

Manchester Summary GMTS2040 Implementation Plan 09.10.20

1. Introduction to Implementation Plan

This Implementation Plan sets out how we will work towards our priorities including economic growth, improving the environment and social inclusion by building on Manchester's planned and current transport projects, many of which are set out in the Greater Manchester Transport Strategy 2040 5-Year Delivery Plan (2020-2025). It complements the GM-level transport interventions in the 5-year Delivery Plan by focusing particularly on more local neighbourhood and district centre priorities to be prioritised for delivery in the period to 2025. Map 1 below shows interventions proposed within Manchester in the 5-year Delivery Plan.

The transport interventions and initiatives set out in this Delivery Plan should be seen as more than just measures to make it easier to move around the city. By enabling walking and cycling to become the most convenient positive choice for shorter trips, we hope to improve our air quality, make our district centres and neighbourhoods more attractive, prosperous places and make Manchester a more pleasant, greener, people-friendly place to live.

The neighbourhoods of the most successful cities of the 2020s and beyond will be focused not on the private car but on walkable, breathable streets, green spaces and sufficient footfall and population to support a diverse range of shops, culture and other aspects of daily life. This Delivery Plan aims to set the context for investment priorities to achieve these goals.

1.1. Our Manchester Strategy

Manchester City Council sets out its overall priorities and objectives, and how they will be achieved, in the Our Manchester Strategy (2016). This strategy provides a framework for actions not just by the City Council but by partners working across Manchester in collaboration. The Our Manchester Strategy organises its objectives and outcomes into the following topics:

- A thriving and sustainable city
- A highly skilled city
- A progressive and equitable city
- A liveable and low carbon city
- A connected city

The interventions set out in the Greater Manchester Transport Strategy 2040, its 5-year delivery plan (2020-2025) and this Local Implementation Plan will all be key to achieving these cross-cutting aims, by fostering economic growth through increased connectivity, moving towards zero carbon by 2038 and creating a more liveable and sustainable city.

To achieve these ambitions, we have set four key transport-related outcomes which we would wish to see achieved by 2025. These are:

- Outcome 1 - Increasing the number of neighbourhood journeys (under 2km) made by foot and by bike across the city
- Outcome 2: Enhancing sustainable travel to and from district centres and improving Manchester's streets and public realm
- Outcome 3: Manchester is Clean and Green and will support innovation
- Outcome 4: Improved access to bus services across Manchester

This document sets out some of the steps Manchester City Council will seek to take with partners to make good progress towards these outcomes in the next 5 years. The steps are ambitious and the development and delivery of the interventions set out will require a significant level of resource and funding. This will require us to prioritise measures and to continue working with the GMCA and TfGM to secure the required funding from Government to develop and deliver these schemes.

1.1. Covid-19 Recovery

The Council is at the early stages of a reset of the Our Manchester Strategy, in the context of the time elapsed since it was published, progress to date, and responding to the changing economic and social circumstances of the COVID-19 crisis and its aftermath.

DRAFT

2. Manchester Strategic Transport Issues / Challenges

Achieving the 2040 Right Mix

The 2040 Right Mix aims to achieve 50% of journeys in Greater Manchester being made by sustainable modes by 2040.

39% of all journeys starting in Manchester are made by car or van, and 57% by sustainable modes (43% active travel and 15% by public transport).



36% of journeys that start in Manchester are neighbourhood trips that are under 2km and could be walked in just over 20 minutes.

60% of these neighbourhood journeys are walked, 18% are made by private car or van.



Supporting Economic Growth

New Homes and Jobs

The City Council's Strategic Regeneration Frameworks set out a vision to see an increase of jobs from 140,000 to 250,000 by 2040, with 100,000 residents in the City Centre.

Plans could see could see 12,500 of the current supply of 30,000 off-street car parking spaces repurposed.



In North Manchester, Manchester's Northern Gateway has the capacity to deliver up to 15,000 new homes over the next 15-20 years, and the redevelopment of North Manchester General Hospital will aim to deliver new housing and medical and bioscience employment space.

The City Council are supporting wider transformation and residential development at Grove Village, Brunswick and West Gorton.



Protecting our Environment

Carbon

The City Council has declared a climate emergency and is committed to work towards ensuring the city is carbon neutral by 2038.



Improving Quality of Life

Health

66% of adults in Manchester are physically active, less than the UK average of 67.2% of adults.

41% of Manchester's year six children are recorded overweight, higher than UK average. 60% of adults are recorded overweight.



Manchester residents have a lower life expectancy than the UK average, particularly amongst females. Residents also have a higher than average mortality rate from cardiovascular disease.



Air Quality

There are a significant number of areas across the Greater Manchester highways network where NOx emissions are forecast to exceed legal limits by 2021, 10 of which are in Manchester.



We are committed to reducing NOx at the roadside in the shortest possible time through the GM Clean Air Plan.



Car Ownership

44.5% of all households in Manchester have no car/van, considerably higher than the England-wide proportion (25.8%), and GM average 31%.



