

GREATER MANCHESTER COMBINED AUTHORITY

Date: 26th March 2021

Subject: City Centre Transport Strategy

Report of: Andy Burnham, Mayor of Greater Manchester, Portfolio Lead for Transport and Eamonn Boylan, Chief Executive Officer, GMCA & TfGM

PURPOSE OF REPORT:

This report sets out the work that Manchester and Salford City Councils and TfGM have completed to finalise the City Centre Transport Strategy. Specifically, it sets out the outcome of a public consultation event at the end of 2020, the changes to the draft strategy and seeks approval of the final strategy, which will form a sub-strategy to the Greater Manchester Transport Strategy for 2040.

RECOMMENDATIONS:

The GMCA is requested to:

- 1. Note the updates to the draft City Centre Transport Strategy following public consultation.**
- 2. Endorse the final City Centre Transport Strategy for publication.**

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Equalities Implications:

The City Centre Transport strategy is a sub-strategy to the Greater Manchester Transport Strategy 2040 documents which 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. In addition, an EQIA is being undertaken on the CCTS.

Climate Change Impact Assessment and Mitigation Measures –

1. The CCTS has the vision “for a well-connected, zero-carbon city centre at the heart of the North, offering our residents, employees and visitors a great place to work, live and visit” and supports Greater Manchester’s ambition to be carbon neutral by 2038.

Risk Management:

N/A

Legal Considerations:

N/A

Financial Consequences – Revenue:

The CCTS includes a funding summary statement and is aligned to the GM Transport Strategy 2040 – Five Year Transport Delivery Plan.

Financial Consequences – Capital:

The CCTS includes a funding summary statement and is aligned to the GM Transport Strategy 2040 – Five Year Transport Delivery Plan.

Number of attachments to the report:

One: City Centre Transport Strategy

Comments/recommendations from Overview & Scrutiny Committee

N/A

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	
February meetings of the GMTC	N/A – through MCC and SCC scrutiny processes	

1. INTRODUCTION

- 1.1 Work has been undertaken by Manchester City Council, Salford City Council and Transport for Greater Manchester (TfGM) to revise the *2010 Transport Strategy for Manchester City Centre*, in order to support the ongoing growth of the city centre and recovery from the impacts of the COVID19 pandemic, and to set out a contemporary vision for the future of the city centre which reflects the importance of place-making, improving access into and across the city centre by sustainable modes of transport for everyone, and which supports Greater Manchester's goals for clean air and to become carbon neutral by 2038.
- 1.2 The revised strategy is based on significant engagement and consultation. Within the framework of the GM 2040 Transport Strategy, it sets out key transport policies and interventions for future delivery, covering the full period up to 2040, and considering the needs of residents, businesses and visitors and covering all modes of transport used to travel to, from and around the city centre.
- 1.3 The final City Centre Transport Strategy (CCTS) to 2040 is included at appendix 1 to this report for Members' consideration and endorsement.

2. CONSULTATION PROCESS

- 2.1 The revised CCTS responds to comprehensive engagement with local residents, businesses and organisations over the period since 2018. The development of the CCTS has also been shaped through scrutiny meetings of Manchester and Salford City Councils.
- 2.2 A conversation on the City Centre Transport Strategy (CCTS) was held in the autumn of 2018, which received 3,700 responses. The engagement exercise was undertaken to listen to the views of residents, businesses, workers and others who use the city centre, on the emerging proposals and to further define the key principles.
- 2.3 An engagement and co-design exercise with stakeholders on the proposals in the revised CCTS through a series of workshops during December 2019 and early January 2020. These workshops were attended by 52 individuals and representatives of stakeholder groups and organisations.
- 2.4 A full formal public consultation exercise held between 23 September to 4 November 2020. This consultation received 2,426 online responses, as well as 24 direct email responses. The responses showed high levels of overall support for the proposals within the draft strategy, with some specific points of comment and concern which have informed the drafting of final version of the strategy.

