
**Manchester City Council
Report for Resolution**

Report to: Economy Scrutiny Committee – 16 December 2015

Subject: Greater Manchester 2040 Transport Strategy and Transport for the North Update

Report of: Dave Newton, Transport Strategy Director, Transport for Greater Manchester (TfGM)

Summary

This report provides a summary for Members of the outcome of the recent consultation on the 2040 Greater Manchester Transport Vision, which will inform the preparation of a new long term transport strategy in 2016. As requested by the Committee, the report also summarises recent announcements made in relation to the work of Transport for the North and HS2.

Recommendations

Members are recommended to note, and comment on as appropriate, the contents of this report.

Wards Affected:

All

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Background documents (available for public inspection):

2040 Transport Vision, TfGM, July 2015 (www.tfgm.com/2040)
Northern Transport Strategy Autumn Report, November 2015
(www.transportforthenorth.com)
High Speed Two Command Paper, November 2015, (www.gov.uk)

1. Introduction

- 1.1 At the 30 September 2015 meeting of the Scrutiny Committee, members received a report on the 2040 Transport Vision for Greater Manchester, which TfGM had published on behalf of GMCA and the LEP, and which was the subject of consultation at that time. This report provides an update on the outcome of the consultation, which will inform the publication of a long term transport strategy in 2016.
- 1.2 Members will also recall that the 2040 Vision document set out the clear relationship between the city region connectivity that TfGM is seeking to deliver directly for Greater Manchester; and the external connectivity improvements between the city regions, which are being developed by Transport for the North. As requested, this report also provides a brief summary of the latest position with regard to the work of TfN and the Government's recent announcements with regard to HS2.

2. 2040 Transport Strategy Update

- 2.1 In July 2015, TfGM published a long-term, 2040 Transport Vision for Greater Manchester, which set out a series of ambitions for enhancing connectivity across the city region from the neighbourhood level to global connectivity. The Vision was published as the stimulus for a first-stage consultation to inform a future long-term transport strategy for the city region, which will be consulted on and agreed in 2016.
- 2.2 A report to GMCA, setting out the findings of the consultation is attached as Appendix A to this report. As the GMCA report shows, the consultation suggested a high-level of support for the desired outcomes set out in the document, both among stakeholders and the general public. The consultation also highlighted in particular the following key points that consultees most frequently saw as important for the 2040 Strategy:
- Integrated public transport solutions with a strong focus on how the system is promoted in an integrated manner, including integrated and smart ticketing systems, and better real-time information on travel options by different modes of transport;
 - More detailed exploration of opportunities and development of deliverable solutions to support orbital public transport movements to key destinations in Greater Manchester;
 - Identification and development of opportunities to improve cross-boundary transport, including improved city-to-city road and rail links;
 - A clear and deliverable strategy for our rapid transit network, including priorities for delivering the Greater Manchester tram-train strategy;
 - A clear and deliverable strategy to support greater levels of active travel (walking and cycling) across Greater Manchester;
 - Clear proposals to support our ambitions for an ultra low-emission transport system; and
 - Continued alignment of the 2040 Transport Strategy and a clear and deliverable strategy so as to ensure integrated land use and transport planning in Greater Manchester.

- 2.3 Further engagement is underway with stakeholders, including consulting with statutory environmental consultees regarding the Integrated Assessment (Environmental, Health Impact and Equality Assessment) work required to support the 2040 Strategy.
- 2.4 Officers currently intend to bring forward a draft 2040 Strategy for consideration by GMCA in February 2016. This will be followed by a more intensive, second stage consultation exercise in advance of a final determination of the Strategy later in 2016.

