

TRANSPORT FOR GREATER MANCHESTER COMMITTEE REPORT FOR INFORMATION

Date: 10th December 2021

Subject: Greater Manchester Transport Strategy 2040 Progress Report

Report of: TfGM Transport Strategy Director

Purpose of Report

The report updates Members on the development and future publication of our Greater Manchester Transport Strategy 2040 Progress Report.

Recommendations:

The GMTC is requested to note and comment on the proposed content for the Greater Manchester Transport Strategy 2040 Progress Report and suggest any additional topic areas for inclusion in the final version of the document.

Contact Officers

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Equalities Implications

The Greater Manchester Transport Strategy 2040 documents aim to deliver sustainable economic growth, improve quality of life and protect the environment. The original Greater Manchester Transport Strategy 2040 (published 2017) was the subject of an Integrated Assessment which includes an Equalities Assessment. The Five-Year Transport Delivery Plan (2021- 2026) (published January 2021) went through the Integrated Assessment process.

BOLTON	MANCHESTER	ROCHDALE	STOCKPORT	TRAFFORD
BURY	OLDHAM	SALFORD	TAMESIDE	WIGAN

Climate Change Impact Assessment and Mitigation Measures

The Greater Manchester Transport Strategy 2040 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 (2021-26) includes a funding summary statement.

Financial Consequences – Capital

There are no capital funding consequences identified. Our Five Year Delivery Plan (2021-26) includes a funding summary statement.

Number of attachments to the report:

N/A

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

[Greater Manchester Transport Strategy | Transport for Greater Manchester \(tfgm.com\)](https://www.tfgm.com)

Tracking/ Process

Does this report relate to a major strategic decision, as set out in the GMCA Constitution?

No

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?

N/A

GM Transport Committee

We will take the Progress Report February 2022

Overview and Scrutiny Committee

We plan to take the progress report to HPEOS in February 2022

1. Introduction

- 1.1 The main statutory documents comprising Greater Manchester's fourth Local Transport Plan (LTP4) are:
- **The Greater Manchester Transport Strategy 2040** (GMTS 2040) which sets out the long-term transport strategy for Greater Manchester giving details of policies, interventions and schemes to support delivery of a vision for transport in 2040.
 - **The Greater Manchester Five-Year Transport Delivery Plan** which sets out the practical actions planned to deliver the long-term Strategy over the next five years. It includes detailed delivery proposals, a spending plan and some monitoring of the performance of transport delivery programmes.
- 1.2 In January 2021, GMCA published an updated version of the Greater Manchester Transport Strategy 2040 and a new Five-Year Transport Delivery Plan (2021-2026). The preparation and review of a LTP (in Greater Manchester's case the GMTS 2040) is a statutory duty of the GMCA as Greater Manchester's Integrated Transport Authority. Monitoring responsibility of the LTP is the remit of the Greater Manchester Transport Committee.
- 1.3 Our first Progress Report, produced by TfGM on behalf of the GMCA and the ten district councils, is planned to be published in February 2022. It will provide an update on progress made in developing and delivering the schemes identified as part of Our Five-Year Transport Delivery Plan (2021-2026).
- 1.4 Progress reports and delivery plans will continue to be published at regular intervals.

2. Progress Report – Summary

- 2.1 It is proposed that the Progress Report will:
- Provide an update on major local policy agendas, including: decarbonising transport, the Right Mix, Places for Everyone, Streets for All, bus reform and the Clean Air Plan. This will be set in the context of national policy changes and changes to the wider context, such as Covid-19;
 - Present an overview of where our transport development and delivery programmes are up to in relation to: Bus, Metrolink, Rail, Streets and our Integrated Network (see graphic below). They also include some interventions being delivered by Network Rail and National Highways (fka Highways England). The update will provide an overview of completed / operational schemes, those schemes that are committed (in construction or have funding allocated and the case for change has already been demonstrated, although final funding arrangements and approval of the business case may still be needed). We presented these schemes on Map 1 of the Delivery Plan, see Appendix 1. Map 2 schemes, those that we aim to complete business cases and commence delivery of (subject to funding) will also be presented. See Appendix 1;

