvements made so far, build on them, and enable people across the city region to make different travel choices.

- 1.8. We know that infrastructure gaps, crossings, pavement conditions, and secure cycle parking remain major barriers to active travel, alongside wider safety concerns, with 57% of people feeling safe walking at night, and 39% of cyclists feeling safe from traffic after dark.
- 1.9. We welcome the government's announcement on pavement parking in January 2026 and will look how we can support our local authorities in responding to the guidance when it is published.
- 1.10. This report presents the *Active Travel in Greater Manchester Annual Report 2025*, which is included in Appendix A. It is structured around the six priority areas which form Greater Manchester's Active Travel Mission:
 - Infrastructure Delivery
 - Travel to School
 - Access to Active Travel
 - Integration with Public Transport
 - Road Danger Reduction
 - Providing Access to Everyone (the overarching priority)
- 1.11. This report contains a short summary of key findings and opportunities from the Annual Report in Section 2; and Section 3 sets out how we intend to focus work in 2026.

2. Key Findings and Opportunities from Annual Report

- 2.1. The Active Travel in Greater Manchester Annual Report 2025 provides an overview of Active Travel in the region and the full report is attached as Appendix A.
- 2.2. In Greater Manchester the numbers of those walking and cycling continues to grow and we have been successful in recruiting new users. The growth in Active Travel is a complex picture:
 - Over half of all trips are under 2km, and this proportion has grown over the last 3 years (from 50 to 53%)
 - The majority of these short trips are by active travel (58%), with the proportion made as a car driver reducing from 26% in 2019 to 23% in 2024.

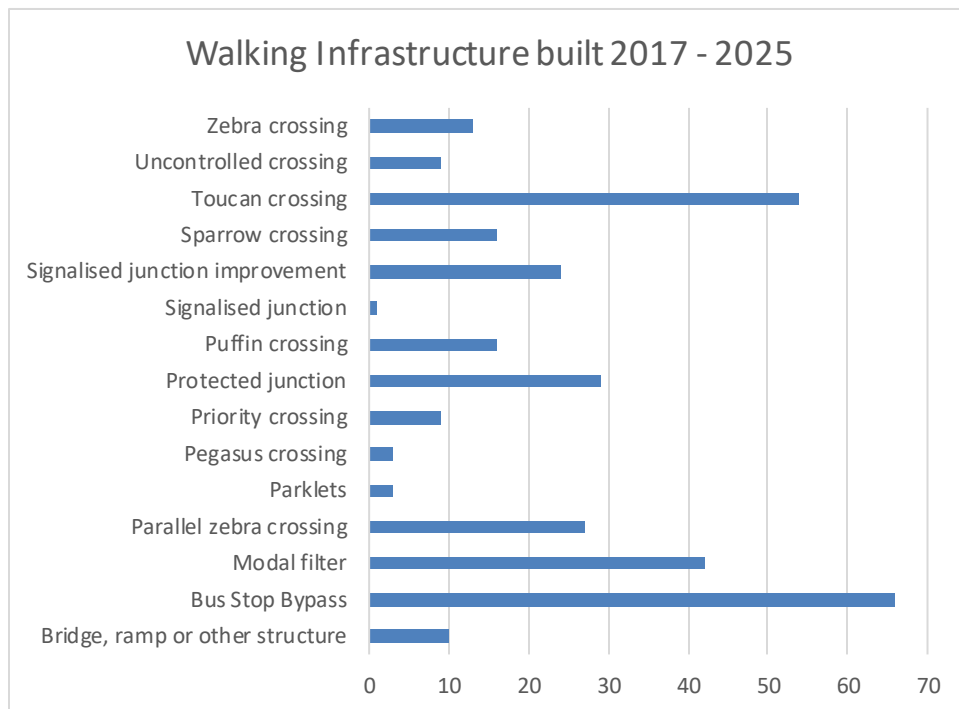
- Cycling has grown both in mode share (from 2% to 3%) and the number of trips (35m – 58m, 2021 – 2024).
- The main motivation for walking is now health (Wellbeing 34% Fitness 34%) and over half of GM population report walking 5 or more days a week (56%)². The total of walking trips was 646 million in 2024.