3. Transport for the North Update

- 3.1 Members will recall that in March 2015, TfN and Government produced the first Northern Transport Strategy (NTS) in support of shared Northern Powerhouse objectives. The NTS set out the breadth of connectivity needed to ensure that the North can achieve its potential, including:
- Enhanced rail connectivity, alongside HS2, to deliver transformed rail times between the principal cities of the North (Liverpool, Manchester, Leeds, Sheffield, Hull and Newcastle upon Tyne) and Manchester Airport, as the North's intercontinental airport;
 - Strengthened strategic highway capacity across the North to ensure resilient performance of the motorway network in particular;
 - A comprehensive freight plan for the North, capitalising on its major port and rail assets in particular;
 - A clear strategy for the North's international connectivity;
 - Smart integrated transport solutions and digital connectivity across the North; and
 - A clear funding programme for internal city region/other local connectivity to strengthen commuter markets.
- 3.2 In November 2015, as part of the series of policy updates following the Autumn Statement, TfN published a brief NTS Update document as a staging post to a fuller report that will be prepared to coincide with the Budget Statement in March 2016.
- 3.3 The Update Report restated the work programme set out above and confirmed commissions that are underway to review the rail, highway, freight and international connectivity elements in particular. In support of this, the Government confirmed through the Spending Review £50 million of funding through the lifetime of the parliament to support the work of TfN in developing investment programmes to deliver the rail, highways and freight aspirations set out in the NTS.
- 3.4 TfGM is fully engaged in each area of the work of TfN, all of which are due to report by March 2016 in the first instance, and will brief GMCA on the outputs as they become clearer.
- 3.5 The work of TfN will also be reviewed by the new National Infrastructure Commission, which is due to report to Government to a similar March 2016

- timetable and which is expected to make recommendations to government on the £300 million national scheme development fund announced in the Spending Review for “the next generation of transformative transport infrastructure”.
- 3.6 On rail connectivity, the Update Report confirms an emerging conclusion of the work underway that new east-west connections will require significant additional rail infrastructure to segregate fast inter-urban services from commuter services for large sections of the network, particularly between Manchester and Leeds. The report also highlights the importance of further work being undertaken between GM partners, TfN and HS2 to ensure that the right rail hub facility is established in future at Manchester Piccadilly.
 - 3.7 In parallel with the publication of the TfN report, Sir Peter Hendy, the new Chair of Network Rail, published a report into how Network Rail will recast its delivery programme to meet its commitments. That report restates Network Rail commitments to the Northern Hub investment programme and Transpennine electrification, which are prerequisites to the longer-term TfN rail plan. TfGM is currently examining the detail of the Hendy Report and its implications for the Northern Hub delivery programme, so as to inform a report to the GMCA meeting on 18 December. Officers will make this report available to Committee members when it is published.
 - 3.8 On highway connectivity, the Update Report notes the vision for a free-flow “mile a minute” strategic highway network. Beyond the immediate programme of work to achieve this, including the M60 managed motorways project, the Report highlights three major studies that are underway into a proposed Manchester-Sheffield tunnel, the Manchester (M60) North West Quadrant and the North Transpennine (A66/A69) routes.
 - 3.9 On smart travel solutions, the Government has set aside £150 million through the Spending Review to support TfN in integrating smart ticketing systems across the North of England. TfN has committed to set out its smart implementation plan by March 2016.
 - 3.10 On freight and international connectivity, studies are underway to report by March 2016. On strategic local connectivity, the report proposes a role for TfN to assist in identifying the key strategic local connectivity issues and potential schemes that are of importance to delivering the NTS and the Northern Powerhouse. TfGM will investigate this proposal further over the coming weeks.
 - 3.11 Finally, members will recall that TfN was originally constituted as the six city regions noted in 3.1 above. Since then, Cumbria, Lancashire, Tees Valley, North Yorkshire and Cheshire and Warrington have joined the TfN Partnership Board; and TfN will become a statutory body in 2017. In addition, the publication of the report also coincided with the confirmation of Government’s appointment of John Cridland (Director General of the CBI) as TfN Chair, following the recent appointment of David Brown (formerly CEO of

Merseytravel) as TfN CEO. TfN has now started a process to recruit a new body of officers.

