



# ACTIVE TRAVEL AND THE BEE NETWORK

## Walk Ride GM Manifesto

The Bee Network is a huge step forward for active travel in Greater Manchester. A joined-up integrated public transport offering, and better infrastructure, will make walking, wheeling or cycling a much more attractive option for many people. Walk Ride GM have **nine key asks** for TfGM and GMCA to consider, in order to maximise the potential of the Bee Network to provide safe, convenient and accessible alternatives to driving.

### 1. 24-hour bus lanes

The Bee Network has been subsidised with public money, helping to reduce fares to as low as £2 for a single journey. TfGM needs to increase ridership levels to cover the costs, so it's really important to attract customers by making services **fast and reliable at any time of day**, and that they are not held up by congestion caused by private motor vehicles.

To achieve this, **bus lanes should be operational 24-hour a day** across the city region.

This will also improve cyclists' safety on busy roads which don't yet have dedicated segregated cycle lanes.



## 2. Review pedestrian crossing times

Research has shown that reducing wait times for pedestrian crossings contributes to an increase in ridership on public transport<sup>1</sup>. Again, this increased ridership is what TfGM are counting on in order to cover the cost of subsidising bus fares.

**A city should be designed around people first** - for us that means reducing wait times for all crossings to put pedestrians first on every street.



## 3. Require bus drivers to undertake Vulnerable Road User training

As part of Dame Sarah Storey's mission to implement Vision Zero by 2040, **HGVs and other heavy vehicles such as buses bear the greatest responsibility for safety around vulnerable road users**. Fatalities and serious injuries are primarily caused by this classification of vehicle.

Increasingly, vulnerable road users have been reporting video evidence of driving offences by bus drivers. Bus operators have failed to act on this evidence and have been unwilling to cooperate with campaign groups on the issue.

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<sup>1</sup> FLOU, [HSL walking and cycling as part of public transport – economic impact assessment](#)



We believe that with **proper Vulnerable Road User Training**, under the direction of the Bee Network and TfGM, and by **action being taken whenever evidence of dangerous driving is submitted by the public**, driving standards can be improved and fatalities and serious injuries reduced as part of Vision Zero policy.



#### 4. Fund the Active Travel Bee Network

The walking, wheeling, and cycling elements of the Bee Network cannot be left behind if Greater Manchester wants to achieve its **2040 strategy modal shift and transport carbon reduction targets**. In addition, good infrastructure for pedestrian and cycle connectivity to public transport hubs is essential if ridership on the Bee Network is to increase.



With national funding for active travel at risk, we ask the mayor to protect the pipeline of active travel schemes by **using his Trailblazer devolution powers and redirected HS2 funding to spend £50 million per year specifically on walking, wheeling & cycling in Greater Manchester**, including a review into Bee Network hubs' connectivity for multimodal journeys.



## 5. Integrate Bee Bikes hire into the Bee Network app

There are many benefits to integrating the Bee Bikes cycle hire scheme into the Bee Network ticketing app. **Convenience is a major factor in choosing a mode of transport.** By enabling a multimodal journey under one competitive price and a single blanket purchase, the Bee Network can compete with private motor vehicles on the convenience of door to door journeys.



## 6. Allow bikes on trams

The Mayor has promised a trial of bikes and non standard cycles on trams. This is an important step for those wanting to use the Bee Network as a multimodal journey - in particular enabling the confidence of safe journey planning for people who cycled for their outbound journey but who would feel uncomfortable cycling in the dark, for example, for their return journey. **The trial must happen as soon as possible and involve the public on an existing brand line of the tram network.**



## 7. Measure the pollution from tyres and brakes on the Bee Network fleet



Andy Burnham is no longer pursuing a charging Clean Air Zone but **the problem of air pollution remains.**

The Bee Network aims to reduce air pollution by electrifying the bus fleet to remove exhaust emissions. **A recent scientific report has concluded that particulate pollution from brakes and tyres contributes to much of the air pollution in our cities<sup>2</sup>.**

Walk Ride GM ask that GMCA & TfGM report on the Bee Network's contribution to this type of air pollution, and explore measures to mitigate it across the city region.

## 8. Disincentivise short car journeys

An integrated public transport network is not enough to enable modal shift to change behaviour from choosing trips by private motor vehicle as the default. **Short journeys made by private motor vehicles and driving to the city centre must be disincentivised with strong policy.**

Andy Burnham has hinted at policies to discourage shorter car journeys such as a workplace parking levy. **We urge the Mayor to commission a feasibility study on a workplace parking levy across Greater Manchester urban centres.**

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<sup>2</sup> The Guardian, [Health impact of tyre particles causing 'increasing concern', say scientists](#)





Town and city centres should have less on-street parking and greater pedestrianisation to reduce the perceived convenience of travelling by private motor vehicle. Widespread parking on pavements creates obstacles and contributes to reduced safety for pedestrians. **We urge TfGM to work with district councils to produce a strategy for local pavement parking bans.**

## 9. Adopt a Direct Vision Standard for HGVs

TfL have developed a ranking system for HGVs<sup>3</sup> based on the measured direct vision of a driver from within the vehicle cab.

Greater Manchester has not committed to adoption of a comparable system (though there is a knock-on effect from fleet operators adopting vehicle models suitable for London across their UK wide operations).



As HGVs pose a large risk to pedestrians and cyclists, **adopting a standard to ensure that lorries on the roads of GM have adequate levels of visibility for their drivers will improve road safety for people walking, wheeling, and cycling.**

<sup>3</sup> Transport for London, [Direct Vision Standard and HGV Safety Permit](#)