Road Safety

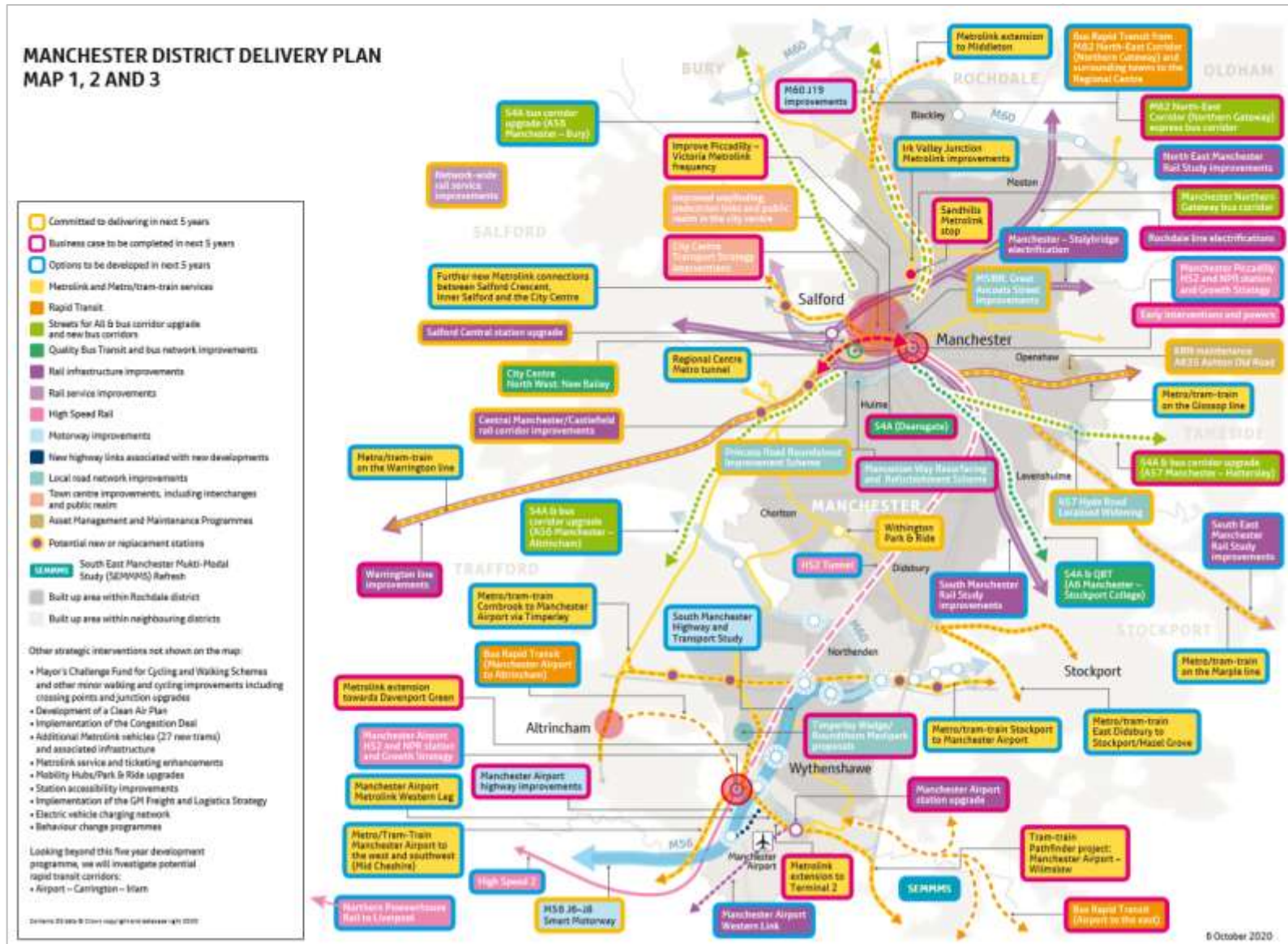
There were 173 road collision that resulted in 188 people being killed or seriously injured in Manchester in 2019 (a 37% decrease on 2005-2009 baseline of 222).

58 of the people killed or seriously injured were walking, 18 cycling, 10 riding a motor bike, and 48 driving a car.



2.1. Manchester's Delivery Plan Schemes 2020 – 2025

Map 1 below sets out schemes committed for delivery, business case development or option development in Manchester in the GMTS2040 Delivery Plan.



2.2. Achieving 2040 Right Mix

The Right-Mix aim is for 50% of trips to be made by sustainable modes across GM. This will require zero net growth in motor vehicle traffic between 2017 and 2040, and non-car mode share to increase from 39% of all trips in 2017 to 50% of trips in 2040.

Currently 39% of all trips that start in Manchester are made by car or van, 15% by public transport and 43% by active travel, which is more than the GM average) (source: TRADS database). A reduction in the number of trips made by private vehicle is needed to meet Right Mix Targets and ensure health and air quality benefits for people who live in Manchester. Manchester is performing well against the Right Mix targets, but for GM as a whole to achieve the Right Mix vision, the city will need to take advantage of its geography at the centre of the city-region and reach a figure significantly in excess of 50% of all trips being made by sustainable modes.

