

# GREATER MANCHESTER TRANSPORT COMMITTEE

**Date:** 18th February 2021

**Subject:** Greater Manchester Transport Strategy 2040 Progress Report

**Report of:** Simon Warburton, Transport Strategy Director, TfGM

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## Purpose of Report

The report updates Members on progress in delivering the Greater Manchester Transport Strategy and Five Year Transport Delivery Plan 2021-26, in advance of the preparation and publication of a formal annual progress report in Summer 2022. It reflects on key developments during 2021 and sets out delivery priorities for the year ahead.

## Recommendations:

Members are requested to note and comment on the content the progress update set out within this report.

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## **Equalities Implications**

The Greater Manchester Transport Strategy 2040 documents aim to contribute to delivering 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.

## **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**

N/A

# 1 Executive Summary

1.1 This report has been prepared to provide Members with an update on progress made on delivering the GM Transport Strategy for 2040 and Five Year Transport Delivery Plan during 2021. It starts by highlighting the significant changes in the national and local context:

- The ongoing impacts of COVID-19 on people's activities and travel patterns (with particularly significant impacts on public transport patronage).
- The start of the second Mayoral term and the launch of the whole-system Bee Network vision for a fully integrated active travel and public transport system, including a major public engagement exercise, and a decision to franchise buses in Greater Manchester.
- The securing of an indicative £1.07bn City Region Sustainable Transport Settlement to enable investment in key components of our delivery plan.
- A significant focus on the environmental impacts of transport, with publication of GM's Clean Air Plan and DfT's Decarbonising Transport Plan, and COP26.
- Progress on GM's levelling up agenda with publication of GM Independent Equalities Commission report and a final consultation on the Places for Everyone spatial plan, accompanied by a significant transport evidence base.
- Publication of the National Bus Strategy and the Integrated Rail Plan.
- New plans to support our 2040 Strategy, focusing on City Centre Transport, Streets, EV Charging Infrastructure and a Bus Service Improvement Plan.

1.2 The report goes on to outline progress on delivery, with a focus on our capital programme:

- **For Bus** – Significant development work on Quality Bus Transit, Bus Rapid Transit, bus pinchpoint schemes and Zero Emission Buses, plus delivery of Salford-Bolton Network Improvements, bus stop enhancements, City Centre North West Deansgate/New Bailey/Chapel Streets bus improvements.
- **For Metrolink** – Ongoing delivery of Metrolink Capacity Improvement Programme, including 14 new trams delivered and 13 more to follow; progress to expand depot infrastructure and deliver power upgrades; park and ride expansion plans progressed (including Whitefield and Radcliffe).

- **For Rail** – Ongoing roll-out of the Access for All (AfA) programme and development of potential new rail stations, plus ongoing work with rail industry partners to progress GM priorities for a series of key rail corridors.
- **For Streets** – Significant progress on many streets for all schemes, including active neighbourhood, town and city centre, high street and corridor proposals. It also sets out progress in delivering our active travel programme, including the new GM cycle hire scheme. There is also an update on the National Highways Smart Motorway programme and the Mottram Moor and A57 Link Roads package.
- **For Our Integrated Network** – Here we share an update on the Travel Safe and Safer Roads GM partnerships; the expansion of the EV charging infrastructure network and bus retrofit programme; progress in delivering Stockport Interchange; travel information and behaviour change programmes; and delivery of eHubs and eScooter trials.

1.3 It then sets out some of the key issues emerging from our monitoring of performance against our 2040 Strategy KPIs, with a particular focus on modal shift targets and progress against our customer-facing Network Principles. COVID-19 has clearly had a major impact on travel patterns and this is still a very fluid situation. Monitoring against our Right Mix targets is challenging but, whilst active travel appears to have increased over the past two years, public transport continues to underperform and the report highlights the ongoing risks around a car-led recovery from Covid. Whilst many KPIs have seen only small amounts of change over the past year, there has been a significant reduction in people's reduced perception of personal security and safety of the network (particularly at night) and the rising cost of public transport in relation to car travel is highlighted. On a more positive note, people's perceptions of how well the network enables healthy and environmentally responsible travel has improved. Carbon emissions are highlighted as a key concern, with no tangible reduction in carbon emissions from transport in the year prior to the pandemic, despite our targets requiring a significant year-on-year reduction in emissions.

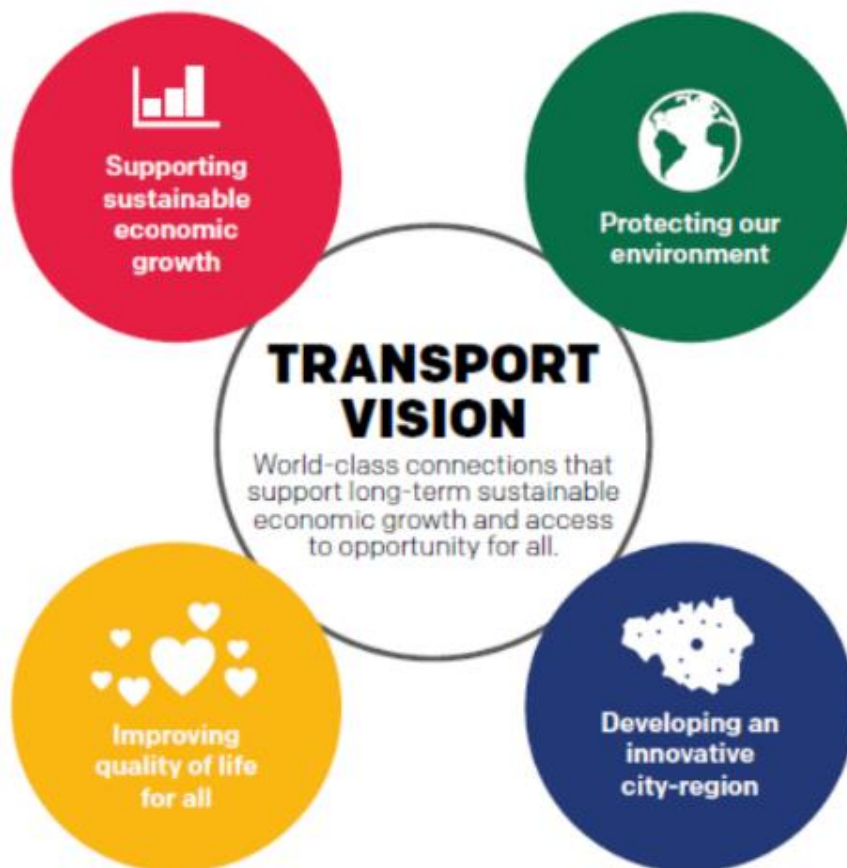
1.4 The report concludes with some thoughts on priorities for the year ahead, including:

- Ongoing roll-out of the Bee Network.
- Building back better from the pandemic: including capitalising on the growth in active travel during the pandemic and re-building confidence in public transport, and making our transport system as inclusive as possible.

- The need to agree a co-ordinated plan with central government to enable us to accelerate the decarbonisation of transport in Greater Manchester.

## 2. Introduction - Context and Scope of this Progress Report

- 2.1 In January 2021, we published an up-to-date version of our statutory Local Transport Plan (LTP) which comprises the Greater Manchester Transport Strategy 2040 (the '2040 Strategy'), a new Five-Year Transport Delivery Plan (2021- 2026) (the 'Delivery Plan') and ten Local Implementation Plans (LIPs).
- 2.2 The Strategy sets out a vision for Greater Manchester to have '*World class connections that support long-term, sustainable economic growth and access to opportunity for all*' underpinned by four key goals, outlined below. These goals are closely aligned with Government's strategic objectives for transport (growth and productivity, levelling up and decarbonisation) as well as the GM Strategy Refresh.



- 2.3 The long-term 2040 Strategy is, in turn, supported by a series of five year transport delivery plans. Our current Delivery Plan sets out the practical actions planned to deliver this long-term Strategy between 2021 and 2026. It is structured around the themes set out below, and includes detailed delivery proposals, a spending plan and some performance monitoring.



2.4 This report provides an informal update on progress made in developing and delivering our priority transport schemes, one year on from publishing our five-year delivery plan. It also provides an update on the evolving national and local policy and funding context; the impact of COVID-19 on our ambitions; and considers the extent to which the interventions and programmes are contributing to our goals, by measuring progress against our key performance indicators (KPIs). The report has a particular focus on whether we are improving the network in line with our 2040 Network Principles (see graphic below) across our transport system, and whether we are on track to achieve our Right Mix targets.

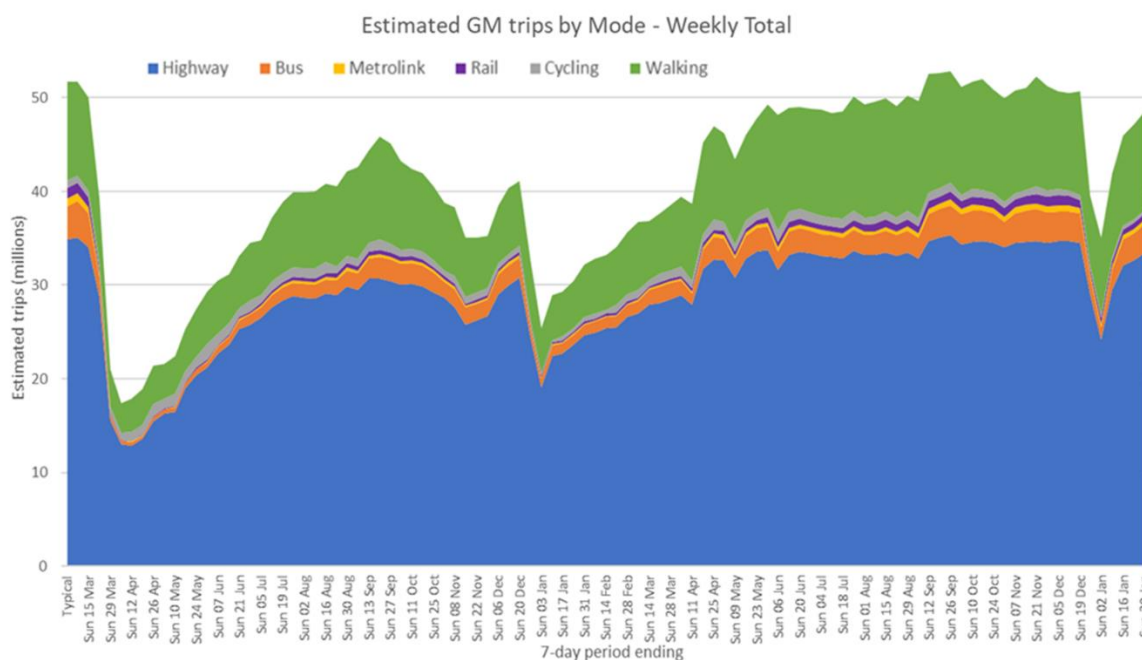




### **3. An Evolving National and Local Context**

#### **COVID-19 Continued to Impact Travel Patterns**

- 3.1 In January 2021 the UK entered its third national lockdown since the outbreak of COVID-19 pandemic, with restrictions gradually easing from March and most legal limits ending on 19th July. On 8<sup>th</sup> December, 'Plan B' measures - including face masks, Covid passes and advice to work from home if possible - were introduced to combat the spread of the Omicron variant, further undermining people's confidence to travel and to use public transport.
- 3.2 As a result of national lockdowns, other restrictions and concerns about catching the virus, people's travel habits have changed, and this has been felt throughout the transport network. Unsurprisingly, there was a significant decline in the overall number of trips people made, with large reductions in the number of trips for things like shopping, accessing entertainment (including sporting events) and for commuting.
- 3.3 This has meant a significant reduction in travel by public transport. In 2020 there was a huge fall in the number of trips made by Metrolink, bus, and rail. In 2021, there were significant signs of recovery, but usage remained well below pre-pandemic levels and future travel patterns remain uncertain. Throughout 2021, the percentage of people worried about catching coronavirus on public transport remained reasonably stable, at about 40%. Towards the end of 2021, however, there was a notable increase in levels of worry among those who were using public transport. Greater Manchester has secured significant grant funding from Government to help make up for the loss of income and to deal with increased costs.



*Note: the chart above has been produced on a weekly basis throughout the pandemic to provide valuable trend analysis. It is collated from a variety of sources that include ATCs and ACCs, patronage data provided by operators, footfall data, and travel diary survey data.*

## A new Mayoral Term and Re-Launch of the Bee Network

- 3.4 Since the Mayoral role was created, it has resulted in stronger local governance arrangements, securing new transport powers for the Mayor and helping to make the case for greater funding and powers for the city-region. The new mayoral term brought a renewed focus on the importance of an integrated and sustainable transport system for Greater Manchester; alongside the establishment of a wider definition of the “Bee Network”, which aims to provide a fully integrated active travel and public transport system joining together cycling, buses, trams and walking by 2024, with rail incorporated by 2030, to transform how people travel in Greater Manchester. A major public engagement exercise was held across Greater Manchester to seek the views of communities and businesses on what they wanted from a more integrated transport system.
- 3.5 The city-region also secured an allocation of £1.07bn of City Region Sustainable Transport Settlement funding (to be spent over five years) which will be used to support sustainable travel investment, aligned with our Delivery Plan and with a focus on the expansion of “Bee Network” public transport and active travel infrastructure and on measures designed to decarbonise our transport fleets.

## **Environment high on the agenda**

- 3.6 There was a major focus on the Climate Emergency in 2021, with the Department for Transport (DfT) publishing its 'Decarbonising Transport: A better, greener Britain' plan ([www.gov.uk/government/publications/transport-decarbonisation-plan](https://www.gov.uk/government/publications/transport-decarbonisation-plan)) in July, alongside the UK hosting the UN climate change COP-26 conference in Glasgow in November. Greater Manchester held its fourth Green Summit in October ([www.gmgreencity.com/gm-green-summit-2021](https://www.gmgreencity.com/gm-green-summit-2021)) which involved significant discussion on how Greater Manchester can achieve its ambition to be carbon neutral by 2038. The debate arising from these events strongly re-emphasised the scale of the challenge for the transport sector, given that around a third of total greenhouse gas emissions come from transport. They served as a reminder that there is an urgent need to make deep cuts to transport carbon emissions, particularly over the remainder of this decade.
- 3.7 Following public consultation, the Greater Manchester Clean Air Plan was published in the summer of 2021, to respond to a legal direction from government to the ten local authorities to meet stringent annual legal limits for harmful nitrogen dioxide air pollution. For the latest information on the GM Clean Air Plan visit [cleanairgm.com](https://cleanairgm.com).

## **Tackling Inequalities, Levelling Up, Spatial Planning and Bus Reform**

- 3.8 The Places for Everyone spatial plan went through its final consultation stage at the end of 2021 and is expected to be submitted to the Planning Inspectorate for examination in public in February. The refreshed GM Transport Strategy 2040 and Transport Delivery Plan (2021-26) are critical parts of the evidence base underpinning the Places for Everyone Plan. All strategically significant infrastructure is already included in Delivery Plan and the intention is to include the more refined infrastructure needs of the allocation sites in the refreshed LIP documents prior to examination.
- 3.9 The Greater Manchester Independent Inequalities Commission report (2021): 'The Next Level: Good Lives for All in Greater Manchester' ([www.greatermanchester-ca.gov.uk/media/4337/gmca\\_independent-inequalities-commission\\_v15.pdf](https://www.greatermanchester-ca.gov.uk/media/4337/gmca_independent-inequalities-commission_v15.pdf)) which sets out a wealth of evidence on inequalities within Greater Manchester and makes several recommendations for tackling these problems. This includes a move

towards universal basic services (including transport) for all and the important role of anchor institutions, including TfGM and local authorities, in using their spending, investment and soft power to drive social value and deliver good lives for all.

- 3.10 In 2021, the decision was taken to run buses in Greater Manchester under a franchising system. Under franchising, GMCA will coordinate the bus network and contract bus companies to run the services. This will enable GMCA to develop an integrated, multimodal public transport network that can meet the demands of both passengers and the city-region's economy.
- 3.11 The recent publication of the Government's Levelling Up White Paper may provide a national policy framework to progress a number of the issues here. The White Paper identified 12 national "missions" for levelling up, including a mission that "By 2030, local public transport connectivity across the country will be significantly closer to the standards of London, with improved services, simpler fares and integrated ticketing." Members will be aware that the gap between the London offer and that elsewhere is significant. At this stage, it is not clear how Government will progress this mission, as no additional funding has accompanied the White Paper. Officers will engage with DfT to better understand this and we will use the Progress Report as a mechanism to track progress against the levelling up agenda.

