
**Manchester City Council
Report for Information**

Report to: Economy Scrutiny – 11 October 2017

Subject: Transport 2040 Update and Delivery Plan

Report of: Strategic Director, Development;
Deputy Chief Executive, People, Policy and Reform; and
Director of Highways, Transportation and Engineering

Summary

The report updates members on the next stages in the delivery of the Greater Manchester 2040 Strategy which provides an overall strategic framework for the development and management of the Greater Manchester Transport network.

Recommendations

That Members note and comment as appropriate on the content of the report.

Wards Affected:

All

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Background documents (available for public inspection):

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above.

- Greater Manchester Strategy (see report to Economy Scrutiny 6 September 2017)
- Transport 2040 – <http://www.tfgm.com/2040/Pages/strategy/assets/2017/2-17-0078-GM-2040-Full-Strategy-Document.pdf>
- City Centre Transport Strategy 2010 – 2015 - http://www.manchester.gov.uk/downloads/download/1871/transport_strategy_for_manchester_city_centre

1. INTRODUCTION

- 1.1 The Greater Manchester Transport Strategy 2040 (“the 2040 Strategy”) and Delivery Plan were approved by GMCA in December 2016. The main statutory documents comprising Greater Manchester’s fourth Local Transport Plan (LTP4) are:
- 1.2 **Greater Manchester Transport Strategy 2040** - a document setting out the transport strategy for Greater Manchester giving details of policies, interventions and schemes to support delivery of a vision for transport in 2040, but with more detail provided for the period to 2025; and
- 1.3 **A single five-year Greater Manchester Transport Delivery Plan** – setting out more detailed delivery proposals, a spending plan and monitoring of the performance of transport delivery programmes, to be updated on an annual basis.
- 1.4 These documents are supported by an Integrated Assessment (covering environmental, health and equalities issues) and a travel and transport Evidence Digest that will be refreshed on a regular basis to provide an up-to-date evidence base and to support the ongoing development and review of the transport strategy
- 1.5 The first stage in preparing the transport strategy was the publication, in July 2015, of “**Greater Manchester Transport Strategy 2040: Our Vision**” setting out broad aspirations and desired transport outcomes for transport. This received broad support from stakeholders and the public during a 12 week consultation.
- 1.6 The 2040 Strategy document has been developed with consideration of key emerging plans, studies and legislative proposals, including the Buses Bill and work on the emerging Greater Manchester Spatial Framework. The following paragraphs provide a guide to the document, which is organised into four parts as follows:
- 1.7 **Part 1** of the document provides an introduction to the Strategy and a reminder of the 2040 Transport Vision, which was consulted on in 2015 and attracted broad support from consultees. Part 1 also includes a discussion of the key economic, social, environmental and “smart-city” policy drivers for the strategy
- 1.8 **Part 2** of the document sets out the strategic principles and ambition for the Strategy, organised into two sections:
 - a series of high-level policy principles and statements of ambition for a GM transport network that is integrated, inclusive, health-promoting, environmentally responsible, reliable/resilient, safe and secure; and
 - a series of similarly high-level policy principles for highways; walking and cycling; public transport; and freight.

1.9 **Part 3** of the document reviews the key transport issues and requirements across the five spatial themes that were agreed for the 2040 Transport Vision, namely:

- Global Connectivity, setting out draft priorities to support the growth of Manchester Airport and the Atlantic Gateway/Port Salford;
- City-to-City Connectivity, setting out HS2 priorities and priorities emerging from the Transport for the North programme;
- Regional Centre Connectivity, setting out the emerging strategy for enhanced connectivity both to and within the Regional Centre;
- Wider City Region Connectivity, setting out draft priorities to support access to town centres, new development and other key destinations across GM; and
- Connected Neighbourhoods, setting out draft priorities to support access, particularly by sustainable modes, to local facilities and public transport.

For each of these spatial themes, the document summarises the key interventions that are committed, planned or required, plotted against an indicative timeline to 2040, to address the strategic issues set out in the commentary.