Of commute trips starting in Manchester, 42% are made by car or van, 24% are made by public transport, 20% are made by walking and 11% by cycling (source: TRADS database).

2.3. Zero Carbon

In November 2018, the Council agreed to the establishment of science-based carbon-reduction targets for Manchester. This requires the city to become zero-carbon by 2038. The targets are based on work undertaken by the Tyndall Centre for Climate Change Research, which established a carbon budget of 15million tonnes of carbon dioxide (CO₂) for the city up to 2100. The [Climate Change Framework 2020-25](#) was adopted by the Council in March 2020.

Manchester is working to reduce the carbon impact of transport, including supporting measures to increase sustainable journeys, increase public transport capacity and coordinate strategic interventions in the city centre.

Ground transport accounts for 32% of Manchester's direct CO₂ emissions, therefore decarbonising the way we travel is an essential component of meeting the city's zero carbon goal. Staying within the city's carbon budget in order to reach zero carbon by 2038 will necessitate a 50% reduction in direct emissions between 2020 and 2025.

The headline ground transport actions set out in the Climate Change Framework are to increase walking and cycling, increase public transport use and to use electric vehicles where private car travel is necessary.

The City Council is working with TfGM and GM districts to deliver the GM Clean Air Plan, and will be delivering electric vehicle charging with 30 new charging points funded through the Clean Air Plan, located in the city centre and around the city.

The GMEV network has predominantly focused on public car parks and destination locations although it does include a small number of on-street locations such as Chorlton. The Council is working with TfGM to develop plans to expand the network further to support a range of vehicles, including taxis.

Further EV charging infrastructure will not be funded through Clean Air Plan funds, but government has committed to working with TfGM and GM districts to access funding from the Office of Low Emission Vehicles (OLEV) streams.

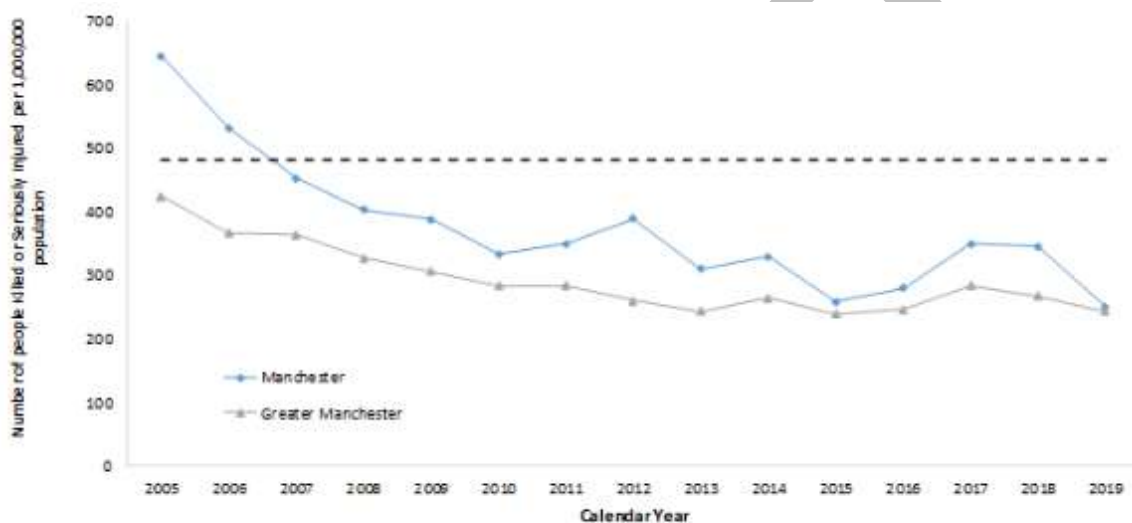
2.4. Road Safety

There were 122 road collisions that resulted in 137 people being killed or seriously injured in Manchester in 2019 (37% decrease on 2005-2009 baseline) (source: GMTU reports);

The Council works in close partnership with TfGM and Greater Manchester Police to improve the safety of our highway network, including investment in infrastructure to reduce accidents, and targeted enforcement operations to prevent dangerous driving.

Existing data shows a 60% decrease in the rate of people being killed or seriously injured on our roads between 2005 and 2015. However, between 2015 and 2018 there was a marked increase of 34%, with a rate of 345 per one million population killed or seriously injured in 2018, but this has seen a significant reduction to 250 in 2019.

Interventions to improve road safety will be a priority for investment as set out in Outcome 5 below.



2.5. Air Quality

Clean Air Plan – Greater Manchester is a single Air Quality Management Area where concentrations of nitrogen dioxide are forecast to exceed legal limit values beyond 2020 (locations) (GM Clean Air Plan Mapping);

The Council is working with the other nine GM districts and TfGM to deliver a Clean Air Plan with a charging zone for non-compliant commercial vehicles to be implemented from 2022, with the aim of bringing nitrogen dioxide levels to within legal limits in the quickest possible timescale.