4. HS2 Update

- 4.1 In November 2015, the Government also published a new HS2 Command Paper, which sets out their intended approach to progress phase 2 of HS2 from the West Midlands to Manchester and Leeds. The Command Paper follows a lengthy period since the conclusion of the initial consultation on Phase 2, which closed in January 2014.
- 4.2 The Command Paper sets out a revised strategy for the delivery of Phase 2, which has now been sub-divided into two stages:
 - Phase 2a – extension of the London-West Midlands HS2 route (due to be completed in 2026) to Crewe by 2027, delivered by a separate Hybrid Bill alongside the Phase 1 Bill which is currently in Committee stage in Parliament, offering scope for partial high speed services through to Manchester from then; and
 - Phase 2b – completion of the Leeds and Manchester HS2 legs by the originally proposed date of 2033.
- 4.3 The Command Paper also confirms that a final proposed route for the western leg of HS2 will be prepared for consultation by autumn 2016.
- 4.4 However, in advance of this, the paper does reaffirm Government's view that Manchester Piccadilly remains the preferred location for the Manchester terminus, noting the need for further work with GM and TfN on the nature of the facility as discussed at 3.5 above.
- 4.5 The paper also confirms the intention to establish a further station at Manchester Airport, subject to the confirmation of an appropriate local funding contribution to the costs of the station.
- 4.6 TfGM will be engaging further with HS2 Ltd and DfT in the coming weeks to better understand the forward process to the autumn 2016 route consultation.



APPENDIX A – Report to GMCA 27 November

Date: 27 November 2015
Subject: 2040 Vision Consultation
Report of: Chief Executive, TfGM

PURPOSE OF REPORT

This report summarises feedback received during the 12-week consultation (July to October 2015) on 'Greater Manchester Transport Strategy 2040: Our Vision'.

RECOMMENDATIONS:

Members are recommended to:

- (i) note, and comment on as appropriate, the range and nature of responses received on the 2040 Vision consultation: and
- (ii) note that further work, informed by this consultation, is underway to prepare a draft 2040 strategy for GMCA consideration in early 2016.

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BACKGROUND PAPERS:

'Greater Manchester Transport Strategy 2040 Our Vision' www.tfgm.com/2040

| | | |
|---|-------------|---------------|
| TRACKING/PROCESS | | |
| Does this report relate to a Key Decision, as set out in the GMCA Constitution or in the process agreed by the AGMA Executive Board | | 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 AGMA Scrutiny Pool on the grounds of urgency? | | No |
| AGMA Commission | TfGMC | Scrutiny Pool |
| N/A | 13 November | N/A |

Risk Management – Not applicable

Legal Considerations – Not applicable

Financial Consequences – Not applicable

1 EXECUTIVE SUMMARY

- 1.2 This report summarises the responses received during the 12-week consultation on 'Greater Manchester Transport Strategy 2040: Our Vision'.
- 1.3 It describes the approach taken to the consultation, and identifies the key themes and issues raised by stakeholders and members of the public in response to the 2040 Vision document. The report concludes by identifying how the feedback received will be used in the development of the full Greater Manchester Transport Strategy 2040.

2. INTRODUCTION

- 2.1 On July 15 2015, a 12-week consultation was launched on a new transport strategy document: 'Greater Manchester Transport Strategy 2040: Our Vision' (referred to hereafter as the "2040 Vision"). The 2040 Vision sets out long-term transport aspirations for Greater Manchester, as the first step in the development of a new Greater Manchester Transport Strategy for 2040, which is due to be published in 2016. Together with subsequent more detailed 5-year Transport Delivery Plans, this will form our new statutory Greater Manchester Local Transport Plan.
- 2.2 The consultation was led by Transport for Greater Manchester (TfGM) on behalf of the Greater Manchester Combined Authority (GMCA) and Greater Manchester Local Enterprise Partnership (GMLEP).
- 2.3 This report summarises the methodology used in the 2040 Vision consultation, and the comments received from both stakeholders and members of the public.
- 2.4 Due to the high-level and long-term nature of the 2040 Vision, engagement with some groups was challenging, particularly in terms of seeking the views of members of the public who may be more interested in later stages of the strategy, which define more tangible interventions and schemes. An approach was therefore developed which sought to make use of a variety of different communication channels to engage with as wide an audience as possible within the constraints of available financial resources. A particular focus was given to engaging with key stakeholder groups who are more likely to have a view on Greater Manchester's long-term transport goals.
- 2.5 The approach to consultation also sought to maximise use of TfGM and GMCA's existing owned assets and communication channels, supported by targeted social media and traditional press coverage, and events and meetings to make best use of available resources. It is anticipated that more intensive consultation activity will be undertaken to support later stages of the 2040 Strategy development.

