

GREATER MANCHESTER TRANSPORT COMMITTEE

Date: 19th February 2021

Subject: GM Transport Strategy 2040, Our Five Year Transport Delivery Plan and Sub-strategies

Report of: Simon Warburton, Transport Strategy Director, TfGM

PURPOSE OF REPORT

To set out the 2040 documents that were approved and published following the GMCA meeting in January and the forward plan for the 2040 sub-strategies.

RECOMMENDATIONS:

The GMTCC is requested to:

1. Note the publication of the GM Transport Strategy 2040 Refresh, Delivery Plan and Local Implementation Plans; and
2. Note the plan for developing the 2040 Sub-strategies.

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Equalities Implications:

The GM Transport Strategy 2040 documents aim to contribute to delivering sustainable economic growth, improve quality of life and protect the environment. The original GM Transport Strategy 2040 was the subject of an Integrated Assessment which includes an Equalities Assessment. The Five Year Delivery Plan is going through the Integrated Assessment process.

Climate Change Impact Assessment and Mitigation Measures –

The GM Transport Strategy supports Greater Manchester’s ambition to be carbon neutral by 2038.

Risk Management:

N/A

Legal Considerations:

N/A

Financial Consequences – Revenue:

There are no revenue funding consequences identified. Our Five Year Delivery Plan will include a funding summary statement

Financial Consequences – Capital:

There are no capital funding consequences identified. Our Five Year Delivery Plan will include a funding summary statement

Number of attachments to the report?

N/A

BACKGROUND PAPERS: <https://tfgm.com/strategy>

TRACKING/PROCESS	
Does this report relate to a major strategic decision, as set out in the GMCA Constitution	Yes
EXEMPTION FROM CALL IN	
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?	No

GM Transport Committee	Overview & Scrutiny Committee	
19 th February 2021		

1 Introduction

- 1.1 At the GMCA meeting in January a refreshed version of our long-term, statutory local transport plan - the Greater Manchester Transport Strategy 2040, a final version of Our Five-Year Transport Delivery Plan (2021-2026) and ten new Local Implementation Plans (one for each Greater Manchester council), were approved and published.
- 1.2 These documents can be found at www.tfgm.com/strategy.

2 The Greater Manchester Transport Strategy 2040

- 2.1 First published in February 2017, the Greater Manchester Transport Strategy 2040 (hereafter referred to as the '2040 Transport Strategy') is our city-region's statutory local 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 Transport 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 includes details of our 'Right Mix' ambition for at least 50% of all journeys to be made by active travel and public transport by 2040 (including in the form of a Right Mix Technical Note, which now forms an appendix to the document); an overview of the GM Mayor's 'Our Network' plan to develop a world-class integrated transport network; an increased emphasis on the importance of cycling and walking; and highlights our renewed focus on tackling climate change and achieving clean air commitments.
- 2.4 The document has also been updated to reflect the contemporary devolution agenda, climate emergency and carbon reduction, Clean Air Plan, work to develop our 2040 sub-strategies and spatial planning priorities, including the increased and important emphasis placed on regenerating town centres throughout the city-region.

3 Our Five-Year Transport Delivery Plan (2021-2026)

- 3.1 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.
- 3.2 The new draft Five Year Delivery Plan was published for consultation - alongside the 2019 draft GMSF document - in January 2019. The two plans were published together, in order to reflect Greater Manchester's integrated approach to transport and land use planning, and to identify the strategic transport interventions required to deliver sustainable economic growth across our conurbation.
- 3.3 A 12-week consultation took place, and TfGM officers attended the public consultation events held across all ten local authority areas, to ensure effective public engagement on spatial planning and transport issues.
- 3.4 Members of the public provided feedback on the draft Delivery Plan itself - at the consultation events and by email - and on the 2019 draft GMSF chapter entitled 'A Connected Greater Manchester'. The summary report of that consultation was published in October 2019.¹
- 3.5 Since then, TfGM has worked in collaboration with the GMCA and all ten Greater Manchester councils to strengthen the document, and to ensure that the consultation event feedback - and additional feedback, from engagement with elected members, 2020 Spending Review for example - has been fed into the final version of Our Transport Delivery Plan (2021-2026).
- 3.6 Our Five-Year Transport Delivery Plan sets out the practical actions planned, over the next five years, to deliver the 2040 Transport Strategy and to achieve the transport ambitions of the GMCA and the Mayor. It aims to support our city-region's recovery from COVID-19.
- 3.7 Greater Manchester's commitments to tackle poor air quality and to become a carbon neutral city-region by 2038 - are also central to Our Five-Year Transport Delivery Plan. The document covers this and other key challenges on our transport network - congestion, improving public transport and boosting walking and cycling - and sets out the shorter-term measures needed to progress towards achieving the Our Network vision: a ten-year plan to create an integrated, modern and accessible transport network for Greater Manchester.
- 3.8 The document also helps to inform the continued development of the Greater Manchester Infrastructure Programme (GMIP), by providing details of GM's updated transport asks of government when it comes to funding, powers and functions. Our Five-Year Transport Delivery Plan contains three new investment maps - Maps 1, 2 and 3 – illustrating (for the next five years): transport projects that are committed for delivery, projects for which we

¹ <https://www.greatermanchester-ca.gov.uk/media/2348/gmsf-2019-consultation-report-final-versionpdf.pdf>

aim to complete business cases, and those where more work is needed to identify future options and determine feasibility.

- 3.9 Our Five-Year Transport Delivery Plan is supported by ten Local Implementation Plans (LIPs) covering the period 2021 to 2026. Each of the ten councils that make up Greater Manchester has its own LIP. The LIPs are designed to ensure local priorities are articulated in Our Five-Year Delivery Plan.
- 3.10 The LIPs are included as an appendix to the main document. 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.

