

Manchester City Council Report for Resolution

Report to: Economy Scrutiny Committee – 10 October 2019
Executive – 16 October 2019

Subject: Revised City Centre Transport Strategy

Report of: Strategic Director (Growth and Development)

Summary

This report informs Members of proposals for a revised City Centre Transport Strategy (CCTS), aligned to the Greater Manchester Transport Strategy 2040. It is considered that a new strategy is now needed in order to take account of: the ongoing and future predicted growth of the city centre; changes in the policy context since the previous strategy was published in 2010, including the adoption of the 2040 Strategy; the ambition to be a zero carbon city by 2038 at the latest; and the outcomes of the City Centre Transport Strategy Conversation that took place in the autumn of 2018. The report outlines the key principles and proposals suggested for inclusion within the revised strategy and recommends that an engagement and co-design exercise is undertaken with stakeholders to further develop the strategy.

Recommendations

The Economy Scrutiny Committee is invited to comment on the report and endorse the recommendations to Executive as detailed below.

The Executive is recommended to:

1. Note the intention to produce a revised City Centre Transport Strategy;
 2. Consider the key principles and proposals that should be covered in the revised strategy;
 3. Agree that the Council undertake an engagement and co-design exercise with key stakeholders in the city centre and surrounding wards in order to further develop the strategy with support from Transport for Greater Manchester (TfGM) and Salford City Council;
 4. Delegate authority to the Head of Local Planning and Infrastructure to finalise the terms of the engagement exercise with the Leader of the Council and Executive Member for Environment, Planning and Transport; and
 5. Agree that a report is brought back to a future meeting of the Executive on the outcomes of the engagement exercise and the content of the revised draft City Centre Transport Strategy.
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Wards Affected: Ancoats and Beswick, Ardwick, Cheetham, Deansgate, Hulme and Piccadilly

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

The revised City Centre Transport Strategy will set the strategic framework for how people will travel into and out of the city centre; and how they will move within the city centre. It will set out proposals to further enhance the city's public transport network and reduce car based trips over the longer term period; leading to the overall share of public transport; cycling and walking trips increasing as the preferred modes of travel. This will contribute to the city's and Greater Manchester's zero-carbon targets by increasing non-motorised trips and increasing the usage of public transport. The proposals will aim to reduce emissions and improve air quality on some of the currently most heavily polluted streets in the city centre.

Our Manchester Strategy outcomes	Contribution to the strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The updated city centre transport strategy will need to provide the capacity needed to underpin growth and support the creation of new jobs and opportunities in the city. Investment in city centre streets and the city's transport functions will support growth of the economy and maximise the competitiveness of the city.
A highly skilled city: world class and home grown talent sustaining the city's economic success	The updated strategy will support the delivery of projects that will create high quality employment opportunities in the city and will support growth in a range of key sectors of the economy. Improving infrastructure and unlocking regeneration opportunities will attract new investment, boosting the local economy and providing new jobs for Manchester residents. Improved public transport and walking and cycling routes to the city centre can help residents to access jobs and training opportunities located there.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	The strategy responds to the 2018 conversation exercise. The strategy will support the enhancement of the transport network serving the city centre and through initiatives such as better ticketing, and reform to the delivery of local bus services will open up opportunities for communities across the city. Improving city centre travel and connections to other places supports inclusive development and employment growth.

A liveable and low carbon city: a destination of choice to live, visit, work	Efficient, high quality transport systems coupled with a strong sense of place will ensure Manchester continues to be a highly attractive and enjoyable visitor destination and continues to appeal to a diverse range of people living and working in the city centre. Proposals to reduce congestion and improve air quality will help achieve a cleaner and greener city, highlighted by respondents as an important issue. Improved freight and public transport, and a reduction in car based trips contributes towards Manchester's ambition to be a zero carbon city by 2038.
A connected city: world class infrastructure and connectivity to drive growth	Improvements to connectivity are central to the plans to refresh the strategy. World class infrastructure will attract international investment and promote a globally successful city. The strategy will deliver proposals to improve transport integration across Greater Manchester, making it easier for people getting into and moving around the city centre.