1.10 **Part 4** of the document sets out a delivery approach for the Strategy, including:

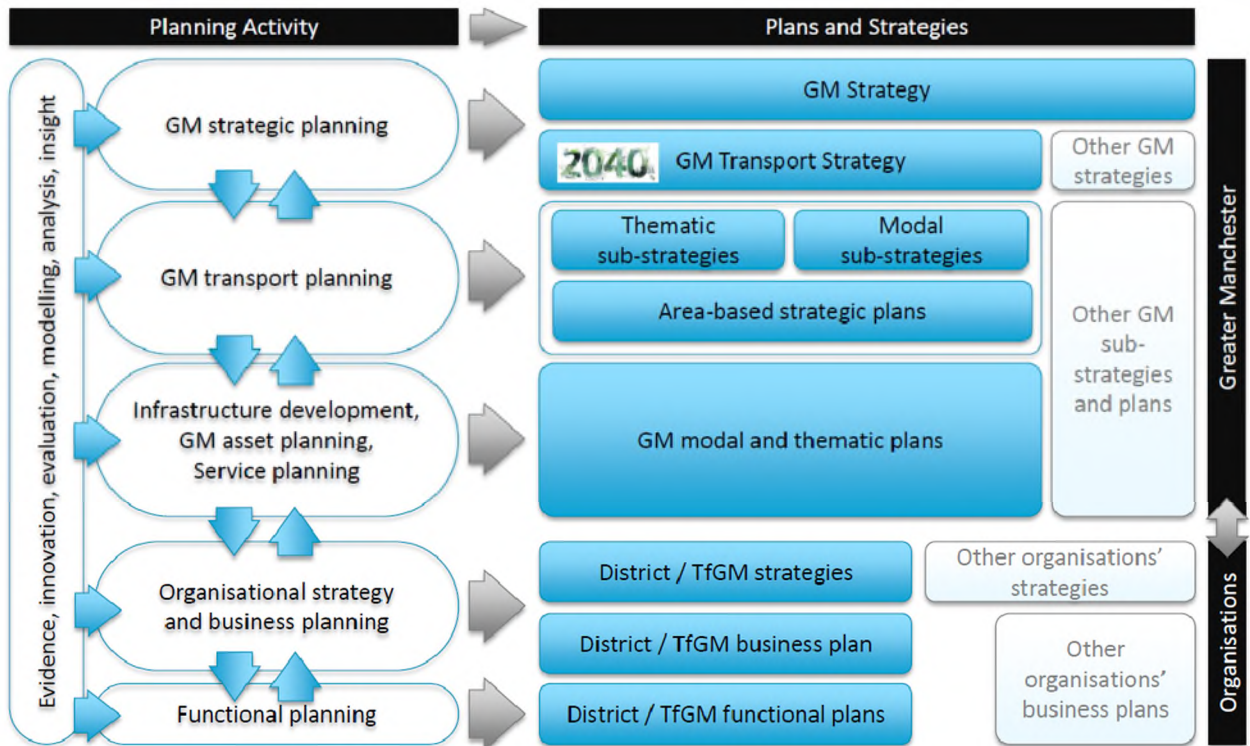
- a balanced strategy across new investment, service delivery and maintenance;
- an outline prioritisation process, which follows previous approaches adopted for the GM Transport Fund and Growth Deal processes;
- a full schedule of interventions (from Part 3), with a high-level assessment of each intervention's contribution to strategic and spatial objectives;
- a summary of the importance of devolved governance and new funding models in delivering the strategy; and
- a performance management plan for the strategy.

1.11 The Strategy document has been prepared in consultation with the ten Greater Manchester District Councils along with representatives from Highways England and the team preparing the Greater Manchester Spatial Framework (GMSF). The document has been refined over several iterations to reflect the views expressed. The views expressed by stakeholders and the public, during consultation on the "Vision" document have also been used to inform the development of the full strategy.