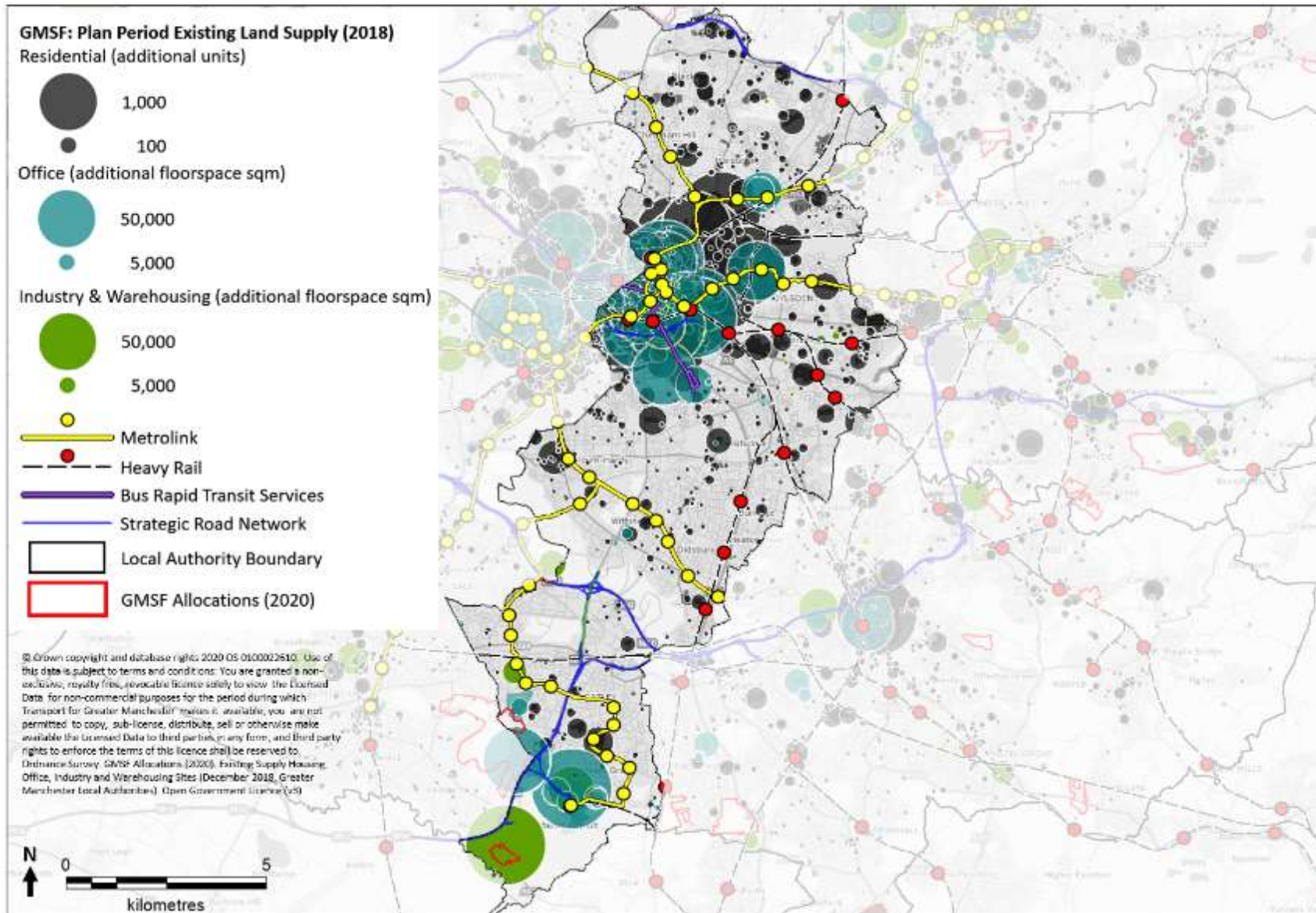
2.6. Supporting Economic Growth with Strategic Infrastructure

The city of Manchester lies at the heart of a major European city region of almost three million people. It is home to a fast-growing residential population and the largest student campus in Europe. It is the most important commercial, retail and entertainment location in England outside of London, and is the main engine for the region's economy.

Planning for the future of the city requires us to balance a number of, sometimes competing, demands, accounting for additional pressure on transport systems and city streets with limited space for growth.

2.7. Manchester's Existing Transport Network and Spatial Allocations –

Map 2 below sets out the current land supply and transport network within Manchester.



3. Manchester Spatial Portrait Themes and Opportunities

Spatially, the Council seeks a rebalancing within the city, with the focus of development of and investment in infrastructure, homes and jobs on the north and eastern sides of Manchester, in order to reduce the inequalities in prosperity and quality of life that exist.

Increasing capacity on public transport and for active travel will be vital in delivering a zero carbon city and achieving the Right Mix vision. Ensuring all of Manchester's residents are able to access job and leisure opportunities across the city is a critical objective, including the Airport, Wythenshawe, Regional Centre and other clusters of activity.

One of the key transport priorities for Manchester is to improve the capacity of national rail through the city centre, in order to improve services and increase connectivity across the North of England and beyond. An Integrated Rail Plan is needed, to combine the benefits of Castlefield Corridor capacity improvements at Piccadilly and Oxford Road stations, HS2 Phase 2b completing high speed rail connection between London, Manchester and the airport, and Northern Powerhouse Rail (NPR) connecting Manchester and the airport with other major cities across the north.