- 2.6 The overall objective was to raise awareness of the consultation across GM and to direct interested residents and stakeholders to the dedicated 2040 Transport Strategy web pages to find out more and to share their views.
- 2.7 This is the first time that Greater Manchester has produced a long-term transport strategy in this format, i.e. with consultation on a high-level Vision in advance of preparing more detailed strategy documents. It has been very successful in engaging with key audiences and, particularly, interested stakeholder groups at an early stage, to help develop a shared sense of ambition and priority for transport over a 25-year time horizon. This will help to build interest and support for the more detailed strategy documents as they are prepared and published over the next 12 months.

3. CONSULTATION METHOD

Launch Event

- 3.1 The consultation period began with a high-profile breakfast launch event, which was held at Manchester's new arts and film centre, Home. The event was attended by over 140 stakeholders.
- 3.2 As well as introducing the 2040 Vision to attendees, which included key representatives from government agencies, neighbouring authorities, transport operators, universities, media, local businesses and community groups, the event also resulted in excellent levels of engagement on social media – with 40,000 twitter accounts reached – and 15 next-day press coverage items, including a double page spread in the Manchester Evening News (<http://www.manchestereveningnews.co.uk/news/greater-manchester-news/car-share-clubs-more-cycling-flood-proof-9666011>) and airtime on BBC Radio Manchester.

Materials

- 3.3 800 copies of the Vision were printed, including 100 for libraries and other public buildings, with the remainder distributed to local politicians, district officers and stakeholders to support engagement activity through the 12-week period.
- 3.4 In order to meet the needs of people with disabilities, accessible versions were produced in large text and Easy Read formats with a British Sign Language (BSL) video also created.
- 3.5 A Greater Manchester-wide poster campaign saw key messaging placed across TfGM-owned assets at bus stops, rail stations and Metrolink stations. The posters asked members of the public "Do you share our vision for transport in Greater Manchester in 2040?" and then directed people to the 2040 web pages for more information and to respond.

Stakeholder Engagement

- 3.6 TfGM officers have attended a wide range of stakeholder groups and meetings to present and discuss the 2040 Vision, including with older people's groups, disability groups, the Low Carbon Hub, business groups such as CityCo and Wigan Forward, the Greater Manchester Public Health Network, and neighbouring authorities.
- 3.7 Presentations were also given at Transport for Greater Manchester Committee and a number of Greater Manchester District Council cabinet meetings and scrutiny committees. A full list of committees, workshops and meetings attended is provided at Appendix 1.
- 3.8 As well as targeting core stakeholders through the briefings outlined above, messaging was rolled out on a wider basis via TfGM and District stakeholder newsletters.

Website and Social Media

- 3.9 Dedicated pages on the TfGM website –www.tfgm.com/2040 - were the main 'home' for all background information and supporting documentation related to the consultation, with an online response form provided to enable people to provide a more structured response. Respondents were also able to send more open responses or queries by post or via the dedicated 2040@tfgm.com email address. The accessible versions of the Vision document were also uploaded to these pages for easy access.
- 3.10 Website analytics show that through the 12 week consultation there were:
- 11,695 individual sessions (i.e. different users) to the 2040 pages; and
 - 688 PDF downloads of the Vision.
- 3.11 An agreed content plan pushed messaging out via TfGM platforms, namely Twitter, Facebook and LinkedIn, and focused on driving people to the web pages to find out more. Greater Manchester partners, such as the District Councils and New Economy, were also approached to publicise the consultation through their social channels, which helped to generate further social media reach.
- 3.12 The hashtag '#gm2040', which was used to support the launch event, received 201 mentions, and consequently appeared on the Twitter timeline of (i.e. was visible to) 1.2 million accounts.