### **Government publications on bus and rail**

- 3.12 The National Bus Strategy – Bus Back Better – was published in summer 2021, and as requested by Government in that document, Greater Manchester developed a Bus Service Improvement Plan (BSIP). This was published in October 2021 and includes our vision for bus, and a plan for implementing that vision as part of the Bee Network. At the time the National Bus Strategy was published, we were preparing a Local Bus Strategy. Many of the key elements of that draft Local Bus Strategy have been incorporated into the BSIP document but the intention is to resume work on the development and adoption of a Local Bus Strategy during 2022, incorporating many of the key policy positions set out in the GM BSIP.
- 3.13 The Integrated Rail Plan (IRP) was published in November 2021 ([www.gov.uk/government/publications/integrated-rail-plan-for-the-north-and-the-midlands](https://www.gov.uk/government/publications/integrated-rail-plan-for-the-north-and-the-midlands)). The Plan confirms the delivery of HS2 Phase 2b, from Crewe to Manchester (the 'Western Leg'), with new high-speed stations at Piccadilly and (subject to local or third-party funding) Manchester Airport. It includes the Golborne

Link - the infrastructure which would enable HS2 services to carry on to Wigan via the West Coast Mainline and provide important connectivity and economic growth to Wigan and surrounding communities – but states that a final decision on this will be taken following the Union Connectivity Review.

- 3.14 The IRP re-defines what had been previously understood to be Northern Powerhouse Rail. Rather than a new, segregated, line between Manchester and Leeds with a stop in Bradford city centre (of particular importance to Manchester Airport) the IRP will instead see: a) a new railway line from Warrington to Manchester, connecting into the HS2 line near Manchester Airport; b) a new link from Manchester to Marsden, which then flows into; c) an upgraded version of the existing Transpennine Route Upgrade to create an improved connection from Manchester to Leeds via Huddersfield and onwards to York.
- 3.15 A report outlining the implications of the IRP to GM was provided to the committee in December 2021 - [Transport Part A Report Template \(greatermanchester-ca.gov.uk\)](https://www.greatermanchester-ca.gov.uk)

### **GM sets out plans for the City Centre, EV charging, streets and improving buses**

- 3.16 To support our overarching LTP documents (the 2040 Strategy, the Delivery Plan and the LIPs) we have identified a range of sub-strategies which are needed to set out more detailed policies, principles and guidance on how we intend to deliver the 2040 ambitions. These sub-strategy documents are important to ensure we focus our finite resources on ‘doing the right things’ - to achieve our 2040 vision - and that we are ‘doing things right’ in terms of delivering against consistently high standards to maximise the impact of our transport interventions. We published four significant new strategy documents in 2021, in addition to the refreshed 2040 Transport Strategy and Delivery Plan.

### **City Centre Transport Strategy to 2040 – published in March 2021**

- 3.17 Following extensive consultation, a final version of the City Centre Transport Strategy was published by Manchester City Council, Salford City Council and TfGM in March 2021. The Strategy includes an action plan for infrastructure investment in the Regional Centre, and its central aim is for 90% of morning peak trips into the city centre to be made on foot, by cycle or public transport by 2040.

### **Electric Vehicle (EV) Charging Infrastructure Strategy – published in June 2021**

- 3.18 The Electric Vehicle (EV) Charging Infrastructure Strategy was published in June and sets out a plan for the expansion of the EVCI network, focused on supporting the delivery of GM's Clean Air and carbon targets by accelerating the transition to EVs for the most polluting vehicles and priority user groups. It also highlights the types of infrastructure and charging locations supported by TfGM and the Greater Manchester local highway authorities. Work is now underway to develop a detailed plan for delivery in support of the strategy, which will determine the respective roles of the local public sector and commercial parties in delivering at scale a viable EVCI network for Greater Manchester.

### **Streets for All Strategy – published in September 2021**

- 3.19 Our new 'Streets for All' strategy provides an overarching framework for everything we do on streets in GM. It is a holistic approach to the delivery of street infrastructure that sets out clearer priorities for different street types and for different users, to better balance their role in moving vehicles, with the needs of local communities and businesses. Streets for All places a strong emphasis on reducing traffic and road danger and on improving the environment for pedestrians, cyclists and public transport users. The Strategy was published in autumn 2021, and will help us to tackle a range of environmental, health and social challenges, many of which have been highlighted and exacerbated by the COVID-19 pandemic. Early engagement with local communities is a key part of the Streets for All vision and approach.

### **Bus Service Improvement Plan – published in October 2021**

- 3.20 In response to the requirements of the National Bus Strategy, Greater Manchester published a Bus Service Improvement Plan (BSIP) in October 2021. It includes our vision for bus, and a plan for implementing that vision as part of the Bee Network. At the time the National Bus Strategy was published, we were preparing a Local Bus Strategy. Many of the key elements of that draft Local Bus Strategy have been incorporated into the BSIP document but it is intended to resume work on the Local Bus Strategy and to finalise it for adoption in 2022.

## 4. Progress on Delivery

4.1 For each of our themed priority areas, the following sections provide:

- a summary of key delivery and development priorities;
- an update on delivered and committed schemes;

4.2 As part of this update, refreshed versions of Map 1 and 4 (from Our Transport Delivery Plan 2021-26), are provided in Appendix 2. These maps provide an updated representation of GM's committed transport interventions. Appendix 3 includes a table of the committed interventions which includes a summary progress update for each scheme.

4.3 Maps 2 and 3 (in Our Transport Delivery Plan 2021-26) present unfunded priorities (for the next five years) and longer-term development priorities. The current versions of these maps are in Our Transport Delivery Plan 2021-26 adopted in January 2021.

### Our Bus

4.4 Before the COVID-19 pandemic, bus accounted for 75% of public transport trips in GM. During the pandemic, buses continued to play a key role in moving people and, in mid-October 2021, they were carrying approximately 75% - 80% of pre-COVID 19 passenger numbers. This demonstrates the importance of bus services to communities within the city region, especially when it comes to reaching areas that other public transport modes are unable to serve.

4.5 We are continuing to develop an ambitious investment programme to ensure that buses play their full role in delivering a more integrated and sustainable transport network. This includes:

- Developing detailed proposals for a 70-mile network of **Quality Bus Transit** (QBT) corridors across GM and a programme of Bus Corridor Upgrades on radial corridors.
- Developing detailed proposals for **bus rapid transit** services that build on the success of the Leigh Guided Busway.

- Measures to tackle **pinch points** on the bus network to improve the reliability of journeys.

4.6 In addition to infrastructure proposals, we are improving ticketing and developing cleaner, improved bus services to serve new housing and employment sites.

### **Committed Schemes**

4.7 Our in progress committed bus schemes are presented on Map 1 and include:

- Salford-Bolton Network Improvements
- Bus stop enhancement programme
- City Centre North West: Deansgate New Bailey Chapel Street area

### **Update on schemes delivered or in delivery in the last 12 months**

4.8 We have delivered the following:

4.9 **Salford-Bolton Network Improvements.** Most of the Bolton programme has been delivered, with 2 schemes (St Peters Way and Newport Street Interchange) completed in October and November 2021 respectively. The final Bolton scheme (Bradshawgate) has been approved and is due to be completed by autumn 2022. Five Salford schemes have been completed, most recently those in Pendleton and Swinton. Works to improve the A666 and Belvedere Road/Frederick Road junction are due to be completed by summer 2022. The Walkden P&R scheme is due to start on site in early 2022 and the final Salford scheme (junction improvements on the A580) is also due to start on site in 2022, subject to detailed design proposals.

4.10 **Bus stop enhancements:** 85% of our programme has been completed, with works completed in 7 out of 10 GM districts. Works are currently on site in Bolton, with Wigan and Trafford due to start their delivery programme in early 2022. When fully complete, the Bus Stop Accessibility programme will have delivered over 400 upgraded bus stops across GM.

4.11 In the **City Centre North West Deansgate/New Bailey/Chapel Street area**, a phased programme of bus interventions is ongoing.

4.12 Where possible, we continue to operate school transport services and **socially necessary bus services** using Zero Tailpipe Emission Capable (ZetC) vehicles.



- 4.13 We are continuing to maintain budget support for general services and in some parts of Greater Manchester, we are committed to providing Euro VI vehicles by May 2022. Plans for electric buses have been included as part of TfGM's BSIP and CRSTS submission and an extensive retrofit programme is in place.

## **Our Metrolink**

- 4.14 Greater Manchester has invested heavily in its rapid transit network in recent years, including in the Metrolink network's further expansion in the form of the completion of the new £350m Trafford Park Line in early 2020. Following a decade of expansion and associated patronage growth, the Metrolink operation is now focused on improving efficiency, reliability, capacity and the customer experience in the existing network.
- 4.15 Further future Metrolink extensions are currently being explored, including an extension of the Airport line to Terminal 2 and Airport City development at Manchester Airport, as the first phase of completing the Western Leg of the Airport Line.
- 4.16 Our in progress committed Metrolink schemes are presented on Map 1 and include:
- Metrolink Capacity Improvement Programme (MCIP)
  - Park and Ride upgrades at Radcliffe and Whitefield
  - Metrolink service and ticketing enhancements

### **Update on schemes delivered or in delivery in the last 12 months.**

- 4.17 We are delivering the following:
- 4.18 The **Metrolink Capacity Improvement Programme (MCIP)** which will provide additional tram capacity through the procurement of up to 27 additional trams and associated supporting infrastructure. This includes:
- 4.19 **Light Rail Vehicles:** manufacturing and delivery of new trams, with the first tram delivered in November 2020. To date, 14 trams have been delivered and are available for operational service. The subsequent 13 trams will be delivered in 2-4-week intervals over the next 10 months with the last tram expected to arrive in October 2022.

- 4.20 **Depot Infrastructure Expansion:** The Queens Road Depot construction works are planned to commence in early 2022 and forecast to be completed in 2023.
- 4.21 **Power Upgrades:** Power infrastructure upgrades will enable the operation of the new trams while maintaining the existing resilience level of the Metrolink system. A power modelling exercise has been undertaken to determine the additional power distribution requirements for the 27 additional trams. This includes the delivery of three new substations at Collyhurst, Hagside and Heaton Park. In addition, upgrades are planned to deliver a dedicated power supply, further improving network resilience, and a package of ancillary works at Radcliffe and Timperley. Construction works are planned to commence in early 2022 and forecast to be completed in early 2023.
- 4.22 **Park and Ride Expansion:** Park and Ride (P&R) enhancements, including sites at Radcliffe and Whitefield, which now have all required permissions and consents obtained. The sites will provide up to 111 and 123 additional park and ride spaces respectively. The expansions to Whitefield and Radcliffe P&R facilities are planned to be completed in 2022 and 2023 respectively.
- 4.23 **Metrolink Renewals Programme:** The COVID pandemic has created revenue and funding challenges for Metrolink. The asset renewals programme has therefore been rationalised so that only safety or performance critical items have been prioritised. The Metrolink Renewals Programme (MREP) has been allocated £20m of available capital contingency funding to deliver safety and performance critical projects up to April 2022. In 2021 these were predominantly track renewals and the renewal of the Metrolink Communication Network (MCN).

## **Our Rail**

- 4.24 Over the past 12 months, working with rail industry partners, we have progressed several key priorities for GM and continue to develop long-term, large-scale projects that will improve the reliability, capacity and customer experience of rail travel. We are involved in conducting studies to understand where improvements are needed on our rail network as well as working alongside Network Rail and train operators to improve performance and reliability. These include routes in GM, but also how we can have better connections with neighbouring counties and across the North.

4.25 Our in progress committed rail schemes are presented on Map 1 and include:

- Salford Central station upgrade
- Access for All schemes at Walkden, Daisy Hill and Irlam stations
- Central Manchester / Castlefield rail corridor improvements
- Key rail route upgrades (see below summary)
- Station upgrade at Mills Hill

4.26 The programme of rail improvements on key rail corridors includes

- Central Manchester Rail Network (including Castlefield corridor) enhancements – now under the banner of Manchester Recovery Task Force.
- Manchester Victoria-Stalybridge and Wigan-Bolton electrification
- Stockport area rail infrastructure improvements
- Manchester to Liverpool via Warrington (CLC) line
- Trans-Pennine Route Upgrade to Leeds
- Hope Valley Line including passing facilities
- Train lengthening and introduction of new rolling stock

### **Rail Stations**

4.27 **Golborne New Station:** in November 2021 work was commissioned to carry out the Outline Business Case and associated GRIP 3/4 deliverables to develop proposals for a new station within Golborne town centre. Train modelling works are expected to be completed in February 2022, with the overall OBC completed by August 2022.

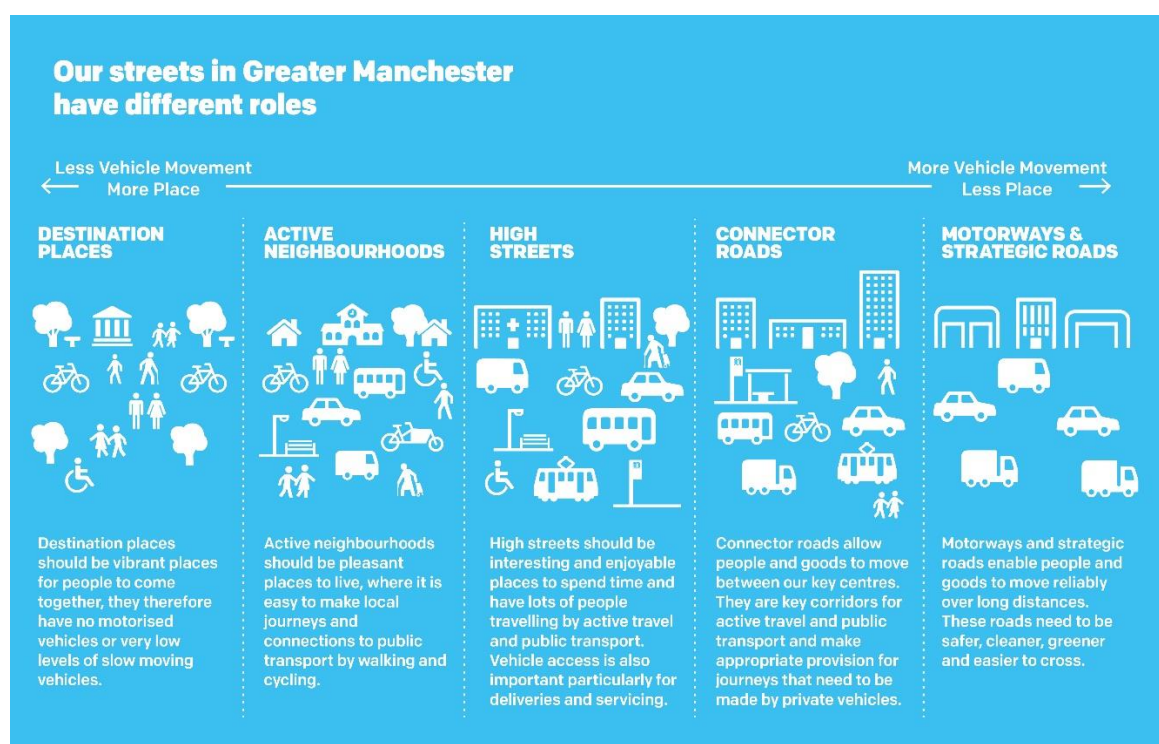
4.28 **Strategic Outline Business Case Plus work** is currently underway for potential stations at Kenyon Junction (Warrington), Slattocks (Rochdale), Gamesley Derbyshire), Stanley Green (Stockport) and Little Hulton (Salford).

4.29 Over the past 12 months GM officers – including rail industry partners such as Network Rail, Northern and Transpennine Express – have been working to deliver the **Access for All (AfA) programme** which runs parallel to Network Rails Control Period 6 programme between 2019-2024. The AfA programme is split into two main programmes:

- **AfA Main Programme:** all funding agreements for Main Programme (Daisy Hill and Irlam) are now in place and designers were appointed in August. They have been closing out GRIP 3 on Daisy Hill and Irlam, which is now complete. The award of contract for the detailed design and build is planned for October 2022.
- **Mid-Tier:** minor interventions design completed, and programme submitted for works to complete by summer 2022. A design and build contractor has been appointed for completion of the ramp at Bredbury with works scheduled to complete in spring 2023.

## Our Streets

- 4.30 Transforming Greater Manchester's streets is essential if we are to achieve our Right Mix targets and the 2040 Transport Strategy network principles. By applying our 'Streets for All' framework on our streets, we will deliver changes across all types of streets in GM, including neighbourhood streets, high streets, connector roads and strategic roads and motorways. The ambition is to enable more people to walk, cycle and use public transport, and improve reliability for buses and freight vehicles on the KRN serving our towns and Regional Centre.



- 4.31 Our in progress committed streets schemes are presented on Map 1 and summarised below for each of the GM street types:

### Destination Places

- 4.32 Key investment priorities for Destination Places in GM include city centre streets and squares including the redevelopment of Albert Square, formalising the temporary arrangement that has removed traffic along Deansgate to make it a more attractive street for people on foot, and new and enhanced city centre cycle routes, including the Northern Quarter Cycle Route and Chapel Street.

