



## Bee Network Committee

Date: Thursday 26 October 2023  
Subject: Local Transport Plan Process  
Report of: Martin Lax, Transport Strategy Director, TfGM

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### Purpose of Report

To inform the Bee Network Committee of the proposed process for refreshing GM's statutory Local Transport Plan (GM Transport Strategy 2040)

### Recommendations:

The Committee are requested to:

1. Note the preparation of a new Local Transport Plan (LTP) and the delays to government guidance;
2. Endorse the proposed timetable for the LTP refresh, recognising that timescales may change when government guidance is released;
3. Note that GM's freight and logistics strategic ambitions will be incorporated into the refresh of the LTP, rather than have a standalone sub-strategy;
4. Note the need for TfGM and Local Authority collaboration and staff time required to prepare, engage and consult on the LTP refresh; and
5. Note the importance of the LTP to deliver the wider objectives of the GM Strategy and the intention to undertake an Equalities Impact Assessment (EIA) as part of a wider Integrated Assessment that will also include Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA) and Habitat Regulation Assessment (HRA).

### Contact Officers

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## Equalities Impact, Carbon and Sustainability Assessment:

The process for refreshing the LTP will involve commissioning the production of an independent Integrated Appraisal to inform the LTP policy review process. The IA will cover equalities, carbon, sustainability, health, and habitat impact assessments.

### Recommendation - Key points for decision-makers

*Note the importance of the LTP to deliver the wider objectives of the GM Strategy and the intention to undertake an Equalities Impact Assessment (EIA) as part of a wider Integrated Assessment that will also include Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA) and Habitat Regulation Assessment (HRA).*

### Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion	G	A key aim of the LTP will be to support equality of opportunity for all.
Health	G	The LTP will set the strategic framework transport to influence and improve health outcomes
Resilience and Adaptation	G	The LTP will set the framework for the creation of a resilient transport network that is better adapted to climate change impacts in the future.
Housing	G	The LTP will set the framework for improving access to housing, the creation of key transport connections to new-build sites and sustainable release of new development.
Economy	G	The LTP will set the framework for investment in the transport network to improve reliability and efficiency to boost local economies and improve access to employment locations
Mobility and Connectivity	G	The LTP will set the framework for improved mobility and connectivity
Carbon, Nature and Environment	G	The LTP will set the framework for improving local air quality, reducing carbon emission, and environmental protection and improvement, through transport interventions.
Consumption and Production		
Contribution to achieving the GM Carbon Neutral 2038 target		The LTP will set out the vision, ambition and policy requirements for the transport network to achieve carbon neutrality by 2038.
<b>Further Assessment(s):</b>	Equalities Impact Assessment and Carbon Assessment	
<b>G</b> Positive impacts overall, whether long or short term.	<b>A</b> Mix of positive and negative impacts. Trade-offs to consider.	<b>R</b> Mostly negative, with at least one positive aspect. Trade-offs to consider.
		<b>RR</b> Negative impacts overall.



Carbon Assessment				
<b>Overall Score</b>				
Buildings	Result	Justification/Mitigation		
New Build residential	#####	LTP will set the framework for consideration at infrastructure design stage		
Residential building(s) renovation/maintenance	N/A			
New build non-residential (including public) buildings	N/A			
Transport				
Active travel and public transport		The LTP will set the framework for active travel and public transport improvements		
Roads, Parking and Vehicle Access		The LTP sets the framework for access to development and delivery of electric vehicle charging points. Some road capacity improvements are likely to be required to release development in conjunction with Active Travel and Public Transport improvements, and in some circumstances the provision of infrastructure may lead to a decrease in parking spaces.		
Access to amenities		The LTP will set the framework for improved access to shops and services - however, the question relates to "a development" so is not directly applicable.		
Vehicle procurement	N/A			
Land Use				
Land use		The LTP will set the framework for transport infrastructure, net gain and preservation of green space and habitats will be an important tenet.		
No associated carbon impacts expected.	High standard in terms of practice and awareness on carbon.	Mostly best practice with a good level of awareness on carbon.	Partially meets best practice/ awareness, significant room to improve.	Not best practice and/ or insufficient awareness of carbon impacts.