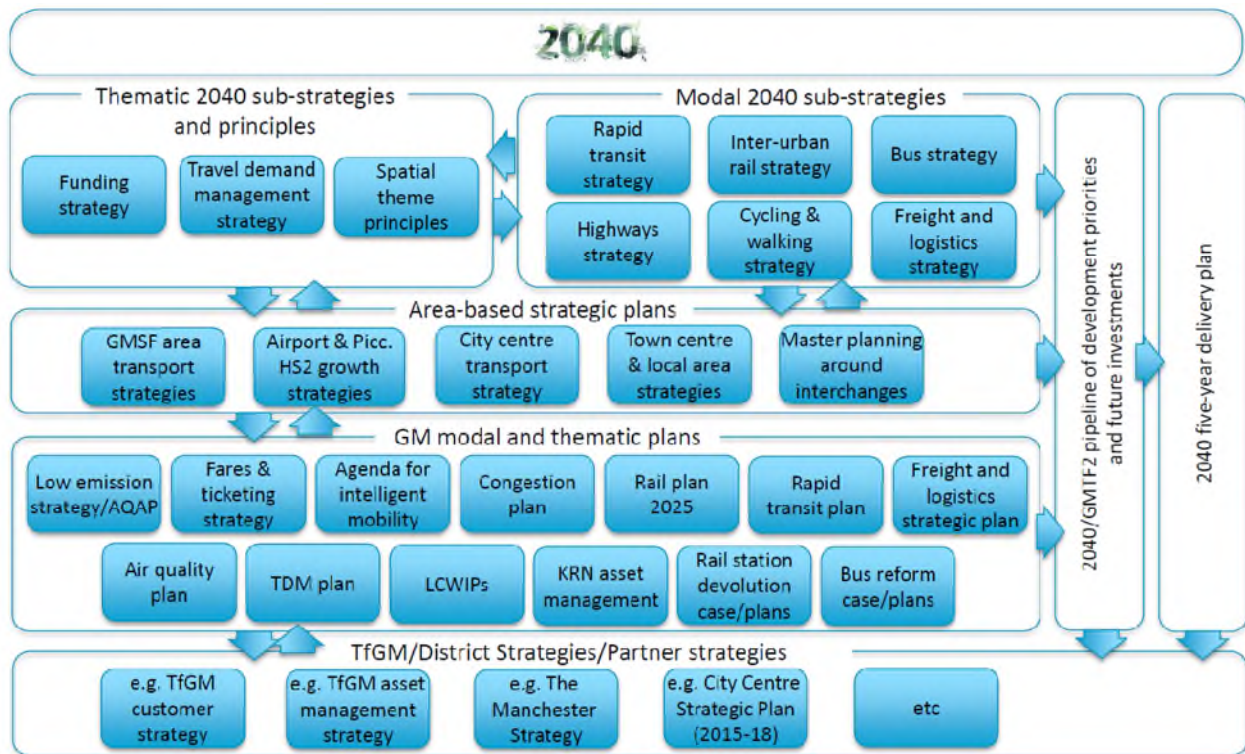
1.12 In addition to reflecting current Department for Transport "Guidance on Local Transport Plans" (July 2009), the 2040 Strategy document has also followed EU guidance on the development of "sustainable urban mobility plans", so as to assist in future work to secure European funding for GM transport priorities.

2 A STRATEGIC APPROACH TO GM PLANNING

2.1 The diagram below summarises how the 2040 Strategy fits with other key planning and strategy documents in the GM context. The relationship with the GM Strategic Planning and in particular GMSF development is also summarised below.



2.2 With the 2040 strategy in place there will be a series of sub-strategies, area based plans and GM modal and thematic plans that will be emerging, in particular over the next 12 months, in addition to District and Partner strategies and plans.



3 2040 STRATEGY DELIVERY PLAN

3.1 The Combined Authority agreed that the 2040 Strategy will be supported by shorter term (5-year) Delivery Plans to allow the proposals to be updated on a regular basis, reflecting changes, not only in the funding, governance and legislative environment but, over the longer term, in the location and scale of new development being identified through the GMSF. This two-part documentation is aimed at providing maximum flexibility, ensuring that the main strategy document remains relevant over a longer period.

3.2 The first Delivery Plan is principally based on three key elements of priority for GMCA, and the future elected mayor, to 2021:

- An initial capital programme, broadly established through the GM Growth Deal, in addition to partners' commitments, such as the current HE managed motorways projects, new rail franchise rolling stock commitments and Network Rail's electrification/ Northern Hub commitments;
- The application of the transport reforms programme established under the GM Devolution Agreement, together with the GM approach to new powers proposed in the forthcoming Buses Bill; and
- key priorities for the maintenance and renewal of all parts of the Greater Manchester transport system, to maximise the long-term resilience and performance of the existing transport system.

