

GREATER MANCHESTER TRANSPORT COMMITTEE

Date: 12 July 2019

Subject: Our Network - Update

Report of: Eamonn Boylan, Chief Executive, GMCA and TfGM

PURPOSE OF REPORT

To present 'Our Network', a shared vision towards an integrated transport network for Greater Manchester in 2029.

RECOMMENDATIONS

- i. The Committee is asked to comment on the Our Network vision and consider how it wishes to oversee the delivery of an integrated transport network for Greater Manchester as part of its work programme.

CONTACT OFFICERS:

Eamonn Boylan	Chief Executive, TfGM and GMCA	e.boylan@greatermanchester-ca.gov.uk
Kate Brown	Director of Corporate Affairs, TfGM	kate.brown@tfgm.com

Risk Management – n/a

Legal Considerations – n/a

Financial Consequences – Revenue – n/a

Financial Consequences – Capital – n/a

Number of attachments included in the report: Nil

BACKGROUND PAPERS:

Greater Manchester Transport Strategy 2040 Draft Delivery Plan (2020-2025), Greater Manchester Combined Authority January 2019

Greater Manchester 2040 Transport Strategy 2040

<https://downloads.contentful.com/nv7y93idf4jq/7FiejTsJ68eaa8wQw8MiWw/bc4f3a45f6685148eba2acb618c2424f/03. GM 2040 TS Full.pdf>

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?		None
GMTC	Overview & Scrutiny Committee	
n/a	n/a	

1. OUR NETWORK

- 1.1 On 24 June, the Mayor of Greater Manchester launched 'Our Network' – a ten-year plan to create an integrated, modern and accessible public transport system. Our Network is a visual representation of the 2040 Strategy and five year delivery plan developed with the 10 Councils and the GM Local Enterprise Partnership – and in conjunction with the Greater Manchester Plan for Jobs, Homes and the Environment. Our Network is an integral part to achieve the vision set out in Our People, Our Place: the Greater Manchester Strategy for Greater Manchester to be one of best places in the world to grow up, get on and grow old.
- 1.2 The Our Network vision is described in a new indicative transport map (**see Appendix**) underpinned by contactless connections between different modes of public transport, in a zonal system with bus, tram, train ('GM Rail'), tram-train, cycling and walking modes, all working together as one integrated network.
- 1.3 Residents and visitors will have a choice of options for public transport and active travel journeys within and across the city region. These seamless connections will allow passengers to move around as easily as possible, underpinned by simple and accessible travel information, supported by an open data approach.
- 1.4 An expansion of cycling and walking through delivery of the Bee Network will make active travel the preferred choice for short local journeys. These active travel routes will connect with interchanges and transport hubs, enabling people to easily transfer to bus, tram or train for longer journeys.
- 1.5 Our Network will also be built on the principles which underpin the Metrolink network:
- **Convenient:** Reliable and regular services.
 - **Affordable:** Integrated fares and ticketing across bus, rail, tram and bike hire.
 - **Sustainable:** Zero emissions and powered by renewable energy.
 - **Accessible:** Fully accessible to all residents both at stops and on transport modes.
 - **Accountable:** Run for the people of GM and locally accountable.
- 1.6 As part of the Our Network vision, the Mayor also confirmed a series of short, medium and long term commitments which are outlined below.

Bus

- 1.7 In 2017, the GMCA agreed to use new powers given to mayoral combined authorities through the Bus Services Act 2017 to prepare an assessment of a proposed franchising scheme, and delegated authority to the Chief Executive of TfGM for the assessment to be prepared on the GMCA's behalf. The assessment has been completed and recommends

proceeding with the proposed scheme by obtaining a report from an independent auditor, as required by section 123D of the Act.

- 1.8 This recommendation was approved by GMCA on Friday 18 June and an independent auditor will be appointed to prepare a report on the assessment. Subject to the outcome of the audit, the next step would be for the GMCA to consider undertaking a public consultation in accordance with section 123E of the Act, for which the assessment of a proposed bus franchising scheme and the completed audit report will be made publicly available for consultation purposes.

- 1.9 Our Pass will provide free travel for 16 to 18 year olds living in Greater Manchester. The online portal enabling people to register for Our Pass was launched on 1 July. As well as free travel, it will unlock a range of opportunities and benefits, from sport and music tickets to work experience opportunities.

Metrolink

- 1.10 Contactless travel will be launched on 15 July, introducing the 'daily cap' calculated after journeys have been made. This is the first time this technology will be used in Greater Manchester.
- 1.11 The new Trafford Park Line will open in early 2020, further increasing the Metrolink network by 5.5km, adding six new stops, and connecting the Regional Centre to one of the biggest business parks in Europe, a home to 1,300 businesses employing over 35,000 people.
- 1.12 TfGM will continue to exploring further expansion, including completing the Airport Loop (subject to funding) and further investigation of potential extensions to Port Salford, Middleton and Stalybridge and a clear ambition to bring Metrolink to Stockport in the next decade.
- 1.13 To support network expansion, 27 new trams are on order which will increase network capacity by 15%, add 4,800 more spaces and enable the running of more double trams on the busiest lines. The first one is expected to arrive in February 2020 and there will be 10 trams in service by June 2020.
- 1.14 To support residents and visitors to have greater choice in how they travel, there are plans to increase in Park and Ride capacity over the next ten years, with nearly 1000 new spaces by the end of 2020 including at Radcliffe, Whitefield, Withington and Trafford Park.