## Risk Management

The long-term risk of not delivering a refreshed LTP are considerable. In addition to the reputational damage of not having a GM strategy for transport investment, the preparation of the document is a statutory duty and non-compliance is not an option. The document will inform government transport investment decisions, so failure to deliver in line with DfT requirements is likely to impact on future funding levels for GM.

## Legal Considerations

The Transport Act 2000 (as amended in the Local Transport Act 2008), the Cities and Local Government Devolution Act 2016, and other relevant legislation sets out a statutory duty for Integrated Transport Authorities and metropolitan districts to prepare a Local Transport Plan.



## **Financial Consequences – Revenue**

Staff time and resources are required within both TfGM and each local authority to prepare and consult on the LTP refresh.

The document will inform government transport investment decisions, so failure to deliver in line with DfT requirements is likely to impact on future funding levels for GM.

Funding for external consultants to prepare an independent Integrated Assessment and for public engagement and consultation will be met from existing budgets.

## **Financial Consequences – Capital**

The document will inform government transport investment decisions, so failure to deliver in line with DfT requirements is likely to impact on future funding levels for GM.

The refreshed LTP core strategy document will contain high-level priorities and will set out the broad funding 'ask' of government. The Delivery Plan (2027-32) will contain more detailed information on capital funding requirements for GM transport schemes. The strategy will also need to reflect recent government announcements regarding the cancellation of Phase 2b of HS2 and the reallocation of HS2 funding to alternative infrastructure schemes across the north.

**Number of attachments to the report:** Appendix 1

**Comments/recommendations from Overview & Scrutiny Committee** N/A

## **Background Papers**

GM Transport Strategy 2040 (2021 refresh) [Greater Manchester Transport Strategy 2040 | Bee Network | Powered by TfGM](#)

Our Five-Year Transport Delivery Plan (2021-26) (2021) [Our Five Year Transport Delivery Plan | Bee Network | Powered by TfGM](#)

## **Tracking/ Process**

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

Yes – strategic transport planning

## **Exemption from call in**

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency? No



## 1. Introduction/Background

- 1.1. Our Local Transport Plan (LTP) is a statutory document that sets out our long-term ambitions for transport. Greater Manchester's current LTP is the Greater Manchester Transport Strategy 2040 (GMTS 2040) and was prepared in collaboration with the ten Greater Manchester (GM) Local Authorities.
- 1.2. GMTS 2040 was adopted in 2017, with a light refresh undertaken in 2021.
- 1.3. The LTP guides future investment and strategic policy decisions for transport across GM by demonstrating a clear rationale for intervention, high-level government funding and local investment for transport.
- 1.4. The Greater Manchester Combined Authority Trailblazer deeper devolution deal states, *"GMCA has made excellent progress so far with its Transport Strategy 2040 and the government is committed to support them as they look to build on success so far. As such, the local transport plan will form the basis of the accountability framework which will underpin the government's relationship with GMCA on transport policy. This will be a critical document to agree what transport interventions and policies GMCA will prioritise, while ensuring a sufficient level of maintenance on the transport network, and what key outcomes/outputs they will be expected to deliver."*
- 1.5. The Department for Transport (DfT) would like to see all local authorities and combined authorities have up to date LTPs. DfT has engaged on the content of new LTP guidance over the last 12 months. DfT has not set a date for issuing the LTP guidance but remains committed to doing so.
- 1.6. The remaining sections of this report cover:
  - LTP document suite
  - Scope of the refresh
  - LTP refresh programme
  - Local Authority involvement
  - Engagement and consultation
  - Summary and conclusions