				
Our Bus <ul style="list-style-type: none"> – Local Bus – Quality Bus Transit – Bus Rapid Transit 	Our Metrolink <ul style="list-style-type: none"> – Metrolink – New stops and upgrades – Tram-Train 	Our Rail <ul style="list-style-type: none"> – Rail – High speed rail – Stations 	Our Streets <ul style="list-style-type: none"> – Walking and Cycling – Local highways – Strategic roads and Motorways – Freight and logistics – Maintenance – Town Centres 	Our Integrated Network <ul style="list-style-type: none"> – Clean Air and carbon – Future mobility and innovation – Interchanges – Travel Hubs / Park & Rides – Fares and Ticketing – Behaviour change – Safety and security

- Provide a capital funding update and detail the main infrastructure and revenue funding sources made available to enable the continued delivery of GM’s transport priorities, especially the elements of funding which have emerged since the publication of Our Five-Year Transport Delivery Plan (2021-2026) such as City Region Sustainable Transport Settlement; and
- Present the extent to which the interventions and programmes are contributing to our goals. We are monitoring our progress towards achieving our desired outcomes through our GMTS 2040 key performance indicators (KPIs). The KPIs, including baseline data, are summarised in Appendix 2 to this document with further detail presented in Appendix C of Our Five-Year Transport Delivery Plan (2021-2026). It is important to recognise that many of the desired outcomes which we are measuring with the KPIs are long-term issues, and it is unlikely that we will see significant changes after only a year of implementation; but it is important to monitor these KPIs regularly to ensure that we are making progress towards the long-term ambitions and that they are moving in the right direction.