### Active Neighbourhoods

- 4.33 In the last year, we have made significant progress in developing several Mayor's Challenge Fund, Bee Network and Active Neighbourhood schemes across all ten

GM local authorities, undertaking public consultations, stakeholder engagement, design work and business case development. A small number of schemes have been progressed to the delivery stage, or have been completed, however it is envisaged that many more schemes will move into the delivery stage in the next year. Completed schemes include King Street and Union Street West foot/cycle bridge refurbishments in Oldham, the Beswick Filtered Neighbourhood scheme in Manchester and Tameside Active Neighbourhoods Phase 1.

### **High Streets**

- 4.34 In the last year, significant town centre packages of works have been completed as part of the Stockport Town Centre Access Plan and Accessible Oldham Connectivity Package (Phase 1). It is envisaged that further works will be undertaken in Stockport during 2022 and further works are already underway in Oldham. Several MCF town centre schemes have been progressed through public consultation, stakeholder engagement and business case development and many are expected to start on site in 2022/23. These include: Bolton Town Centre Phase 1 (East), Radcliffe Central, Oldham Town Centre Improvements, Royton Town Centre Connection, Crown Point (Denton), Ashton South and Ashton Streetscape Scheme.

### **Connector Roads**

- 4.35 In the last 12 months, several connector road and junction improvement schemes have been completed.
- 4.36 The Trafford Road junction improvements are being delivered, with stage 1 works completed and full delivery expected in 2022. Business case and development work for has also been progressed for the Carrington Relief Road.

### **Motorways and Strategic Roads**

- 4.37 During the last year, National Highways have begun to roll out their Smart Motorway upgrades across GM on the M56 (J6-8) and the M6 (J21A-26). These schemes are now at various stages of delivery and are expected to be completed in 2022/23. Further development work has also been undertaken for the M62 (J20-25) Smart Motorway scheme, which is expected to start on site in 2023. National Highways are pausing the all lane running (ALR) element of this scheme until five years of safety and economic data is available for those sections introduced before 2020.

- 4.38 A Development Consent Order has been submitted for the Mottram Moor and A57(T) to A57 Link Roads scheme and local consultation has been undertaken with current timescales estimating this scheme to start construction in 2023. National Highways are also drawing up a Development Consent Order and undertaking consultation for the Simister Island Improvement scheme with a view to submitting the DCO later in 2022.

### **Active Travel Update**

- 4.39 Through Mayor's Challenge Fund submissions, GM has established a pipeline of active travel schemes aimed at delivering the first parts of the active travel Bee Network. The first MCF scheme was granted Full Approval in April 2019, which marked the beginning of a continued approval and delivery cycle. 35 MCF works packages have now secured full funding approval, with an associated total full approval commitment of circa £70.1 million of MCF funding. 11 schemes have been completed to date, and a further 20 schemes are currently in construction across 6 GM Local Authority areas. These include several major schemes including Trafford Road in Salford, and the Chorlton Cycleway in Manchester through which the Country's first Cycle Optimised Protected Signal (CYCLOPS) junctions have been completed. Through CYCLOPS, TfGM and districts have found a way to implement fully protected Dutch-style junctions in the UK regulatory environment for the first time. At least 30 other CYCLOPS junctions are currently in development across GM.
- 4.40 At the end of 2021, the new GM Cycle Hire scheme commenced. The scheme, which will roll out in stages, will see 1,500 bikes – including e-bikes, available to the public by summer 2022 in parts of Manchester, Salford and Trafford. Initial usage levels of the first phase of bikes has been strong.
- 4.41 The Active Fund (ATF) has since been updated to suit our new way of living in the post-lockdown world, building on the original Emergency Active Travel Fund (EATF). Although some of the temporary EATF measures have been removed, the need to encourage further delivery of these schemes remains. They were vital in providing opportunities to exercise in the lockdown periods, but the opportunities to create modal shift, improve air quality and encourage healthier habits now and in the future, highlight the need for active travel infrastructure within GM, in addition to supporting COVID-19 recovery. Transport for Greater Manchester continues to work

with district authorities and the Department for Transport to secure funding from further rounds of ATF.

### **Freight and Logistics**

- 4.42 Changes in consumer behaviour and the rise of omni-channel retailing has a significant impact on the movement of goods. Balancing the needs of freight and passenger demand on our transport network is increasingly important as freight continues to grow. We need to maximise the benefit to the economy while also managing the negative impacts on our local road networks and communities. Enabling freight deliveries to be made more efficiently in urban areas could help us achieve major air quality benefits. To help us achieve all of this, work has progressed on developing two freight accreditation schemes, the Construction Logistics and Community Safety (CLOCS) and the Fleet Operator Recognition Scheme (FORS).

### **Managing Our Streets**

- 4.43 In the last 12 months, the GM 24/7 Control Centre has been expanded to facilitate additional network monitoring and management activities, and a suite of additional network management tools (to support early and proactive network interventions) has been developed. There has also been a continued roll out of smart signalling technology at traffic signals and work to explore new technology and traffic control systems, making better use of data and connectivity to improve network efficiency, particularly focussing on traffic signal optimisation providing priority benefits to active travel and bus along with vulnerable road users and the improvement of pedestrian flow and progression at junctions.
- 4.44 A review of all non-essential roadworks to explore ways of working to minimise disruption has developed a standard approach throughout the city region to ensure all works durations are challenged consistently.
- 4.45 The enhanced roadworks permit scheme – for greater coordination and control to limit disruption – has developed a ‘Roadworks Charter’ for all utility companies to sign up to. Wider scrutiny has been undertaken of all major works that impact on the KRN and improved permit compliance has allowed enhanced co-ordination of road works.



## **Maintenance**

- 4.46 A number of key maintenance programmes have been progressed including:
- Committed long-term highway maintenance for KRN assets programme, which is on track for completion by March 2022.
  - KRN maintenance along the A635 Ashton Old Road and A5145 Barlow Moor Road: Ashton Old Road works are completed, Barlow Moor Road (Princess Rd to Palatine Rd) section is completed, the Princess Rd to Wilbraham Rd section will be completed by March 2022.
  - Drainage remediation work along Wigan's section of GM's KRN: Highway drainage repairs are 50% complete. Highway culvert repairs are complete and highway drainage sensors went 'live' in January 2022.
  - Oldham Way KRN Structures Refurbishment: Waterloo Street and Wellington Street Bridge works, structural investigations and assessment reports have been completed and detailed design is underway. Construction is being started in 2022 with completion expected in 2023.

## **Our Integrated Network**

- 4.47 An integrated transport network is required to enable residents and visitors to move seamlessly between services and modes of transport on a single, high quality, easy to use network, maximising choice and supporting less car dependent lifestyles.

### **Update on schemes delivered or in delivery in the last 12 months**

- 4.48 Through the Travel Safe Partnership and Safer Roads GM partnership, several safety and security programmes and awareness campaigns have been implemented. GM has secured funding from government to launch schemes aimed at improving safety throughout the city region. Interventions include campaigns promoting reporting mechanisms for incidents in GM. Oldham Council has installed more CCTV cameras around town centre tram stops. Work has also commenced on the development of a Road Danger Reduction Action Plan.
- 4.49 Early expansion of the electric vehicle charging point network has seen the introduction of several new rapid charge points across GM. Funding has been approved for the retrofitting of 882 buses to comply with more stringent emissions

standards and the replacement of 13 buses. Campaigns, both TfGM and partner led, have highlighted the impact of poor air quality and the need to improve it across the city region. These have been wide ranging from promoting vehicle upgrades (aligned to the GM Clean Air Plan) and have included promotion of electric vehicles, particularly for the taxi sector given the roll-out of dedicated infrastructure.

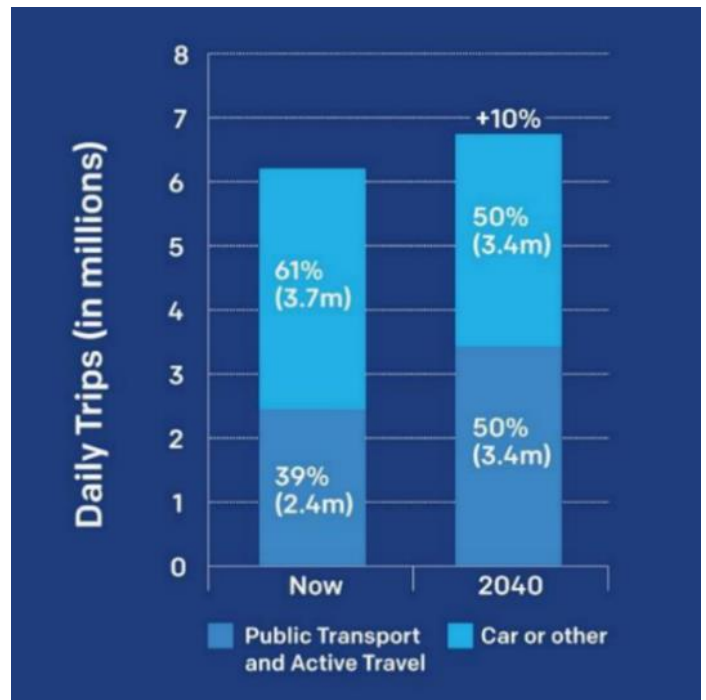
- 4.50 We have continued to work on a series of collaborative projects with other cities to ensure GM remains at the forefront of transport innovation, including the eHubs project which has seen e-Cargo Bike and EV car club schemes launched in parts of Manchester and Bury. E-scooter rental trials are ongoing in Salford and Rochdale.
- 4.51 Several integrated travel information service projects have been piloted including an Educational Hub for all secondary schools giving real time travel information. Further travel information and behaviour change programmes have been developed with an emphasis on addressing travel disruption caused by the COVID-19 pandemic.
- 4.52 Development work on Stockport Interchange has been progressed to prepare the site for construction.

## **5. Measuring Success**

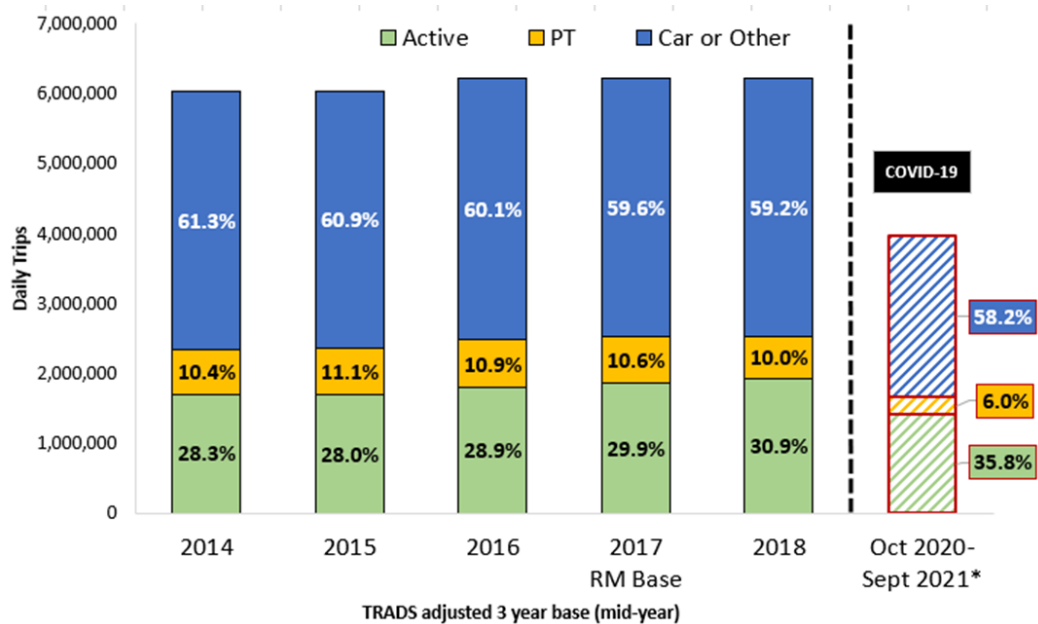
- 5.1 The 2040 Transport Strategy sets out our goals and desired outcomes. To maintain focus, we need to monitor our progress towards achieving these outcomes. We have developed a set of key performance indicators (KPIs) that give a view both of how the network is performing (supply-side indicators) and what customers think of that network (demand-side indicators).
- 5.2 During 2020 and 2021, our ability to measure our progress has been severely disrupted by the pandemic. This is especially true for our customer perception indicators, which are mainly measured through face-to-face surveys. We have either had to postpone data collection or change the data collection methodology. This unfortunately means we are not able to provide monitoring data for some of our KPIs but we hope to resolve this during 2022 as we re-establish our research programmes.

## The Right Mix Vision

5.3 Our 2040 strategy sets out a “Right Mix” target for 50% of all journeys in Greater Manchester to be made by public transport or active travel by 2040, to support our vision for a greener, fairer and more prosperous city-region. This would mean reducing car trips from over 60% in 2017 to no more than 50% of trips per day by 2040. These targets are based on achieving zero net growth in motor vehicle traffic in Greater Manchester over the period to 2040.



5.4 Our findings for 2021 provide a mixed picture in terms of progress towards our Right Mix targets. Unsurprisingly, given the range of restrictions in place during the 2020/2021 period in which data was collected, the number of trips made by Greater Manchester residents decreased by about a third, when compared to the latest pre-COVID position. On average trips were also shorter, with the average trip length decreasing from 6.2km to 5.3km for the 2020 / 2021 period. It should be noted that the tightening and loosening of restrictions during the 2020/2021 survey period dictate that trip volume estimates should not be considered to represent a ‘typical day’ in the way that would have been pre-COVID.



5.5 In terms of the right mix targets, encouragingly, the mode share of active travel has increased to 36% of all trips (from 31%), but public transport has decreased to 6% of all trips (from 10%). Travel by car appears to have reduced by c.1% as a proportion of overall trips, but this is clearly a very fluid situation. Re-building confidence in public transport will be a major focus of our work programme during 2022 as this is such an important component of our overall GM ambitions for a greener, fairer and more prosperous city region, and we will continue to put significant effort into enabling more active travel, particularly for local trips.

5.6 We will continue to monitor the situation to assess the extent to which the travel patterns of 2020/21 are just a short-term response to the conditions of the pandemic, or whether we believe more significant long-term changes have taken root.

## Adaptive Planning for an uncertain future

5.7 We recognise that the world around us is likely to change significantly over the period up to 2040, in ways that we cannot always predict. For example, the spread of COVID-19 throughout 2020 and 2021 has had a profound impact on people's lives and wellbeing in a way that would have been difficult to imagine previously. While it is rare for an external event to have such a huge impact on people's everyday lives and travel behaviours the potential always exists for our plans to be knocked 'off course' by external events.

5.8 That is one of the reasons Greater Manchester has adopted an adaptive, vision-led approach to transport planning. This means that the proposed pathway to achieving

our 'Right Mix' transport vision will be continually monitored, and adjusted if needed, to achieve our goals.

- 5.9 Changes in the way we achieve the Right Mix – necessitated by external events such as COVID-19, but also factors such as population growth – will lead to changes to the type of interventions set out in Greater Manchester's transport plans. This is one of the reasons we update our Greater Manchester Transport Strategy 2040 suite of documents on a regular basis.
- 5.10 We are currently reviewing elements of our Right Mix framework as summarised below:
- i. The development of a new set of right mix targets for town centres.
  - ii. A review of the potential long-term impact of COVID-19 on our ability to meet our Right Mix targets, in particular understanding the risks associated with changing travel trends through recovery from the pandemic.
  - iii. Analysis to understand the relationship between our Right Mix targets and pathways and GM's carbon reduction commitments.
- 5.11 We will publish more on this work in 2022 and have also highlighted some of the broad issues in relation to decarbonising transport below.

## **Network Principle KPIs**

- 5.12 Despite the disruption caused by the pandemic, three key surveys have gone ahead during 2020 and 2021 (in addition to the travel diary surveys):
- The Neighbourhood Survey (2020), which has given us baseline figures for several customer response KPIs in relation to neighbourhood trips.
  - The Multi-Modal Network Principles Survey (2021).
  - The National Highways & Transportation Survey (2020), which have allowed us to track the progress of several network principles KPIs.
- 5.13 A table with the updated figures for the KPIs can be found in Appendix 1. Many of the KPIs have not altered significantly from the baseline, and in many cases

changes are only slight as you would expect given the long-term nature of our desired outcomes. We review KPI performance for each network principle below:

### **Integration**

- 5.14 The KPI monitoring shows a mixed picture in terms of network integration. From a customer perceptions perspective, more people feel they have real choice in how they travel (up from 52% in 2018 to 62% in 2021) and ease of interchange between public transport modes has improved (with trams still outperforming bus and train for ease of interchanging between services).
- 5.15 However, there has been a decline in the percentage of people who say it is easy to use different forms of transport in one journey on Greater Manchester (76% said it was easy in 2021, down from 80% in 2018). There has also been a decline in the percentage of people who agree that the way fares are set up to allows travel by any public transport and any operator in Greater Manchester (53% agree in 2021, down from 59% in 2019). Satisfaction with travel information has also declined slightly.
- 5.16 From an operational perspective, the proportion of people who have access to a good level of public transport services reduced by 6.5% between February 2020 and September 2021, primarily as a result of the contraction in the bus network over that period.