- 2.3. Active travel is playing its part alongside other modes in accommodating more travel within the integrated transport system. 72% of people say it is easy to combine public transport with walking and cycling with only 9% saying it is difficult. 98% of bus users walk as part of their trip.
- 2.4. Evidence is emerging from various locations across GM of substantial take up in cycling and walking where we have created longer, connected routes and broader district-level networks. This year the Oxford Road cycle counter in Manchester hit a new record high of over 7,000 movements per day in October. Wigan completed two longer off-road routes this year that connect into their existing suburban network for utility and leisure trips. The Standish Mineral Line is well used to walk and cycle to local schools and there was over 400% increase in users on the Whelley Loop Line.
- 2.5. We will systematically collect and collate evidence from all infrastructure schemes that we build to ensure we have a much better understanding of how trips change in response to investment. We will also investigate what further support local authorities may require to prioritise monitoring and evaluation plans that form part of their capital programme.
- 2.6. Those who walk in Greater Manchester represent a 'silent majority' as they are under-represented in almost every way. The statistics we gather are mostly from travel diaries, and we have nowhere near the granularity of data on walking that we have for vehicles. Children, older people, and people with disabilities would walk more if the environment enabled them. In 2024 8% of those walking reported having either a disability or impairment, whilst overall statistics show that up to a quarter (24%)³ of the UK population are disabled.

² GM TRADS survey 2024

³ Family Resources Survey

- 2.7. Pedestrian infrastructure is integral to many of our transport programmes and investments, as well as dedicated interventions in their own right. We are starting a process where we begin to shine a light on the total walking infrastructure provided (See Figure 1).



- 2.8. Last year we signalled a new approach to cycling with a new goal to create a strategic cycle network, and this year good progress has been made to identify routes. This connected network will release the cycling potential and address the widespread need to separate riders from busy traffic. So far, the evidence shows that the high-quality routes that connect peoples' journeys are successful. However, this evidence is limited, and we need to gather evidence from every scheme to create a more comprehensive base. That said, more than 58million cycle trips are estimated to be made in GM every year. This has grown by 58% since 2022, reinforcing the need to continue to develop and deliver safe, segregated cycle routes.
- 2.9. Walking and cycling trips are growing, and short trips taken by car reducing, which takes us towards our "right mix" targets, but we'd like to go faster. The upward trend for residents in 'feeling safe and comfortable to walk and cycle in their neighbourhood' has slowed but is at nearly half the population. It's important to recognise that the social norms still favour car travel, and the growth in car ownership and occupancy reflects that. This means that the programme of providing

physical access to active travel is important to help change perceptions and address cultural barriers for individuals and communities, particularly where new infrastructure is built. Some initiatives, such as those for school travel, create a transitory behaviour change each year as a new cohort joins. Hence it is important to continue with rolling repeat programmes of support and promotion each year.

- 2.10. A school travel strategy is now in place. Progress on school streets is picking up pace. There are currently 39 schools benefitting from a School Street; 28 of these have permanent Traffic Regulation Orders. We expect there to be 60 schools in the programme by the end of the 2025-26 academic year and 80 by 2027. We aim to achieve the Mayoral target of 100 school streets by 2028.
- 2.11. In addition to School Streets, we are prioritising other measures close to schools. Analysis of 200 pedestrian crossings provided since the Active Travel programme began shows that 186 schools are within a five-minute walk (400m) of these new crossings. An example is the signalised junction of Higher Lane with Pinfold Lane in Bury which had no pedestrian facilities but over 2,000 pedestrian crossing movements each day. It now has a 'green man' crossing on every arm with signal timing optimised for pedestrians between 2:45 and 3:15pm when Philips High School finishes. Young people can now cross safely to the High School and en-route to a nearby primary school.