4 Our 2040 Sub-strategies

- 4.1 To support our overarching LTP documents (GM Transport Strategy for 2040, Five Year Transport Delivery Plan and the Local Implementation Plans), we have identified a range of documents which are needed to set out more detailed policies, principles and guidance on how we intend to deliver the 2040 ambitions.
- 4.2 These documents will be crucial both in helping to ensure we are focusing our finite resources on "doing the right things" (to achieve our 2040 vision and carbon reduction targets) and that we are "doing things right" in terms of delivering against consistently high standards to maximise the impact of our transport interventions and to ensure we are creating a coherent network for GM (aligned with the 2040 network principles).
- 4.3 The suite of documents is set out below:

Rapid Transit Strategy

- 4.4 This document sets out GM's objectives for rapid transit; the ways in which GM proposes to improve rapid transit to achieve those objectives; strategic principles comprising the actions that GM will take to meet the resulting challenges and opportunities; and proposed interventions for further study and development.
- 4.5 The strategic principles will be used in the prioritisation of the pipeline and so having an adopted strategy will be very important. The draft strategy will be discussed with elected Members and the Mayor later this year.

Local Bus Strategy

- 4.6 This sub-strategy confirms GM's objectives for local bus; the ways in which GM proposes to improve local bus to achieve those objectives; and strategic principles comprising the actions that GM will take to meet the resulting challenges and opportunities. The local bus strategy will also respond to the planned National Bus strategy. The draft strategy will be discussed with elected Members and the Mayor later this year.

Streets for All Strategy

- 4.7 The Streets for all Strategy will provide a clear vision for streets in GM (including the KRN) and set out more a detailed policy framework and principles to guide and build consensus around the Our Streets pipeline.
- 4.8 The emerging Streets for All strategy content was presented to GMTC in January 2020 but its further development was put on hold as COVID-19 response activities were prioritised. It is being updated, in particular in the context of COVID-19, Emergency Active Travel Fund priorities, further development of bus priority measures and QBT proposals; DfT's "Gear Change" document and other consultations, such as the Highway Code and pavement parking and DfT's Decarbonising Transport Plan; and alignment with the emerging Freight Strategy.
- 4.9 The intention is to make a number of updates to the document over the next month, in advance of undertaking more in-depth engagement with local authority officers and members and other key stakeholders (e.g. bus and freight operators, emergency services, walking and cycling groups, and business representatives) to build consensus around the document prior to formal approvals via local authorities and GMCA in February and March 2021.

Freight Strategy

- 4.10 The purpose of freight strategy is to help to ensure that safe, sustainable and efficient freight and logistics services continue to support the Greater Manchester economy. The 2016 Greater Manchester Freight and Logistics Strategy set a city-region wide approach for the sector. However, there have been significant environmental, technological and societal changes that require the document to be refreshed. The draft strategy will be discussed with elected Members and the Mayor later this year.

City Centre Transport Strategy

- 4.11 A draft City Centre Transport Strategy (CCTS) document was prepared by Manchester City Council (MCC), Salford City Council (SCC) and TfGM and consulted on in September 2020. The consultation responses have been analysed by MCC and the intention is to review and update the document through February, including further engagement with key stakeholders such as bus operators, CityCo and active travel groups, with the aim of seeking approval on a final document in March 2021 with approvals required from MCC, SCC and GMCA.

EV Charging Infrastructure Strategy

- 4.12 The purpose of the EVCI strategy is to clarify GM's requirements for a future public and privately funded and delivered EVCI network that supports the rapid transition to EVs among businesses, residents, and visitors; whilst supporting GM's "Right-Mix" ambitions by minimising car dependency. It will set out a sequenced "roadmap" for the expansion of the publicly funded EVCI network, focused on supporting the delivery of GM's Clean Air Plan and 2038 carbon neutral target by accelerating the transition to EVs for the most polluting

vehicles and priority user groups. It will include a clear set of EVCI network strategic principles and delivery criteria to highlight the types of infrastructure and charging locations that will be supported in principle by TfGM and GM local highway authorities.

- 4.13 This strategy will be co-owned by all ten local authorities and is being developed via a GM EVCI working group. It is intended to have a working draft strategy completed in January with significant engagement with local authority officers, Members and other stakeholders, such as ENWL, car club operators and Amey-SWARCO through the first part of the year to allow adoption by the Local Highways Authorities and GMCA in June 2021 (aligned with Clean Air Final Plan).

Pricing Strategy & Fares Plan

- 4.14 Currently, decisions relating to fares and ticketing are often made in response to immediate political pressures. This can cause inconsistencies for customers and policy objectives, preventing discussions of longer-term implications of interventions and the strategic case for pricing transport. By developing a framework for pricing decisions, TfGM will be better placed to:
- Advise decision makers on fares and ticketing interventions, and making decision makers aware of the implications of these decisions
 - Demonstrate to stakeholders that TfGM has a rationale for setting fares on public transport
 - Develop a longer-term plan for Metrolink fares; and
 - Articulate to government the rationale for Covid-19 recovery medium-term subsidy
- 4.15 A 'Fares Principles' group has been established, and this group has developed a draft set of 10 fares principles to help TfGM answer questions relating to bus and Metrolink. The group are in the process of engaging colleagues across TfGM on the principles. The intention is to have approval of these principles by March 2021. Running in parallel to this, the group will be engaging with Metrolink and Ticketing on the development of a recovery plan for Metrolink.