

**Manchester City Council
Report for Resolution**

Report to: Executive – 9 December 2020

Subject: Greater Manchester Transport Strategy 2040

Report of: Strategic Director (Growth and Development)

Summary

The report seeks the endorsement of the refreshed Greater Manchester Transport Strategy 2040 and the final version of Our Five-Year Delivery Plan for approval by GMCA and publication in December 2020, alongside GMSF; and to approve the publication supporting Local Implementation Plans (each district has one in draft form) as an appendix to Our Five-Year Delivery Plan, acknowledging that these are “live” documents and will be subject to regular review and update as appropriate.

Recommendations

The Executive is recommended to:

1. Endorse the refreshed Greater Manchester Transport Strategy 2040 and the final version of Our Five-Year Delivery Plan for approval by GMCA and publication in December 2020, alongside GMSF
 2. Approve the publication of the supporting Local Implementation Plan for Manchester as an appendix to Our Five-Year Delivery Plan, acknowledging that these are “live” documents and will be subject to regular review and update as appropriate; and
 3. Delegate authority to the Strategic Director (Growth and Development) in consultation with the Executive Member for Environment, Planning and Transport to approve any subsequent updates to the Local Implementation Plan for Manchester.
-

Wards Affected - All

Environmental Impact Assessment - the impact of the decisions proposed in this report on achieving the zero-carbon target for the city

The Greater Manchester Transport Strategy 2040 and its accompanying documents will contribute to the zero-carbon agenda through the delivery of the right mix approach that seeks to increase the share of journeys undertaken by means of cycling, walking and public transport.

Our Manchester Strategy outcomes	Contribution to the strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	<p>The Greater Manchester Transport Strategy 2040 and its accompanying documents seek to deliver a vision for ‘World class connections that support long-term, sustainable economic growth and access to opportunity for all’.</p> <p>The provision of high-quality transport services is vital to deliver the diverse and distinctive economy ensuring connections and opportunities for residents and businesses across the City.</p>
A highly skilled city: world class and home grown talent sustaining the city’s economic success	<p>The Greater Manchester Transport Strategy 2040 and its accompanying documents seek to deliver a vision for ‘World class connections that support long-term, sustainable economic growth and access to opportunity for all’.</p> <p>Transport connections across the City will help to provide a key means for residents and businesses in the City to access new job opportunities and increase the skills level.</p>
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	<p>Transport connections across the City will help to provide a key means for residents and businesses in the City to improve their economic and social well-being.</p>
A liveable and low carbon city: a destination of choice to live, visit, work	<p>The Greater Manchester Transport Strategy 2040 specifically identifies the need to meet a zero-carbon target by 2038 at the latest.</p>
A connected city: world class infrastructure and connectivity to drive growth	<p>The Greater Manchester Transport Strategy 2040 and its accompanying documents seek to deliver a vision for ‘World class connections that support long-term, sustainable economic growth and access to opportunity for all’.</p>

Full details are in the body of the report, along with any implications for

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

The Local Implementation Plan identifies potential priorities for investment which are

either already identified in terms of committed budget or in the case where additional budget is required, the relevant business and financial case will be made at the appropriate time.

Financial Consequences – Capital

The Local Implementation Plan identifies potential priorities for investment which are either already identified in terms of committed budget or in the case where additional budget is required, the relevant business and financial case will be made at the appropriate time.

Contact Officers:

Name: Louise Wyman
Position: Strategic Director – Growth and Development
Telephone: 0161 234 5515
E-mail: louise.wyman@manchester.gov.uk

Name: Julie Roscoe
Position: Director of Planning, Building Control and Licensing
Telephone: 0161 234 4552
E-mail: julie.roscoe@manchester.gov.uk

Name: Pat Bartoli
Position: Director of City Centre Growth & Infrastructure
Telephone: 0161 234 3329
E-mail: pat.bartoli@manchester.gov.uk

Name: Duncan McCorquodale
Position: Planning and Infrastructure Manager
Telephone: 0161 234 4594
E-mail: duncan.mccorquodale@manchester.gov.uk

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.