Active Travel Programme Delivery in 2026

- 2.12. The renewed Local Transport Plan (LTP) consolidates how active travel is integrated into the Bee Network and includes both a walking and wheeling policy and a cycling policy. This is an important recognition that these modes require different treatment. During 2026 an updated delivery plan and programme for active travel will be developed as part of the LTP Delivery Plan. This will entirely replace '*Made to Move*' and '*Change a Region to Change a Nation*' and will update our Active Travel Mission in the form of a new Greater Manchester level investment plan for active travel. Developing this is important as we near the end of our first phase of investment from the Mayor's Challenge Fund (MCF), dedicated Active Travel England funds and City Region Sustainable Transport Strategy (CRSTS), and transition into the future Transport for City Regions 'Integrated Settlement' period from 2027 onwards.
- 2.13. Although there are comprehensive Monitoring and Evaluation plans for all new schemes that are implemented, the returns of data and evaluations have been slow,

and we need to work with, and support, local authorities to identify where there may be issues in data collection, processing or reporting. Although it takes years for some schemes to reveal the full benefits, it is possible to show more short-term changes in use. The 161km Bee Network for cycling delivered to date is impressive but represents a small proportion of all the regional roads and rights of way and doesn't yet form a joined-up network. This is one reason why the data showing increases in use for individual routes has been slow to translate into modal share changes. Data and case studies can demonstrate the immediate effect within the communities that benefit from active travel investment. These schemes will cumulatively over time have a big impact at a regional level.

- 2.14. Made to Move identified an aspirational total of 2,734km of walking and cycling improvements, of which 161km (6%) have been delivered. The original target foresaw walking and cycling being co-delivered, but it is now clear that we need to track them separately as not all schemes cover both modes. Additions or improvements to pedestrian infrastructure are delivered through multiple workstreams but not always added to the total km record. Unlike cycling, there is a comprehensive network for walking, but it is difficult to maintain.
- 2.15. Recent years of delivery experience enable us to take a realistic view of our capacity to deliver and set an achievable Strategic Cycle Network target for two five-year cycles of Transport for City Regions funding that assumes delivery of up to 50km per year, comprising protected tracks, crossings and junctions along busy roads: quieter residential or vehicle restricted streets and off-road greenways.

Walking & Wheeling

- 2.16. Walking is a part of nearly every journey, and key strategic areas of focus for the future are to improve access to public transport and journeys to school. Nearly every investment programme involves investment in the walking network. However, whereas capital investment in new facilities is desirable and will continue achieving the conditions for walking we will also require other methods such as a focus on increased other investment including maintenance. But one of the challenges is a lack information about the overall investment in walking and so a focus of our work should continue to include collecting and collating data across all programmes, with an emphasis on walking and wheeling.
- 2.17. Collecting this data will allow us to correlate our investment programme to the experience of walking and wheeling evidenced in the annual report. Currently, it is

difficult to correlate customer satisfaction to our investments, except through the work on signalised crossings, where satisfaction has risen with the investment.

- 2.18. There are many other barriers to walking such as vehicles parked on the pavement and crossing side roads. While we await national government's lead on these issues we are committed to funding trial implementation, particularly with side road zebras.
- 2.19. The development of the delivery plan for walking is of prime importance, as it has not been identified previously.

Cycling

- 2.20. The Strategic Cycle Network (SCN) will form a connected network of routes starting from the main centres to progressively connect the outlying urban areas and eventually connect the main centres to each other. The SCN will consist of approximately 600km of routes which can be prioritised in subsequent funding periods. Focusing on these strategic connections will enable the uptake of cycling to be accelerated as evidence points to longer connected routes enabling more journeys as being the best route to achieving growth. Evidence in Wigan shows that the nascent network is correlated to more cycling, and this is backed up by other national and international evidence.
- 2.21. Where significant lengths of high-quality cycle routes have been constructed there is evidence of growth in cycling well above the population increase. See case studies in the Annual Report from the Chorlton Cycle Route in South Manchester and the connections to Standish in Wigan where routes are beginning to form a network effect. However, it is noted above, the evidence is, as yet, patchy and slow to emerge, and we need to demonstrate this more clearly for all of our constructed routes.
- 2.22. Cycle hire is one way to address the problem that many people don't have access to a cycle, and its base in the regional centre continues to grow steadily. The relationship between cycle and scooter hire will continue to emerge as new DfT trials roll out with the local authorities.
- 2.23. Bike Hire in Greater Manchester saw an 11% growth in users and a 32% year on year increase in rides in 2025, although frustrating, but manageable, levels of Anti-Social Behaviour persist. Bus Operator Industrial Action in late September and early October triggered record numbers of rides with 3,619 rides on the 30th September

2025. Although bus Operator Industrial Action only took place on 7 days there was a 15% increase in rides in October compared to September. The increase came mainly from existing users making more rides. On average users made 4.95 rides a month in October compared to 4.42 in September. In a normal year usage would be expected to drop in October due weather conditions and shorter hours of daylight.