The redevelopment of Piccadilly station and the surrounding area to deliver HS2 and NPR is supported by a Strategic Regeneration Framework. It is essential that full advantage is taken of this opportunity to maximise growth benefits for the Piccadilly area, wider city and UK as a whole. The City Council has been and will continue to work with partners through Transport for the North (TfN) and make the case to central government for investment to deliver these strategic priorities.

The strategic interventions that the Council wishes to deliver with TfGM in Metrolink, Rapid Transit and Local Bus are set out in the 2040 Transport Strategy and the associated Delivery Plan (2020-25).

The Council has eight 'Bee Network' cycling schemes with funding approval through the Mayor's Challenge Fund, all of which the Council has committed to starting on site by the end of 2020. Two further schemes have been proposed by neighbouring authorities in partnership with the Council, which would involve infrastructure on the city's roads.

3.1. Neighbourhood level

Only 36% of trips made in Manchester that start in the District are at the neighbourhood level compared to 44% across GM. Whilst this is below the GM average it is still significant. Neighbourhood trips are under 2km. The majority of these trips are made by walking (60%) but 18% are made by private car – a large number of these short car trips could be walked or cycled (source: TRADS database).

Manchester's Bee Network proposals will examine the potential for quieter streets to provide connections from residential neighbourhoods to district centres through interventions such as modal filters and improved crossing points to enable shorter neighbourhood-level journeys for local shopping, school travel and leisure. New developments and planned changes to road corridors will follow 'Streets for All' design principles creating streets for people not just traffic.

The key challenges for Manchester at a neighbourhoods level include

- Increasing active travel for short trips,
- Regeneration of north and east Manchester,

- Bus reform bringing improved bus services to those areas not served by Rapid Transit, particularly for orbital routes,
- Improving walking and cycling infrastructure at neighbourhood level for shopping, education and leisure

There are significant opportunities to achieve the Right Mix goals at neighbourhood trip level, from further bids to the Mayor's Challenge Fund to enable active travel for shorter trips to schools and colleges, local shopping and leisure.

3.2. City Centre level

The city centre of Manchester and Salford lies at the heart of a major European city region of almost three million people. It is the most important commercial, retail and entertainment location in England outside London and is the main engine for the region's economy. The City Centre is unique in Greater Manchester in its role not just for Manchester but for the GM districts, and further afield.

The City Councils of Manchester and Salford, with TfGM are producing a City Centre Transport Strategy, to set out the strategic direction of policy and intervention in the city centre. Full details of committed measures and future objectives are set out in the draft City Centre Transport Strategy 2040 (include web link when live)

In order to guide the development of a number of key sites and areas of opportunity in the City Centre, the Council has produced Strategic Regeneration Frameworks. Overall, it is estimated that the city centre will see an increase of jobs from 140,000 to 250,000 by 2040, with 100,000 residents, an increase from the current 67,000. Redevelopment plans on key sites set out in SRFs could see 12,500 of the current supply of 30,000 off-street car parking spaces repurposed.

The key challenges for Manchester at city centre level are:

- Economic recovery for city centre as engine of regional economy,
- Capacity of rail through Castlefield Corridor,
- Making the most of HS2/NPR/Piccadilly redevelopment,
- Improving Rapid Transit and Local Bus to City Centre,
- Improving the liveability of city centre with more space for walking and cycling in order to meet the zero carbon goal

3.3. North Manchester

Northern Gateway: Manchester's Northern Gateway comprises a 155 Hectare land area made up of the adjacent neighbourhoods of New Cross, the Lower Irk Valley and Collyhurst. It is the largest and most ambitious residential led development opportunity that the city has taken forward in recent years and has the capacity to deliver up to 15,000 new homes over the next 15-20 years. This equates to 28% of the entire City of Manchester target as set by the draft Greater Manchester Spatial Framework (GMSF), within an expanse of existing brownfield land that is close to the conurbation core. A new Metrolink station at Sandhills is being considered in order to serve the new neighbourhoods.

The northern part of the city extends from the city centre to the city's northern boundary. The key transport challenges in the area include:

- Lack of quality in the design of the built form and the public realm – new strategic development in the Northern Gateway SRF area offers an opportunity to remedy this
- Access to job opportunities restricted by both lack of integrated public transport and road congestion,
- Some wards with above average car ownership (65% in Moston) and some with low levels (42% in Harpurhey, 44% in Miles Platting and Newton Heath),
- Most residents in Manchester live within walking distance of a district centre, but residents in Higher Blackley and Charlestown wards live on average at least 1.5km away, meaning accessing local shops and services without a car may be more difficult.

Significant areas within the northern part of the city were severely affected by economic recessions up to the early 2000s. These led to a heavy decline in manufacturing industries and loss of employment that resulted in depopulation and a lower demand for housing. Investment has been made in district centres, Metrolink and bus infrastructure, but the northern area remains behind the rest of the city in terms of deprivation. The redevelopment of North Manchester General Hospital, to include new housing and medical / bioscience employment space is a strategic priority for rebalancing the local economy.