### **Reliable**

- 5.17 While there has been a decline in the percentage of people say that their journey times in Greater Manchester are always or often predictable (53% in 2021, down from 57% in 2018), there has been an increase in people's satisfaction with punctuality of buses and trains (albeit from a very low level of satisfaction) and a very slight reduction in satisfaction with tram reliability (from a very high level of satisfaction). Similarly, people are more satisfied with the reliability of car travel. There has been a reduction in the proportion of people who are always or often stressed when travelling in GM. From a network performance perspective, both public transport punctuality and highway journey time reliability have improved over the period since 2019. Again, it is difficult to draw too many firm conclusions from these KPIs due to the impact of covid on travel patterns and network performance. We will need to keep these indicators under careful review.

## **Inclusive**

- 5.18 In terms of ease of access to the network there has been some minor improvements to how easy people (including those with a disability) find it to travel to different destinations by any form of transport. However, those without a car saw a very slight decline in satisfaction with this indicator. In terms of affordability, there has been a decline in the percentage of people who agree that they can afford to travel by public transport as much as they want (62% agree in 2021, down 65% in 2019).
- 5.19 Relative to RPI, the relative cost of travelling by car has decreased by 12% between 2001 and 2021, while the cost of travelling by train has increased by 21% over the same period. Although the relative cost of Metrolink travel has decreased by 6%, it is at a slower rate than the decline in the cost of travelling by car. Unfortunately, due to data issues resulting from the pandemic, we are currently unable to provide a figure for bus travel. However, up to 2019 there had been a 15% increase in the relative cost of bus travel.

## **Safe and Secure**

- 5.20 In 2020, the number of incidents of people being killed or serious injured on Greater Manchester's roads decreased by 32 percent from 2018 levels. However, our personal security KPIs have seen the most significant reductions in satisfaction. There has been a decline in the percentage of people who are satisfied with their personal security: whilst waiting for and travelling on public transport, when walking and cycling and when travelling by car and in car parks. People's satisfaction with personal security tends to be significantly lower at night – particularly when waiting for public transport and when walking.
- 5.21 The performance of the supply KPI for crime and anti-social behaviour on the public transport network is at odds with the performance of the corresponding customer perception KPIs, as it shows a 30-percentage point decrease between 2019 and 2020. This difference may, in part, be explained by decreased patronage across the network; when we take account of the number of passenger journeys there has been an increase in crime and ASB on the network; the incident rate per million passenger journeys increased from 26 in December 2019 to 34 in December 2020.

## **Well-Maintained**

- 5.22 There has been a decline in the percentage of people who were satisfied with the condition of pavements (50% in 2020, 53% in 2019) and the condition of cycle routes (50% in 2020, 53% in 2019). There has also been a decline in the percentage of people who say they are satisfied with the condition of the waiting environment for tram (73% in 2021, 82 in 2018) and train (64% in 2021, 79% in 2018).
- 5.23 The percentage of the key route network (classed as some of the most important roads in GM) where maintenance should be considered has reduced from 25.6% in 2018/19 to 22.5% in 2020/21. So, there may be a lag in terms of these improvements to highways maintenance being reflected in people's perceptions or there may be a need to better publicise the work that is being done to maintain the highway network. There is also a need for cross-GM activity to determine what can be done to improve people's perceptions of pavement and cycle route condition. Tackling pavement parking, for example, would be beneficial for maintaining good pavement condition.

## **Healthy**

- 5.24 We have seen a 12% increase (from 31% in 2018 to 43% in 2021) in the proportion of people who agreed or strongly agreed that Greater Manchester transport network encourages you to walk or cycle as part of your trips, which we hope reflects the ongoing investment in active travel measures across the conurbation.

## **Environmentally Responsible**

- 5.25 There has been a significant increase in the proportion of people that agree or strongly agree that Greater Manchester's transport network encourages people to travel in an environmentally responsible way (an increase of 13% from 43% in 2018 to 56% in 2021). This demonstrates that the ongoing public engagement on the Bee Network and the roll out of new sustainable transport infrastructure and services is having an impact on people's perceptions of the network. However, there is clearly much more to do this in this area.
- 5.26 In terms of carbon emissions, there is a significant lag in the data we receive from central government on carbon emissions for transport, so the latest data we have is from 2019 and does not reflect the impacts of the pandemic. However, between 2017 and 2019, we saw just a 0.02% decrease in annual transport carbon emissions



(excluding aviation, shipping and military), which are primarily from road transport. This is against a wider GM target to reduce carbon emissions by c.15% each year. Clearly, transport needs to start playing a much bigger role in meeting GM's carbon emissions. This is discussed further in the next section.

- 5.27 These KPIs are all being carefully reviewed by relevant TfGM and local authority officers to discuss and agree ongoing priorities for improving performance in future years. We will provide a more comprehensive update in the summer.

## **6. Emerging Priorities for 2022**

### **Bee Network Delivery**

- 6.1 The next 12 months will be crucial in terms of developing and delivering the next crucial components of our Bee Network vision, through our ambitious transport infrastructure programme which is currently being agreed with Government via our £1.07bn City Regional Sustainable Transport Settlement. Our transport capital programme is large and complex and will need to be carefully co-ordinated and monitored across TfGM and the ten local authorities, in close partnership with National Highways and Network Rail and other key stakeholders. It will need careful engagement with local communities and transport users to ensure that schemes meet local needs and deliver their intended outcomes. Some difficult decisions will also be required to ensure we deliver the right quality and scale of infrastructure to enable more people to travel on foot, by bike and by public transport.
- 6.2 Alongside this major capital infrastructure programme, there will be significant ongoing planning and delivery to prepare for bus franchising, to enable buses to play their full part in an integrated and sustainable London-style transport system. Work will be required across all aspects of the bus offer, including: service planning, fleet enhancements, passenger facilities and bus priority, network management, fares and ticketing, and customer information. Ongoing dialogue with government will be critical to ensure that we receive sufficient funding to support the recovery and ongoing transformation of our bus, Metrolink and rail services in GM. We also expect to see shared transport playing a bigger role, with the development of mobility hubs at key locations and ongoing development of our ambitions for cycle hire, car clubs and e-scooter rental schemes. All of which is to provide people with

an attractive, inclusive and sustainable alternative to using privately owned vehicles. Work will also continue to create a safer environment on our streets, and GM intends to publish and implement a road danger reduction action plan in 2022. Finally, there will be significant work in 2022 to influence the design and delivery of HS2 proposals to ensure that the benefits of this national investment are maximised for Greater Manchester and are well integrated into the wider Bee Network.

### **Building Back Better from the Pandemic and Levelling Up**

- 6.3 2022 brings ongoing uncertainty around the short and long-term impact of the pandemic on people's day to day activities and travel patterns. Transport will play a critical role in supporting Greater Manchester's recovery from the pandemic, and significant focus will be placed on re-building people's confidence in using public transport (including improving perceptions of personal security and the risks of transmission of Covid when travelling). It will also be important to maintain momentum around the growth in walking and cycling that we've seen during the pandemic by continuing to transform our active travel provision as part of the wider Bee Network offer.
- 6.4 The Levelling Up White Paper reinforces the approach taken in Greater Manchester to promote the Bee Network as an inclusive and integrated transport system to enable people to access vital employment, education, health and leisure opportunities. We will review our performance and progress management systems to ensure that Members can be advised on the extent to which improvements have enabled us to close the gap between the London travel offer and that available here, as per the Government's stated mission. This will support future case-making for further policy and funding reforms to Government on behalf of GMCA and the Transport Committee. Work will continue in 2022 to ensure that GM's transport network meets the diverse needs of all communities and is designed and priced in a way that helps to tackle our deep inequalities. Alongside this there will be significant emphasis on ensuring that new developments coming forward through 'Places for Everyone' are supported by the right transport infrastructure and services and enable sustainable travel behaviour.

## **Decarbonising Transport in GM**

- 6.5 Following on from the publication of DfT's Transport Decarbonisation Plan, COP26 and the GM Green Summit in the autumn, it is crucial that GM makes further progress on tackling carbon emissions from transport, alongside plans to clean up the air we breathe.
- 6.6 Transport related carbon emissions represent the largest proportion of Greater Manchester's total emissions, at around a third. Petrol and diesel fuelled cars, LGVs and HGVs are the source of over 90% of the entire transport sector's emissions, and whilst over time other sectors have seen declines in emissions, transport and, specifically, highways emissions remain stubbornly high. To achieve Greater Manchester's ambition of carbon neutrality by 2038, emissions from the transport sector, particularly those deriving from petrol and diesel fuelled vehicles will need to reduce significantly and swiftly.
- 6.7 Delivering our Bee Network ambitions and achieving our right mix target will make an extremely important contribution to our carbon reduction ambitions, but, on their own, will not be sufficient to meet GM's carbon commitments. To meet the scale and pace of reductions required, UK city regions like GM need to be part of a much more co-ordinated national approach to reduce the need to travel, shift travel onto more sustainable modes of transport, and to rapidly decarbonise vehicle fleets.
- 6.8 The sorts of interventions that are likely to be required include: a significant uplift in revenue funding to recover and expand public transport services (particularly bus services which have greater potential for rapid expansion) and to reduce fares; greater investment in active travel infrastructure; widespread roll-out of electric car clubs and other shared mobility services to provide a viable alternative to individual car-keeping; investment in national and local travel behaviour change programmes; and establishment of national road traffic reduction targets and traffic speed reduction measures (across the strategic and local road networks).
- 6.9 Given the scale of the carbon challenge and the commitment in the Streets for All Strategy to develop a road traffic reduction plan for GM, it may now be necessary to move from a position of aiming for net zero traffic growth through to 2040, to identifying further targets for modal shift that could support traffic reduction over time in GM. Further work is required to establish the scale of modal shift and what

potential for traffic reduction could be appropriate and credible in this regard. To inform this, we are still awaiting the publication of the Local Authority Toolkit which was a major commitment of the DfT's Decarbonising Transport Plan, but do not anticipate that this will contain all the tools and funding required to achieve either local or national transport decarbonisation commitments. We will continue to engage proactively with central Government on this critical issue and will come back to GMTC through 2022 with further updates on this important topic.

## **7. Next Steps and Recommendations**

- 7.1 This report provides an informal update on progress over the first year of our five-year transport delivery plan to reflect on what's been achieved, what has changed and what key priorities for the year ahead.
- 7.2 We intend to prepare and publish a more formal Progress Report in summer 2022. which will include an update on:
- Capital and revenue funding that is delivering the programme of transport investment;
  - The KPIs and further detail on how they are shaping our transport investment priorities;
  - Transport schemes and programmes in delivery and development;
  - An update on progress and the proposals within the future CRSTS programme; and
  - An update on key policy / strategy areas including updates on levelling up, carbon, clean air, Places for Everyone, road danger reduction and the preparation of emerging sub-strategies including for local bus strategy and shared mobility.
- 7.3 The GMTC is requested to note and comment on the content of this Greater Manchester Transport Strategy 2040 Progress Report update and the priorities for the year ahead.

**Simon Warburton**

**Transport Strategy Director**

## Appendix 1: GMTS 2040 KPIs

There are two types of indicator in the table below

- Customer responses or 'demand-side' indicators that tell us what's happening in the travel market: patronage, mode split, satisfaction, propensity to use etc.
- Operational or 'supply-side' is about how much we do (and how well we do it) to affect customer choices and perceptions.

Both need to be considered together because although customer data shows what works, the results lag behind our actions, so we need to know that those actions are happening according to plan in real time.

Where an indicator is based on survey data, **yellow highlights** denote a statistically significant change at the 95% confidence level.

Network Principles KPIs – Customer Responses								
	Indicator		Value	Date	Change	Question	Response	Source
Integrated	Ease of making multi-mode trips		80% 76%	2018 2021	↓4ppts	How easy or difficult is it for you to use different forms of transport in one journey in Greater Manchester	Easy + Very Easy	MMNP
	Multi-modal fares		59% 53%	2019 2021	↓6ppts	The way fares are set up allows travel by ANY public transport and ANY operator in Greater Manchester	Agree + Strongly Agree	Fares survey (2019) MMNP (2021)
	Real choice		52% 62%	2018 2021	↑10ppts	How often do you feel you have a choice of transport?	Always + Often	MMNP
	Ease of interchange	Bus	75% 80%	2018 2021	↑5ppts	How you would rate the following aspects when travelling by [mode]?: Ease of connecting to onward bus/ train/tram	Satisfied + Very Satisfied	MMNP
		Tram	85% 86%	2018 2021	↑1ppt			
		Train	61% 71%	2018 2021	↑10ppts			
	Being well-informed		81% 79%	2019 2021	↓2ppts	Overall, I am satisfied with the travel information available in Greater Manchester	Agree + Strongly Agree	CTI (2019) MMNP (2021)
Inclusive	Ease of access	All	74% 76%	2019 2020	↑2ppts	How easy or difficult do you find travelling to [selection of destinations] (by any form of transport)?	Very easy + easy (weighted average of KBI 03, KBI 04, KBI 05)	NHT
		Disability	62% 65%	2019 2020	↑3ppts			
			71% 70%	2020 2019	↓1ppt			
		No car	70%	2019				
	PT affordability		65% 62%	2019 2021	↓3ppts	I can afford to travel by public transport as much as I like	Agree + Strongly Agree	Fares survey (2019) MMNP (2021)
Heal	Fair fares		63%	2019	From 2018: ↑3ppts	I get a fair deal for the fares I pay	Agree + Strongly Agree	Fares survey
	Healthy		31% 43%	2018 2021	↑12ppts	Do you agree or disagree that GMs transport network encourages you to walk or cycle as part of your trips?	Agree + Strongly Agree	MMNP
	Environmentally responsible travel		43% 56%	2018 2021	↑13ppts	Do you agree or disagree that GMs transport network encourages people to travel in an environmentally responsible way?	Agree + Strongly Agree	MMNP

	Quality of local environment	68%	2019	N/A (baseline)	Composite of: Noise levels from traffic: 74% Pollution from traffic: 60% My neighbourhood has a clean environment: 70%	Good + Very Good/ Agree + Strongly Agree	Neighbourhoods survey
Reliable	Journey time predictability	57% 53%	2018 2021	↓4ppts	How predictable are your journey times in Greater Manchester?	Always + Often predictable	MMNP
	Stress	23% 17%	2018 2021	↓6ppts	How often are your journeys within Greater Manchester stressful?	Always + Often Stressful	MMNP
	Punctuality at the stop/station	Bus 62% 67%	2018 2021	↑5ppts	How you would rate the following aspects when travelling by bus/tram/train?: Punctuality of arrival time at the stop/station	Satisfied + Very Satisfied	MMNP
		Tram 91% 88%	2018 2021	↓3ppts			
		Train 53% 63%	2018 2021	↑10ppts			
	Punctuality arriving at destination	Bus 76% 78%	2018 2021	↑2ppts	How you would rate the following aspects when travelling by bus/tram/train?: The [mode] arrives at the destination at the time you expect it to arrive	Satisfied + Very Satisfied	MMNP
		Tram 93% 90%	2018 2021	↓3ppts			
		Train 62% 68%	2018 2021	↑6ppts			
	Car punctuality	66% 71%	2018 2021	↑5ppts	How you would rate the following aspects when travelling by car?: Arriving at the time you want to arrive	Satisfied + Very Satisfied	MMNP
	Car congestion	40% 44%	2018 2021	↑4ppts	How you would rate the following aspects when travelling by car?: Traffic congestion	Satisfied + Very Satisfied	MMNP
Safe	Feeling safe from traffic	Walk 75% 74%	2018 2021	↓1ppt	How you would rate the following aspects when walking/travelling by bike?: Feeling safe from traffic during the day	Satisfied + Very Satisfied	MMNP
		Bike 51% 62%	2018 2021	↑11ppts			
Secure	Personal security while waiting for PT (day)	Bus 83% 87%	2018 2021	↑4ppts	How you would rate the following aspects when travelling by bus/train/tram?: Personal security waiting at the stop/station during the day	Satisfied + Very Satisfied	MMNP
		Tram 90% 84%	2018 2021	↓6ppts			
		Train 88% 78%	2018 2021	↓10ppts			
	Personal security whilst waiting for PT (night, relative to day)	-27% -31%	2018 2021	↓4ppts	Average % point reduction across PT modes for above question when asked about "at night"	Satisfied + Very Satisfied	MMNP
	Personal security on PT (day)	Bus 87% 91%	2018 2021	↑4ppts	How would you rate the following aspects when travelling by bus/train/tram?: Personal security while travelling on a bus/train/tram during the day	Satisfied + Very Satisfied	MMNP
		Tram 89% 79%	2018 2021	↓10ppts			
		Train 84% 76%	2018 2021	↓8ppts			
	Personal security on PT (night, relative to day)	-27% -26%	2018 2021	↑1ppt	Average % point reduction across PT modes for above question when asked about "at night"	Satisfied + Very Satisfied	MMNP
	Personal security walking	Day 81% 75%	2018 2021	↓6ppts	How would you rate the following aspects when walking?: Personal security during the day/at night	Satisfied + Very Satisfied	MMNP
		Night 55% 41%	2018 2021	↓13ppts			