## 2. LTP Document Suite

- 2.1. The core LTP strategy is supported by a suite of transport sub-strategies, strategic plans for specific geographies, and pipeline delivery plans.
- 2.2. The LTP suite of documents will include:
  - **Transport Strategy 2040 (2021 refresh) (CORE STRATEGY)**
    - Low Emission Strategy (2016)
    - Freight & Logistics Strategy (2016)
    - HS2 Growth Strategy (2018)
    - GM Rail Prospectus (2019)
    - City Centre Transport Strategy (2021)
    - EVCI Strategy (2021)
    - Streets for All (2021) & S4A Design Guide (due 2023)
    - BSIP (2021) & Bus Strategy (2023)
    - Rapid Transit Strategy
    - Shared Mobility Strategy
  - **Our Five-Year Transport Delivery Plan (2021-26) (2021)**
    - 10x Local Implementation Plans (LIPs)
- 2.3. The recommendation is to focus on refreshing the core strategy initially, so that this can then inform subsequent updates of the Delivery Plan, LIPs, and sub-strategies.
- 2.4. The current Five-Year Transport Delivery Plan covers the period between 2021 and 2026. A new Five-Year Transport Delivery Plan to cover the period 2024 through to 2029, building on the recent announcements regarding CRSTS. The refreshed LTP core strategy document will include an overview of delivery priorities, with more detail provided within the Delivery Plan (2027-2032).

## 3. Scope of the Refresh

- 3.1. The current intention is to refresh the current LTP rather than completely revise the document. The current GMTS 2040 covers:
  - Vision and Right Mix for GM
  - Critical Transport Challenges for GM
  - Network and Modal Strategic Principles and Policies



- Challenges and Interventions by Spatial Theme
- Strategy Delivery, Funding Mechanisms, Ways of Working and Measuring Performance

3.2. Each of these elements will be subject to review. A summary of the current Vision, Right Mix, Network Principles, Modal Principles, and Spatial Themes is contained in Appendix 1 for information.

## **Review priorities**

3.3. Several transport issues have moved on and potential new policy areas have been identified since the LTP was refreshed in 2021. These topics will be a priority for consideration in the review, along with wider macro factors such as inflation and the cost-of-living crisis:

- The Bee Network
- Bus franchising
- 2038 carbon neutral ambition & new 5 Year Environment Plan
- Trailblazer deal with Government
- The Covid-19 pandemic
- Places for Everyone and Growth Locations
- Clean Air zero emission vehicles
- New funding models for transport
- System coordination

## **Sub-strategies**

3.4. The sub-strategies will not be reviewed in detail as part of this process; however, the LTP review, engagement and consultation process will identify the sequence for sub-strategy updates and will enable future work programmes to be agreed.

3.5. Two of the current suite of sub-strategies are being finalised:

- Rapid Transit Strategy
- Shared Mobility Strategy



- 3.6. The intention is to finalise these and ensure that they are available before any public consultation on the new LTP.
- 3.7. The Freight & Logistics Strategy (2016) sub-strategy was produced alongside the original GMTS 2040 document and is now considered to be out-of-date. Work had commenced to update the sub-strategy but was delayed by the pandemic. Work to-date has been strategic in nature and was not designed to provide freight solutions in individual localities which need to be dealt with on a case-by-case basis with local authorities. Therefore, the intention is to incorporate GM's strategic freight and logistics strategic ambitions into the refresh of the LTP. The 2016 sub-strategy would therefore be superseded by the refreshed LTP and there would be no need for a stand-alone sub-strategy document.

## 4. LTP Refresh Programme

- 4.1. The proposed workstreams and timescales for refreshing the LTP are set out below:

Workstream	Description	Milestones
GMTS 2040 Progress Report	Report on KPIs and progress since 2022.	<ul style="list-style-type: none"><li>November Bee Network Committee.</li></ul>
LTP Vision	High level vision document which will be used to engage with stakeholders as we develop the refreshed LTP Strategy.	<ul style="list-style-type: none"><li>Available for consideration by BNC, GM Scrutiny and GMCA in Winter 2023.</li></ul>
Evidence Base	Prepare a revised and updated technical Evidence Base document	<ul style="list-style-type: none"><li>Core elements available Spring 2024. Final version available alongside the LTP Vision and Strategy.</li></ul>