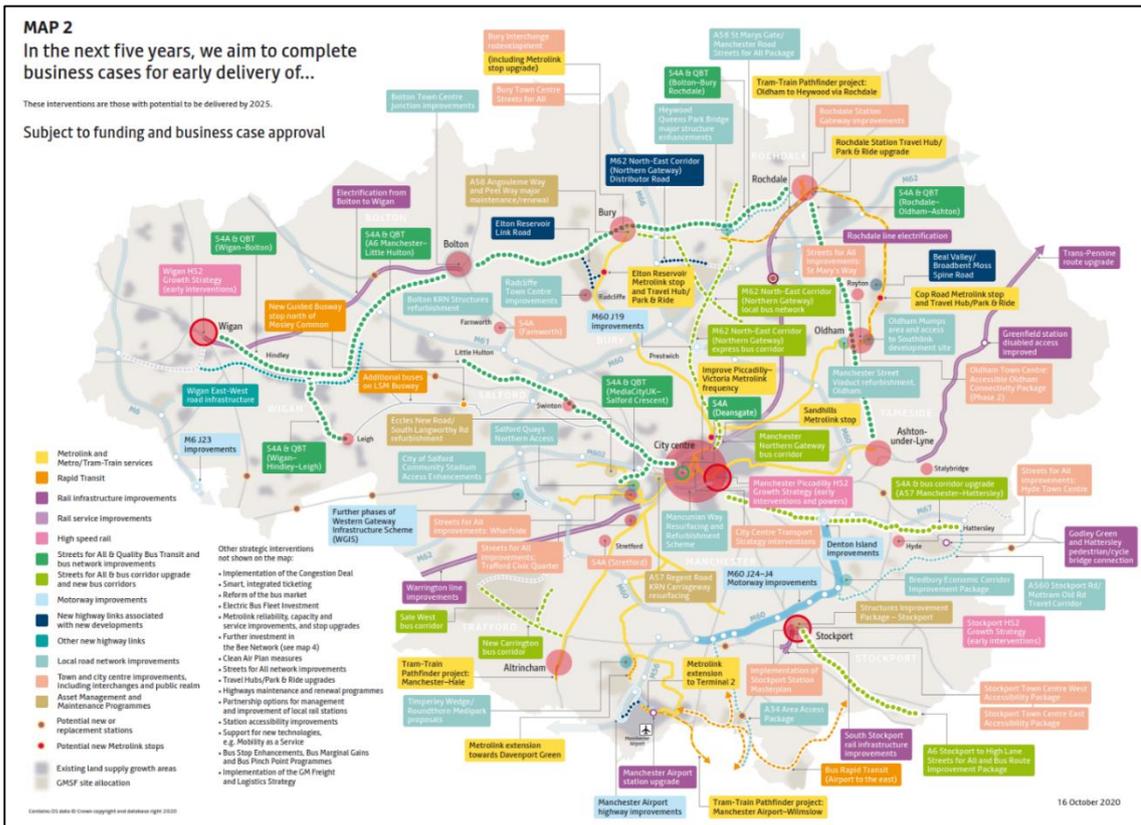
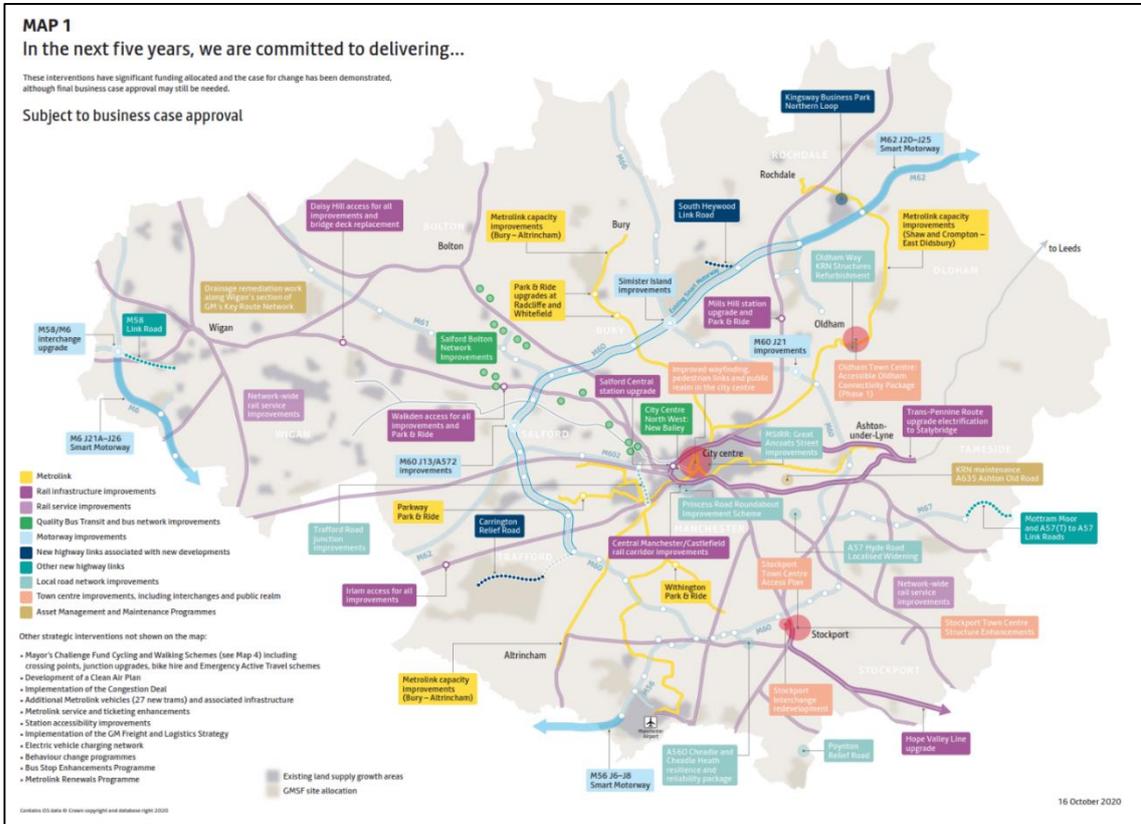
3. Timescales and key milestones

- 3.1 Following any feedback received at this meeting, it is intended that the final version of this Progress Report will be prepared and reported to the February 2022 meeting of the GMTC for review and endorsement.