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

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

Staff resources will be required to run the consultation. The City Council provides revenue funding to help support the planning, running and subsidising of transport services in the city centre.

Financial Consequences – Capital

It is expected that capital funding to invest in transport infrastructure as proposed in the revised CCTS will be met from the Greater Manchester Combined Authority (GMCA) capital programme.

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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.

- Transport Strategy for Manchester City Centre 2010
- Report to Executive 28 July 2010 Consultation on Transport Strategy for Manchester City Centre
- Greater Manchester Transport Strategy 2040
- Greater Manchester Transport Strategy 2040 Draft Delivery Plan (2020-2025)
- Report to Economy Scrutiny Committee 6 February 2019 Greater Manchester Transport Strategy 2040: Draft Delivery Plan (2020–2025)
- Report to Economy Scrutiny Committee 6 February 2019 City Centre Transport Strategy – Feedback from the Responses to the Conversation held in Autumn 2018
- Greater Manchester's Plan for Homes, Jobs, and the Environment (Greater Manchester Spatial Framework Draft 2019)
- Greater Manchester HS2 and NPR Growth Strategy: The Stops are Just the Start 2018
- Manchester City Centre Strategic Plan (2015-2018)
- Greater Manchester Congestion Deal 2018
- Greater Manchester Clean Air Plan Outline Business Case 2019
- Manchester Climate Change Strategy (2017-2050)
- Manchester Climate Change Action Plan (2016-2020)

1.0 Background

- 1.1 The current Transport Strategy for Manchester City Centre was published in November 2010, in order to support the success of the city centre by identifying key transport policies and interventions for future delivery. Following a public consultation exercise, and taking into account the comments made, the final strategy outlined proposals for the development of city centre transport infrastructure, recognising the city's growth ambitions, and the need to support workers, visitors and residents to have improved access to the city centre. The strategy provided the framework that supported key transport schemes such as the Second City Metrolink Crossing and the works to support bus connections across the city centre on Portland Street, Princess street and Oxford Road.
- 1.2 In 2016, a consultation was undertaken on the Greater Manchester 2040 Transport Strategy. The vision being for 'World class connections that support long-term, sustainable economic growth and access to opportunity for all'. To achieve this, an ambitious target is set for 50% of all journeys in Greater Manchester to be made on foot, by bike or using public transport by 2040, which would equate to one million more sustainable journeys per day. To take the strategy forward, Transport for Greater Manchester (TfGM) on behalf of GMCA developed the Draft Delivery Plan (2020-2025), to establish a fully integrated, high capacity transport system across Greater Manchester (GM). The five year plan includes deliverables and actions aligned with the Mayor's ambitions published as 'Our Network' for the future of GM travel, aligned with the GM 2040 Strategy. The delivery plan was prepared in conjunction with the draft Greater Manchester Plan for Homes, Jobs and the Environment as part of the Greater Manchester Spatial Framework (GMSF).
- 1.3 In February 2019 a report was considered by Economy Scrutiny Committee, which outlined the responses to a conversation and engagement exercise to support the development of a refreshed City Centre Transport Strategy (CCTS), and described the next steps in developing an updated transport strategy for the city centre, taking account of the plans for future growth. As set out in the report, the consultation exercise took place over 12 weeks, August to October 2018 to engage with residents, workers, visitors and businesses in the city centre. This report updates Members on the proposals for the revised CCTS, based on this engagement exercise. This is the first stage in an engagement and co-design process that will be undertaken over the coming months on the proposals within the CCTS.

2.0 Introduction

- 2.1 Manchester is the fastest growing city in the UK outside of London. Over the last 20 years, Manchester city centre has been transformed into a vibrant urban centre, with an expanded population, employment and leisure market. Over 50,000 people now live in the heart of the city, and the city centre continues to be the main engine for economic growth in the North of England, accounting for 10% of all jobs in Greater Manchester, and the largest travel-to-work catchment area of any regional city in the UK (6.6m working age people

live within one hour's travel time of the city centre). Connectivity and transport investment has been at the heart of the city's growth and regeneration.