Media Relations

- 3.13 Media relations activity throughout the consultation period resulted in over 35 pieces of coverage and a readership reach of more than 1.5 million.
- 3.14 The focus was on regional news and relevant trade/technical press titles in order to maximise awareness amongst the key stakeholder and public audiences both within Greater Manchester and across the UK.

- 3.15 As well as coverage generated through the issue of press releases, a number of pieces were published based on interviews with TfGM representatives, resulting in much more in-depth coverage ideal for communicating a strategic document such as the 2040 Vision.

4. CONSULTATION RESPONSE SUMMARY

- 4.1 The number and method of responses can be seen in the table below:

| | Online Submission | Email/Written Submission |
|-----------------------------------|-------------------|--------------------------|
| Public | 99 | 1 |
| Organisation/Business Stakeholder | 28 | 34 |

- 4.2 The questionnaire asked the respondent for feedback to the following questions;

- Please let us know to what extent you share our vision.
- Please provide any general views you have on the Greater Manchester Transport Strategy 2040: Our Vision.
- Are there any issues you feel have not been covered or you would like to see further explored?

- 4.3 Feedback was then sought on the five spatial themes of

- A Globally Connected City;
- City-to-city links;
- Getting into and around the regional centre;
- Travel across the wider city region; and
- Connected neighbourhoods

- 4.4 The responses have been analysed and summarised according to their relevance to the four key elements of the 2040 Vision. They include comments made online, in written form and at the meetings and workshops Transport for Greater Manchester officers attended.

- 4.5 Analysis shows a diverse range of issues being raised by respondents. Issues that were raised most frequently are summarised below:

Comments focused on 'Supporting Sustainable Economic Growth'

- The importance of improving integration between different transport modes, with a specific interest in multi-operator tickets which can be used on Metrolink, train and bus services;
- Support for delivering improved east-west city-to-city rail connectivity. Comments particularly focused on the fact that rail travel across the Pennines to Leeds was too slow given the comparatively short distances between the cities. Respondents also highlighted the need for an improved strategic road network as well as rail improvements, providing reliable travel alternatives, particularly for those travelling between cities for business purposes;
- The importance of improving orbital travel opportunities within Greater Manchester, particularly by public transport;
- The importance of providing appropriate transport to support the evening and night-time economy; and
- An eagerness to see tram-train options developed in the Marple area, for business, travel and leisure purposes.

Comments focused on 'Protecting our Environment'

- Several respondents questioned the prominence given to increasing passenger numbers via Manchester Airport, given the need to meet challenging carbon reduction targets in Greater Manchester; and
- The potential to introduce stricter controls on car usage in the city centre, to reduce pollution and carbon emissions in line with GM and national targets; and
- The need to deliver more rapid electrification of public transport services to reduce transport emissions.

Comments focused on 'Improving Quality of Life for All'

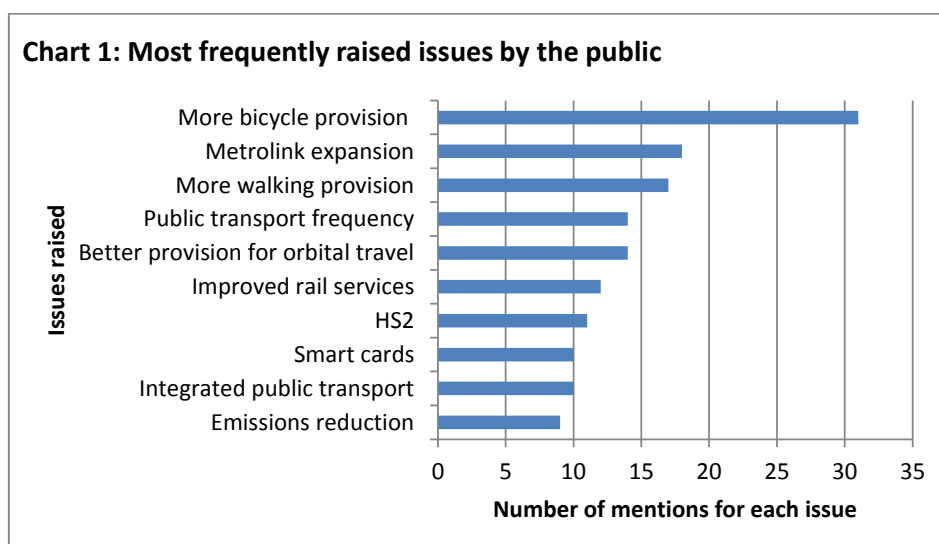
- There were a range of active travel measures suggested by respondents, including the potential for cycle hire facilities and for creating 'pedestrian friendly towns and cities';
- The need to better integrate public transport networks and services to increase their attractiveness and use; and
- Criticism of ring and ride punctuality by some respondents.