4. Recommendations

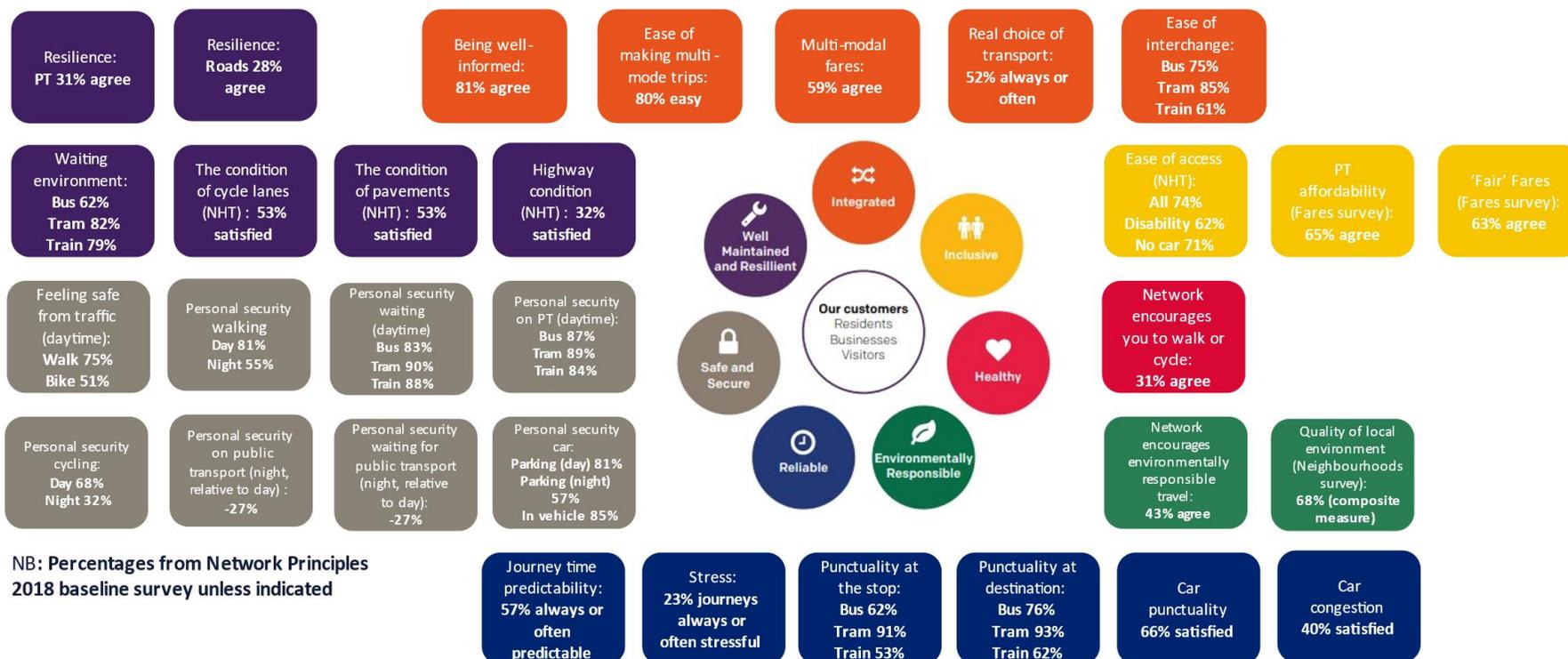
- 4.1 The GMTC is requested to note and comment on the proposed content for the Greater Manchester Transport Strategy 2040 Progress Report and suggest any additional topic areas for inclusion in the final version of the document.

Appendix 1: Our Five-Year Transport Delivery Plan (2021-2026)



**GREATER MANCHESTER
TRANSPORT STRATEGY 2040**

2040 Key Performance Indicators (demand): Baseline levels



NB: Percentages from Network Principles 2018 baseline survey unless indicated

BOLTON	MANCHESTER	ROCHDALE	STOCKPORT	TRAFFORD
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2040 Key Performance Indicators (Supply): Baseline levels