None

1.0 Introduction

- 1.1 Alongside work to prepare a refreshed Greater Manchester Strategy (GMS) and the next version of the GMSF, Transport for Greater Manchester (TfGM) has been working with the GMCA, the ten Greater Manchester councils and the Greater Manchester Mayor to prepare new, and updated, transport strategy documents that cover our entire city-region.
- 1.2 This work includes a refreshed version of the long-term, statutory local transport plan - the Greater Manchester Transport Strategy 2040 (Appendix 1); and a final version of Our Five-Year Delivery Plan (2020-2025) (Appendix 2) which sets out the practical actions planned to deliver the Strategy over the next five years. In addition, ten new Local Implementation Plans have also been prepared (one for each Greater Manchester council). The draft Manchester Local Implementation Plan is appended as Appendix 3.

2.0 Background

Greater Manchester Transport Strategy 2040 (Appendix 1)

- 2.1 First published in February 2017 by Transport for Greater Manchester (TfGM), on behalf of the Greater Manchester Combined Authority (GMCA) and Greater Manchester Local Enterprise Partnership (LEP), the Greater Manchester Transport Strategy 2040 (hereafter referred to as the “2040 Transport Strategy”) is the city-region’s statutory transport plan. Over three years after the Strategy was first published, its 2040 Vision - for Greater Manchester to have ‘World class connections that support long-term, sustainable economic growth and access to opportunity for all’ – remains highly relevant. The steps that need to be taken to achieve this Vision have evolved significantly, however.
- 2.2 The initial version of the 2040 Strategy made clear that we would ‘review our Strategy on a regular basis to respond to changing trends and new opportunities and priorities’. The Strategy has therefore undergone a ‘light touch’ policy refresh to reflect work undertaken, and the changed context, since 2017.
- 2.3 In particular, the refreshed 2040 Transport Strategy will include reference to: the “Right-Mix” ambition for at least 50% of all journeys to be made by active travel and public transport by 2040; details of the GM Mayor’s ‘Our Network’ plan to create an integrated, modern and accessible transport network; an increased emphasis on the importance of cycling and walking; the climate emergency declared by GMCA and all ten councils; and the development of the GM Clean Air Plan.
- 2.4 The document has also been updated to reflect the contemporary devolution agenda, including publication of the Bus Reform business case and GM Rail Prospectus; ongoing work to develop our 2040 sub-strategies including: Streets for All, City Centre Transport Strategy, Local Bus Strategy, Rapid Transit Strategy, Freight Strategy; and further development of the Greater

Manchester Spatial Framework, including the growing emphasis placed on regenerating town centres. The refreshed 2040 Transport Strategy will be published in December.

Our Five-Year Delivery Plan (Appendix 2)

- 2.5 The long-term approach to planning our transport network, set out in the 2040 Transport Strategy, is underpinned by a series of five-year Delivery Plans. The first Delivery Plan (2016-2017 to 2021-2022) was published in 2017, alongside the 2040 Transport Strategy.
- 2.6 An updated, draft Delivery Plan was published for consultation – alongside the first version of the GMSF - in January 2019. A final version of this document has now been prepared.
- 2.7 Our Five-Year Delivery Plan sets out the practical actions planned, over the next 5 years, to deliver the 2040 Transport Strategy and achieve the transport ambitions of the GMCA and the Mayor, in parallel with the development of the GMSF. Together, these documents offer an integrated approach to transport and land use planning, by identifying the strategic transport interventions required to deliver the scale of growth set out in the GMSF.
- 2.8 The Delivery Plan also helps to inform the continued development of the Greater Manchester Infrastructure Programme (GMIP). It provides details of GM's updated transport asks of government when it comes to funding, powers and functions.
- 2.9 Our Five-Year Delivery Plan supports the implementation of “Our Network”, a ten-year plan to create an integrated, modern and accessible transport network for Greater Manchester. It brings together different modes of public transport - bus, tram, rail, tram-train - and cycling and walking, in an integrated, easy-to-use system with seamless connections, and simplified ticketing and fares. The Delivery Plan document also provides updates on Clean Air Plan proposals; Streets for All scheme delivery; the Bee Network and measures to support bus and rail reform. Our Five-Year Delivery Plan will be published in support of the GMSF consultation in December.