- 2.2 Today, Manchester city centre is a destination for many things - for learning, for work, for living, for cultural experiences, for shopping and for relaxation. New business sectors have established themselves in the city - financial and professional services, media and creative, life sciences, leisure, advanced manufacturing, tourism and the services sector in particular have grown, and continue to grow, attracting some of the world's leading companies. New areas have been opened up to residents, and there is much more diverse leisure activity, with an increasingly busy and animated atmosphere throughout the daytime and evening. The city centre's young and diverse workforce, with less-traditional patterns of working, is adding to this. There is an excitement about the city centre (Manchester is consistently the third most visited city in the UK, following London and Edinburgh) and, despite the current economic uncertainty, it is expected that the city will continue to grow.
- 2.3 As highlighted in the Our Manchester Strategy, maintaining an attractive, liveable city centre is crucial in supporting its ongoing success, in attracting further jobs, residents, workers and visitors. Manchester was recently judged the most liveable city in the UK in the Economic Intelligence Unit's Annual Global Liveability Index, and 38th globally, as well as the Most Exciting City by Time Out (2018). In the last year the city has overtaken Edinburgh to become the most visited city in the UK outside London. Cities will be increasingly judged on the quality of their environment, and their inter connectivity and transport is critical in shaping the nature of the place in line with the Our Manchester principles of: a liveable and low carbon; thriving and sustainable; and connected city.
- 2.4 Significant future growth in both jobs and population is anticipated in the city and in the city centre in particular. Planned major development, including at Mayfield and Piccadilly to the east, NOMA and Northern Gateway to the North, Circle Square on the Oxford Road Corridor, and Great Jackson Street, and St John's to the South, as well as substantial development on the Salford side of the regional centre, will impact on both volumes and patterns of travel.
- 2.5 This continued growth will lead to increasing demand on our transport systems supporting travel to and within the city centre, which are already experiencing pressures in many cases. By 2040, it is anticipated that there will be an additional 28,000 trips being made into the city centre in the morning peak, on top of the 100,000 trips already being made.
- 2.6 It is essential that we plan to support future growth, by catering for future travel demand, and ensuring the city centre is an easy and attractive place to get to, move around in a coordinated way and spend time in. At the same time, we need to plan for innovations in transport and technology that can improve the way people travel. To achieve all of this, we need to think about city centre streets, highways and transport networks in a new way, how to reduce the negative impacts of vehicles, how to make the environment a more pleasant place for pedestrians and cyclists, and consider how to best make use of

highly valuable city centre space, whilst ensuring the city centre continues to thrive as the hub for economic growth.

- 2.7 There are a number of other opportunities and challenges which need to be taken into account in considering the future of transport to and within the city centre, and policy initiatives that have informed the draft CCTS 2040, in addition to the GM Transport Strategy 2040, which is described above. These include the following.

City Centre Strategic Plan

- 2.8 The City Centre Strategic Plan provided the context for the 2010 Transport Strategy for Manchester City Centre, and will continue to do so for the revised CCTS. The current Strategic Plan sets out a vision for the city centre as a place:

- to invest
- to work
- to live
- to shop
- that people can get to and get around within
- that brings people together
- to enjoy

- 2.9 It outlines key priorities in each of the city centre neighbourhoods to help deliver this overall aim. The Strategic Plan highlights that the transport system serving the city centre is critical to its current and future economic success, and that an efficient transport system is essential for a prosperous economy, improved accessibility, greater mobility and a better environment. The Strategic Plan is currently in the process of being updated in order to reflect on achievements and the changing context and dynamics since the last Strategic Plan, and set the direction of travel for the next few years. A consultation process will be undertaken on the refreshed Strategic Plan in due course.