- 2.24. Several other initiatives continue to provide access to cycles, for instance through longer term loans such as the Active Travel England e-bike loan scheme that runs to September 2026, cycle libraries and inclusive cycling opportunities (see Accessibility below).
- 2.25. Cycle parking is integral to design of most cycle route improvements delivered by the local authorities. Cycle parking is included within plans to integrate rail into the Bee Network, with plans for improvements at all stations where a deficiency has been identified, and where cycle access is feasible. Other significant schemes such as Bury Interchange will deliver enhanced secure cycle parking.
- 2.26. The Bus Services Act 2025 included a commitment to review safety and accessibility for pedestrians where a protected cycle route runs through a bus stop. Notably there is an immediate pause on implementing any schemes where a passenger would step directly from a bus into a cycle track or shared use platform (aka bus boarder) adjacent to the carriageway. Some users are also concerned about the safety of bus stop bypass arrangements where a cycle track is routed behind a bus stop. In November, the Mayor met local representatives of the National Federation of the Blind (NFBUK) to discuss this issue
- 2.27. New DfT guidance is to be published in January 2026 that will set expectations for highway authorities to ensure robust engagement and monitoring, to follow design guidance and undertake remedial work at any existing locations with a collision history. The new guidance will apply to all local highway authorities and TfGM.
- 2.28. TfGM audited 113 existing bus stop bypasses during 2025. A review of collision data over three years prior and post-implementation revealed that injuries are rare and suggests a trend towards reduction in pedestrian casualties at sites with a bypass. Any relevant changes will be reflected in updates to the Streets for All and Interim Cycling Design Guidance within TfGM and stakeholders such as RNIB, Guide Dogs and NFBUK will be updated through our regular forums.

Accessibility

- 2.29. Disability and impairment affect the ability to travel for up to a quarter of the population. Evidence also points to individuals experiencing diminished accessibility during the pandemic and this situation being slow to be restored, with consequent impact on physical and mental wellbeing. Like walking improvements, improving accessibility is integral to many programmes but isn't necessarily recorded separately. There is very little monitoring data other than population-wide statistics.
- 2.30. In November 2025, the first inclusive cycling network in England was launched, to help make active travel accessible to everyone – including those with disabilities, long-term health conditions and differing needs. This brings together 15 organisations across the region, including TfGM, who will work together, share knowledge and support one another to overcome challenges and make cycling more accessible for everyone – regardless of ability, background, or experience.
- 2.31. We need to collect better evidence of the wider investment programme and the effects. Streets for All standards and a design review process help to improve accessibility wherever we invest in infrastructure. Other programmes that we invest in include for example Wheels for All centres and Good Maps to assist with navigation. We are developing a programme to remove inaccessible barriers on walking routes.

Women & Girls

- 2.32. Data suggests that walking trips are now relatively equal between male and female but that cycling trips by men still outnumber those by women by almost 3:1. This is based on a relatively small TRADS sample and we expect that there may be variations when taking into account frequency, multi-modal trips, location etc.
- 2.33. We know that safety and the perception of safety have a major impact on the way that people, especially women and girls will choose to travel. We will continue to deliver a safe and well-connected network. Alongside this we will continue to work with relevant partners. As part of the new Safer Transport Command, an 'active travel' option has been added transport crime recording which will offer better data and in turn could allow for BAU TravelSafe options to be deployed. Additionally the new LiveChat function will be promoted more widely.
- 2.34. Much of the current access and activation programme directly benefits women and girls. For instance the Wheels & Walks project supports women and girls through

inclusive programmes for all, but also through a number of bespoke programmes specifically targeting this demographic, an example of which is 'Switch 4 wheels for 2 or 3' - a series of cycling and walking events and workshops to encourage children and mums from ethnic backgrounds to walk and cycle, delivered by Station South.

- 2.35. We are currently planning a month-long summer campaign which will feature a range of promotional resources aimed at raising awareness of the opportunity to cycle, championing those who do and support available to those who want to give it a go.

Road Danger Reduction

- 2.36. Reducing Road Danger is a priority across the whole programme. Where we build new infrastructure, the emphasis is to make it safe for walking and cycling. Vision Zero is reported in a separate paper, but we will continue to work with partners to reduce dangerous and anti-social behaviour. We will continue to collect data from our partners, particularly from the Police on Operation Snap.