Workstream	Description	Milestones
LTP Vision and Strategy (CORE STRATEGY)	Technical review and refresh of: <ul style="list-style-type: none"><li>• LTP vision and Right Mix aspirations</li><li>• LTP ambitions and policies</li></ul>	<ul style="list-style-type: none"><li>• LTP Consultation Draft Summer 2024.</li><li>• Final LTP core strategy approval and publication Spring 2025</li></ul>
Delivery Plan (2027-2032) and Local Implementation Plan updates	Prepare revised documents setting out our plan for delivery across GM for the next CRSTS funding period.	<ul style="list-style-type: none"><li>• Approvals and consultation publication mid-2025.</li><li>• Final publication late-2025</li></ul>
Quantified Carbon Reduction (QCR) reports	QCR analysis results and breakdown of LTP impacts – based on DfT tool and QCR guidance.	<ul style="list-style-type: none"><li>• Part 1: Publication alongside the LTP core strategy.</li><li>• Part 2: Publication alongside the LTP Delivery Plan (2027-2032).</li></ul>
Integrated Assessment	Consideration of impacts on equalities, carbon, sustainability, health and habitats.	<ul style="list-style-type: none"><li>• Procurement and commissioning Sep/Oct 2023</li><li>• Interim reports on LTP Consultation Draft and LTP Final Draft</li><li>• Interim report on Delivery Plan draft</li><li>• Final publication alongside final Delivery Plan</li></ul>

4.2. TfGM officers will coordinate the work, advise on the content, and prepare draft documents and template LIP documents on behalf of the local authorities, GMCA and the Mayor.



It is important to note that the programme above will be subject to change because we do not yet have final guidance from DfT on the expectations for delivery. There is a possibility that when the DfT LTP guidance is released we will need to accelerate the programme, or amend the documents or workstreams, required to fully meet the guidance requirements. Nevertheless, given the workload and level of collaboration needed with Local Authorities to prepare a refreshed LTP, it is considered important to begin the process as soon as possible.

## **5. Local Authority Involvement**

- 5.1. GM local authorities will be partners in the production of the refreshed LTP with TfGM leading the work programme and preparing initial drafts on behalf of the authorities. The Terms of Reference for the BNC includes development of the LTP with final approval required by GMCA and each local authority.
- 5.2. Through the regular Transport Strategy Group (TSG) meeting of TfGM and district officers, workshops, and 1-2-1 discussions, TSG officers and their colleagues will be involved in developing the document throughout the process.
- 5.3. Local authority officers are anticipated to contribute to discussions on the vision, aspirations, and policies being developed, then review, suggest edits, and approve all text that is produced. TfGM officers will undertake the final edit and raise any conflicting areas of concern for resolution at TSG.
- 5.4. TSG officers will also support engagement and consultation exercises in their area, including taking final documents through their respective area's statutory approvals process. They will brief council members, senior officers, and BNC members to get local feedback and ensure 'buy-in' to the refreshed LTP vision, aspirations and policies that will eventually apply across GM.
- 5.5. There are implications on staff time and resources for this programme of work within each local authority and within TfGM. At this stage the BNC is requested to note the general requirement for committing staff time at local authority level. A more detailed understanding of resource requirements will be developed as the programme progresses.



## **Local authority transport strategies**

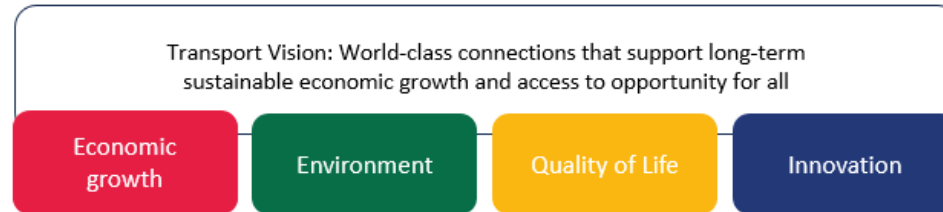
- 5.6. Bolton, Bury, Oldham, and Wigan Local Authorities are each in the process of, or have recently developed, their own area transport strategies. Where these are available, TSG officers will use them to inform discussion on the statutory LTP refresh – in particular, they are expected to help identify schemes and interventions that are likely to feed into the LTP Delivery Plan and each area Local Implementation Plan.