	Personal security cycling	Day	68% 62%	2018 2021	↓6ppts	How would you rate the following aspects when travelling by bike?: during the day/at night	Satisfied + Very Satisfied	MMNP
		Night	32% 41%	2018 2021	↑11ppts			
	Personal security car	Parking (day)	81% 73%	2018 2021	↓8ppts	How would you rate the following aspects when travelling by car?: Personal security at parking areas during the day/at parking areas at night/in your vehicle	Satisfied + Very Satisfied	MMNP
		Parking (night)	57% 71%	2018 2021	↑14ppts			
		In vehicle	85% 80%	2018 2021	↓5ppts			
Well-maintained	Highway condition		32% 34%	2019 2020	↑1ppt	Thinking about roads and transport locally, how satisfied or dissatisfied are you with the following...?	Satisfied + Very satisfied	NHT
	The condition of pavements		53% 50%	2019 2020	↓3ppts	Thinking about roads and transport locally, how satisfied or dissatisfied are you with the following...?	Satisfied + Very Satisfied	NHT
	Condition of cycle routes		53% 50%	2019 2020	↓3ppts	How satisfied or dissatisfied are you with each of these locally...?	Satisfied + Very Satisfied	NHT
	Waiting environment (shelter, litter etc.)	Tram	62% 65%	2018 2021	↑3ppts	How would you rate the following aspects when travelling by bus/tram/train?	Satisfied + Very Satisfied	MMNP
		Train	82% 73%	2018 2021	↓9ppts			
		Bus	79% 64%	2018 2021	↓15ppts			
Resilient	Resilience – PT		31% 45%	2018 2021	↑14ppts	Do you agree or disagree that Greater Manchester's public transport network is able to withstand unexpected events and weather conditions?	Agree + Strongly Agree	MMNP
	Resilience – road network		28% 42%	2018 2021	↑14ppts	Thinking about GMs road network now, do you agree or disagree that it is able to withstand unexpected events and weather conditions?	Agree + Strongly Agree	MMNP

Network Principles KPIs – Operational View								
	Indicator		Value	Date	Change	Measurement	Source	
Integrated	PT Network coverage		82% 75.5%	Feb 2020 Sept 2021	↓6.5% ppts	Proportion of GM population at GMAL Level 4 or better.		
Inclusive	Travel cost by mode, relative to RPI.	Bus	-*	2021	From 2018 -	Index of cost of travel, average peak fare, from 2001 base.  *We aren't currently able to calculate a bus fare figure, due to data collection issues during the pandemic.		
		Tram	-6%		↓-1.9%			
		Train	+21%		↑0.8%			
		Car	-12%		↑0.1%			
Environment	NOx & PM emissions		Full details are available from the Clean Air Greater Manchester Annual Status Reports: <a href="https://cleanairgm.com/data-hub/monitoring-reports">https://cleanairgm.com/data-hub/monitoring-reports</a>					
	Transport CO <sub>2</sub> emissions in GM		4,564.2 kilo-tonnes	2019	From 2017 ↓0.02%	Annual CO <sub>2</sub> emissions, all transport excl. aviation, shipping & military. Excludes CO <sub>2</sub> embedded in construction.	BEIS	
Reliable	PT punctuality	Bus	91.1%	2020	↑8.6 ppts	Proportion of bus services departing? between 1 min early and 6 mins late.	Rail: ORR  Bus: TfGM surveys	
		Northern Rail*	76.2%		↑25.1% ppts	Proportion of train services departing? between 1 min early and 1 min late.		
		Bus	108sec	2021	0sec	* Refers to whole TOC network, not GM geographical area Average excess waiting time (seconds)		

		Tram	67.65sec		↑18.65sec		
	Highway journey time reliability		88.5% 90.3%	2019 2020	↑1.8ppts	Proportion of journeys within +/-25% of median journey time.	TfGM Bluetooth network
Safe	KSI number	Total	512	2020	From 2018: ↓32%	Aged 14 and under	DfT Stats19 Data
		Pedestrians	150		↓41%		
		Cyclists	83		↓33%		
		Children	42		↓52%		
	KSI Rate per million km	Pedestrians	0.5	2019	↓17%		DfT Stats19 Data + TRADS
		Cyclists	0.6		↓25%		
Secure	Crime & ASB on transport networks		8,502 5,937	2019 2020	↓30% ppts	Annual all reported crime and ASB incidents on the public transport network	TravelSafe
Well-maintained & Resilient	KRN where maintenance should be considered		25.6% 22.5%	2018/ 19 2020/ 21	↓3.1ppts	% of KRN with carriageway condition classified as red or amber.	GM Districts

Spatial Theme KPIs – Customer Responses							
	Indicator	Value	Date	Change	Question	Response	Source
Global	Non-car mode share for GM-originating passenger journeys to airport	7%	2017/ 19	N/A			TRADS
Regional Centre	Non-car mode share	79%	2019	From 2018 ↑1 ppt	Proportion of trips arriving in AM peak		Cordon counts
	Easy to get to (GM residents)	82%	2018	N/A (baseline)	How easy or difficult is it to travel to the Regional Centre <sup>1</sup> in the daytime (before 6pm)	Easy/very easy	Town Centres
	Pleasant place to walk around and spend time	Residents	2018	N/A (baseline)	How do you rate [centre] for the following? Pleasant places to sit outside, relax and walk around	Good + Very Good	Town Centres
		Visitors					
	Feeling safe after dark	Residents	2018	N/A (baseline)	How do you rate [centre] for the following?	Good/ very good	Town Centres
		Visitors					
	‘Liveability’	26%	2018	N/A (baseline)	I would not consider living in the Regional Centre	Disagree + Strongly Disagree	Town Centres
	Regional centre road traffic levels	20,620	2019	From 2018 ↓3.2%	Number of motor vehicles arriving in the AM peak		Cordon counts
Across	Theme share of trips as per Right Mix	15%	2017	N/A (baseline)			TRADS
	Active Travel + Public Transport mode share of this Theme	59%	2017	N/A (baseline)			TRADS
	Easy to access town centres (8-centre <sup>2</sup> average)	90%	2018	N/A (baseline)	How easy or difficult is it to travel to the [centre] in the daytime (before 6pm)	Easy/very easy	Town Centres



Neighbourhoods	Pleasant to visit town centres		54%	2018	N/A (baseline)	How do you rate [centre] for the following? Pleasant places to sit outside, relax and walk around	Good/ very good	Town Centres
	Ease of interchange	Bus	75% 80%	2018 2021	↑5 ppts	How you would rate the following aspects when travelling by [mode]? Ease of connecting to onward bus/ train/ tram	Good/ very good	MMNP
		Tram	85% 86%	2018 2021	↑1 ppt			
		Train	61% 71%	2018 2021	↑10 ppts			
	Theme share of trips as per Right Mix		36%	2017				TRADS
	Active Travel + Public Transport mode share of this Theme		17%	2017	N/A (baseline)			TRADS
	Perception of safety	Daytime	87%	2020	N/A (baseline)	How do you rate your neighbourhood for the following when travelling around?	Good + Very Good	Neighbourhoods survey
		After dark	59%					
	Active travel as natural choice for many short journeys		83%	2020	N/A (baseline)	Which type of transport do you use most frequently to get to places you visit within your neighbourhood?	Active travel %	Neighbourhoods survey
	Proportion of n'hood journeys made by...	Walking	52.1%	2017/19	From 2014-16 ↑0.7 ppts	Proportion of trips < 2km for which the main mode is walking/cycling		TRADS
		Cycling	2.2%		↑0.4 ppts			
	Perceived ease of travelling around n'hoods	Walking	78%	2020	N/A (baseline)	How do you rate your neighbourhood for the following when travelling around? Ease of walking around the neighbourhood Ease of cycling on roads in the neighbourhood	Good/ very good	Neighbourhoods survey
		Cycling	33%					
	Perceived impact of traffic on local roads		65%	2020	N/A (baseline)	Composite of "How do you rate your neighbourhood for the following when travelling around?": Noise levels from traffic (74%) Pollution from traffic (60%) How close vehicles are to pedestrians (61%)	Good/ very good	Neighbourhoods survey
	Theme share of trips as per Right Mix		42%	2017	N/A (baseline)	% of all trips that are 2km or shorter excluding trips with an end in the Regional Centre		TRADS
	Active Travel + Public Transport mode share of this Theme		55%	2017	N/A (baseline)			TRADS
	Use of local shops/ facilities		83%	2020	N/A (baseline)	Visit the following locations at least monthly: large supermarket, small supermarket, local newsagents or corner shop, retail park, shop for non-food and market(s)		Neighbourhoods survey

Key to sources:

MMNP: Multi-Modal Network Principles Survey, TfGM-commissioned, 3,381 household interviews (2018); 4001 phone interviews (2021) with GM residents

Fares survey: TfGM-commissioned, on-street interviews with 4,000 fare-paying users of public transport in GM

NHT: National Highways & Transportation Survey, District Council-commissioned postal survey of over 7,000 residents

Neighbourhoods Survey: TfGM-commissioned household interviews with around 3,000 GM residents

TRADS: TfGM-commissioned travel diary, around 2,500 households annually

Town Centres Survey: TfGM-commissioned, 3,627 GM residents (household) and 424 Regional Centre visitors (on-street)

CTI: Customer Travel Information Survey, TfGM-commissioned, face-to-face interviews with 2,134 residents and 401 visitors.


## Appendix 2: Our Five-Year Transport Delivery Plan (2021-2026) Maps

### Map1 – Committed Transport Interventions


(Update to Map 1 – Our Transport Delivery Plan 2021–26)

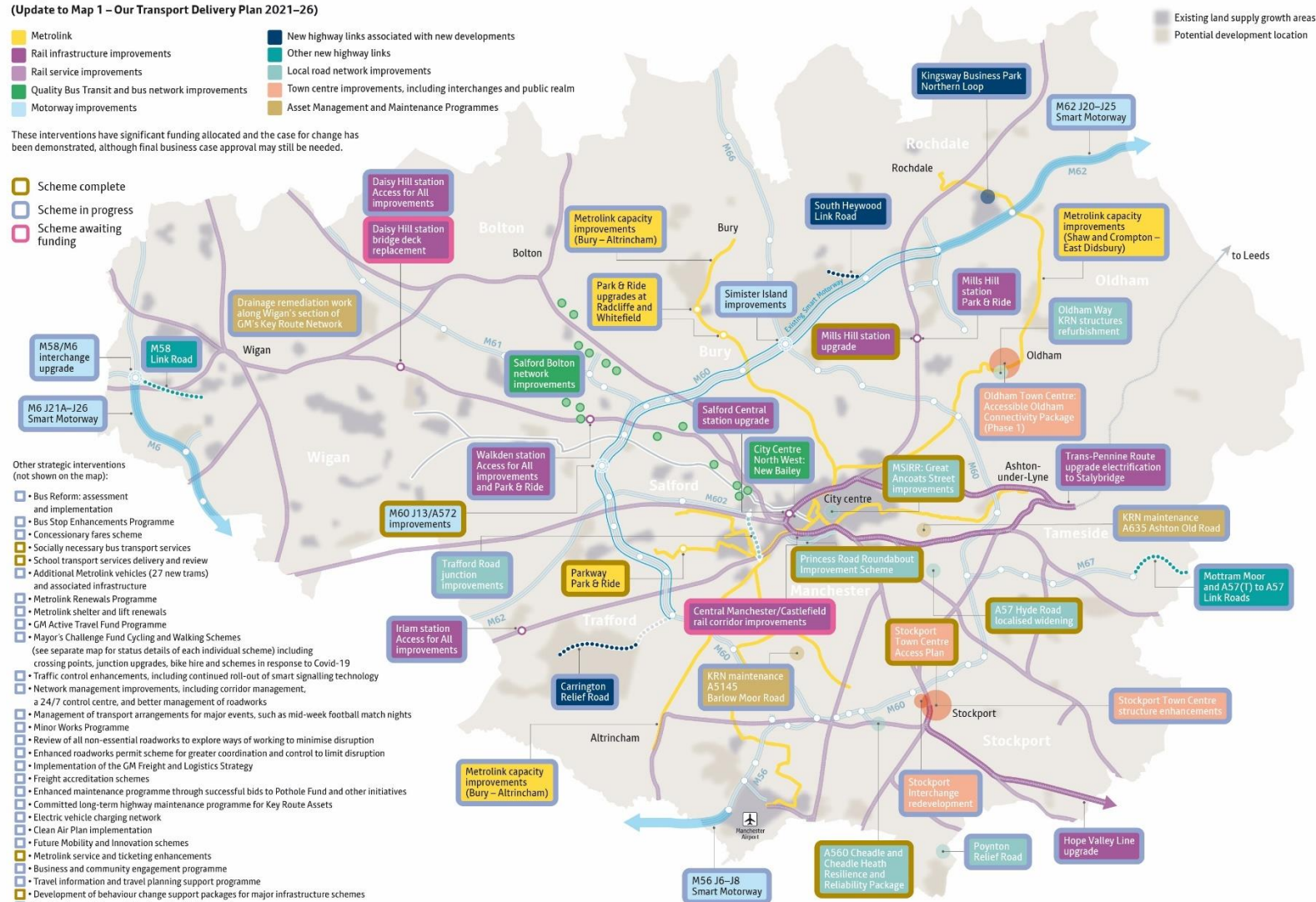
- |  |   |
|--|---|
|  Metrolink  |  New highway links associated with new developments                |
|  Rail infrastructure improvements                 |  Other new highway links   |
|  Rail service improvements                        |  Local road network improvements                                   |
|  Quality Bus Transit and bus network improvements |  Town centre improvements, including interchanges and public realm |
|  Motorway improvements                            |  Asset Management and Maintenance Programmes                       |

These interventions have significant funding allocated and the case for change has been demonstrated, although final business case approval may still be needed.

-  Scheme complete
-  Scheme in progress
-  Scheme awaiting funding

- Other strategic interventions  
(not shown on the map):

- 
- Bus Reform: assessment and implementation
  - Bus Stop Enhancements Programme
  - Concessionary fares scheme
  - Socially necessary bus transport services
  - School transport services delivery and review
  - Additional Metrolink vehicles (27 new trams) and associated infrastructure
  - Metrolink Renewals Programme
  - Metrolink shelter and lift renewals
  - GM Active Travel Fund Programme
  - Mayor's Challenge Fund Cycling and Walking Schemes  
(see separate map for status details of each individual scheme) including crossing points, junction upgrades, bike hire and schemes in response to Covid-19
  - Traffic control enhancements, including continued roll-out of smart signalling technology
  - Network management improvements, including corridor management, a 24/7 control centre, and better management of roadworks
  - Management of transport arrangements for major events, such as mid-week football match nights
  - Minor Works Programme
  - Review of all non-essential roadworks to explore ways of working to minimise disruption
  - Enhanced roadworks permit scheme for greater coordination and control to limit disruption
  - Implementation of the GM Freight and Logistics Strategy
  - Freight accreditation schemes
  - Enhanced maintenance programme through successful bids to Pothole Fund and other initiatives
  - Committed long-term highway maintenance programme for Key Route Assets
  - Electric vehicle charging network
  - Clean Air Plan implementation
  - Future Mobility and Innovation schemes
  - Metrolink service and ticketing enhancements
  - Business and community engagement programme
  - Travel information and travel planning support programme
  - Development of behaviour change support packages for major infrastructure schemes
  - Continuing work through the TravelSafe Partnership
  - Partnership working through Safer Roads Greater Manchester (SRGM)



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(Update to Map 4 – Our Transport Delivery Plan 2021–26)

 Scheme complete

**ATF** Active Travel Fund scheme

 Scheme in progress

 Scheme awaiting funding

Status correct at time of production



**In the next five years...**

 **Committed to delivery**

Active Neighbourhoods

- Upgraded junctions or New Crossing Points

### Other strategic interventions

(not shown on the map):

- **4** • GM Bike Hire Phase 1
- **5** • GM Active Neighbourhoods Support
- **5** • GM Safety Camera digitisation and upgrade
- **6** • Bee Network Crossings

February 2022

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## Appendix 3: Table of Committed Interventions

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
<b>Our Bus</b>				
<b>Local Bus</b>				
Bus Reform: assessment and implementation	To consider realistic options for reforming the bus market in Greater Manchester as a potential mechanism to help achieve the vision for bus from the 2040 Strategy.	TfGM on behalf of GMCA	Early 2023 (subject to Judicial Review outcome)	In 2021, the decision was taken to run buses in Greater Manchester under a system called franchising. Under franchising, GMCA will coordinate the bus network and contract bus companies to run the services.