Climate Emergency, Draft Zero Carbon Framework 2020-2038 and Climate Change Action Plan

- 2.10 The Council supports the Manchester Climate Change Partnership (MCCP) to take forward work to engage partners in the city to address climate change. In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these ambitious new targets. As such, the Council adopted a science-based carbon budget which was developed by the Tyndall Centre for Climate Change Research and committed the city to limit total carbon emissions in Manchester to 15 million tonnes between 2018 and 2100 and to become carbon neutral by 2038. An earlier Climate Change Action Plan (CCAP) 2016-20 adopted in 2016 set out how the Council would reduce its own direct emissions by 41% in 2020 from a 2009/10 baseline. By 2018/19 the Council had exceeded this target by reducing its emissions by over 48% during this

period. The Council is in the process of updating the CCAP and has developed an initial action plan. This outlines the high level actions that the Council will undertake between April 2019 and March 2020 in order to produce a comprehensive action plan by March 2020. The initial action plan focuses on the Council's direct carbon emissions, and partnership work with key stakeholders, including TfGM, the GMCA, housing providers, and our asks of Government.

Clean Air Plan

- 2.11 In order to meet national targets for clean air, Manchester is working with other local authorities in Greater Manchester to develop and implement proposals to reduce air pollution (with a focus on nitrogen dioxide emissions) in the shortest time period possible. An outline business case was approved by Executive in March 2019, setting out a package of measures that are proposed to be implemented. Part of the package was a request back to Government for funding support (£116 million) to provide assistance to upgrade buses, HGVs, coaches, vans and minibuses, and a clean taxi fund. Discussions with Government continue, focussing on agreeing the next steps and establishing the level of funding that may be available. Measures linked to the Clean Air Plan will be important components of the new CCTS. A more detailed consultation on the Clean Air Plan is proposed to be undertaken next year, following further discussions with Government, giving local residents and stakeholders the opportunity to consider these measures in more detail. On 10th July 2019 the City Council passed a resolution to declare a climate emergency committing to a range of actions aimed at achieving a rapid reduction in carbon emissions across the city. In this context it should be noted that in 2018, 31% of the city's total carbon emissions were transport related. The motion also asks for a further report to be submitted to Executive by the end of 2019 exploring the possibility of an earlier target for achieving carbon neutrality.

Local Plan Update

- 2.12 The Council is embarking on a review of the Core Strategy, adopted in 2012; and remaining policies from the Unitary Development Plan (UDP) adopted in 1995. The new Manchester Local Plan will set out how the city should meet the needs of a growing, diverse population over the next 15 years, outlining where new development should happen, how green spaces and other environmental facilities should be protected or enhanced, and how transport and other infrastructure will be improved. An important component of the plan will focus on the strategy for the city centre – the current Core Strategy includes policies specifically dealing with the city centre, and the review will consider how these should be updated. The plan process must go through various prescribed steps set out in the relevant planning legislation. The first step is to consult on the issues that should feature in the plan. It is intended that this consultation will take place later this year/early 2020. Further work will be undertaken throughout 2020 to develop a draft plan with subsequent consultation stages expected in late 2020 and 2021. It is anticipated a public examination of the draft plan by an independent planning inspector would take

place in 2022, with the plan adopted by 2023.

Opportunity provided by Bus Reform

- 2.13 TfGM are planning to launch a consultation on aspirations to reform the way in which local bus services are accessed. The outcome of this exercise will help to inform the approach to transport in the city centre, and will enable further engagement including with bus operators and passengers, on proposals around improvements to bus travel.