## **6. Engagement and Consultation**

- 6.1 Alongside future formal statutory consultation, engagement will be a vital part of this process. The intention is to fully utilise the existing forums for engagement that are available to us, informed by the evidence gathering requirements and impacts of the LTP refresh – including those relating specifically to protected characteristic groups. This will include engagement at a representative level via TfGM's Disability Design Reference Group (DDRG), the GM Equality Panels, GM business groups, vehicle representative organisations, industry bodies, environmental groups and other special interest representatives as appropriate.
- 6.2 We will also utilise existing forums to discuss the LTP with technical stakeholders such as National Highways, Network Rail/GBR, Transport for the North and Neighbouring local authorities.
- 6.3 Where needed, based on the emerging evidence, we may also recommend more focussed discussions on particular policy areas, requiring the set-up of new stakeholder groups. These will be discussed and agreed with partners as part of the process.
- 6.4 The engagement and document drafting stages of the process will culminate in the delivery of draft documents available for full public consultation. This will be made available on TfGM, GMCA and local authority websites and will be supported by a series of consultation events in each local authority area.

## Appendix 1: Current LTP Vision, Ambitions and Policies

### Current LTP Vision on a page...



### Network principles

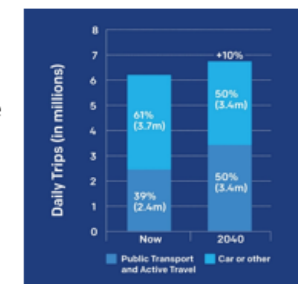
<b>Integrated</b>	<b>INTEGRATED (p23)</b> <b>Our Ambition:</b> To enable people to move seamlessly between services on a <b>single, high quality, easy-to-use network</b> ; providing choice and supporting low-car lifestyles, made possible by integrated land use and transport planning.
<b>Inclusive</b>	<b>INCLUSIVE (p29)</b> <b>Our Ambition:</b> To develop a fully <b>inclusive and affordable</b> sustainable transport system for all.
<b>Healthy</b>	<b>HEALTHY (p31)</b> <b>Our Ambition:</b> To develop a transport system that supports people in leading <b>active, healthy lives</b> .
<b>Environmentally responsible</b>	<b>ENVIRONMENTALLY RESPONSIBLE (p33)</b> <b>Our Ambition:</b> For Greater Manchester to be known for the quality of its urban areas, natural environments with transport <b>emissions reduced</b> to near zero, and new transport schemes delivering <b>environmental enhancements</b> whenever possible.
<b>Reliable</b>	<b>RELIABLE (p38)</b> <b>Our Ambition:</b> To develop a transport network that offers <b>reliable journey times</b> and gives people the confidence to use public transport.
<b>Safe and secure</b>	<b>SAFE AND SECURE (p41)</b> <b>Our Ambition:</b> To <b>reduce deaths</b> on our roads as close as possible to zero and ensure that poor perceptions of <b>personal security</b> are no longer a significant barrier to people using public transport or walking and cycling
<b>Well-maintained and resilient</b>	<b>WELL-MAINTAINED AND RESILIENT (p40)</b> <b>Our Ambition:</b> To bring the transport network into a good state of <b>repair, maintain</b> it in that state and ensure that it can withstand unexpected events, exceptional demand and severe weather.

### Modal principles

<b>STREETS FOR ALL (p44)</b> <b>Our Ambition:</b> To make our <b>streets welcoming and safe</b> spaces for all people, enabling more travel on foot, bike and public transport while <b>creating better places</b> that support local communities and businesses.	<b>PUBLIC TRANSPORT INTEGRATION (p62)</b> <b>Our Ambition:</b> To develop a fully integrated, customer-focused, low-emission <b>public transport network</b> , with simple, integrated ticketing, that provides an attractive and accessible alternative to travelling by car to key Greater Manchester destinations.
<b>GOODS AND SERVICING (p50)</b> <b>Our Ambition:</b> To enhance <b>freight's</b> role in contributing to economic growth and ensure that it becomes increasingly sustainable, minimising its impact on the environment and on communities in Greater Manchester.	<b>COMPREHENSIVE CYCLING AND WALKING NETWORK (p58)</b> <b>Our Ambition:</b> To create a <b>comprehensive network of on and off-road walking and cycling routes</b> that make it easy and safe for people to walk and cycle to key local destinations, such as local centres, jobs, healthcare and education, for leisure purposes and to access public transport.
<b>Bee Network</b>	
<b>RAPID TRANSIT STRATEGY (p70)</b> <b>Our Ambition:</b> To extend the benefits of <b>rapid transit</b> to more of Greater Manchester and provide the capacity and reliability needed to support growth in the economy.	