Cycling and Walking

- 1.15 Greater Manchester will host the largest public bike hire scheme per resident in the country. Part of the Made to Move Strategy published in December 2017, the scheme will launch in Spring 2020, initially in the Regional Centre and expanding out across all districts over the following years.

Rail

- 1.16 GMCA's submission to the Williams Review of Rail Franchising at the end of May confirmed Greater Manchester's ambition to secure greater local control over passenger rail, or 'GM Rail'.
- 1.17 Further details on Greater Manchester's ambitions for GM Rail will be set out in a GM Rail Prospectus later this summer. The Prospectus will set out pathways for delivering a reformed railway in Greater Manchester and will consider:
- the design and specification of future franchises;
 - fares and ticketing reform to enable multi-modal zonal ticketing;
 - how TfGM can develop the legal and organisational capability to become a procurement authority for rail services;
 - how to work more effectively with Network Rail to build true regional partnerships, potentially with devolution over infrastructure management;
 - how to work more effectively with Government to drive through further devolution powers and sustained funding settlements.

HS2 and Northern Powerhouse Rail

- 1.18 The Our Network announcement included confirmation of the Mayor's commitment to see both HS2 (phase 2b) and Northern Powerhouse Rail delivered, together given their potential to improve Greater Manchester's links with the rest of the country, free up valuable capacity on the commuter network, and encourage more people to shift from the car and onto the train.

Tram-train

- 1.19 In January 2019, the Secretary of State for Transport announced his commitment to work with Greater Manchester to bring tram-train services to the city-region.
- 1.20 Tram-train lines allow both heavy and light rail services to run on the same line for greater integration with both networks. The 2040 Five Year Delivery Plan confirms three 'pathfinder' routes and TfGM will shortly be going to the market to work with the industry to identify the best solution for tram-train in GM. Work is ongoing with Government to secure a feasibility study of the Atherton Line.

Data and Passenger Information

- 1.21 TfGM are working with Google and ITOWorld to make accessibility information available for Metrolink journey planning within Google Maps. The next phase of this is to deliver the same information for bus services.

- 1.22 As one of only five international cities selected, we are also working with Google in a trial which will develop new systems to support the management of transport incidents and events, monitor how well the network is performing, and better-communicate travel advice to customers.

2. POWERS AND FUNDING ASKS

- 2.1 The Draft 2040 Delivery Plan (2020-2025) published in January sets out how Greater Manchester is developing its future transport programme in terms of planning, funding and delivery. It sets out Greater Manchester's funding asks of Government, as follows:

- A Greater Manchester Transport Fund 2 with an agreed national-local funding split. The ambition is for a 'GMTF2' to be twice the level of GMTF1 (circa £3bn) and sustained for twice as long.
- HS2 and Northern Powerhouse Rail: Government to affirm commitment to delivery of both projects
- Air Quality package of funding: Government to radically expand and re-instate the Early Measures Fund for recently mandated cities, including funding for those unavoidable measures in any Greater Manchester Clean Air Plan such as local scrappage schemes; a Clean Bus Fund; and a taxi fund to support uptake of cleaner vehicles.

- 2.2 The Draft Delivery Plan sets out Greater Manchester's powers and functions asks of Government, as follows:

- Highways management: Grant Greater Manchester's highways authorities the ability to enforce Moving Traffic Offences
- Lane rental: To secure powers to charge for lane rental, incentivising highways work to take place outside peak hours.
- Influence over Highways England: Highways England should be accountable to the GMCA as a key transport service provider.
- Cycling and walking: Greater flexibility from the DfT in authorising and permitting Greater Manchester scope to define appropriate highway markings for crossings to support a safer network.
- Electric vehicle charging infrastructure: Government to encourage Electricity Northwest to sign a Memorandum of Understanding with TfGM to support a rapid rollout of an efficient EV charging infrastructure.
- Taxi and Private Hire Vehicles: National reform to provide greater local authority control and to secure controls against out-of-area operation.

- Rail franchises and infrastructure: Greater ability through Transport for the North to oversee and manage the Northern and TransPennine Express franchises, deliver coordinated infrastructure improvement and to secure high speed rail and future capacity improvements.
- Rail station devolution: Greater devolution of the responsibility for local rail stations, building on the proposals TfGM has already developed to test working in partnership with operators and other stakeholders.

2.3 GMCA has confirmed its support for the National Infrastructure Commission's recommendation to provide £43 billion of additional investment in cities outside London by 2040, enable long-term devolved budgets, and support major new transport projects in the fastest growing and most congested cities outside of London. Greater Manchester will continue to articulate the requirement for this significant long term devolved settlement

Appendix – Our Network Map