Approach to Engagement

- 2.14 There is now a need to refresh the CCTS within the strategic context set out above. MCC officers are working with TfGM and Salford City Council on developing a revised strategy, with a view to discussing and working with stakeholders, residents and businesses on the ideas included in it. This is the start of the process, and short-term engagement on the initial ideas will be followed by a staged, longer term process as part of aligned consultation processes (for example, on the future of bus travel and clean air) and as more detailed proposals are brought forward in some areas. Key principles for the engagement exercise could include:
- Shaping proposals around the key outcomes of the CCTS Conversation (see section 3).
 - Working together with a range of partners to collaboratively build solutions.
 - Building in time to properly consider, develop and test ideas.
 - Flexibility to reflect, respond and take account of concerns raised during the process.
- 2.15 The rest of this report sets out further information on the ideas for a proposed revised engagement strategy.
- 2.16 It will also be important to consider complementary measures in the wards adjacent to the city centre, to ensure that any potential wider negative impacts from the transport solutions are effectively managed. Engagement will take place with stakeholders in the surrounding areas, and there will be an ongoing review of any displacement issues arising from the proposals developed as part of the CCTS, to ensure that they are appropriately addressed.

3.0 City Centre Transport Strategy 2040

City Centre Transport Strategy Conversation

- 3.1 The revised CCTS will build on the response to last year's City Centre Transport Strategy Conversation, and looks to address the key issues raised. As part of the conversation, over 3,700 people and organisations in Greater Manchester gave their views and opinions on the city centre's existing transport and infrastructure, and how it can be developed in the future. As reported to Economy and Scrutiny Committee in February, the key issues raised through this consultation included the following:

- 90 per cent of respondents identified air quality as an important issue.
- 80 per cent agreed that improving public transport and cycling and walking infrastructure would be the best way to improve air quality.
- Congestion and traffic was identified as one of the biggest problems when travelling into and around the city centre.
- 69 per cent of those asked felt that reducing levels of traffic was the best way to create a high-quality city centre.
- Expanding the public transport network, cheaper and discounted travel and more frequent and reliable services were highlighted as being needed to encourage more people to use public transport to access the city centre.
- Safety and parking were major issues when it came to cycling, with 80 per cent of respondents indicating they felt unsafe when cycling around the city centre.
- 78 per cent felt the current levels of cycle parking was insufficient.
- Half of people felt that pedestrians had too little space on the city centre's streets.
- 64 per cent of respondents felt cyclists had too little space.
- Deansgate, Piccadilly and the Northern Quarter were highlighted as the main streets and areas in the city centre that have too little space for pedestrians.

Vision and Ambitions

- 3.2 We have taken the main messages from the conversation to develop a future vision and set of objectives for our future city centre transport system, which can contribute to making the city more liveable as it grows and evolves, with cleaner air, improved public transport, and an attractive and safe environment to walk around and cycle.
- 3.3 The vision for the revised CCTS is, therefore, for “a well-connected city centre at the heart of the North, offering our residents, employees and visitors a great place to work, live and visit”.
- 3.4 The central aim is to set an ambitious goal for 90% of all trips to the city centre to be made on foot, by cycle or using public transport by 2040 in the morning peak. For travel within the city centre, there is an aspiration that walking will become an even more important mode of travel. To achieve this, based on predicted levels of growth, we need to plan for:
- almost a doubling of Rail and Metrolink trips in the morning peak;
 - a 50% increase in bus trips into the city centre in the morning peak;
 - more than doubling the number of people walking and cycling into the city in the morning peak; and
 - a reduction in car trips.
- 3.5 The CCTS will look to deliver the vision by:
- Delivering an integrated, inclusive and sustainable transport network with increased connectivity and capacity, which meets growth in travel demand

for getting into the city centre.

- Improving the quality, environment and legibility of the city centre streets to ensure it is a great place to spend time in and move around.

3.6 Ten ambitions are proposed to shape the revised CCTS. These are as follows:

1. Public transport services underpin city centre growth.
2. Our city centre streets are more people friendly.
3. More people choose to walk and cycle.
4. Public transport is frequent, reliable and easy to use.
5. A cleaner, less congested city centre.
6. Smarter parking for all modes.
7. People feel safe and secure at all times of the day and night.
8. Neighbouring areas are better connected with the city centre.
9. Goods are moved and delivered sustainably and efficiently.
10. Innovation is embraced where it delivers community benefits.

