

Greater Manchester Combined Authority

Date: Friday 15 December 2023

Subject: Local Transport Plan - Renewing Our Vision

Report of: Andy Burnham, Mayor of Greater Manchester and Eammon Boylan, Chief Executive Officer, GMCA & TfGM.

Purpose of Report

The Greater Manchester Transport Strategy 2040 (GMTS 2040) is GM's statutory Local Transport Plan. GMTS 2040 is Greater Manchester's strategy 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 have developed a document, 'Renewing Our Vision' which sets out how we are proposing to update 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:

GMCA is asked to:

1. Note the development of a Greater Manchester's transport vision as part of a refreshed Local Transport Plan.
2. Approve the attached 'Renewing Our Vision' stakeholder engagement document.

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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

G	Positive impacts overall, whether long or short term.	A	Mix of positive and negative impacts. Trade-offs to consider.	R	Mostly negative, with at least one positive aspect. Trade-offs to consider.	RR	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 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: 1 – Renewing Our Vision

Background Papers

[Greater Manchester Transport Strategy 2040](#)

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

[Report to GMCA Overview and Scrutiny Committee, 22 November 2023, Local Transport Plan Process and Renewing Our Visions](#)

Tracking/ Process

Does this report relate to a major strategic decision, as set out in the GMCA Constitution?
No. This report seeks approval of a stakeholder engagement document to support the refresh of Greater Manchester’s 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

Comments/recommendations from Overview & Scrutiny Committee

The Local Transport Plan Refresh was discussed at Overview and Scrutiny Committee on Wednesday 22 November 2022. Any recommendations will be reported at the GMCA meeting.

Comments/recommendations from Bee Network Committee

The Bee Network Committee is due to consider this report on Thursday 14 December. Any recommendations made the Committee will be reported at the GMCA meeting.

1. Introduction

Background – LTP Refresh

- 1.1 At its meeting in October 2023, the Bee Network Committee received a report on the process to update Greater Manchester's Local Transport Plan (LTP), the Greater Manchester Transport Strategy 2040 (GMTS 2040).
- 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 Greater Manchester (GM) by demonstrating a clear rationale for intervention, high-level government funding and local investment for transport.

Renewing our LTP vision

- 1.4 As part of the process of refreshing the LTP, we are renewing our vision for transport. To support this activity, we have developed a high-level document which will be used to engage with stakeholders as we develop the refreshed LTP and its vision.
- 1.5 This document will support input from across GM and ensure that collective ambitions for transport are reflected in our refreshed LTP.
- 1.6 The draft document is attached for approval at Appendix 1.

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 21st 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 ambitions, which we apply consistently as we improve Greater Manchester's transport system to ensure that it meets the needs of all transport users. The ambitions are:

- 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

We have set out our ambition for what the transport network should aim to achieve for each of these spatial themes. While town centres have always been a key consideration in transport planning, they have not previously had a dedicated Spatial Theme. The engagement process will seek to define a clear ambition for our town centres.

3. Renewing Our Vision

- 3.1 As we refresh our LTP, the time is now right to renew our vision. Greater Manchester and its transport network are in a different position compared to when the previous LTP was published in 2017. New opportunities have emerged, for instance, the development of the Bee Network, new powers devolved to GM via the Trailblazer Devolution Deal, and the announcement of CRSTS2 funding contributing to an overall pipeline to the end of the financial year 2031/32 of c£3.5bn. At the same time, new challenges have arisen, including the long-lasting impacts of the COVID-19 pandemic; and unprecedented, in recent times, levels of inflation.
- 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 an overview and review of our current 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. 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.
- 3.6 As described above, our transport network is operating under a different set of circumstances to when the Right Mix target was originally agreed. It is therefore timely that we review this ambition, to ensure it accounts for new travel behaviours, as well as our long-term commitments for the environment, road safety, congestion and growth.
- 3.7 As part of our Right Mix ambition, we developed a pathway to achieving it, which 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, informed by new developments like GM's target of reaching net zero by 2038.

3.8 Through the document, we will ask stakeholders if they agree that now is an appropriate time to revisit our Right Mix ambition.

3.9 **Network Ambitions:** Linked to each of the seven principles is an ambition for how the transport network will have developed by 2040. The review provides a summary of the ambitions, sets out what progress we have made and what future work is planned to help us achieve them.

3.10 On the basis of changes to transport in GM in recent years, the review makes 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.

Who has been engaged so far?

3.11 While TfGM officers are drafting the renewed LTP, 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 With GMCA's approval, the document will be the basis for targeted engagement with key stakeholders in early 2024.