3.3 The Delivery Plan has been prepared through close collaboration with District officers and was approved by the Combined Authority in December 2016 and published in February 2017.

3.4 Rooted in the priorities of the 2040 Strategy, a number of significant investments in the recent period benefit Manchester, including the following schemes listed below. More detail is provided in the report on Manchester Transport Evidence also being considered at this meeting.

- Metrolink Second City Crossing
- Bus Priority Package
- Leigh-Salford-Manchester Busway
- Wilmslow Road Cycleway

3.5 Table 1 below sets out the key projects due to be delivered in or impacting on the City of Manchester over the coming five years. The schemes identified include a mix of committed projects and potential schemes that are still the subject of funding submissions.

Table 1: Scheme Delivery Update (based on Table 4 Delivery Plan Schemes 2016/17-2020/21)

Strategy Ref	Scheme Name	Description	Delivery Agency	Forecast Delivery Date	October 2017 Progress Update
Global Connectivity					
Committed Schemes					
G.5	A6 Manchester Airport Relief Route	10km new 2-lane dual carriageway from A6 near Hazel Grove to Manchester Airport via A555. <i>(improve connectivity to Manchester Airport, particularly from SE of the conurbation and neighbouring areas, and relieve congestion in local centres)</i>	Stockport	2017	Due to Open in Spring 2018
Potential Schemes (subject to funding)					
G.1	Metrolink Airport Line Western Loop	Extend Metrolink in a loop from the existing line to the west of the Airport. <i>(reduce congestion by providing an alternative to car travel and improve connectivity to Terminal 2, HS2, Wythenshawe Hospital and the western part of the Enterprise Zone).</i> TfGM has been awarded Large Major Scheme Development Funding for 2017/18 to progress this scheme	TfGM		Business case under development for this scheme

City-to-City Links					
Committed Schemes					
W.12	Ordsall Chord	West of Victoria track layout changes, Castlefield and Ordsall Lane junction capacity and performance improvements (<i>part of the Northern Hub rail scheme to increase capacity</i>)	NR	Dec 2017	Due to be complete in Dec 17
W.12	Manchester-Preston	Manchester-Preston electrification and journey time improvements (<i>improve journey speeds, reduce emissions</i>)	NR	Dec 2017	Entry Into Service in Dec 17 ¹
W.12	Manchester-Stalybridge	Manchester Victoria-Stalybridge electrification and journey time improvements (<i>improve journey speeds, reduce emissions</i>)	NR	Dec 2017	Victoria to Miles Platting area - Entry Into Service in May 2018 Guide Bridge to Stalybridge Jcn - Entry Into Service in Dec 2022 ²
W.12	Calder valley	Calder Valley journey time Improvements: Manchester-Bradford via Calder Valley (<i>faster journey times</i>)	NR	tba	Under review by Network Rail ²

¹ Network Rail June 2017 Enhancements Delivery Plan

² Network Rail June 2017 Enhancements Delivery Plan

W.13	Trans-Pennine	Trans-Pennine route upgrade Electrification Stalybridge-Leeds- York/Selby, line speed improvements <i>(improve journey speeds, reduce emissions)</i>	NR	Dec 2022	Under review by Network Rail including the potential of dual powered units for this line. Announcement expected in Dec 17
C.5	M60 Junction 8 to M62 Junction 20 Smart Motorway	Smart motorway M60 J8 to J18; Smart motorway with all lane running M62 J18-20 <i>(improve capacity and reliability of motorway)</i>	HE	2017	Open late 2017 / early 2018
C.5	M56 Junctions 6-8	Smart motorway including hard shoulder running <i>(improve capacity and reliability of motorway)</i>	HE	No later than 2020	Committed scheme due to open early 2021
C.5	M60 Junction 18	Improvement to Simister Island interchange <i>(reduce congestion)</i>	HE	RP2 (2020/21- 2025-25)	Likely to be a RIS2 scheme delivered by 2025
Regional Centre					
<i>Committed Schemes</i>					
RC.1	Salford Central Additional Platforms	Three additional platforms to accommodate increased passenger numbers and additional services post completion of the Ordsall Chord. <i>(improve access to the rail network from the Central Salford/Spinningfields area)</i>	TfGM/ NR	2019	Completion planned for Q1 2021