Proposals

3.7 Following the CCTS conversation, evidence has been examined in order to consider ideas that could respond to the issues raised and the current strategic context, and to deliver the ambitions set out above.

3.8 It should be noted that this is a long term journey. We have already advanced a long way under the 2010 Transport Strategy to helping make the city centre more liveable and easier to travel around. Achievements have included the remodelling and pedestrianisation of St Peter's Square, the extension of the Metrolink network, and the removal of general traffic from Cross Street. The revised CCTS is the next stage in helping us deliver our ambitions. There will be a need to balance the needs of all of the users of the city centre to deliver the long term vision, whilst maintaining functionality in the short term. Therefore, the details of some of the proposals will need to be developed and evolved over the longer term. The revised strategy will set the framework for all partners to work together to achieve the vision.

3.9 Continuing the momentum, Manchester and Salford City Councils and TfGM are already committed to delivering a number of interventions which will support the ambitions in the revised CCTS, and these proposals need to form part of the baseline for developing the updated strategy. These include:

- Castlefield rail corridor improvements (including platforms 15/16 and Oxford Road station, subject to approval by the Department for Transport).
- Salford Central rail station upgrade.
- Increased frequency of Metrolink services across the city centre.
- Improvements to Great Ancoats Street.
- Mancunian Way/Princess Road junction improvements.
- Albert Square transformation.
- Northern Quarter Cycle Route (busy-beeway).
- Chapel Street East cycling and walking improvements.
- Cleaner bus vehicle fleet.

- Continued innovation pilots and trials in the city centre, for example, new wayfinding solutions.

3.10 Further measures are being considered, which align with the proposed strategy vision and the outcomes of the CCTS conversation. A number of these will be part of, or informed by, other proposals also in development, including those around the Clean Air Plan and the opportunity for Bus Reform. These require further development and assessment of their feasibility and there is a need for co-design with key stakeholders. Such proposals will be phased over the lifetime of the strategy as appropriate. A number of them will also be subject to more detailed consultation as part of other planned consultation processes, or as the proposals have been further developed.

3.11 These are focussed around the following key types of intervention:

- Investigating improvements to make city centre streets more cycle and pedestrian friendly where feasible, increasing the level of pedestrian priority over time.
- Ensuring the city centre streets and transport system accord with the established road user hierarchy, and support Manchester's ambitions to be an increasingly Age Friendly City and the most accessible city in the UK.
- Reviewing how the competing demands for kerbside space in the city centre is managed, including a review of the current level of provision of taxi ranks.
- Enhancing major walking routes to and from the main public transport interchanges and to key city centre destinations, taking into account emerging neighbourhoods, where more people will live and work, including safer crossing facilities and wayfinding.
- Developing the Bee Network in the city centre; increasing cycle parking; and the investigation of a new, effective public hire cycle scheme.
- Providing additional Metrolink capacity in the city centre, for example through developing proposals for tram-train services on a number of train lines and increasing frequency across the city centre.
- Assessment of proposals in, and outcomes from, the bus reform consultation and enhancing bus reliability across the city centre, for example, through the consideration of further cross-city priority routes and improved and amended bus terminus facilities.
- Transformation of Piccadilly station into a world class transport hub, as part of the proposals for HS2 and Northern Powerhouse Rail.
- Supporting the development of a smarter travel card scheme to ease integration between modes of transport and simpler fare structures.
- Facilitating and supporting proposals within the Clean Air Plan, for example the expansion of zero carbon vehicles, including supporting bus renewals and retrofitting; increasing electric vehicles network charging points for use by private hire vehicles and taxis; and investigating the potential for greener freight cargo.
- Reviewing the location and quantity of car, motor cycle and cycle parking to serve the city centre with a shift, over time, in spaces for cars from the core to the periphery;

- Removing barriers to accessing the city centre, helping to address the severance caused by transport infrastructure;
- The trialling of new innovation to inform mobility within the city centre;
- Enhancing public transport management and security; and
- Consideration of the measures needed to manage parking in the areas surrounding the centre.