### Right Mix Ambition

- 50:50 by 2040.
- One million more sustainable journeys every day
- Zero net growth in motor vehicle traffic



## LTP Vision described across Spatial Themes

### TRAVEL TO AND WITHIN OUR REGIONAL CENTRE (p94)

**Our Ambition:** For a well-connected, zero-carbon Regional Centre at the heart of the North (served by HS2 and Northern Powerhouse Rail Services), offering residents, employees and visitors a great place to live, work and visit. To support our **Right Mix vision**, we are aiming for 90% of morning peak trips into the city centre to be made on foot, by bicycle or public transport before 2040. This means **fewer cars in the city centre** so we can give more space for people to walk and cycle and to create more liveable, cleaner and greener places. **Freight and servicing will also be better managed** to minimise the negative impacts of commercial vehicles on the Regional Centre.

### TRAVEL ACROSS THE WIDER CITY REGION (p103)

**Our Ambition:** That our regenerated town centres are easy to get to, **particularly by sustainable modes, and pleasant to walk around and spend time in.** Journeys across the area, between centres or to other major destinations will be made easier through **improved orbital** public transport and cycle connections and less congested roads. Road collisions will fall, year on year, moving towards our **goal of reducing deaths and serious injuries** as close as possible to zero. The significant **new development** expected in Greater Manchester will be accessible by sustainable modes of transport, so that the impact of the extra trips on the road network is minimised.

### CITY-TO-CITY LINKS (p83)

**Our Ambition:** To see an increasingly productive, inclusive and prosperous region, supported by **transformed connectivity between the major cities** of the North of England, and to the Midlands, London and Scotland. There will be a **step-change in quality, speed and reliability of our city-to-city rail links**, allowing travel to Liverpool, Leeds and Sheffield in 30 minutes or less and to London in just over an hour. The **strategic highway network will offer more reliable journey times.** More **freight will be moved by rail and water.** Transformed **infrastructure, smart ticketing and customer information** will encourage more trans-northern journeys to be made by public transport.

### CONNECTED NEIGHBOURHOODS (p114) & TOWN CENTRES

**Our Ambition:** For **local neighbourhoods to be safer and more pleasant** to walk and cycle around, with the impact of traffic on local roads reduced and a year-on-year **reduction in collisions.** To achieve our **Right Mix vision**, we want to make **walking and cycling the natural choice** for short journeys. Ensuring that our **town centres are attractive and well connected** - and that **interchanges** are easier to access - will increase the proportion of journeys made by public transport and encourage people to use local shops and other facilities.



### GLOBAL CONNECTIVITY (p78)

**Our Ambition:** To support growth at the Airport and the adjacent Enterprise Zone **by:** bringing many more people within one- and two-hour **rail journey times** to improve the **reliability of the highway network** near the Airport; and to ensure that **public transport services** better meet the needs of Airport customers and employees. Fewer people will drive to work at the Airport, with **transformed sustainable transport connectivity from across Greater Manchester and beyond.** The Atlantic Gateway corridor will be developed to maximise the **sustainable movement of goods by water and rail.** We support the development of the **Port Salford area as a tri-modal** (rail, water and road) logistics park and development zone to improve access to global markets via the Port of Liverpool.

## LTP Ambitions and Policies arising from our Network Principles

There are 15 LTP Policies to support our Network Principles

### INTEGRATED (p23)

**Our Ambition:** To enable people to move seamlessly between services on a **single, high quality, easy-to-use network**; providing choice and supporting low-car lifestyles, made possible by integrated land use and transport planning.

**Policy 1:** We will work with partners to ensure that modes of transport such as **taxis, private hire vehicles and other demand responsive services** - as well as shared mobility solutions, including car clubs, cycle hire and other forms of shared transport - are available, and fully integrated into the Greater Manchester transport network.

**Policy 2:** Working with partners, we will deliver **integrated pricing and payment** systems across the transport network, including smart ticketing for public transport, to support the delivery of 'Mobility as a Service'.

**Policy 3:** We will maintain a programme of interventions designed to encourage people to make sustainable journeys. We will support this through **journey planning tools and information** to encourage travel behaviour change and mode shift, and **in order** to make the most efficient use of available capacity (particularly during peak periods).