RC.7	Piccadilly Station Platforms 15 and 16	Two additional platforms to provide additional capacity as part of the Northern Hub package (Note: Subject to Transport and Works Act approval) <i>(enable more trains to travel through the city centre)</i>	NR	tba	Awaiting outcome of TWAO conclusion
RC.9	Manchester Oxford Road Re-modelling	Widening of the railway viaduct and lengthening of platforms (Note: Subject to Transport and Works Act approval) <i>(accommodate longer trains)</i>	NR	tba	Awaiting outcome of TWAO conclusion
RC.2	Manchester and Salford Inner Relief Route: Great Ancoats Street	Measures to improve routing of traffic around the north-east side of the Regional Centre <i>(reduce congestion and severance to improve pedestrian connections and support investment in new housing.)</i>	Manc'r	2019	Completion planned for Q4 2020
RC.2	Manchester and Salford Inner Relief Route: Regent Road	Measures to improve the Regent Road junction on its approaches and at adjacent junctions (Trinity Way/Irwell Street, Chapel Road and the merge from Chester Road roundabout). <i>(reduce congestion and improve the strategic function of the Manchester and Salford Inner Relief Route.)</i>	Manc'r /Salford	2019	Completion planned for Q4 2019
RC.3	Metrolink Service Improvement Package	Additional light rail vehicles (LRVs) and supporting infrastructure to provide increased resilience across the network. <i>(increase capacity to encourage a shift from car use)</i>	TfGM	2017	Completion planned for Q3 2019

RC.10	Minor Works Programme 2016/17	Programme of schemes costing <£5 million (<i>improve Regional centre connectivity and access to development sites</i>)	TfGM/ Districts	2017	Growth Deal 1 schemes: Higher Cambridge St Puffin Crossing (formerly Birley Fields Campus) – Completion planned for Q3 2016/2017
W.7	Cycle City Ambition grant 2	Programme of measures including cycleways (encourage mode shift to cycling, improve access across the City Centre)	TfGM / Manc'r	2019	City Centre (CFDC) – Completion planned for winter 2018/19
Potential schemes (subject to funding)					
RC.10, RC.11	City Centre Salford Infrastructure Improvements	Highway modifications in the New Bailey/Greengate area (<i>improve sustainable transport links and support new development</i>)	TfGM/Salford		Completion 2019. Work underway on New Bailey Gateway.
Wider City-Region					
Committed Schemes					
W.7	Cycle City Ambition Grant 2	Programme of measures including cycleways (see N.3 below) (<i>encourage mode shift to cycling</i>)	TfGM/ Districts	2018	<ul style="list-style-type: none"> Chorlton Corridor – Completion planned for autumn 2019
W.10, W.8 W.15	Minor Works Programme 2016/17	Programme of schemes costing <£5 million, covering town centre connectivity (see also N.1, N.3 below), local access to public transport, access to development sites and active travel	TfGM/ Districts	2017	Growth Deal 1 schemes: <ul style="list-style-type: none"> Manchester 20mph Zones

		schemes.			<p>Ph1 – Completion planned for Q1 2017/2018 (mini business case submitted)</p> <p>Growth Deal 2 Schemes (programmed for delivery in 2018/19:</p> <ul style="list-style-type: none">• Cross city centre cycle links• Traffic management and access improvements• Airport City North Green Bridge• Stretford Rd/Chorlton Rd bus/ped/cycle• Manchester 20mph Zones Ph2• A6 cycling pinch points
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Potential Schemes (subject to funding)					
W.8	Additional Trams	Eight additional trams to enable an 'all double trams' service on Altrincham line, and improve resilience of the system (<i>reduce congestion through mode shift</i>)	TfGM		Business case under development
Neighbourhoods					
Committed Schemes					
N.1, N.3	Minor Works Programme 2016/17	Programme of schemes costing <£5 million, covering town centre connectivity, local access to public transport, access to development sites and active travel schemes.	TfGM/ Districts	2017	See Wider City-Region Minor Works Programme
N.3,	Cycle City Ambition Grant 2	Programme of measures including cycleways, Cycle Friendly District Centres, Partner Schools Programme, cycle parking, cycle and ride stations and promotional activity	TfGM/ Districts	2018	See Wider City-Region Minor CCAG 2 Programme

