Dear Lilian,

Active travel inquiry

I would like to thank you and the Committee for coming to Greater Manchester as part of your inquiry into Active travel, and for the opportunity to give evidence.

Active travel is at the centre of our wider transport ambitions in Greater Manchester and we are delighted that the Committee has chosen to focus on this vital issue.

Following on from the evidence session, I wanted to write to provide some further information on the topics we discussed, which I hope members of the Committee will find helpful.

Powers and funding

As we discussed, Greater Manchester lacks some basic powers over the day to day running of our transport system, which would help us deliver on our wider transport objectives, including:

- Enforcement of Moving Traffic Offences so we can help traffic flow smoother and ease congestion
- Greater flexibility from the Department over highway signage, so our revolutionary Bee network of cycling and walking routes is complemented with the right instruction and guidance to provide greater safety and confidence for all road users.
Stronger controls in relation to taxi and private hire licensing, so we can improve vehicle quality and guarantee our residents the highest levels of safety, by ensuring locally licensed taxis and private hire are not undercut by low quality services licensed out of area.

We will need long term investment in our transport system to underpin these powers. We continue to urge government to bring forward a long term funding settlement for city regions in accordance with recommendations of the National Infrastructure Commission, rather than the ad hoc, mode-specific funding arrangements which do not support effective and integrated long-term planning.

Evidence of the benefits of investing in active travel

- Public Health England’s guidance on physical activity states that regular physical activity reduces risk of dementia by up to 30%, hip fractures by up to 68%, depression by up to 30%, breast cancer by 20%, colon cancer by 30%, type 2 diabetes by up to 40%, cardiovascular disease by up to 35% and all-cause mortality by 30%.¹

- The Marmot Report² identified active travel, including walking, as a key means not only of improving health but of improving the wider determinants of health inequalities.

- The recent Bike Life report by Sustrans calculated that 168 early deaths and over 11,000 cases of life-threatening illnesses like cancer, heart disease and stroke could be prevented across Greater Manchester by 2040, if we meet the Cycling and Walking Investment Strategy (CWIS) target to double activity by 2025. This could save the NHS over £106 million. The estimated total economic benefit between 2017 and 2040 adds up to £5.6 billion.³

³ Bike Life - Transforming cities: The potential of everyday cycling [https://www.sustrans.org.uk/bikelife transformingcities]
A literature review by the Centre for Local Economic Studies (CLES) for Transport for Greater Manchester, which examined over 115 research papers looking at the costs and benefits of active travel, concluded that: "walking and cycling offer an outstanding return on investment and significant indirect economic benefits."

As I said in my evidence, I am absolutely certain that if we get more people moving on a daily basis, the benefits to society will be manifold.

Thank you once again for visiting Greater Manchester and for the opportunity to give evidence to this vital inquiry.

I look forward to the publication of the final report.

Best wishes,

ANDY BURNHAM
MAYOR OF GREATER MANCHESTER

People really appreciated the Committee visit — many thanks!