



Bee Network Committee

Date: Thursday 23 November 2023

Subject: Greater Manchester Transport Strategy 2040: Progress Report

Report of: Martin Lax, Director of Transport Strategy

Purpose of Report

To inform the BNC of progress against the 2040 Transport Strategy.

Recommendations:

The Committee are requested to:

1. Note the progress on Greater Manchester's committed transport delivery programme.
2. Note our progress against our existing Right Mix vision and our established 2040 Transport Strategy key performance indicators.
3. Agree that the implications of our KPI monitoring and delivery progress should be considered carefully to shape the refresh of our Local Transport Plan.

Contact Officers

Martin Lax, Transport Strategy Director, TfGM

martin.lax@tfgm.com

Jonathan Marsh, Head of Strategic Planning and Innovation, TfGM

jonathan.marsh@tfgm.com

Mia Crowther, Senior Transport Strategy Officer, TfGM

mia.crowther@tfgm.com

Equalities Impact, Carbon and Sustainability Assessment:

Not applicable - no changes are proposed or decisions required.

Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation	Guidance
Equality and Inclusion		Not Applicable - No impacts are recorded as no changes are proposed.	
Health		Not Applicable - No impacts are recorded as no changes are proposed.	
Resilience and Adaptation		Not Applicable - No impacts are recorded as no changes are proposed.	
Housing		Not Applicable - No impacts are recorded as no changes are proposed.	
Economy		Not Applicable - No impacts are recorded as no changes are proposed.	
Mobility and Connectivity		Not Applicable - No impacts are recorded as no changes are proposed.	
Carbon, Nature and Environment		Not Applicable - No impacts are recorded as no changes are proposed.	
Consumption and Production		Not Applicable - No impacts are recorded as no changes are proposed.	

Contribution to achieving the Greater Manchester Carbon Neutral 2038 target.

Carbon Assessment

Overall Score N/A

Buildings	Result	Justification/Mitigation
New Build residential		Not Applicable - No impacts are recorded as no changes are proposed.
Residential renovation or maintenance		Not Applicable - No impacts are recorded as no changes are proposed.
New Build Commercial/Industrial		Not Applicable - No impacts are recorded as no changes are proposed.

Transport

Active travel and public transport		Not Applicable - No impacts are recorded as no changes are proposed.
Roads, Parking and Vehicle Access		Not Applicable - No impacts are recorded as no changes are proposed.
Access to amenities		Not Applicable - No impacts are recorded as no changes are proposed.
Vehicle procurement		Not Applicable - No impacts are recorded as no changes are proposed.

Land Use

Land use		Not Applicable - No impacts are recorded as no changes are proposed.
----------	--	--

Risk Management

The document reviews progress on existing Local Transport Plan.

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. This document sits as part of our regular monitoring of our Local Transport Plan.

Financial Consequences – Revenue

No financial consequences at this stage.

Financial Consequences – Capital

No financial consequences at this stage.

Number of attachments to the report: 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

- 1.1. The GM Transport Strategy Progress Report has been prepared to provide an update on progress made on delivering the Greater Manchester Transport Strategy 2040 and Our Five-Year Transport Delivery Plan, from March 2022 and November 2023, since the publication of the last progress report. It focuses on updates on GM's major commitments, where significant funding is allocated and the case for change has been demonstrated. Looking back to the publication of Our Five-Year Transport Delivery Plan, this predominantly reflects a combination of schemes contained within Map 1, and where Greater Manchester secured significant subsequent funding through the City Region Sustainable Transport Settlement (CRSTS) programme. The report then provides a review of our suite of 2040 Key Performance Indicators, linked to our strategy network principles.
- 1.2. The report provides a light-touch, simple and factual update of the Greater Manchester Transport Strategy 2040 and Delivery Plan (2021-2026). It does not look to recommend policy change but provide a measured review of evidence on progress to inform detailed discussions in Greater Manchester for the refresh of the Local Transport Plan.

2. Context

- 2.1. A series of key national and local contextual changes are highlighted, including:
 - Delivering the Bee Network
 - The cost-of-living crisis
 - The on-going recovery from the pandemic
 - City Region Sustainable Transport Settlement
 - High Speed 2 and Network North
 - Protecting our environment
 - Spatial planning
 - Our plans for improving buses and a refreshed mission for active travel.