**Policy 4:** We will work with developers to ensure that **new developments are accessible by sustainable modes**, and to reduce transport emissions and impacts on the highway network.

### INCLUSIVE (p29)

**Our Ambition:** To develop a fully **inclusive and affordable** sustainable transport system for all.

**Policy 5:** We will work with public transport operators, Network Rail and other partners to ensure that all transport **infrastructure, vehicles and information** are as **accessible** as possible for all our customers, regardless of their age and mobility.

**Policy 6:** We will work with partners to **better integrate accessible travel services** across Greater Manchester, to **increase availability and convenience** for customers.

**Policy 7:** As we plan our transport network, we will support the **creation of a more inclusive economy** for Greater Manchester by considering how best to improve the prospects of people living in deprived communities - including by ensuring that more people can access jobs, education, skills training and childcare.

### HEALTHY (p31)

**Our Ambition:** To develop a transport system that **supports people in leading active, healthy lives**.

**Policy 8:** We will work with partners to deliver transport interventions that improve the health of Greater Manchester residents, including: **reducing pollution** from motor vehicles; **increasing levels of physical activity**; improving **access to healthcare**; and **reducing social isolation**.

### ENVIRONMENTALLY RESPONSIBLE (p33)

**Our Ambition:** For Greater Manchester to be known for the quality of its urban areas, natural environments with transport **emissions reduced** to near zero, and new transport schemes delivering **environmental enhancements** whenever possible.

**Policy 9:** We will work with partners and key stakeholders to bring **nitrogen dioxide (NO2)** levels on local roads within legal limits, and to reduce levels of **particulate matter, CO2 and noise emissions** from vehicles.

**Policy 10:** We will work with partners to reduce carbon emissions from transport, to support Greater Manchester's ambition to be **net zero carbon by 2038**; and to implement measures to ensure our transport system is **resilient to the impacts of climate change**.

**Policy 11:** We will work with partners, including the Canals and Rivers Trust, to **enhance green and blue infrastructure** to provide a safe and attractive environment for walking and cycling.

**Policy 12:** We will aim to **minimise the impact of transport on the built and natural environment** - including townscape, the historic environment, cultural heritage, landscape, habitats and biodiversity, geodiversity, water quality, pollution, flood risk and use of resource - and will deliver **environmental enhancements and biodiversity net gain** where possible.

### RELIABLE (p38)

**Our Ambition:** To develop a transport network that offers **reliable journey times** and gives people the confidence to use public transport.

**Policy 13:** We will continue to **deliver measures**, and put in place appropriate **management systems**, to improve the reliability of the transport network.

### WELL-MAINTAINED AND RESILIENT (p40)

**Our Ambition:** To bring the transport network into a good state of **repair, maintain** it in that state and ensure that it can withstand unexpected events, exceptional demand and severe weather.

### SAFE AND SECURE (p41)

**Our Ambition:** To **reduce deaths** on our roads as close as possible to zero and ensure that poor perceptions of **personal security** are no longer a significant barrier to people using public **transport or walking and cycling**

**Policy 14:** We will work with operators and other partners to **improve safety and to tackle crime and anti-social behaviour** on the transport network.

**Policy 15:** Working with partners, including through the Safer Roads Partnership, we will deliver initiatives aimed at **improving safety on the highway network**, with a particular focus on supporting those who are walking and cycling.



## LTP Ambitions and Policies arising from our Modal Principles

There are 16 LTP Policies to support our Modal Principles

<b>STREETS FOR ALL (p44)</b>
<b>Our Ambition:</b> To make our streets welcoming and safe spaces for all people, enabling more travel on foot, bike and public transport while <b>creating better places</b> that support local communities and businesses.
<b>Policy 16:</b> We will work with partners to support a rapid <b>transition towards low emissions vehicles</b> in Greater Manchester, including developing a clear strategy on the Electric Vehicle Charging Infrastructure network required to provide greater confidence to residents and businesses to invest in electric vehicles.
<b>Policy 17:</b> We will trial <b>transport innovations</b> to understand their relevance and potential applications for Greater Manchester, and to ensure we have robust policies in place.