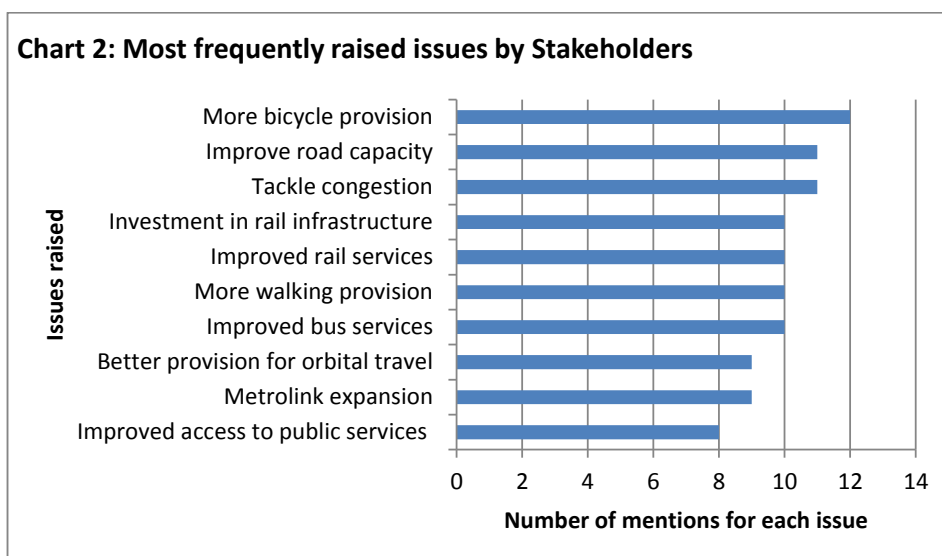
Comments on 'Developing an Innovative City Region'

- The desire for integrated ticketing and smart cards to be introduced. Some respondents did question whether the idea of a smart card is now outdated and whether we should be focusing more on developing proposals which use bank card (contactless) and/or mobile phone technology; and
- The need for better integrated customer travel information, with respondents stating that people shouldn't have to look in several places for information on public transport services.

4.6 The issues raised most often by respondents are shown in the tables below and overleaf.

4.7 Comments from the public ranged across a very wide range of topics (see Chart 1). The most commonly cited issue was the need for improved cycling provision (covering themes such as the need for segregated routes, and the potential to introduce cycle hire schemes). Public transport and active travel provision were, by far, the most frequently raised issues from the public.