3.4. Central Manchester outside the city centre

The central part of the city extends out eastwards and to the south of the city centre. The key transport challenges in the area include

- Managing the impacts from the expansion of the city centre,
- Congestion along key arterial routes into the city centre.

Parts of the Central area are undergoing major physical transformation and residential development, including the Grove Village PFI, Brunswick PFI and the West Gorton regeneration masterplan. Increasing numbers of students are also choosing to live in the area, attracted by the proximity to the university campuses (particularly the new Birley Fields campus located within the ward) and the lifestyle offer of the city centre. The area contains five district centres in Hulme, Gorton North, Levenshulme, Longsight, and Rusholme.

3.5. South Manchester

The southern part of the city consists of neighbourhoods covering Chorlton, Whalley Range, West Didsbury, Didsbury Village, East Didsbury, Levenshulme, and the eastern part of Withington (around Withington district centre). These are characterised as high-quality neighbourhoods. Further south across the Mersey valley are Northenden, Wythenshawe, and Manchester Airport. The key transport challenges in the area include:

- Providing better links by active travel and bus from east to west across the area and the southern-most areas of central Manchester, between district centres, i.e. Longsight and Levenshulme to Chorlton, Withington and Didsbury, and opportunities for leisure, employment and training.
- Managing congestion and allocation of road-space between different modes on key corridors, including Oxford Road/Wilmslow Road, A34 Upper Brook Street/Anson Road/Birchfields Road/Kingsway, A5103 Princess Road.

The area has some of the most popular and sought-after residential properties and neighbourhoods in the city. There are also a number of key employment locations, such as the internationally significant Christie NHS Foundation Trust, Siemens UK, University Hospital South Manchester, and Manchester Airport. In addition, the area is the home of Manchester

Airport City Enterprise Zone, which is one of the largest investment and employment opportunities in the North of England. It provides a unique environment in which to attract global business, entrepreneurs and a highly skilled workforce, creating new employment opportunities and stimulating economic growth – locally, regionally and nationally.

4. Outcomes

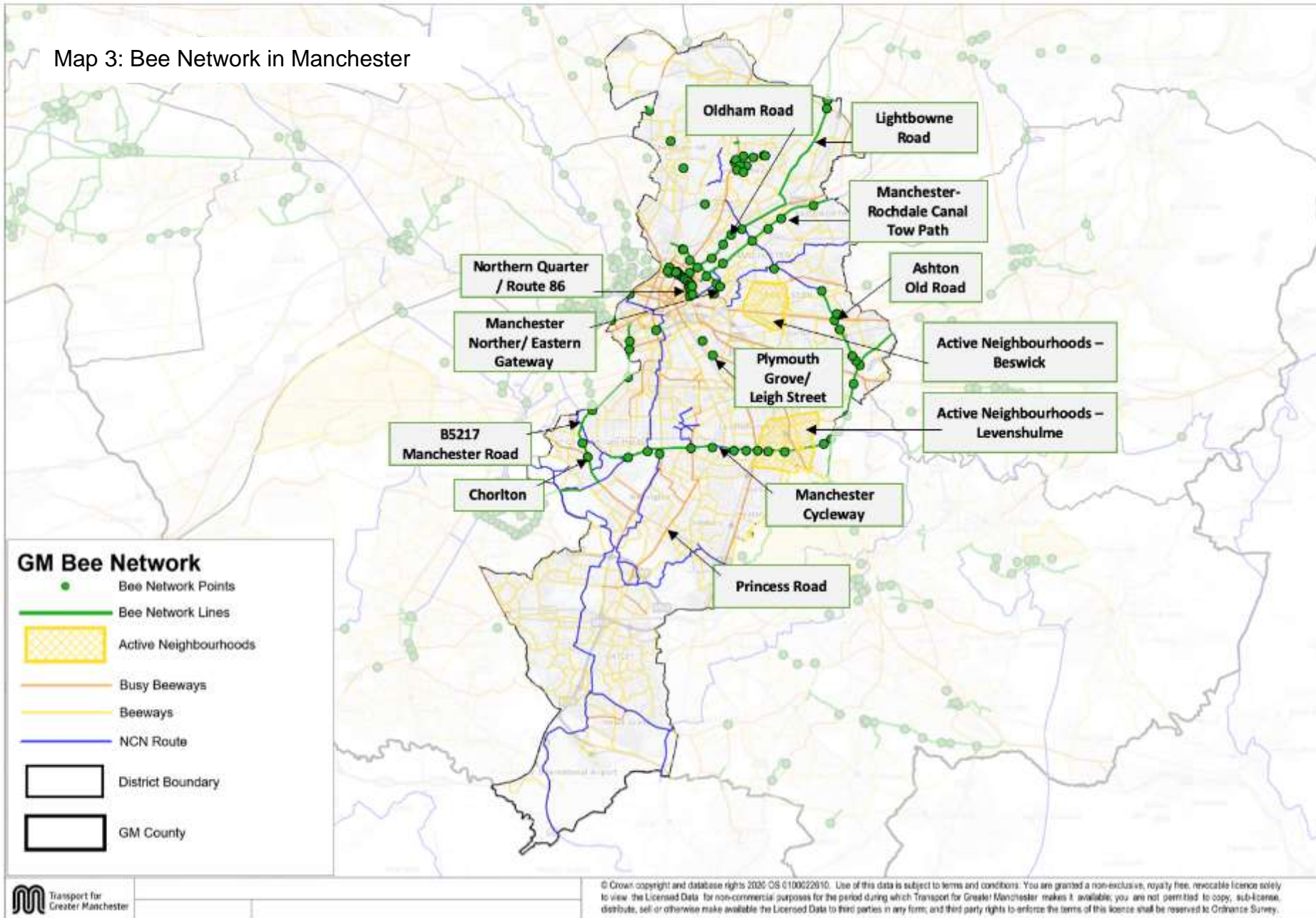
Outcome 1 - Increasing the number of neighbourhood journeys (under 2km) made by foot and by bike across the city

