

1.0 GM CLEAN AIR PLAN UPDATE

1.1 The latest update on the development of GM's Clean Air Plan is provided at Annex 01.

2.0 TRANSPORT AND CLIMATE CHANGE

1.2 The governance structure for the 5YEP is centred around 'Challenge Groups', each of which is tasked to deliver one element of the Plan. Addressing transport and travel is a key element of the 5YEP, however, whilst the other four priority areas have already formed Challenge Groups to address their respective priorities, the appropriate governance structure for transport requires clarification. [NB. The remit of the existing Challenge Groups includes some elements of the transport system.]

1.3 The four existing Challenge Groups draw membership from a combination of GMCA officers and external partners. Unlike the other four Challenge Group areas, however, there is already an extensive network of forums and partnerships across GM's transport sector - many of which are coordinated with or by TfGM. The non-exhaustive selection below highlights the diversity of these existing relations:

- **GM Moving** (TfGM, GMCA, NHS, Sports England)
- **GM Freight and Logistics Forum** (TfGM, Local Authorities, DfT, GMP, MAG, Industry partners including the Freight User Organisation)
- **GM Clean Air Plan Steering Group** (TfGM, Local Authorities, PHE, Highways England)
- **Bus Operators Code of Conduct** (6 major GM bus operators, TfGM)
- **Walking & Cycling Alliance** (TfGM, Living Streets, Sustrans, Bicycle Association, Cycling UK, British Cycling, Ramblers Association, Chris Boardman)
- **Work Smart GM** (TfGM, Chamber of Commerce, Local Economic Partnership).

1.4 Achieving Greater Manchester's carbon targets will require substantial reductions in carbon emissions from transport, which is likely to require action above and beyond that currently set out in the GM Transport Strategy for 2040. Greater Manchester will need to be clear on what levels of travel change will be needed over each five-year 2040 Delivery Plan period to focus activity and to ensure that Government support is forthcoming.

1.5 It is the Greater Manchester Combined Authority / Greater Manchester Transport Committee (GMTC) who will give the required direction to implement changes that will be required to deliver a fully decarbonised transport system, which is likely to require action above and beyond that currently set out in the GM Transport Strategy for 2040. The Mayor is the portfolio lead for Transport.

1.6 In recognition of the above and to avoid unnecessarily adding complexity and time requirements to the existing transport community, the Green City portfolio lead has agreed that TfGM will draw on existing relationships, rather than create an additional Challenge Group. At those GMTC meetings considering 5YEP transport related actions, the Green City portfolio lead / assistant will be in attendance. In addition, the GCRP includes an elected member who also serves on the GMTC – currently Cllr Angeliki Stogia – who can also act as a useful conduit between the two bodies.

1.7 The report at Annex 02 was considered by Greater Manchester Transport Committee on 17 January 2020. The report sets out the scale of the challenge and the transport-related actions that that GM needs to take and influence to meet its ambition to be a carbon neutral city-region by 2038.