3. Financial Summary

- 3.1. Greater Manchester's active travel ambitions continue to be delivered through the use of several funding sources, including the Active Travel Fund (ATF), Transforming Cities Fund (TCF), City Region Sustainable Transport Settlement (CRSTS) and the Active Travel Capability Fund (CAF). In June 2025, the Spending Review confirmed GM's Transport for City Regions (TCR) funding allocation of £2.47bn for the period April 2027 to March 2032, which will form part of Greater Manchester's Integrated Settlement.
- 3.2. The capital funding picture has become more complex since the last annual report, with the launch of Active Travel Fund Tranche 5 and the Consolidated Active Travel Fund. TfGM are managing this complex picture using a more integrated pipeline management approach, best illustrated by the use of Active Travel Fund to support completion of the original Mayor's Challenge Fund programme.
- 3.3. A total of £280.1m capital funding is available through the sources listed in 3.1, with £257.86m allocated to completed and live scheme delivery in the Active Travel Programme, and a further £18.1m transferred to other programmes and projects to fund elements providing active travel outcomes.

- 3.4. As of October 2025, the current capital programme is 68% complete with a reported total expenditure of £175.3m, inclusive of TfGM and local authority expenditure of £81.5m is forecast to be spent over the remainder of this financial year and the next two financial years to complete the current programme.
- 3.5. Within the £280.1m, a total of £4.4m is currently unallocated and available for the delivery of capital infrastructure supporting the Active Travel Mission. These funds accrued following funding reconciliation. TfGM are reviewing the existing pipeline and will discuss options and opportunities with the Greater Manchester Local Authorities in due course.
- 3.6. Annual expenditure on the Active Travel Capital Programme is consistently in the region of £35m and the outcomes delivered by this are being complemented by capital schemes delivered elsewhere by TfGM and local authorities. These include the CRSTS funded Streets for All and Bus Infrastructure programmes, as well as Levelling Up Fund and Growth Deal schemes, all of which have been used to deliver active travel infrastructure improvements. Our network completion has accelerated as a result of this combined investment.
- 3.7. Greater Manchester continues to seek to maximise the benefits of the new capital infrastructure by investing in community programmes to encourage and enable people to choose active travel. Funding sources include the Active Travel Capability Fund and Greater Manchester's Transport Levy. These funding sources are also used to fund the development of the programmes and specific infrastructure schemes.
- 3.8. The Combined Authority has received ten separate revenue funding awards from Active Travel England, four of which have been accompanying Capital (ATF-Active Travel Funds) and five of which are Capability Funding; and there is also specific funding for the e-bike loan/subsidy project.
- 3.9. This wide-ranging Greater Manchester programme covers behaviour change activity as well as support to cycle hire and contributions to projects such as Wayfinding and Access to Metrolink. Funding also supports additional monitoring and evaluation.
- 3.10. Current funding from MCF, ATF4 and AT5 allows the Bike Hire scheme to continue to operate through an extension of the contract.

- 3.11. The behaviour change programme consists of work in three key areas: Travel to school, including support to deliver the 100 School Streets Mayoral commitment and the successful Youth Travel Ambassador scheme; Access to active travel – providing the things that people need such as cycles, parking and training; and finally, Activation which covers community engagement, events and campaigns.
- 3.12. The Active Travel Team have supported a number of Local Authorities to deliver their activation plans (Bury, Oldham, Rochdale & Trafford). Monthly meetings take place with all Activation leads and TfGM to share best practice and to provide project updates. A monitoring and evaluation toolkit has been developed to provide a simple and standardised data collection process across the region and to help TfGM and the Local Authorities to identify gaps and successes in activation provision.