In the next five years this means delivering street improvements that create attractive, safe neighbourhoods that are pleasant for people to spend time in, and support people to make local trips by foot or by bike rather than by private car.

In addition to committed schemes, the following are priorities for investment:

Investment Priority	Description
City Centre Triangle	Safe cycling route between major railway stations in the city centre – Piccadilly to Victoria; Victoria to Oxford Road and Oxford Road to Piccadilly using the Northern Quarter, Deansgate and Whitworth Street.
Wythenshawe Walking and Cycling Improvements	Safe cycling route between Wythenshawe District Centre and the Regional Centre via safe segregated cycle lanes to connect with upgraded existing cycle routes to link with the Bridgewater Canal off-road route to the Regional Centre.
City Centre Wheel	Series of segregated cycle routes on radial routes (to be selected) between the city centre and the Manchester/Salford Intermediate Relief Route.
North Manchester Connectivity	Joint Bee Network scheme with Oldham and Rochdale Councils to connect the city centre with Moston and Mills Hill Station.
North Manchester schools routes	Routes to be confirmed – measures to enable safe walking and cycling access to primary and secondary schools in north Manchester.
Other schools routes	Other safe routes to primary and secondary schools.
Local connections... (District Centres)	Measures to improve safe walking and cycling access to and between District Centres.
GM Bike Hire Scheme	Support the Greater Manchester-wide bike hire scheme as a positive opportunity for people to avoid the use of cars for short trips and to facilitate active travel. Phase 1 will include locations in the city centre, Chorlton, Moss Side, Rusholme, Fallowfield and Beswick.

Map 3: Bee Network in Manchester



Outcome 2: Enhancing sustainable travel to and from district centres and improving Manchester’s streets and public realm.

In the next five years this means Manchester’s streets will be safer and more pleasant to walk around. The Council will work to implement the measures set out in the City Centre Transport Strategy and the recommendations of the District Centres Subgroup Report which was approved by the Economy Scrutiny Committee in March 2020.

This report and the associated research by the Institute of Place Management identified 25 indicators of viability and vitality for district centres, of which many are directly or indirectly affected by the way people travel to, from and within the centre.

Our aim is to create a positive feedback loop for district centres in which a coherent, walking and cycle friendly environment leads to greater footfall and more diversification, leading to favourable outcomes for local businesses.

Priorities for investment over the next 5 years:

Investment Priority	Description
Footways Improvements	Interventions to improve footways in key locations in the city centre and district centres through bids to Mayor’s Challenge Fund and other funding opportunities.
Crossings Improvements	Improved crossing facilities at points of severance caused by major roads and junctions. To improve road safety and make the city more pleasant and attractive to walk around.
Corridor Studies	Corridor studies of strategic routes, including A34, A664, A62 in order to inform strategic regeneration plans.

Outcome 3: Manchester is Clean and Green and will support innovation

Wider objectives around increasing the share of trips undertaken by active travel and public transport will be crucial to achieving the city’s goal of being Zero Carbon by 2038. However, private motor vehicles will continue to have a significant role in the network.

The Right Mix vision involves no net growth in motor vehicle trips by 2040, but they will still account for 50% of all trips if the vision is to be achieved. Therefore, a move from internal combustion engine (ICE) to Electric Vehicle (EV) will be crucial in order to reduce the carbon emissions from this mode, which will still play a crucial role in how people move around the city.

Priorities for investment over the next five years:

Investment Priority	Description
Expand the network of charging infrastructure for electric vehicles in a coordinated manner across the city	Work alongside TfGM to deliver EV charging infrastructure around the city through expansion of the GMEV network, using Office for Low Emission Vehicles funding streams and any other funding available, including developer contributions from new development.
Expand the network of car club vehicles available	Work with the city's Car Club operator and TfGM to expand car club provision as an alternative to private ownership of motor vehicles, including expansion of EV charging infrastructure for exclusive use of car club vehicles.
Encourage innovation in trials of electric vehicle co-location	Work with TfGM on e-Hubs project, which will deliver EVs for the car club and rental e-cargo bikes for hire at three locations in Manchester in 2021.