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Salford Bolton Network Improvements	To create shorter, more reliable journey times for all road users and deliver better access to employment and local facilities for bus passengers as well as active travel measures.	Salford City Council / Bolton Council	End 2022	<p><u>Bolton Programme</u></p> <p>The majority of the Bolton programme has been delivered, with 2 further schemes (St Peters Way and Newport Street Interchange) completed in October &amp; November 2021 respectively.</p> <p>The final Bolton scheme (Bradshawgate) has been approved and is due to start on site in Jan/Feb 2022 with completion by Autumn 2022</p> <p><u>Salford Programme</u></p> <p>5 schemes have been completed, including most recently those in Pendleton and Swinton. Works are currently on site to improve the A666 and Belvedere Road / Frederick Road junction and are due to be completed by Summer 2022. The Walkden Park &amp; Ride scheme is due to be tendered shortly, with a view to starting on site in early 2022 and the final Salford scheme (junction improvements on the A580) is also due to start on site in 2022, subject to detailed design and approvals."</p>
Bus stop enhancements programme to improve waiting facilities at stops	Improve accessibility to encourage mode shift by increasing the attractiveness of bus networks.	Local authorities/TfGM	Mar-22	<p>Almost 85% of the programme has been delivered, with works completed in 7 out of the 10 GM districts. Works are currently on site in Bolton, with Wigan and Trafford due to start their programme delivery early in 2022. When fully complete, the Bus Stop Accessibility programme will have delivered over 400 upgraded bus stops across GM.</p>

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Concessionary fares scheme	To provide free or reduced cost travel for specific groups including the elderly, young and disabled people. This will also encourage mode shift in Greater Manchester.	TfGM	Ongoing	Concessionary travel passes continue to be provided in GM.
Socially necessary bus transport services delivery and review (including supported bus services, Ring & Ride and Local Link)	To provide socially necessary public transport services which are not commercially viable, using where possible zero tailpipe Emission Capable (ZEtC) vehicles.	TfGM	Ongoing	Continue to maintain budget support for general services and T&C in places to commit to Euro VI vehicles by May 22. Electric vehicles have been submitted as part of TfGM's BSIP submission. An extension retrofit programme is in place.
School transport services delivery and review	To deliver opportunities for more efficient school transport across Greater Manchester, using where possible zero tailpipe Emission Capable (ZEtC) vehicles.	TfGM	Ongoing	TfGM have maintained its supported school network for the 21/22 academic year and as part of the T&C will introduce Euro VI requirements on vehicles from the next academic year. Where viable YSB vehicles will be retrofitted.
City Centre North West: Deansgate – New Bailey – Chapel St Area	To improve the streets in the area for walking, cycling and placemaking, along with the reliability of bus journey times. Improvements include public realm enhancements, temporary measures and bus gate improvements.	Manchester City Council / Salford City Council	Ongoing	Phased delivery of interventions is ongoing.

## Our Metrolink

Metrolink

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Additional Metrolink vehicles (27 new trams) and associated infrastructure – enabling the use of more double unit vehicles between Bury and Altrincham, and Shaw and East Didsbury	To increase Metrolink capacity into and through the Regional Centre, in order to facilitate continuing economic growth and access to services and encourage mode shift.	TfGM	Jun-22	(From TCF2 Report Sept 21) To date, 10 trams have been delivered and are available for operational service. The subsequent 17 trams will be delivered in 2-4-week intervals over the next 10 months with the last tram expected to arrive in June 2022.
Metrolink Renewals Programme	To intelligently invest in timely asset replacement.	TfGM	Ongoing	A tranche of Metrolink asset renewals were delivered in 2021. There is a significant programme of works being planned for 2022, with the aim of minimising the necessary disruption to passengers.
<b>New Stops and Upgrades</b>				
Shelter and Lift Renewals	To provide Metrolink shelter upgrades and lift renewals across Greater Manchester.	TfGM	Ongoing	Part of Metrolink Renewals - see above
<b>Our Rail</b>				
<b>Rail</b>				
Hope Valley Line improvements (to Sheffield) including new passing facilities	To increase capacity so that the line can continue to carry mixed traffic and complement NPR services. Line improvements will improve reliability of services between Manchester and Sheffield.	Network Rail	TBC	Network Rail are progressing with delivery of the infrastructure interventions. Capacity limitations into both Manchester and Sheffield means that there are currently no plans to introduce the addition fast passenger train path, but completion of the upgrades will support freight movements and improve performance along the line.
Central Manchester Rail Network (including Castlefield corridor) enhancements- early interventions	To begin to address the critical capacity constraints on the rail network in the Regional Centre, which will need to grow further to accommodate the forecast levels of employment growth.	TfGM / Network Rail / TfN / DfT	Tranche 1 schemes to Full Business Case by Q3 2022	Single option selected for Manchester Oxford Road improvements, which are progressing to further detail design. Other early Tranche 1 interventions still being considered.

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Salford Central station upgrade	To provide additional capacity by re-opening disused platforms (3, 4 and 5). This will improve access to this part of the City Centre by rail, reducing pressure on neighbouring stations/ corridors.	TfGM/ Network Rail / Salford City Council	2024	Outline design completed - looking to award detailed design in early 2022 subject to Network Rail.
Daisy Hill Station Access for all Improvements	To maximise existing rail assets to provide better facilities, improve transport integration and deliver community benefits.	TfGM	2023	GRIP 3 to 4 design underway and on programme. GRIP 3 report to be issued to Network Rail and Northern for agreement/sign off. Appointment of D&B contractor due in October 2022.
Irlam Station Access for all Improvements	To maximise existing rail assets to provide better facilities, improve transport integration and deliver community benefits.	TfGM	2023	GRIP 3 to 4 design underway and on programme. Final option agreed at stakeholder meeting in Oct 2021. GRIP 3 report to be issued to Network Rail and Northern for agreement/sign off. Appointment of D&B contractor due in October 2022.
Walkden Station Access for all Improvements	To maximise existing rail assets to provide better facilities, improve transport integration and deliver community benefits.	Network Rail	2024	the chosen option was approved by the AfA programme board and the DfT this month. Network Rail's delivery partner is in the process of producing a GRIP 3-5 price and programme as well as a constructability study.
Rail Station Accessibility Programme to delivery accessibility improvements at Mills Hill Station	To maximise existing rail assets to provide better facilities, improve transport integration and delivery community benefits.	Network Rail	2021	The main access for all scheme is now complete. Additional works to include a Puffin Crossing outside the station are ongoing.



Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Daisy Hill Station bridge deck replacement	To support the economic performance, resilience and liveability of the city-region by maintaining the network in good condition.	Bolton MBC	N/A	These works are no longer going ahead. Minor Highway works will be completed following on from completion of the Daisy Hill AfA scheme. TFGM / Bolton exploring whether works can be combined.
Trans-Pennine Route upgrade electrification to Stalybridge		Network rail	TBC	This is a committed scheme and Network Rail are working on it.
Continue to seek network wide rail improvements	We are continuing to engage with the wider industry to help shape future network service patterns, this includes responding to recent timetable consultations and supporting plans for future interventions.	Network rail	Ongoing	We are continuing to engage with the wider industry to help shape future service network patterns, this includes responding to recent timetable consultations and supporting plans for future interventions.

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
<b>Our Streets</b>				
<b>Walking and Cycling</b>				
Mayor's Challenge Fund Tranche 5: Bolton Town Centre Phase One (East)	Bee Network delivery in Bolton town centre	Bolton Council	Summer 2023	Business case is close to submission, works to start late Spring 2022.
Mayor's Challenge Fund Tranche 6: Westhoughton Bee Network Phase 1	Bee Network delivery in Westhoughton	Bolton Council	Summer 2023	Design work and stakeholder engagement ongoing.
Mayor's Challenge Fund Tranche 6: Astley Bridge-Crompton Phase 1	Bee Network delivery in Astley Bridge and Crompton	Bolton Council	Spring 2023	Design work and stakeholder engagement ongoing.
Mayor's Challenge Fund Tranche 5 Active Neighbourhoods: Oldhams Estate	Active Neighbourhood delivery in North Bolton.	Bolton Council	Winter 2022	Forms part of the Active Neighbourhoods Support scheme. Design work and stakeholder engagement ongoing.
Mayor's Challenge Fund Tranche 1: New and Upgraded Crossing Points and Junctions, Bury	Targeted Bee Network junctions and crossings in Bury	Bury Council	Winter 2022	Scheme split into phases. FBC drafting on going
Mayor's Challenge Fund Tranche 5: Fishpool Neighbourhood Bee Network	Bee Network delivery in Fishpool	Bury Council	Spring 2023	Scheme split into phases. FBC Phase 1 submitted Nov 21. Design work ongoing and stakeholder engagement due soon for Phase 2.
Mayor's Challenge Fund Tranche 5 Active Neighbourhoods: Prestwich	Active Neighbourhood delivery in Prestwich.	Bury Council	Spring 2023	Design work and stakeholder engagement ongoing.
Mayor's Challenge Fund Tranche 6: Elton	Bee Network delivery in Elton	Bury Council	Spring 2023	Design work and stakeholder engagement ongoing.
Mayor's Challenge Fund Tranche 6: Pimhole	Bee Network delivery in Pimhole	Bury Council	Spring 2023	Design work ongoing and stakeholder engagement due soon
Mayor's Challenge Fund Tranche 6: Radcliffe Central	Bee Network delivery in Radcliffe	Bury Council	Spring 2023	Design work and stakeholder engagement ongoing.

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Mayor's Challenge Fund Tranche 1: Manchester to Chorlton	Busy Beeway delivery between Chorlton-cum-Hardy and Manchester City Centre.	Manchester City Council	March 23	Area 1 is now complete, Areas 2 and 4 have commenced on site, with Area 3 in Detailed Design.
Mayor's Challenge Fund Tranche 4: Levenshulme: Our Active Streets	Active Neighbourhood in Levenshulme.	Manchester City Council	March 23	Trial has concluded, all trialled filters are to be retained (2 relocated), and the final scheme is out to a 2nd consultation.
Mayor's Challenge Fund Tranche 4: Mancunian Way - Princess Way Junction	Major junction improvement, including transformational cycling and walking facilities at Mancunian Way/Princess Rd.	Manchester City Council	Complete	Scheme is completed and is receiving positive feedback
Mayor's Challenge Fund Tranche 4: Rochdale Canal Bridge 88-80a	Bee Network delivery through canal towpath upgrade in East Manchester.	Manchester City Council	N/A	Scheme abandoned
Mayor's Challenge Fund Tranche 4: Route86 (Northern Quarter Piccadilly-Victoria)	Bee Network delivery in Manchester city centre.	Manchester City Council	March 23	Area 1 is now complete on site: including the conversion of the busiest pedestrian crossing in GM into a walking & cycling only street. Areas 2 & 3 have been delivered with temporary measures which will be made permanent.
Mayor's Challenge Fund Tranche 5: Northern and Eastern Gateway	Bee Network delivery in Ancoats/New Islington.	Manchester City Council	March 23	Scheme is preparing to start on site early in 2022
Mayor's Challenge Fund Tranche 6: Beswick Filtered Neighbourhood	Active Neighbourhood in Beswick.	Manchester City Council	Complete	Scheme is complete and is receiving positive feedback
Mayor's Challenge Fund Tranche 6: Manchester Cycleway	Upgrade of Fallowfield Loop to Bee Network standard.	Manchester City Council	March 23	Scheme has seen one of the biggest consultation responses and is now in detailed design
Mayor's Challenge Fund Tranche 1: King Street foot/cycle bridge refurbishment, Oldham	Key Bee Network connection into Oldham town centre through bridge refurbishment.	Oldham Council	Aug-21	Complete on site

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Mayor's Challenge Fund Tranche 1: Union Street West foot/cycle bridge refurbishment, Oldham	Key Bee Network connection into Oldham town centre through bridge refurbishment.	Oldham Council	Aug-21	Complete on site
Mayor's Challenge Fund Tranche 5 Active Neighbourhoods: in Oldham	Active Neighbourhood delivery in Chadderton North and Westwood, Oldham	Oldham Council	Spring/summer 2022	TfGM-led scheme, but delivery will be undertaken by Oldham. Co-design workshops continuing. Plan to trial scheme before permanent delivery.
Mayor's Challenge Fund Tranche 6: Oldham Town Centre Improvements	Bee Network delivery in Oldham town centre.	Oldham Council	March 2024	OBC currently in for review. Phased approach planned to delivery. Phase 1 will start on site in summer 2022, with final delivery complete by autumn 2023.
Mayor's Challenge Fund Tranche 6: Chadderton Improvements	Bee Network delivery in Chadderton.	Oldham Council	Autumn 2022	FBC due in in March 2022. Start on site likely to be late spring. Completion expected by Sept 2022
Mayor's Challenge Fund Tranche 6: Royton Town Centre Connection	Bee Network delivery in Royton.	Oldham Council	Spring 2023	Current forecast is to complete on site by March 2023.
Mayor's Challenge Fund Tranche 6: Park Road	New and upgraded walking and cycling routes and crossings to connect NCN route 626 with Oldham town centre and the existing Lees Linear Park route.	Oldham Council	TBC	In development
Mayor's Challenge Fund Tranche 6: Park Bridge	Restoration of the Park Bridge viaduct to create an easy, direct route for pedestrians and cyclists.	Oldham Council	TBC	In development
Mayor's Challenge Fund Tranche 1: Castleton Local Centre Corridor	Busy Beeway delivery between Castleton and Rochdale	Rochdale Borough Council	Early 2023	Start on site scheduled for spring 22

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Mayor's Challenge Fund Tranche 4: Castleton Rochdale Town Centre Phase 2	Busy Beeway delivery between Castleton and Rochdale	Rochdale Borough Council	TBC	Scheme obtained development funding Autumn 21.
Mayor's Challenge Fund Tranche 5 Active Neighbourhoods: Milkstone and Deeplish	Active Neighbourhood delivery in Milkstone and Deeplish	Rochdale Borough Council	Spring 2023	Forms part of the Active Neighbourhoods Support scheme. Design work and stakeholder engagement ongoing.
Mayor's Challenge Fund Tranche 1: Chapel Street East Phase 1 Demonstrator Project	Busy Bee route delivery in Salford city centre.	Salford City Council	Autumn 2022	Construction scheduled to start in Spring 2022
Mayor's Challenge Fund Tranche 1: SBNI - A6 Broad Street / B6186 Frederick Road	Junction upgrade to facilitate Bee Network connections in the Salford University area.	Salford City Council	Spring 2022	Construction began in September 2021
Mayor's Challenge Fund Tranche 2: Swinton Greenway	Busy Bee route delivery in Swinton through upgrade of former rail alignment.	Salford City Council	Spring 2022	Construction began in January 2021. Some sections already complete
Mayor's Challenge Fund for walking and cycling Tranche 2: Trinity Way/Springfield Lane Junction Upgrade	Junction upgrade to facilitate Bee Network connections.	Salford City Council	Summer 2022	Construction scheduled to start in Spring 2022
Mayor's Challenge Fund Tranche 3: Trafford Road	Busy Bee route on Trafford Road, Salford Quays.	Salford City Council	Summer 2022	Under construction
Mayor's Challenge Fund Tranche 4: Barton Aqueduct	Reinstatement of towpath on historic Aqueduct, providing a key Bee Network connection between Trafford Park and Eccles/Barton-upon-Irwell.	Salford City Council	TBC	Design work is nearing completion. Delivery of this scheme has been put on hold.
Mayor's Challenge Fund for walking and cycling Tranche 4: Liverpool Street Corridor	Busy Beeway delivery on Liverpool St to facilitate a major cycling and walking connection to the city centre from the west.	Salford City Council	Spring 2022	Construction is progressing well on the first phase of this scheme between Albion Way and Oldfield Road which will be complete early in the New Year. The second phase will extend to Cross Lane at a future date still to be decided.