4. Recommended actions for future

- 4.1. The following recommendations are for new actions; It is implicit that the existing Active Travel Programme will continue and Appendix C contains actions that have been carried forward to 2026.
- 4.2. **Improve data collection and sharing for Monitoring and Evaluation.** We will work with our Local Authority partners to speed up the flow of data after a scheme has been built. We will create a data dashboard to show the sensor count data including those walking and cycling. Our highest priority will be to return accurate data to show how effective our interventions are. We need to change our indicators to reflect the delivery plan priorities, separating walking infrastructure and recognising the different types of cycle infrastructure so that we can track delivery of the Strategic Cycle Network. We also need to source data on the number of people with disability and impairment travelling on the Bee Network.
- 4.3. **E-scooter and micromobility trials.** Support Local Authorities with further trials and co-ordinate this with the consolidation and expansion of Starling Bank Bike Hire.
- 4.4. **Update guidance on cycle lanes at bus stops.** TfGM provided feedback to draft guidelines circulated by the Department for Transport. As part of the Bus Services Act, TfGM and local highway authorities will be obliged to follow new guidance when it is published in January 2026. TfGM Streets for All and Cycling Design Guidance will be updated to reflect national guidance.

- 4.5. **Bikes on Trams.** An engineering assessment is underway to examine the means by which our trams could be adapted to carry cycles, as well as to develop options for changes to our stop infrastructure. The outcome of this process will be reported on later in 2026.
- 4.6. **Road Danger Reduction.** Work with partners to collect information on initiatives, in particular GMP Operation Snap.



Appendix C – Update on actions from BNC Paper January 2025

2025 Action	2025 Ref	2026 Update	2026 Goal
Develop a Walking & Wheeling Policy, & Cycling Policy, within new Local Transport Plan (LTP)	4.1 Annual Report paper	Plans drafted and consultation in progress	Closed
Develop an updated Programme & Delivery Plan for Active Travel as part of LTP Delivery Plan	4.1	Now aligned with the LTP Delivery plan	New Delivery Plan due to be published summer 2026 – Section 2.12
Continue to deliver more miles of active travel network to Bee Network standard – total on target to exceed 176km by 2027 [117km as of Dec 2024]	4.2	On track (161km as of Dec 2025)	Existing 176 target for end of 2026 calendar year. New indicators to be set in 2026.
Focus future funding to (1) enable more Active Travel trips and (2) address satisfaction issues [as highlighted by the annual report]	4.3	Programme cases drafted as part of Delivery Plan	Plans will be summarised in the Active Travel Delivery Plan due Summer 2026
Prioritise a clearly defined Strategic Cycle Network (SCN) and work with Local Authority partners to agree alignment	4.8	SCN is a key part of the delivery plan	Plans will be summarised in the Active Travel Delivery Plan due Summer 2026

Allocate funding to simple remedial measures	4.12	CATF (Consolidated Active Travel Fund) Remedial fund created	Fund created and will begin reporting in 2026
Continue to seek a change to regulations with National Government to enable side road zebras to be implemented <i>(alongside continuing to seek progress on pavement parking)</i>	4.5	Side Road Zebra plans in progress following Westminster example of long term trials	Funding being identified and Local Authorities have already expressed interest. Respond to any DfT publication on pavement parking
Publish an initial plan for expansion of our cycle hire scheme to additional areas of Greater Manchester	Appendix item 1	Scenarios identified but delayed by integration of scooter hire	Proposals to extend and expand by May 2026 (Note: linked to E-scooter trials – 2026 action below).
Publish a plan for integrating cycle hire into Bee Network ticketing	Appendix item 5		Plan in action. Publish By March 2026.
Pilot active travel wayfinding on a small section of routes	Annual report p23	Pilot in Progress	Pilot will be carried out in 2026 and new approach outlined thereafter
Explore options for developing a GM Access Controls Policy	Annual Report p12	Drafting in progress	Publish in 2026
Review GM Cycle Hubs, in light of the development of wider Travel Hub plans	Annual Report p53	Managing and developing the Cycle Hubs is business as usual activity	Report in 2026 annual report

Develop a School Travel Programme (to deliver 100 school streets by 2028)	Annual Report p39	Delivery of programme started	<i>Report to BNC in 2026</i>
Action from this report	Ref (above)	Detail	
Improve M & E data collection and sharing	4.2	Update progress in 2026 report and agree new indicators in BNC Report in 2026	
E-scooter and micromobility trials	4.3	Develop proposals and report to BNC in 2026	
Update guidance on cycle lanes at bus stops	4.4	Develop guidance in line with national position	
Bikes on Trams	4.5	Report to BNC in 2026	
Road Danger Reduction	4.6	Include an update in 2026 Annual Report	