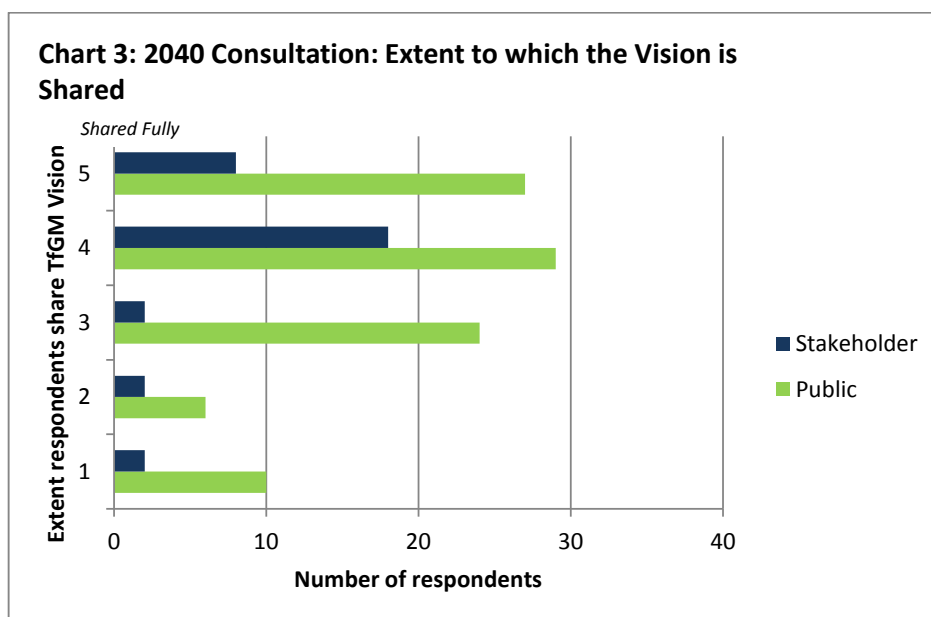




- 4.8 A list of the organisation/business/stakeholders who responded can be seen at Appendix 2, with the most frequently raised issues demonstrated above in Chart 2. Again, cycling provision was frequently mentioned but the need to tackle congestion and improve road capacity was also seen as very important. A number of stakeholders raised the importance of ensuring that the transport strategy was linked with the emerging Greater Manchester Spatial Framework. Several business stakeholders in the Marple area also responded to the consultation highlighting their support for transport infrastructure improvements in the area.
- 4.9 Neighbouring authorities expressed their desire to be involved in the development of the full 2040 Greater Manchester Transport Strategy and highlighted the importance of cross-boundary travel issues.
- 4.10 Not all Greater Manchester authorities provided a written response to the consultation, but comments were taken from all authorities either at council meetings and/or from officers during the pre-consultation drafting period.

Sharing the Vision

- 4.11 The online questionnaire asked respondents whether they shared Greater Manchester's Vision for 2040 on a scale of 1 to 5, with 1 being not at all and 5 indicating that they fully share the Vision set out in the document.



4.12 As can be observed in Chart 3 above, 62% of all respondents stated that they shared our Vision for 2040 either fully (scoring 5), or partially (scoring a 4), with 20% a neutral response. Some organisations and individuals responded by letter or email and did not include a specific response to this question and so are not included in the final scores.

4.13 Only 11% of respondents stated that they did not share our Vision. Largely, this was on the basis that they thought more should be done in the near-term future rather than by 2040, or that they believed that the Vision lacked details of specific transport proposals. It is anticipated that many of these concerns will be addressed through future transport strategy publications, which will provide much greater detail on specific interventions and delivery programmes.

5. CONCLUSIONS AND NEXT STEPS

5.1 The consultation on the 2040 Vision suggests a high-level of support for the desired outcomes set out in the document, both among stakeholders and the general public.

5.2 Having considered the most frequently raised issues, the following issues will be particularly important in the development of forthcoming 2040 Strategy documents:

- Integrated public transport solutions with a strong focus on how the system is promoted in an integrated manner, including integrated and smart ticketing systems, and better real-time information on travel options by different modes of transport.

- More detailed exploration of opportunities and development of deliverable solutions to support orbital public transport movements to key destinations in Greater Manchester;
 - Identification and development of opportunities to improve cross-boundary transport, including improved city-to-city road and rail links;
 - A clear and deliverable strategy for our rapid transit network, including priorities for delivering the Greater Manchester tram-train strategy.
 - A clear and deliverable strategy to support greater levels of active travel (walking and cycling) across Greater Manchester;
 - Clear proposals to support our ambitions for an ultra low-emission transport system; and
 - Continued alignment of the 2040 Transport Strategy and a clear and deliverable strategy so as to ensure integrated land use and transport planning in Greater Manchester
- 5.3 In addition, the detailed responses have been provided to TfGM and District officers, where appropriate, in order to guide strategy development leading to the publication of a 2040 Greater Manchester Transport Strategy and supporting 5-year delivery plan in 2016.
- 5.4 Further engagement is underway with stakeholders to ensure momentum is maintained on the 2040 project. This also includes consulting with statutory environmental consultees regarding the Integrated Assessment work required to support the 2040 Strategy.
- 5.5 Officers currently intend to bring forward a fuller draft 2040 Strategy for consideration by GMCA in early 2016. This will be followed by a second stage, more intensive and widespread consultation exercise in advance of a final determination of the strategy later in 2016.