3. Capital and Revenue Delivery

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

- **Our Bus** – Work to further develop existing proposals on bus Quality Bus Transit, Bus Rapid Transit, Bus Pinchpoint schemes, delivery of Salford-Bolton Network Improvements, bus stop accessibility enhancement programme, and cleaning up the fleet of buses through exhaust upgrades, cleaner or zero emission vehicle delivery. The first phase of bus franchising has seen significant investment in infrastructure across Wigan, Bolton, and parts of Salford.
- **Our Metrolink** – Ongoing delivery of Metrolink Capacity Improvement Programme, completed delivery of additional trams; depot infrastructure expansion, power upgrades; park and ride expansion (Radcliffe and Whitefield); infrastructure renewals, Bury Interchange Redevelopment, development of new stops and further stop improvements, development of options for new line extensions including Next Generation Vehicles and the Tram-Train Pathfinder.
- **Our Rail** – Working with industry partners, ongoing delivery of the TransPennine Route Upgrade and Hope Valley Line improvements, the establishment of the Manchester Task Force, commencing Wigan-Bolton electrification, platform lengthening, progressing development of Golborne station and other potential new stations, ongoing roll-out of the Access for All (AfA) programme, and developing future rail plans with Great British Rail and integrated services through devolution.
- **Our Streets** – Significant progress on schemes on our streets, guided by our Streets for All framework, key highlights including:
 - **Active Travel** – continuing delivery and development of high-quality capital infrastructure on corridors and junctions across the network, dovetailed with aligned behaviour change programmes and community support.

- **Freight and Logistics** – including Safe Urban Driving courses, freight accreditation schemes, freight consolidation through storage lockers and e-cargo bike pilots.
- **Managing Our Streets** – including control centre expansion, smart signalling technology, enhanced roadworks permit scheme
- **Local Highway Improvements** - with a significant programme of schemes across our local authorities
- **Maintaining Our Streets** – including our Key Route Network assets and maintenance programmes
- **Motorways and Strategic Roads** – Supporting local authorities to deliver important links to our strategic road network, and supporting National Highways to develop and deliver a range of motorway schemes
- **Our Integrated Network** – Delivery of electric vehicle charging infrastructure, transport innovation through delivery of eHubs, progressing ahead of schedule on construction of Stockport interchange, successes of the Safer Roads GM partnership, commencement of the GM Safety Camera Project, GM TravelSafe Partnership successes through examples such as youth outreach, enforcement, communications, and coordinated activities with transport industry partners.

3.2. Appended to the progress report is a detailed list of schemes that set out our major commitments, where significant funding is allocated and the case for change has been demonstrated.

4. Progress against the Right Mix

- 4.1. The report explores our progress against the 2040 Right Mix travel vision and explores people's changing travel habits. COVID-19 has had a major impact on travel patterns, and this is still stabilising. There has been some drifting back of levels of active travel since the pandemic, though this still reflects average growth, while public transport has not fully recovered. Given future uncertainty, adaptive planning for the future is essential.

5. Progress against our 2040 KPIs

- 5.1. Over recent years, Key Performance Indicators (KPIs), linked to our Network Principles, have seen a mix of both positive and negative changes between indicators across all principles. It is relatively early within the plan period to attempt to draw significant conclusions from these results, particularly as Greater Manchester recovers from the impact of the COVID-19 pandemic.
- 5.2. Appended to the report is a detailed table of our Greater Manchester Transport Strategy (GMTS) 2040 KPIs.

6. Summary and Conclusions

- 6.1. The progress report concludes with our priority for the year ahead, an intended refresh of the GM Local Transport Plan/Transport Strategy 2040, ahead of the creation of the next 5 Year Delivery Plan (2027-2032).
- 6.2. The progress report provides a clear collation of evidence on progress on GM's transport delivery programme and the performance of GM's transport strategy. The report will inform the refresh of the Local Transport Plan and will be utilised by officers to prepare recommendations for updates and improvements to transport policies and delivery pipeline.
- 6.3. The process for refreshing the Local Transport Plan was reported to BNC at the October 2023 meeting.