3 Final City Centre Transport Strategy to 2040

- 3.1 Given the high level of support received from the consultation for the overall strategy, the vision for the revised CCTS remains 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”.
- 3.2 Similarly, the central aim for 90% of all trips to the city centre to be made by foot (including people using wheelchairs and with guide dogs), by cycle or using public transport by 2040 in the morning peak remains, as do the seven core ambitions, which are:
- Walking is the main way of getting around the city centre;
 - The city centre is cleaner and less congested;
 - More people choose to cycle to destinations within the city centre;
 - The city centre benefits from better public transport connections;
 - Parking in the city centre is smarter and integrated with other modes;
 - Goods are moved and delivered sustainably and efficiently into and within the city centre; and
 - Innovation is embraced where it benefits the city centre and its users.
- 3.3 Changes made to the final CCTS document to reflect the issues raised during the consultation include the following:
- In response to a number of comments that were received about accessibility, the strategy has been reviewed to make explicit that accessibility for all and an age friendly city centre are central to the strategy, and that each of the ambitions reflects this. The proposals have also been re-visited to emphasise that city centre improvements will be designed to be accessible and inclusive, and that the needs of all groups will be carefully considered and balanced.
 - Further emphasis has been given to the commitment to retaining appropriate levels of car parking for disabled people.
 - The need for easily accessible cycle storage facilities has been strengthened.
 - Further emphasis is given to street maintenance, cleanliness and safety, and small-scale improvements that can be made to footways in the short-term to enhance the walking experience.
 - Further emphasis has been given to the local benefits of HS2, and the need for local rail improvements to be made alongside larger national schemes. A statement has been included to highlight the work of the Manchester Recovery Task Force.
 - The links to environmental strategies and targets have been made more explicit, emphasising the commitment to be a carbon neutral city by 2038.
 - The latest position has also been updated on relevant plans and strategies, such as

- The draft Clean Air Plan, which has progressed since the strategy was drafted. References to exploring an Ultra Low Emission Zone have also been reiterated.
- The cities and other relevant Local Plans and the development of 'Places for Everyone'
- Powering Recovery: Manchester City Council's Economic Recovery and Investment Plan
- A refreshed GM Transport Strategy 2040 and new Five Year Transport Delivery Plan, which were published in January 2021

3.4 In a number of cases, the views raised in response to the consultation will need to be considered in more detail as proposals are further developed. For example, concerns were highlighted about some of the bus proposals outlined in the city centre. We are committed to continuing to work with bus operators, bus users and other key stakeholders in the development of the proposed interventions and the timings for their implementation.

3.5 Similarly, there were a number of responses which requested an increase in car-free streets and spaces, improvements to public space, and for cars to be removed entirely from the city centre. Improvements to, and increasing, space for pedestrians (including people in wheelchairs and with guide dogs) is a key part of the strategy. Further feasibility work will be developed to seek to increase further car-free space where appropriate (which could be on a temporary basis or at certain times of day, week or year). However, this will need to be done in parallel with improvements to public transport and active travel options, to give people a real alternative to travelling by car. In developing any options, recognition will be given to the continued need for some people to access the city centre by car, including disabled people and people who cannot walk for long distances, and for deliveries/access to buildings.

3.6 The final CCTS document has an updated delivery and funding section to reflect the latest position on committed schemes, unfunded priorities (for the next five years) and longer-term development priorities. This will support informing the development of the priorities in the Greater Manchester Infrastructure Plan.

4 CONCLUSION & NEXT STEPS

4.1 The final CCTS, attached at Appendix 1, provides the framework for key transport policies and interventions for future delivery, in both the shorter and longer term, leading up to 2040, covering all modes of transport used to move to, from and around the city centre.

4.2 It is proposed that the final strategy will be published following consideration by Manchester City Council Executive on the 17th March 2021, Salford City Council's Regeneration Committee Meeting on 22nd March and the Greater Manchester Combined Authority on the 26th March 2021.

- 4.3 The final CCTS will be made available on TfGM's, Manchester City Council's and Salford City Council's websites. It will be used to guide transport and connectivity improvements to and within the city centre, in line with the Greater Manchester Transport Strategy 2040 and supporting strategy documents.
- 4.4 A joint public launch for the strategy is planned online around the 17th March once all three parties have published the final strategy in their papers for approval. This work will acknowledge that the approval process will not be completed till the end of March and will use social media and communications channels to raise awareness of the strategy and ambitions of the CCTS.
- 4.5 Ongoing engagement on specific proposals will be carried out as they develop, including with residents, transport operators and users, businesses, transport forums and other stakeholders.
- 4.6 Once published the CCTS will support the continuing programme of Growth Deal and Mayor's Cycling and Walking Challenge fund projects that are already underway in the City Centre.
- 4.7 Our future transport interventions set out in this document need to focus on tackling climate change and reducing carbon, creating cleaner air, tackling social exclusion, supporting the health and economic recovery from the Covid-19 pandemic and helping to deliver the planned growth in the city centre. We are planning to focus on investing in walking, cycling and public transport networks; better integrating our existing transport system; and developing major sustainable transport schemes for delivery in the medium and long term to support a growth in walking, cycling and public transport. The document will therefore provide the policy context for further projects as they are developed to support our ambitions for the City Centre.