<b>KEY ROUTE NETWORK (p48)</b>
<b>Policy 18:</b> We will provide a unified, Greater Manchester approach to <b>managing the Key Route Network (KRN)</b> of roads, in line with our Streets for All Strategy principles, and work with Highways England to co-ordinate this with the management of the Strategic Route Network (SRN).

<b>GOODS AND SERVICING (p50)</b>
<b>Our Ambition:</b> To enhance <b>freight's</b> role in contributing to economic growth and ensure that it becomes increasingly sustainable, minimising its impact on the environment and on communities in Greater Manchester.
<b>Policy 19:</b> We will work, including through the GM logistics forums, to improve <b>journey times and reliability for deliveries</b> , and to <b>reduce the environmental impact of logistics</b> .

<b>PRIORITIES FOR HIGHWAYS INVESTMENT (p52)</b>
<b>Policy 20:</b> We will ensure our <b>streets are welcoming and safe spaces</b> for all people, enabling more travel on foot, bike and public transport while <b>creating better places</b> that support local communities and businesses.
<b>Policy 21:</b> We will introduce appropriate bus priority measures on the highway network to <b>improve bus reliability</b> and will keep existing measures under review to ensure effectiveness. This will include developing proposals for "Quality Bus Transit" corridors on key routes.
<b>Policy 22:</b> We will work to improve and maintain the <b>condition and resilience of our road network</b> , drawing on best practice.

<b>COMPREHENSIVE CYCLING AND WALKING NETWORK (p58)</b>
<b>Our Ambition:</b> To create a <b>comprehensive network of on and off-road walking and cycling routes</b> (known as the Bee Network) that make it easy and safe for people to walk and cycle to key local destinations, such as local centres, jobs, healthcare and education, for leisure purposes and to access public transport.
<b>Policy 23:</b> We will work with partners to <b>improve walking and cycling facilities</b> across Greater Manchester, including through the development of a strategic walking and cycling network (the 'Bee Network'), <b>wayfinding and cycle parking</b> , and supporting 'Streets for All' design guidance to ensure consistently <b>high quality standards</b> across the network.

<b>PUBLIC TRANSPORT INTEGRATION (p62)</b>
<b>Our Ambition:</b> To develop a fully integrated, customer-focused, low-emission <b>public transport network</b> , with simple, integrated ticketing, that provides an attractive and accessible alternative to travelling by car to key Greater Manchester destinations.
<b>Policy 24:</b> Working with partners, we will work to establish and promote one <b>integrated Greater Manchester public transport network</b> ('Our Network'), making it easy for customers to plan, make and pay for their journeys using different modes and services.
<b>Policy 25:</b> We will seek to ensure a consistent standard of facilities at <b>transport hubs</b> , appropriate for their size and function, and will work with partners to improve access to them by all modes.

<b>VISION FOR BUS (p65)</b>
<b>Policy 26:</b> We will make best use of powers included in the Bus Services Act, as well as our existing powers, to give effect to our Vision for Bus.

<b>COACHES AND TAXIS (p69)</b>
<b>Policy 27:</b> We will ensure that accessible <b>coach parking</b> and set down/pick-up points are available at key locations.
<b>Policy 28:</b> We will work with the <b>taxi and private hire</b> industry to develop minimum standards for policy/regulation and operation across Greater Manchester, and work with Government to strengthen national legislation.

<b>RAPID TRANSIT STRATEGY (p70)</b>
<b>Our Ambition:</b> To extend the benefits of <b>rapid transit</b> to more of Greater Manchester and provide the capacity and reliability needed to support growth in the economy.
<b>Policy 29:</b> We will expand the <b>coverage and capacity of our rapid transit network</b> (Metrolink, Rail and Bus Rapid Transit), to deliver improved connectivity to employment and other opportunities within the city-region.

<b>NATIONAL RAIL SERVICES</b>
<b>Policy 30:</b> Working with partners, we will develop a <b>rail network with the capacity, reliability, speed, resilience and quality</b> to support growth in the Northern economy and extend the benefits of HS2 and Northern Powerhouse Rail throughout Greater Manchester.
<b>Policy 31:</b> We will continue to work with DfT, Network Rail and Transport for the North to secure greater <b>local control of rail stations</b> , and to deliver greater local accountability for all rail-based services, within Greater Manchester.