4.0 Next Steps

- 4.1 Subject to Members' agreement, it is proposed that an engagement and co-design exercise with key stakeholders is held on the ambitions and ideas outlined above, to start in November 2019. A further report will then be brought back to the Executive in the New Year on the outcome of the feedback from the engagement at which time a draft strategy for wider public consultation will be submitted to members for consideration.

5.0 Conclusion

- 5.1 Much has changed since the last Transport Strategy for Manchester City Centre was published in 2010. The proposed revised CCTS will be aligned with the GM Transport Strategy 2040, and will set out ambitious targets for the city centre in the wider context of the GMSF, emerging Local Plan, Climate Change Policy and Clean Air proposals, including the ambition to be a zero carbon city by 2038 at the latest. The growth and expansion of Manchester city centre, and creation of new neighbourhoods and destinations for travel means a revised transport strategy is key to realising our ambitions.
- 5.2 The revised strategy will focus on supporting growth of the city by delivering an integrated sustainable transport system and improving the quality, legibility and environment of the city centre. The strategy will consider the views of the residents, workers, visitors and businesses who responded to the conversation exercise and the subsequent engagement, and use the responses as a basis for refining the proposals in line with those issues important to people using the city centre, and to support future growth.
- 5.3 Recommendations appear at the front of this report.

6.0 Contributing to a Zero-Carbon City

- 6.1 31% of the carbon emissions in the city come from the transport sector. The City Centre Transport Strategy will set the strategic framework for how people will travel into and out of the city centre; and how they will move within the city centre. It will set out proposals that are intended to reduce car based trips over the longer term period; and increase public transport; cycling and walking as the preferred mode of travel. This will contribute to the zero-carbon targets by increasing non-motorised trips and increasing the usage of public transport.

7.0 Contributing to the Our Manchester Strategy

(a) A thriving and sustainable city

- 7.1 The updated city centre transport strategy will need to provide the capacity needed to underpin growth and support the creation of new jobs and opportunities in the city. Investment in city centre public space and the city's transport functions will support growth of the economy and maximise the competitiveness of the city centre.

(b) A highly skilled city

- 7.2 The updated strategy will support the delivery of projects that will create high quality employment opportunities in the city and will support growth in a range of key sectors of the economy. Improving infrastructure and unlocking regeneration opportunities will attract new investment, boosting the local economy and providing new jobs for Manchester residents. Improved public transport and walking and cycling routes to the city centre can help residents to access jobs and training opportunities located there.

(c) A progressive and equitable city

- 7.3 The strategy responds to the 2018 conversation exercise. The strategy will support the enhancement of the transport network serving the city centre and through initiatives such as better ticketing and reform to the delivery of local bus services will open up opportunities for communities across the city. Improving city centre travel and connections to other places supports inclusive development and employment growth.

(d) A liveable and low carbon city

- 7.4 Efficient, transport systems coupled with a strong sense of place will ensure Manchester continues to be a highly attractive and enjoyable visitor destination and continues to appeal to a diverse range of people living and working in the city centre. Proposals to reduce congestion and improve air quality will help achieve a cleaner and greener city, highlighted by respondents as an important issue. Improved freight and public transport, and a reduction in car based trips contributes towards Manchester's ambition to be a zero carbon city by 2038.

(e) A connected city

- 7.5 Improvements to connectivity are central to the plans to refresh the strategy. World class infrastructure will attract international investment and promote a globally successful city. The strategy will deliver proposals to improve transport integration across Greater Manchester, making it easier for people getting into and moving around the city centre.

8.0 Key Policies and Considerations

(a) Equal Opportunities

- 8.1 Proposals in the City Centre Transport Strategy are anticipated to support additional job opportunities available to local residents and improved transport

connections to those opportunities.

(b) Risk Management

- 8.2 Risks will be considered on a scheme by scheme basis.

(c) Legal Considerations

- 8.3 The new Manchester Local Plan, currently being developed will need to take account of the revised CCTS in terms of land use considerations in the city centre.