GM-Wide Schemes				
<i>Committed schemes</i>				
Policy 13, 14	Safety and security programmes	Ongoing programmes to reduce road accidents and improve personal safety and security for passengers	TfGM/ Districts	Ongoing
Policy 3	Travel Choices programmes	Targeted interventions (including work with businesses and schools) to support mode shift	TfGM	Ongoing
Policy 2	TfN integrated fares and ticketing system	Develop an integrated fares and ticketing system and work with Transport for the North to develop a cross-modal payment system, compatible across the North	TfGM/ TfN	Ongoing

3.6 There are also a number of studies and scheme development commissions that are ongoing and are of a significant scale across Greater Manchester, including the following key activities which will have a significant impact on Manchester:

- HS2 Growth Strategies including development of a masterplan for Piccadilly Hub and a Growth Strategy for the proposed station at Manchester Airport (reporting to Government in Autumn 2017);
- Input to Transport for the North (TfN) studies: road, rail (including NPR/HS2 planning, freight, plus strategic transport plan);
- Work with Highways England to further develop packages of measures emerging from the North West Quadrant Study of the M60 and other strategic studies e.g. Trans-Pennine Tunnel);
- South East Manchester Multi-Modal Study (SEMMMS) Refresh and development of schemes following A34 Corridor Study. Includes a study of A6 to M60 Relief Road in Stockport ;
- Scoping studies for potential rapid transit schemes, including orbital links, and business case development as appropriate including options for further increasing Metrolink capacity in the City Centre and to Salford Quays;
- Studies into transport requirements, and identification of transport packages to support the delivery, of strategic growth locations identified in the draft Greater Manchester Spatial Framework, with the Regional Centre and Airport Gateway specifically affecting Manchester;
- Studies into options for relieving congestion at prioritised locations, including the potential of strategic park and ride;
- Development of a Greater Manchester Highways Strategy and Delivery Plan;
- Development of a Greater Manchester Walking and Cycling Strategy and Delivery Plan;
- A refresh of the transport strategy for the City Centre, including a review of bus routeing and interchange; highway, rapid transit and active travel network provision; a parking and servicing review; and consideration of the application of a movement and place approach to managing the city centre streets;
- Work to develop a draft plan for ensuring that Greater Manchester meets its legal obligations to reduce Nitrogen Oxide emissions in those areas that are currently exceeding legal limits in the shortest possible time.

3.7 The 2040 strategy highlights that the five-year Delivery Plans will be updated annually. It is the intention that producing a separate short-term delivery plan and updating it annually will enable TfGM and partners to respond quickly to needs arising from new development and regeneration opportunities, as well as to additional funding opportunities and regulatory changes.

4 FUTURE FUNDING - GMTF2 FUNDING

4.1 In terms of funding, work is underway to develop funding options to pay for the step-change in investment that supports the continuing delivery of the 2040 Strategy through the development of the GM Transport Fund 2 (GMTF2). It is the intention that this leads to making the case for a range of funding instruments that:

- support a magnitude increase in transport funding to GM from Government and from local sources;
- Reviews the full set of options available to GM;
- includes new approaches and hence legislation; and
- Is set in the full fiscal context for GM, including transport related measures such as Bus Reform.

5 CONCLUSION

5.1 The 2040 Strategy sets out a clear route to ensure that the City Region identifies the key investments and policies for transport that underpin its wider objectives. Key aspects of delivery have already taken place, with considerable benefit for Manchester.

5.2 Investments that are planned through the ongoing delivery of the 2040 Strategy will continue to support the Council's aims for the city. However, it is also clear that there needs to be flexibility within the delivery plan, so we are able to respond to changing circumstances, pressures and opportunities. There will be ongoing funding pressures that will affect the delivery of schemes and priorities, which underlines the importance of continuing to pursue devolution as a way of securing greater certainty around investment.