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Mayor's Challenge Fund Tranche 5: Broughton Cycleway Enhancements	Busy Bee route delivery through upgrade of existing light segregation on Great Clowes St/Blackfriars Rd corridor.	Salford City Council	TBC	Design work continues. Future delivery will be dependent on funding.
Mayor's Challenge Fund Tranche 5: Chapel Street East Phase 2	Busy Bee route delivery in Salford City Centre.	Salford City Council	TBC	Design work continues. Future delivery will be dependent on funding.
Mayor's Challenge Fund Tranche 5: Chapel Street/Trinity Way	Junction improvement for cycling and walking to facilitate Bee Network connections.	Salford City Council	TBC	Design work continues. Future delivery will be dependent on funding.
Mayor's Challenge Fund Tranche 5: Gore Street Connection	Bee Network delivery in Salford City Centre.	Salford City Council	Spring 2022	Construction scheduled to start in January 2022
Mayor's Challenge Fund Tranche 5: Oldfield Road Corridor	Busy Bee route delivery in Salford City Centre.	Salford City Council	TBC	Design work continues. Future delivery will be dependent on funding.
Mayor's Challenge Fund Tranche 5: Ordsall Chord Riverside Connection	Bee Network delivery in Salford City Centre.	Salford City Council	TBC	Design work continues. Future delivery will be dependent on funding.
Mayor's Challenge Fund Tranche 5: RHS Links	Bee Network connections to new RHS Bridgewater site in Worsley.	Salford City Council	Spring 2022	This scheme is substantially complete with a small section to be completed in Spring 2022.
Mayor's Challenge Fund Tranche 5: Trinity Way/Irwell Street Junction upgrade and links	Bee Network delivery in Salford City Centre.	Salford City Council	TBC	Design work continues. Future delivery will be dependent on funding.
Mayor's Challenge Fund Tranche 5: St. Johns to New Bailey Bridge	New pedestrian and cycle bridge across the Irwell providing a new Bee Network connection between Salford and Manchester city centres	Salford City Council	N/A	This scheme has been abandoned due to developer changes on the Manchester side of the river not leaving enough space for the bridge

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Mayor's Challenge Fund Tranche 1: Gillbent Road - Crossing Upgrade, Stockport	Upgraded Bee Network Sparrow crossing delivery in Cheadle Hulme.	Stockport Council	Complete	Complete
Mayor's Challenge Fund Tranche 2: Hazel Grove Bee Network Phase 1	Bee Network delivery in Hazel Grove.	Stockport Council	Q1 2022/23	Full cost approval secured
Mayor's Challenge Fund Tranche 4: A6 MARR Links Phase 1	Bee Network links connecting communities to the cycle/walking route alongside the A555 in Bramhall, Cheadle Hulme and Hazel Grove.	Stockport Council	Complete	Phase 1 complete, phase 2 FBC 2022
Mayor's Challenge Fund Tranche 4: Bramhall Park to A6	Busy Beeway delivery on the A5143 corridor between Bramhall and Hazel Grove.	Stockport Council	Spring 2022	On-site: substantial lengths of this >4km route already completed
Mayor's Challenge Fund Tranche 4: Stockport crossings package	Bee Network crossings delivery in Stockport.	Stockport Council	Spring 2022	2/3 crossing substantially complete, third and final has started on site
Mayor's Challenge Fund Tranche 4: Heatons Link Phase 1	Bee Network delivery in the Heatons.	Stockport Council	Spring 2022	Highways works complete bar signal equipment installation of Didsbury Road sparrow; minor remaining off highway works early 2022
Mayor's Challenge Fund Tranche 4: Ladybrook Valley	Bee Network delivery in the Ladybrook Valley, Cheadle Hulme.	Stockport Council	TBC	FBC largely complete with final consents and approvals to be secured (planning): submission due Q1 2022/23
Mayor's Challenge Fund Tranche 4: Stockport Interchange	Delivery of Bee Network connections as part of the Stockport Interchange project, including linking Stockport station to Stockport town centre.	Stockport Council	>2024	FBC submitted Nov 2022: December GMCA for FCA

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Mayor's Challenge Fund Tranche 5: Stockport to Offerton	Bee Network Delivery between Offerton and Stockport to provide a route into the town centre from the southeast.	Stockport Council	Spring 2022	Construction substantially complete with just 1 minor element remaining plus signal commissioning
Mayor's Challenge Fund Tranche 6: Romiley Neighbourhoods & Links Phase 1	Active neighbourhood delivery in Romiley.	Stockport Council	Q1 2023/24	to be split into three phases: (1) Crossings, (2) Route to Stockport, and (3) Active neighbourhood. Date shown for final element (3) as other schedules not yet established (but subject to approval and funding will be sooner: FBC for Crossings element subject to TfGM critical friend review Dec 21 ahead of later formal submission)
Mayor's Challenge Fund Tranche 6: Thomson Street Bridge Phase 1	Bee Network connections to Thomson Street Bridge in Edgeley and Stockport town centre.	Stockport Council	Phase 1 Q1 2022/23, phase 2 TBC	Phase 1 (bridge) on site Q1 2022/23; phase 2 tbc and requiring subsequent FBC and further funding beyond MCF. Note now renamed <i>"Edgeley to Stockport"</i>
Mayor's Challenge Fund Tranche 5 Active Neighbourhoods: Cheadle Heath	Active Neighbourhood Delivery in Cheadle Heath	Stockport Council	Spring 2023	Forms part of the Active Neighbourhoods Support scheme. Design work and stakeholder engagement ongoing.
Mayor's Challenge Fund Tranche 1: Tameside Active Neighbourhoods Phase 1	Active Neighbourhoods delivery in Tameside.	Tameside Metropolitan Borough Council	Dec-21	Completion forecast for early December
Mayor's Challenge Fund Tranche 1: Tameside Active Neighbourhoods Phase 2	Active Neighbourhoods delivery in Tameside.	Tameside Metropolitan Borough Council	Oct-22	Possibly phases of work, with works expected to complete by October 2022
Mayor's Challenge Fund Tranche 4: Crown Point	Major junction improvement for cycling and walking to facilitate Bee Network connections in Denton.	Tameside Metropolitan Borough Council	TBC	Preliminary design work undertaken. Future delivery will be dependent on funding.
Mayor's Challenge Fund Tranche 5: Ashton South	Bee Network delivery in Ashton town centre.	Tameside Metropolitan Borough Council	Apr-23	Scheme under development.



Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Mayor's Challenge Fund Tranche 5: Ashton Streetscape Scheme	Bee Network delivery in Ashton town centre.	Tameside Metropolitan Borough Council	Oct-23	Preliminary plans due to go to consultation early 2022.
Mayor's Challenge Fund Tranche 6: A57 Denton to Hyde	Busy Beeway delivery on the A57 corridor between Denton and Hyde.	Tameside Metropolitan Borough Council	TBC	Preliminary design work undertaken. Future delivery will be dependent on funding.
Mayor's Challenge Fund Tranche 1: A5014 Talbot Road	Busy Beeway delivery through upgrade of the existing light segregation provision on the A5014 in Talbot Road in Old Trafford	Trafford Council	Summer 2023	FBC due in Dec 2022
Mayor's Challenge Fund Tranche 2: Talbot Road Junction Upgrades	Busy Beeway delivery through upgrade of the existing light segregation provision on the A5014 in Talbot Road in Old Trafford	Trafford Council	Dec-22	FBC due in March 2022
Mayor's Challenge Fund Tranche 4: Wharfside Way - Moss Road	Busy Beeway delivery on Wharfside Way and Moss Rd in Trafford Park.	Trafford Council	Dec-23	Outline design complete. Public consultation expected to launch after 2022 local elections.
Mayor's Challenge Fund Tranche 5: Urmston Area Active Neighbourhood	Active Neighbourhoods delivery in Urmston	Trafford Council	Oct-23	Two phases of work, with works expected to complete by October 2022
Mayor's Challenge Fund Tranche 6: Seymour Grove Phase 1	Busy Beeway delivery on Seymour Grove in Old Trafford/Firwood	Trafford Council	Oct-23	Scheme at outline design stage
Mayor's Challenge Fund Tranche 6: North Altrincham Bee Network	Bee network delivery in North Altrincham, including connecting Altrincham town centre to the Bridgewater Way	Trafford Council	Jun-24	Development of scheme delayed by land acquisition challenges

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Mayor's Challenge Fund Tranche 5 Active Neighbourhoods: Sale	Active Neighbourhood Delivery in Sale	Trafford Council	Summer 2022	TfGM-led scheme, but delivery will be undertaken by Trafford. Co-design workshops continuing. Plan to trial scheme before permanent delivery. No firm programme set yet.
Mayor's Challenge Fund Tranche 1: Victoria Street/Warrington Road Junction Improvements, Wigan	Junction improvement for cycling and walking to facilitate Bee Network connections to the west of Wigan town centre.	Wigan Council	Dec-21	Scheme is now complete on site
Mayor's Challenge Fund Tranche 2: Standish Mineral Line Enhancements	Bee network delivery through connections and upgrades to the existing Standish Mineral Line facility between Standish and Wigan.	Wigan Council	Dec-22	Scheme is now preparing a business case submission
Mayor's Challenge Fund Tranche 3: Toucan Crossings - Wigan Central	Bee Network crossing delivery in Wigan town centre.	Wigan Council	Dec-22	Scheme is in detailed design
Mayor's Challenge Fund Tranche 4: Leigh Atherton Tyldesley	Bee Network delivery in the Leigh, Atherton and Tyldesley area.	Wigan Council	Mar-24	First phase is on site, Next three phases are out to consultation, with further engagement and design work underway
Mayor's Challenge Fund Tranche 5: Standish to Ashton	Busy Beeway delivery linking Standish, Wigan and Ashton- in-Makerfield.	Wigan Council	Mar-24	First phase is complete on site. 2nd phase is under construction. 3rd phase is in detailed design with other phases preparing for engagement
Mayor's Challenge Fund Tranche 5 Active Neighbourhoods: Golborne and Lowton	Active Neighbourhood delivery in Golborne and Lowton	Wigan Council	Mar-23	Initial engagement completed, scheme preparing for consultation.

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Mayor's Challenge Fund Tranche 4: GM Bike hire phase 1	Public bike hire scheme to increase access to bikes, starting in the regional centre and surrounding area.	TfGM on behalf of GMCA	Phases 1.1 and 1.2 are currently live.  Phase 1.3 Summer 2022.	<ul style="list-style-type: none"> <li>• 120 bikes live at University of Salford and Oxford Rd.</li> <li>• 250 by end of January 2022.</li> <li>• Phase 1.3 will deliver 1500 bikes in total.</li> </ul>
Mayor's Challenge Fund Tranche 5: GM Active Neighbourhoods Support	Delivery of ten further active neighbourhoods across Greater Manchester	TfGM / Local Authorities	Spring 2023	Design work and stakeholder engagement ongoing. Some duplication with schemes listed above against each district.
Mayor's Challenge Fund Tranche 5: GM Safety Camera Digitisation and Upgrade	Digitisation of safety cameras and introduction of new camera locations targeted at the Bee Network to make streets safer for walking and cycling	TfGM on behalf of GMCA.	Dec-22	The Specification, Works Information and Collaboration Agreement have been drafted. The Crown Commercial Service (CCS) Traffic Management Technology 2 Framework Agreement using NEC3 which was originally planned to be used for the delivery of the project expired in October 2021. In consideration of this and following the introduction of the replacement CCS Transport Technology Framework and the review carried out to date on the Framework and the associated Public Sector Contract (PSC) on which the Framework operates, subject to further checks and review of the terms and conditions of the PSC, there don't appear to be any known issues which will prevent the use of this Framework and under the terms and conditions of the PSC for the delivery of the project.

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Mayor's Challenge Fund Tranche 6: Bee Network Crossings	Bee Network delivery through targeted clusters of new or upgraded crossings of major roads across Greater Manchester.	TfGM / Local Authorities	Mar-23	Crossings under construction in Bury and Manchester and due to complete by April 22. Crossings designs in development for sites in Oldham, Stockport, Bolton, Wigan and Trafford, with the plan being to see CA FBC approval in June 22 and site on site in late summer / autumn.
GM Active Travel Fund Programme (see individual schemes below)	To support creating a safe environment for walking and cycling that supports social distancing.	GM Wide	Spring 2023	In development
Active Travel Fund: Bolton - Manchester Rd corridor Phase 1	Reallocation of road space to widen existing informal cycle lanes to mandatory cycle lanes protected by light segregation in accordance with LTN1/20.	Bolton Council	Mar-22	In development
Active Travel Fund Bury - Fishpool and Pimhole Active Neighbourhood	Implementation of Active Neighbourhood measures in the Fishpool and Pimhole areas.	Bury Council	Apr-22	In development
Active Travel Fund Manchester - City Centre Triangle	Segregated cycle and walking routes and junction improvements.	Manchester City Council	May-22	In development
Active Travel Fund Manchester - Wythenshawe C&W Improvement	Introduction of cycling & walking infrastructure improvements.	Manchester City Council	Mar-23	In development

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Active Travel Fund Oldham - Wellington Street Modal Filter	The scheme aims to create a quiet route for cyclists and pedestrians along a stretch of Wellington Street.	Oldham Council	Mar-22	In development
Active Travel Fund Oldham - Links to Royal Oldham Hospital	The scheme aims to create cycle and pedestrian facilities from the subway at Westhulme Avenue through the residential area surrounding the hospital to link with and upgrade an existing path leading directly into the hospital.	Oldham Council	Apr-22	In development
Active Travel Fund Oldham - Oldham Town Centre	A series of improvements at the intersection of the pedestrian / cycle route along the Lees Linear Park route, which is a disused railway, at the points where the route crosses the highway.	Oldham Council	Jul-22	In development
Active Travel Fund Oldham - Royton	Provide safer cycling & walking opportunities through junction improvement.	Oldham Council	Jul-22	In development
Active Travel Fund Rochdale - St. Leonards	A point closure at each end of St Leonards Street is proposed.	Rochdale Borough Council	TBC	In development

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Active Travel Fund Rochdale - Safer access to Ashfield Valley primary School	Interventions to address road safety issues/barriers for vulnerable road users and parents accessing Ashfield Valley Primary School at drop off and pick up times.	Rochdale Borough Council	TBC	In development
Active Travel Fund Salford - Blackfriars Street	Segregated cycling infrastructure.	Salford City Council	Complete	Scheme delivered
Active Travel Fund Salford - Bury Rd/Moor Lane/Singleton Rd Junction	Improvements for walking and cycling.	Salford City Council	Jul-22	In development
Active Travel Fund Stockport - Historic Markets and Underbanks	Proposals to better manage and control vehicular traffic in and around the Market, Underbanks and St Petersgate in the town centre.	Stockport Council	Mar-22	In development
Active Travel Fund Tameside - Dowson Road, Hyde	Reallocation of road space on Dowson Road, providing facilities to promote cycling.	Tameside Metropolitan Borough Council	May-22	In development
Active Travel Fund Tameside - Stamford St Central - Ashton	Introduce a closure of the eastern and western end of Stamford Street Central, providing a filter for pedestrian and cycle access only.	Tameside Metropolitan Borough Council	Mar-22	In development

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Active Travel Fund Tameside - Upgrade of Existing Cycle Lanes	Introduction of segregation for cycling.	Tameside Metropolitan Borough Council	May-22	In development
Active Travel Fund Tameside - Hurst Brook Active Neighbourhood	Active Neighbourhood	Tameside Metropolitan Borough Council	TBC	In development
Active Travel Fund Trafford - A56 Corridor	Deliver a protected cycle route, in line with LTN 1/20 from A56 at the Manchester boundary to M60.	Trafford Council	TBC	In development
Active Travel Fund Trafford - Edge Lane, Stretford	Deliver a protected cycle route on Edge Lane, in line with LTN 1/20 from A56 to Longford Park at the Manchester boundary	Trafford Council	TBC	In development
Active Travel Fund Trafford - Longford Park Area LTN	Active Neighbourhood	Trafford Council	Complete	Delivered
Active Travel Fund Wigan - Worsley Mesnes Active Neighbourhood	Active Neighbourhood	Wigan Council	May-22	In development
<b>Local Highways</b>				
Trafford Road junction improvements	To support the continued growth of Salford Quays by improving traffic flow through junction and enhancing walking and cycling facilities on Trafford Road.	Salford City Council	Summer 22	Works to stage 1 nearing completion

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Carrington Relief Road	To support growth in the Carrington area by improving accessibility to new developments. To support creating a safe environment for walking, cycling and public transport.	Trafford Council /AMEY	Start on site Spring 2024.	Following a route options appraisal exercise, The Council's Executive Committee has approved a preferred route option and approved the submission of a planning application for the scheme. The design team and planning consultant are currently mobilising, and the preparation of the application is expected to take around 12 months. The Council is also working closely with Homes England who are providing funding for the relief road design and the enabling works for the scheme on the former Shell petrochemical site. (Info from Mark Riordan, AMEY, 24/11/21)
A560 Cheadle and Cheadle Heath Corridor resilience and reliability package.	To address capacity and resilience issues on the A560 corridor through Cheadle.	Stockport Council	Complete	Scheme complete
Poynton Relief Road	To address capacity and resilience issues on Cheshire East border	Stockport Council	Autumn 2022	On site



Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Traffic control enhancements, including continued roll-out of smart signalling technology at traffic signals	To reduce delays and minimise congestion at junctions, and improve reliability, thereby supporting economic growth and reducing impacts of traffic on communities through, for example, emissions.	TfGM	Ongoing - DCMS project ends March 2022, DfT project ends March 2023. Continual exploration of new technologies and systems will continue as an ongoing process though	Ongoing - Continued work to explore new technology and traffic control systems, making better use of data and connectivity to improve network efficiency with particular focus on traffic signal optimisation. Projects include Smart Junctions 5G A6 The Crescent, Salford; funded by Department for Media Culture and Sports. This trial will demonstrate the use of Artificial Intelligence and data for signal control and optimisation based on policy levers, providing priority benefits to active travel and bus. Also working with Manchester City to Council to deliver DfT funded project for traffic signal maintenance. The project aims to improve traffic signal efficiency, replacing ageing assets and utilising alternative data sources to better understand network performance. This project has a focus on vulnerable road users and improving pedestrian flow and progression at junctions across Manchester.
Network management improvements, including corridor management, a 24/7 control centre, and better management of roadworks	To reduce delays and minimise congestion at junctions, and improve reliability, thereby supporting economic growth and reducing impacts of traffic on communities through, for example, emissions.	TfGM	Ongoing	Expansion of 24/7 control centre through extension, creating additional desk space and increase in headcount to facilitate additional network monitoring and management activities. Development of a suite of additional network management tools to support early and proactive network interventions.
Management of transport arrangements for major events, such as mid-week football match nights	To reduce congestion and minimise disruption on the road network.	TfGM	Ongoing	TDM group established incorporating all modes, functions, external partners and stakeholders.