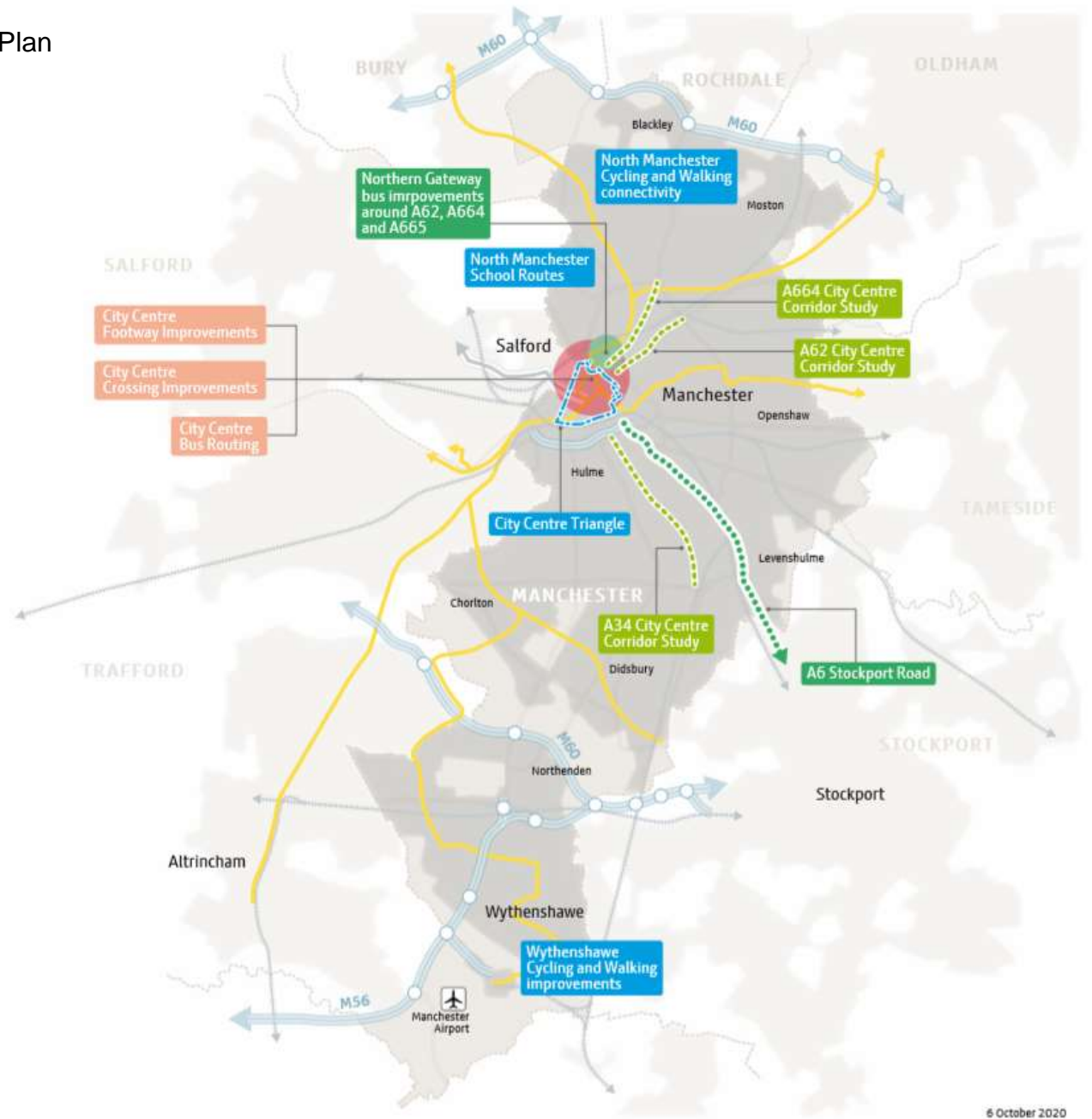
Outcome 4: Improved access to bus services across Manchester

In the next 5 years this means focusing on improving bus provision on key corridors including the A62 Oldham Road, A664 Rochdale Road, A57 Hyde Road, A6 Stockport Road, and other corridors where appropriate. It also means improving bus routing in the city centre to better integrate into improved public realm through City Centre Transport Strategy measures.

Priorities for investment over the next five years:

Investment Priority	Description
A6 Stockport Road	Streets for All and Quality Bus Corridor study to suggest improvements to bus capacity and reliability as part of wider package of corridor improvements
Northern Gateway bus improvements around A62, A664 and A665	Investigate measures as part of Northern Gateway strategic regeneration to improve bus capacity and reliability through integrated package of public realm and urban design interventions
Bus routing in city centre	Package of improvements to bus routing within the city centre, to improve service reliability and integrate into City Centre Transport Strategy measures

Map 4: Manchester Implementation Plan Schemes Map



5. Indicators

Manchester City Council and TfGM will work together to develop a monitoring framework to measure the success of the interventions within this Plan. It is anticipated that this will include aims and targets to measure success against the 5-Year Local Implementation Plan outcomes, carbon targets, and changes in mode-share to meet Right Mix targets.

DRAFT