Local Implementation Plans (Appendix 3)

- 2.10 Our Five-Year Delivery Plan is supported by ten Local Implementation Plans (LIPs) covering the period 2020 to 2025. Each of the ten councils that make up Greater Manchester has its own LIP. The latest version of the Manchester LIP is attached in appendix 3. The LIPs are designed to:
 - Complement the 2040 Transport Strategy and Our Five Year Delivery Plan, providing details of how their outcomes will be achieved locally in each council area, focusing particularly on supporting local trips within neighbourhoods and to local centres;
 - Support wider GM and council strategy and policy documents (e.g. Local Plans, town centre masterplans, GM Clean Air Plan, GMSF); and

- Summarise key local transport issues and opportunities in each local authority, providing an added layer of local detail that is not provided in the 2040 Transport Strategy document.

- 2.11 It is also hoped that the LIPs will enable us to better articulate the local transport and minor works interventions that need to be delivered or developed in the short term, to support Right-Mix and Carbon Reduction targets. They are also helpful when it comes to setting out a programme of priority local transport and minor works interventions for the next five years and will help to provide a basis against which future local transport and minor works funding is allocated for local delivery.
- 2.12 The LIPs will be included in an appendix to the final version of Our Five-Year Delivery Plan. They will be 'live' documents for a period of time and will be updated as councils develop and publish transport plans and strategies, or as new schemes are developed or delivered.
- 2.13 A key matter to appreciate is that a significant level of investment for Manchester is already identified in the Five-Year Delivery Plan discussed above. The Manchester LIP, therefore, focuses particularly on more local neighbourhood and district centre priorities to be prioritised for delivery in the period to 2025.
- 2.14 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.

3.0 Contributing to a Zero-Carbon City

- 3.1 The Greater Manchester Transport Strategy 2040 and its accompanying documents will also contribute to the zero-carbon agenda through the delivery of the right mix approach that seeks to increase the share of journeys undertaken by means of cycling, walking and public transport.

4.0 Contributing to the Our Manchester Strategy

(a) A thriving and sustainable city

- 4.1 The Greater Manchester Transport Strategy 2040 and its accompanying documents seek to deliver a vision for 'World class connections that support long-term, sustainable economic growth and access to opportunity for all'.

- 4.2 The provision of high-quality transport services is vital to deliver the diverse and distinctive economy ensuring connections and opportunities for residents and businesses across the City.

(b) A highly skilled city

- 4.3 The Greater Manchester Transport Strategy 2040 and its accompanying documents seek to deliver a vision for 'World class connections that support long-term, sustainable economic growth and access to opportunity for all'.
- 4.4 Transport connections across the City will help to provide a key means for residents and businesses in the City to access new job opportunities and increase the skills level.

(c) A progressive and equitable city

- 4.5 Transport connections across the City will help to provide a key means for residents and businesses in the City to improve their economic and social well-being.

(d) A liveable and low carbon city

- 4.6 The Greater Manchester Transport Strategy 2040 specifically identifies the need to meet a zero-carbon target by 2038 at the latest.

(e) A connected city

- 4.7 The Greater Manchester Transport Strategy 2040 and its accompanying documents seek to deliver a vision for 'World class connections that support long-term, sustainable economic growth and access to opportunity for all'.

5.0 Key Policies and Considerations

(a) Equal Opportunities

- 5.1 The Greater Manchester Transport Strategy 2040 and its accompanying documents seek to contribute to the achievement of sustainable development, delivering economic, social and environmental benefits together in a mutually reinforcing way. The Strategy seeks to increase equal opportunities through the delivery of an improved transport network that provides equitable access across the City. The Strategy has been through an Integrated Assessment, which includes Equality and Diversity as part of the preparation process.

(b) Risk Management

- 5.2 The Greater Manchester Transport Strategy 2040 is being endorsed by Executive and the management of the Strategy and its policies is led by Transport for Greater Manchester with final approval by the Greater Manchester Combined Authority. There are no risks as a result of the recommended decisions or the actions resulting from those decisions. Any

specific schemes that do come forward will go through the appropriate reporting and governance process to take full account of risks and reduce the risks involved.

(c) Legal Considerations

- 5.3 The Greater Manchester Transport Strategy 2040 Refresh and Our Five Year Delivery Plan (2020-2025) together will form the statutory Local Transport Plan for Greater Manchester.