6. RECOMMENDATIONS

- 6.1 Recommendations are set out at the front of this report.

Dave Newton

Transport Strategy Director

Appendix 1 – Stakeholder Meetings

TfGM Officers have attended a wide range of stakeholder groups/meetings to discuss the Vision and these are listed below. Comments were noted at all these meetings.

- Age Friendly Manchester
- Bolton MBC Environmental Services Scrutiny
- Cheshire East Council
- Cheshire and Warrington Local Enterprise Partnership
- CityCo Transport Group
- Derbyshire County Council and High Peak District Council
- Disability Design Reference Group
- Greater Manchester Public Health Network via the Transport and Health Study Group
- Lancashire County Council
- Low Carbon Hub
- Manchester: A Certain Future
- Manchester Cycle Forum
- Manchester People's Access Group
- Manchester People First
- Manchester CC Economy Scrutiny Committee
- Manchester CC Neighbourhood Scrutiny Committee
- Rochdale MBC Cabinet Briefing
- Rochdale MBC Communities, Regeneration and Environment Overview and Scrutiny Committee
- Salford CC Cabinet Briefing
- Salford CC Growth and Prosperity Scrutiny Panel
- Stockport MBC Environment and Economy Scrutiny
- Transport and Health Study Group
- Transport for Greater Manchester Committee
- Virgin Trains
- Warrington Borough Council
- Wigan Forward

Appendix 2 – Stakeholder Responses

The following stakeholders responded to the consultation using the feedback form, letter or email.

- Age-Friendly Manchester Older People's Board
- Age Friendly Whitemoss Club
- Aecom:
- Age UK Wigan:
- Arup Consultancy:
- Artsop Studio:
- Blackburn with Darwen BC:
- Bolton Cycle Forum:
- Bolton Rail Users:
- Bury and Salford Green Parties
- Canals and Rivers Trust
- Central Manchester NHS Foundation
- Cheshire Lawn Therapy
- Community and Voluntary Action Tameside
- Council for the Protection of Rural England/North West Transport Activists Roundtable
- First TransPennine Express
- FRECCLES – Friends of Eccles Rail Station
- Friends of Walkden Station
- Greater Manchester Casualty Reduction Partnership
- Greater Manchester Cycling Campaign
- Greater Manchester Centre for Voluntary Organisations
- Greater Manchester Private Hire Association
- Greater Sport
- Housing the Powerhouse
- Jacobs Consultancy
- Jonathan Reynolds MP
- Lancashire County Council
- Lane Head South Residents Group
- Lighthouse Christian Centre
- Living Streets

- Mainline Private Hire
- Manchester Airport
- Manchester Friends of the Earth
- Marple Netball Club:
- Marple Physiotherapy
- Marple Polymer Processes
- Motorcycle Action Group
- Natural England
- Network Rail
- New Economy
- Oldham MBC
- The Peak District National Park
- The Peel Group
- Peter Brett Associates
- Rebecca Chappell Podiatry
- The Road Haulage Association
- Rochdale MBC
- Rossendale Borough Council
- Rossendale Transport
- Royal London Asset Management
- Salford City Council
- Shevington Parish Council
- Standish Voice Neighbourhood Forum
- Stockport Labour Group
- Stockport MBC
- Tameside MBC
- Transport and Health Study Group
- Transport Systems Catapult
- University of Salford Transforming Transport Network
- Warrington Borough Council
- West Lancashire Borough Council
- Wigan Council

In addition, a number of disability groups made their comments verbally.

- Manchester Disabled People's Access Group
- Manchester People First
- Disability Design Reference Group