

**Manchester City Council  
Report for Information**

**Report to:** Economy Scrutiny Committee – 6 February 2019

**Subject:** City Centre Transport Strategy – Feedback from the Responses to the Conversation held in Autumn 2018

**Report of:** Strategic Director, Development and Deputy Chief Executive

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**Summary**

This report presents the responses to a conversation and engagement exercise to support the development of a refreshed City Centre Transport Strategy. This was organised by Manchester and Salford City Councils and Transport for Greater Manchester and took place from August to October 2018 and obtained views from city centre residents, workers, visitors and businesses. A summary of the responses received is attached at appendix 1. The report also describes the proposed next steps in developing an updated transport strategy for the city centre taking account of the plans for growth.

**Recommendations**

The Committee is recommended to note and comment on the content of this report and in particular the response received to the City Centre Transport Strategy conversation and the proposed next steps in the development of the Strategy.

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**Wards Affected:** Ancoats and Beswick, Ardwick, Cheetham, Deansgate, Hulme and Piccadilly.

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**Alignment to the Our Manchester Strategy Outcomes (if applicable):**

<b>Manchester Strategy outcomes</b>	<b>Summary of how this report aligns to the OMS</b>
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.
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.

A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	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.
A liveable and low carbon city: a destination of choice to live, visit, work	The responses to the conversation have highlighted the desire of respondents for the city's transport system to be cleaner and greener and for the city centre to continue to become a more attractive place to live, work and visit.
A connected city: world class infrastructure and connectivity to drive growth	Improvements to connectivity are central to the plans to refresh the strategy and the conversation responses will help to shape the future document.

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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, November 2010  
[http://www.manchester.gov.uk/downloads/download/1871/transport\\_strategy\\_for\\_manchester\\_city\\_centre](http://www.manchester.gov.uk/downloads/download/1871/transport_strategy_for_manchester_city_centre)
- Greater Manchester Transport Strategy 2040  
<https://www.tfgm.com/2040>

## **1.0 Background**

- 1.1 A report was submitted to this committee in June 2018 that set out the intention to carry out a widespread conversation with city centre residents, workers, visitors and businesses to inform the development of a refreshed Transport Strategy for Manchester City Centre. The report explained the rationale for updating the strategy and the process to be adopted in carrying out the engagement exercise. The engagement exercise took place between August and October. Almost 4,000 responses were received and since then the responses have been analysed.
- 1.2 This report summarises the responses received and sets out the proposed next steps in the development of the Strategy.
- 1.3 Attached at appendix 1 is a presentation providing an analysis of the responses received. The responses provide information on how people currently use the city centre be it as a pedestrian, cyclist, public transport user or car driver or passenger. There is a wealth of data about users' current perceptions in the responses and they need to be understood in the context of the method of transport used and the range of purposes for which people access the centre.
- 1.4 The conversation was structured to focus on three themes:
  - i) Views on getting into and moving around the city centre;
  - ii) Views on the way in which space in the city centre should be allocated between different users; and
  - iii) Views on a suggested future vision for the city centre's transport network.

## **2.0 The Need to Review the CCTS**

- 2.1 Over the last 20 years, Manchester city centre has been transformed into one of the most vibrant urban centres in Europe. The core of the conurbation has been repopulated and a quality housing offer has been established. A much-expanded employment market, world class cultural offer, internationally recognised universities and excellent retail and leisure amenities in the city centre attract a wide variety of workers, residents, students and visitors.
- 2.2 Today around 50,000 people live in the heart of the city (including parts of Manchester Salford and Trafford), hundreds of thousands of people live within a short walk, cycle or bus / tram ride and over 7.2 million people currently live within one hours travel time of the city centre.
- 2.3 The city centre continues to be the main engine for economic growth in the North of England and accounts for more than 10% of all jobs in Greater Manchester (GM), with more than 140,000 people currently employed in the core city centre area.

- 2.4 The city centre is also a transport hub and gateway to the wider city region and north of England. How the city centre functions therefore influences the wider GM transport network whether this is on the rail, Metrolink, bus or highway network.
- 2.5 In 2016, there were over 100,000 trips each day into the city centre in the morning peak period. As a result of significant investment in public transport facilities and connections, over 76% of these trips were made using forms of transport other than the car. Overall, the proportion of non-car journeys has increased from 63% in 2002.
- 2.6 The success of the city centre and the wider Greater Manchester city region is testament to placing connectivity and transport investment at the heart the city's regeneration. An efficient and expanded transport system has supported these achievements; delivering a growing economy, improved accessibility, greater mobility and increased productivity.
- 2.7 There are currently over 11,000 residential units, and 1.5 million sq ft. of office space under construction, making Manchester one of the fastest growing cities in Europe. As the city centre continues to change and grow it needs to develop and protect its assets alongside addressing the environmental and health impacts that transport and in particular road traffic can have on people.
- 2.8 Since the publication of the previous City Centre Transport Strategy, at the end of 2010, a number of transport investments, such as the second city Metrolink crossing have been completed as well as changes in the planning and policy context in Greater Manchester.
- 2.9 Given the scale of change, now is an appropriate time to develop a new city centre transport strategy that refreshes the original strategy and looks forward to the longer term, setting a framework for how transport can support the inclusive and sustainable growth of the city centre between now and 2040.
- 2.10 The updated CCTS is being developed jointly in partnership by Manchester and Salford City Councils along with Transport for Greater Manchester. Important policy documents which will guide our aspirations for how the city centre should look and function as we progress towards 2040 are the Our Manchester Strategy, published in 2016, that sets out a vision for the City of Manchester for the period until 2016, the City Centre Strategic Plan 2015-2018, the Greater Manchester Strategy (GMS) and Greater Manchester Transport Strategy 2040 (2040 Strategy).

### **3.0 Highlights from the Response**

- 3.1 The public engagement exercise ran for 12 weeks between August and October 2018.
- 3.2 The 3700 responses have produced some useful findings with some more detail contained in the appendix.

- 90 per cent of respondents identifying air quality as an important issue;
- 80 per cent agreed that improving cycling, walking and public transport 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 as insufficient;
- Half of people felt that pedestrians had too little space on the city centre's streets
- sixty four percent of respondents felt cyclists had too little space.
- Deansgate was highlighted as the main street in the city centre that has too little space for pedestrians.

#### **4.0 Next Steps**

- 4.1 Work will now be undertaken to produce a draft strategy document for consultation that draws on the responses and identifies specific schemes that will be needed to support future growth. The draft strategy will be developed in the context of the wider aspirations to reform the way in which local bus services are delivered. It will seek to identify specific proposals to improve conditions for pedestrians and cyclists in the city centre for potential funding through the Mayor's Challenge Fund. It will also be important to consider the complementary measures that are required in the areas surrounding the centre to ensure that any transport impacts that arise from the continuing growth of the city centre are effectively managed.
- 4.2 The current intention is to develop a draft document for consultation in the Summer and to bring a further report to this committee prior to the draft being considered by the Executive.