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Minor Works programme (see GM Local Implementation Plans in Appendix B of the Delivery Plan for more information)	To improve town centre connectivity, local access to public transport, access to development sites and active travel schemes through small-scale interventions	GM local authorities	Spring 23	Works ongoing
Review of all non-essential roadworks to explore ways of working to minimise disruption	To complete works as quickly as possible and make travel as easy as possible for affected commuters.	GM local authorities	Ongoing	Developing a standard approach throughout the region to ensure works durations are challenged consistently. This will have the overall impact of less disruption and network occupancy from all works promoters
Enhanced roadworks permit scheme for greater coordination and control to limit disruption	To support the economic performance, resilience and liveability of the city-region by maintaining the network in good condition.	GM local authorities	Ongoing	Developing a Roadworks Charter for all utility companies to sign up to. Wider scrutiny of all major works that impact on the KRN. Improved permit compliance to allow enhanced co-ordination.
Drainage remediation work along Wigan's section of GM's Key Route Network	To support the economic performance, resilience and liveability of the city-region by maintaining the network in good condition.	Wigan Council	Mar-22	Highway drainage repairs 50% complete Highway culvert repairs complete Highway drainage sensors go live January 2022
Kingsway Loop Road	The completion of Michael Faraday Avenue to release land for 30,000m2 of employment space, 60 homes and improve access to Kingsway Metrolink stop	Rochdale Borough Council	May-22	Road Construction works progressing on site. Scheme is grant funded from Get Building Fund.

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Oldham Way KRN Structures Refurbishment: Waterloo Street and Wellington Street Bridge works	To support the economic performance, resilience and liveability of the city-region by maintaining the network in good condition.	Oldham Council	Jul-23	Structural Investigations – complete - Assessment reports complete - Preliminary design complete - Detail design start Jan 22 - Construction start July 22 - Complete July 23
<b>Strategic Roads and Motorways</b>				
M60 J13/A572 improvement to support the RHS Bridgewater growth site	To support the RHS Bridgewater growth site and improve the operation of this congested junction.	Salford City Council	Complete	Complete
A57 Hyde Road Localised Widening	To address a highways “pinchpoint” on the Hyde Road.	Manchester City Council	Complete	Hyde Road was funded under the Growth Deal and the project is complete.
M58 Link Road	To provide better east-west connectivity between the M6, Wigan town centre and growth areas further east.	Wigan Council	2023	Starting on site soon
South Heywood M62 J19 Link Road	To relieve congestion and support long-term development proposals in Heywood, including 1,000 new homes off Pilsworth Road.	Rochdale Borough Council	Sumer 2022	Progressing well on-site and is planned to open late Summer this year.
M58/M6 junction upgrade (short term)	To increase the capacity of the M58/M6 interchange, providing better connectivity into Wigan and to the Port of Liverpool and support delivery of the M58 Link Road.	Wigan Council	Start on site 2023	Detailed design is progressing.

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
M56 Junctions 6-8 Smart Motorway	To address existing congestion and reliability issues on the SRN and provide the capacity for the anticipated scale of growth both within the city-region and in neighbouring authorities.	National Highways	Autumn 2022	Works ongoing. Expected to be opened to traffic Autumn 2022
M6 Junctions 21A-26 Smart Motorway	To address existing congestion and reliability issues on the SRN and provide the capacity for the anticipated scale of growth both within the city-region and in neighbouring authorities.	National Highways	2022/2023	Works ongoing. Expected to be opened to traffic late 2022 early 2023
Mottram Moor and A57(T) to A57 Link Roads	As part of the wider Trans-Pennine Upgrade, to reduce journey times and improve reliability between the Greater Manchester and Sheffield City-Regions, reduce traffic impacts on local communities and improve safety.	National Highways	RIS3 2025-2030	DCO submitted - the examination period started on the 18 Nov 21, open floor hearing scheduled for Feb and March 22. Local consultation ran from November to December 2020 and a large number of representations were made. Current timescales estimate start of construction 2023. The scheme is estimated to be open to Traffic in RIS period 3 2025-30.
M62 Junctions 20-25 Smart Motorway	To address existing congestion and reliability issues on the SRN and provide the capacity for the anticipated scale of growth both within the city-region and in neighbouring authorities.	National Highways	RIS3 2025-2030	Start date 2023. Estimated completion date RIS3 (2025-30)

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Simister Island Improvements	To address existing congestion and reliability issues on the SRN and provide capacity for future growth	National Highways	2026	Currently working on the submission of the application for a Development Consent Order (DCO). Consultation will take place in early 2022 and the intention is to submit the DCO application to the Secretary of State for Transport via the Planning Inspectorate in Summer 2022. Start of works date is 2024 with scheme estimated to be opened to traffic in 2026.
<b>Freight and Logistics</b>				
Develop and implement Delivery and Servicing Plans for large organisations and retailers	To minimise the need to for road freight deliveries, thereby reducing congestion and improving air quality.		Ongoing	Limited progress in this area due to lack of resource and competing priorities
Freight accreditation schemes e.g. Construction Logistics and Community Safety (CLOCS) and Fleet Operator Recognition Scheme (FORS)	To reduce the social and environmental external impacts of freight traffic.		Ongoing	Con-investing, and on board, of both these accreditation schemes. Training given to LASs
Influence Procurement practices such as waste collection	To minimise the need to for road freight deliveries, thereby reducing congestion and improving air quality.		Ongoing	Waste procurement planned to be picked up as we come out of lockdown
Support micro-consolidation in regional and town centres	To minimise the need to for road freight deliveries, thereby reducing congestion and improving air quality.		Ongoing	Limited progress in this area due to lack of resource and competing priorities
<b>Town Centres</b>				

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Manchester and Salford Inner Relief Route: Great Ancoats Street improvements	To minimise the severance impacts of the MSIRR for pedestrians and cyclists and enable the expansion of the regional centre outside of the MSIRR.	Manchester City Council	Complete	Complete
Princess Road Roundabout Improvement Scheme	To improve the Princess Road / Medlock Street roundabout beneath the Mancunian Way for all road users.	Manchester City Council	Complete	Complete
Stockport Town Centre Structure Enhancements	To tackle congestion in and around Stockport town centre and remove barriers to movement for all modes.	Stockport Council	2022	The first phase of the Stockport Town Centre Structure Enhancements scheme is nearing completion with the majority of the underground repairs completed however some work has had to be delayed whilst waiting for the gantry to be repaired following last year's flooding of the Mersey. Work has also been completed on resurfacing and waterproofing the rear service yard area with similar work starting on Vernon walk.
Stockport Town Centre Access Plan	To tackle congestion in and around Stockport town centre and remove barriers to movement for all modes.	Stockport Council	Complete	Growth Deal spend complete

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Oldham Town Centre Accessible Oldham Connectivity Package (Phase 1)	To facilitate development and regeneration in Oldham Town Centre and to improve the attractiveness of Oldham Town Centre for pedestrians, cyclists and public transport users, and maintain the integrity of the highway network within and around Oldham Town Centre.	Oldham Council	Summer 23	Stage 1 complete. Works to stage 2 & 3 to commenced in Jan 2022
<b>Maintenance</b>				
Enhanced maintenance programme through successful bids to Pothole Fund and other initiatives	To support the economic performance, resilience and liveability of the city-region by maintaining the network in good condition.	GM Local Authorities	Mar-22	Ongoing - forms part of KRN carriageway planned maintenance programmes
Committed long-term highway maintenance programme for Key Route Assets, to be delivered by the local authorities	To support the economic performance, resilience and liveability of the city-region by maintaining the network in good condition.	GM Local Authorities	2021/22 KRN maintenance programmes on track for completion March 2022	KRN carriageway and structures programmes 2017/18 to 2020/21 completed. - 2021/22 programme on track for completion by March 2022.
KRN Network Maintenance along the A635 Ashton Old Road and A5145 Barlow Moor Road.	To support the economic performance, resilience and liveability of the city-region by maintaining the network in good condition.	Manchester City Council	Complete by March 22	Barlow Moor Rd (Princess Rd to Palatine Rd) complete May 2020 Barlow Moor Rd (Princess Rd to Wilbraham Rd) complete by March 22 Oldham Rd completed March 21
<b>Our Integrated Network</b>				
<b>Clean Air and Carbon</b>				
Early expansion of electric vehicles network charging points, including for use by private hire vehicles and taxis	To improve air quality in the regional Centre and other areas and improve the health of GM residents and visitors.	TfGM	Ongoing	Early measures, 6 charge points and 12 connectors operational. E-hubs 2 connectors operational. Currently 413 publicly available charge points in GM.

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Retrofitting or renewing buses to comply with more stringent emissions standards and/or zero emission standards	To improve air quality in the Regional Centre and other areas and improve the health of GM residents and visitors.	TfGM	Ongoing	£13.8m funding approved for retrofit of 882 vehicles. 13 vehicles for replacement
Community clean air and electric vehicle awareness campaigns	To improve air quality in the Regional Centre and other areas and improve the health of GM residents and visitors.	TfGM	Ongoing	Involved in GM woodburning campaign. Taxi specific EV campaigns. (2 private hire, 2 Hackney events).
<b>Future Mobility and Innovation</b>				
Mobility as a Service (MaaS) projects, including the delivery of MaaS trials in Greater Manchester	To support the integration of various forms of transport services (e.g. taxi, public transport and cycle hire) into a single customer experience, which is accessible on demand and uses a single payment application.	TfGM	Ongoing	The lessons learnt from the MaaS projects which TfGM has been involved in have been disseminated to the wider organisation to inform the development of the Ticketing and Retail Strategy.
Connected and Autonomous Vehicles (CAVs) projects, including pilot projects	To support the development of new technologies to support improvement of the transport network in Greater Manchester.	TfGM	Ongoing	TfGM has been involved in a number of projects which are concerned with connected mobility and autonomous vehicles, these include Project Synergy, 5G Smart Junctions, Levitate and Tangent.
A series of collaborative projects with UK and international cities to ensure Greater Manchester remains at the forefront of transport innovation	To support the development of new a transport network that is at the forefront of technological advances and innovative thinking.	TfGM	Ongoing	TfGM continues to work with other UK and international cities to ensure that it remains at the forefront of transport innovation. This works takes place through formal projects and through networking groups including POLIS and UTG.
<b>Interchanges</b>				



Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Pendleton town centre bus passenger facilities improvement (part of the Salford Bolton Network Improvements programme)	To make bus travel earlier and more attractive for local residents in the Pendleton area.	Salford City Council	Complete	Scheme completed June 2021
Stockport Interchange redevelopment	To increase the accessibility of bus and rail from nearby destinations and increase the attractiveness of the Interchange as the focal point for intra-urban growth in Stockport town centre.	TfGM	Operational in 2024	Demolition complete and works progressing preparing the site for construction
<b>Travel Hubs/ Park and Ride</b>				
Travel Hubs/Park & Ride upgrades e.g. Mills Hill, Parkway, Radcliffe, Walkden, Whitefield and Withington	To provide better access to public transport through Travel Hub / Park and Ride facilities. This in turn will encourage modal shift in Greater Manchester.	TfGM	2022	Parkway P&R open and operational. Mills Hill P&R opened end Nov '21. Radcliffe and Whitefield additional spaces anticipated open Summer '22. Walkden anticipated by June '22. Note Withington not being delivered.
<b>Fares and Ticketing</b>				

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Provision of integrated travel information services	To provide integrated travel information to the travelling public. This in turn will encourage a modal shift in Greater Manchester.	TfGM	Ongoing	<p>Pilot Customer experience project is in the early stages to determine the problem and challenge brief. IS funding agreed. BSIP funding has been submitted for future developments.</p> <p>Educational Hub for all secondary schools in Greater Manchester has been established on TfGM.com allowing for real time travel information, disruption messaging and changes to service information for students, parents and schools to use.</p> <p>TfGM journey planner has been (soft) launched in November - removing the biggest customer pain point when using TfGM.com</p>
<b>Behaviour Change</b>				
Business and community engagement programme	To reduce, re-mode, re-time or re-route journeys away from peak-hour congestion where possible, and to improve health.	TfGM	Ongoing	Meetings held to identify key trip generators and contacting them during planned and unplanned disruption and/or events.

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Travel information and travel planning support programme	To reduce, re-mode, re-time or re-route journeys away from peak-hour congestion where possible, and to improve health.	TfGM	Ongoing	<p>Real time Digital screen Improvements have now been delivered at 5 Interchanges - all are now showing real time Metrolink departure information alongside Bus (some Interchanges have Rail too).</p> <p>Metrolink predicted quiet time weekly updates has been completed and now live on TfGM.com</p> <p>TDM launched the Winter Plan in November focussing on the increased demand towards Christmas with retail/leisure trips, events and the ongoing impact of congestion and roadworks. Phase 2 of the Winter plan will launch in January 2022 with the first phase of Metrolink works and ongoing/new Highway Improvement schemes.</p>
Development of behaviour change support packages for major infrastructure schemes	To reduce, re-mode, re-time or re-route journeys away from peak-hour congestion where possible, and to improve health.	TfGM	Ongoing	Meetings arranged to discuss Customer Experience strategy for the Stockport Interchange development.
<b>Safety and Security</b>				

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Continuing work through the TravelSafe Partnership, including on-going security initiatives and the potential implementation of civil injunctions	To improve personal safety and security for the travelling public, and tackle crime and anti-social behaviour.	Greater Manchester Police, TfGM, BTP, KeolisAmey Metrolink, Northern Rail, Stagecoach, First, Arriva, Go NW, Diamond and GMCA.	N/A	<ul style="list-style-type: none"> <li>Continued delivery against TravelSafe Partnership Strategic Aims. Development of a Forward Action Plan incl. refreshed weekly Specialist Operations offer.</li> <li>Launch of ASB campaign. Launch of GMP LiveChat as discreet method of incident reporting on Public Transport.</li> <li>Successful Home Office Safer Streets Funding bid supporting GMCA Gender Based Abuse Strategy (women &amp; girls' safety).</li> </ul>

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Partnership working through Safer Roads Greater Manchester (SRGM)	To improve safety on the highways network	GM Family Partners	N/A	<ul style="list-style-type: none"> <li>• A 'Limits Save Lives' campaign to promote driver compliance with speed limits was launched in September 2021 (by TfGM for SRGM). A 'speed toolkit' of resources was made available for Partners (by TfGM for SRGM) during summer 2021. GMP have launched a common speeding complaints process that can be used by all local authorities during summer 2021.</li> <li>• A joint 'none for the road' drink and drug driving enforcement and communications campaign is due to run in December 2021 and January 2022 (GMP and TfGM for SRGM).</li> <li>• GMP roads policing activity continues via Operation Considerate and Operation Avro at the roadside; with vehicle seizures via Operation Wolverine; Operation Tutelage focuses on uninsured vehicles; and the revocation of driving licences (where appropriate) is through Operation Revoke. GMP uses of TfGM Safer Roads Dashboards to assist with targeting and prioritisation.</li> <li>• Work has commenced on the development of a Road Danger Reduction Action Plan, including the formation of a Working Group and Advisory Group. (GM Family Partner involvement).</li> </ul>

Intervention	Scheme Description	Delivery Agency	Forecast Delivery date	February 2022 Progress Update
Renewal of gullies and drainage assets - combined scheme for Wigan & Bolton	To support the economic performance, resilience and liveability of the city-region by maintaining the network in good condition.	Wigan and Bolton Council	N/A	This was an unsuccessful 2019 CF bid

