

## GMCA Overview and Scrutiny Committee

Date: Wednesday 22<sup>nd</sup> November 2023  
Subject: Local Transport Plan process and renewing our vision  
Report of: GM Mayor, Andy Burnham

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### Purpose of Report

The Greater Manchester Transport Strategy 2040 (GMTS 2040) is GM's statutory Local Transport Plan. GMTS 2040 is Greater Manchester's plan to ensure everyone has access to safe, decent and affordable transport. It sets out how transport will help deliver the Greater Manchester Strategy's ambition of a greener, fairer and more prosperous city region. We are developing a document, 'Renewing Our Vision' which sets out how we are renewing our Local Transport Plan Vision. It is a high-level document which will be used to engage with stakeholders as we develop the refreshed Local Transport Plan.

### Recommendations:

The GMCA Scrutiny Committee is asked to:

1. Comment on the preparation of a new Local Transport Plan to date (LTP); including the development of a 'Renewing Our Vision' LTP engagement document; and
2. Provide feedback on the contents of the report, specifically the vision statement, LTP goals, spatial themes and network ambitions.

### Contact Officers

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# Equalities Impact, Carbon and Sustainability Assessment:

## 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.

### Further Assessment(s):

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.
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## Carbon Assessment

**Overall Score**



**Buildings**

**Result**

**Justification/Mitigation**

New Build residential

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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

N/A

## Legal Considerations

There are no specific legal implications with regards to this report.

## 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 Network North.

**Number of attachments to the report: 0**

## **Background Papers**

[Greater Manchester Transport Strategy 2040](#)

[Report to Bee Network Committee, 26 October 2023, Local Transport Plan Process](#)

## **Tracking/ Process**

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

This report sets out the process for refreshing Greater Manchester Local Transport Plan, approval of which will be a major strategic decision taken by GMCA.

## **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 – LTP Refresh

- 1.1 Greater Manchester's Local Transport Plan (LTP) is a statutory document that sets out the city region's long-term ambitions for transport. Our 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 LTP needs updating – the Department for Transport (DfT) has asked to see all local authorities and combined authorities have up to date LTPs. DfT have engaged on the content of new LTP guidance over the last 12 months. DfT have not set a date for issuing the LTP guidance but remain committed to doing so.

## Renewing our LTP vision

- 1.5 As part of this process, we are renewing our vision for transport. We are developing a high-level document which will be used to engage with stakeholders as we develop the refreshed LTP and its vision.
- 1.6 This document will be a tool that supports input from across GM and ensures that collective ambitions for transport are reflected in our refreshed LTP.

# 2. Our Current Vision for Transport

- 2.1 The current LTP, GMTS 2040, identifies what Greater Manchester needs from its transport system to help create a successful, resilient city region, ready to tackle the challenges and opportunities of the 21<sup>st</sup> Century.
- 2.2 **Vision Statement:** Our current vision statement is for GM to have “world class connections that support long-term, sustainable economic growth and access to opportunity for all, supporting the Greater Manchester Strategy's ambition for a greener, fairer and more prosperous city region”. This vision is underpinned by four key elements, which represent the goals of the strategy: Supporting sustainable economic growth; Protecting our environment; Improving quality of life for all and; Developing an innovative city region.

2.3 **Seven Network Ambitions:** Our Local Transport Plan identifies seven network principles, which we apply consistently as we improve Greater Manchester's transport system to ensure that it meets the needs of all transport users. The vision is underpinned by seven 'Network Ambitions' which guide how Greater Manchester is to meet its objectives for transport by 2040:

- Integrated
- Inclusive
- Healthy
- Environmentally responsible
- Reliable
- Safe and secure
- Well-maintained and resilient

2.4 **Growth and Right Mix:** Our current vision for transport in GM is also built around our Right Mix target – that by 2040, 50% of all journeys in Greater Manchester will be made by public transport or active travel, with no net-growth in motor vehicle traffic over that period. At the same time, demand for transport in Greater Manchester is expected to grow, as a result of population and economic growth.

2.5 **Spatial Themes:** To support development of the Transport Strategy and delivery of our Right Mix ambition, trips in GM have been grouped into spatial themes. Grouping journeys into spatial themes can help us to identify which trips might be the most effective to target in order to meet our Right Mix ambition. For example, we can target an increase in neighbourhood trips by public transport or active travel by making neighbourhoods more attractive places to walk, wheel or cycle around. The proposed Spatial Themes are:

- Neighbourhood trips
- Regional Centre trips
- Wider City Region trips
- City to City trips
- Town Centre trips

While town centres have always been a key consideration in transport planning, they have not previously had a dedicated spatial theme.

### 3. Renewing Our Vision

- 3.1 As we refresh our LTP, the time is right to renew our vision. Greater Manchester and its transport network are in a different position compared to when the LTP was first published in 2017. New opportunities have emerged, for instance the development of the Bee Network or new powers devolved to GM in the Trailblazer Deal. At the same time, new challenges have arisen, like the long-lasting impacts of the COVID-19 pandemic.
- 3.2 Locally, we have also set new strategic ambitions since 2017. Our Places for Everyone Plan and target of carbon neutrality by 2038, alongside other strategies, need to be reflected in our LTP vision.
- 3.3 To respond to these changing circumstances, our stakeholder engagement materials will include a review of our LTP ambitions and policies.

#### Review priorities

- 3.4 Renewing the core components of the LTP vision will be based around the following key questions:
- Do the vision statement and four goals capture our long-term strategic ambitions for transport in Greater Manchester?
  - Are the proposed Spatial Themes right?
  - Are the proposed Network Ambitions right?
- 3.5 **Right Mix:** Our Right Mix target is also under review. As mentioned, Greater Manchester is operating under a different set of circumstances compared to when the Right Mix target was agreed in 2019. It is therefore timely that we review this ambition, to make sure it accounts for new travel behaviours, our long-term commitments for the environment, road safety, congestion and growth.
- 3.6 The efficient movement of people and goods across the network is vital for us to enable economic growth, to become carbon neutral by 2038 and to make Greater Manchester a healthier city region.
- 3.7 As part of our Right Mix ambition, we developed a pathway to achieving it. This was last updated in 2021. Further work will be needed to develop a new Right Mix pathway as part of the refreshed Local Transport Plan.
- 3.8 **Network Ambitions:** Linked to each of the seven principles is an ambition for how the transport network will have developed by 2040. The review will provide a

summary of the ambitions, set out what progress we have made and what future work is planned to help us achieve them.

3.9 On the basis of changes to transport in GM in recent years, the review will make a series of recommended changes to the Network Ambitions that better reflect transport in GM as it is now, and what is coming in the future. For example:

- Our **integrated** ambition should reflect the Bee Network as this is now central to providing seamless and easy-to-use services.
- Our **Inclusive** ambition should also refer to '**affordable**' which represents our commitment to keep fares as low as possible.
- **Environmentally responsible** should become **sustainable** to align with our Bee Network customer commitments.

3.10 On the basis of the above, scrutiny members are asked to consider whether the core elements of the existing Vision will address today's challenges and opportunities for transport.

#### **Who has been engaged so far?**

3.11 While TfGM officers are drafting the renewed LTP vision, members and officers from across Greater Manchester have a key role to play in its development. Their feedback and comments will be key to its direction and evolution.

#### **Next Steps**

3.12 The 'Renewing Our Vision' document is expected to be considered by the Bee Network Committee in December 2023.

3.13 The document will be the basis for targeted engagement with key stakeholders in early 2024 including members of GMCA Overview and Scrutiny Committee.