

Draft

# Greater Manchester Transport Strategy 2040

## Renewing our vision

## Introduction

This document sets out how we are renewing our vision for Greater Manchester's next Local Transport Plan (LTP). It is a high-level document which supports engagement as we develop our collective, refreshed LTP.

This document includes:

- A summary of our existing goals and ambitions
- Commentary on progress since the previous LTP was published in 2017
- Consideration of whether our goals and ambitions need to be revised or updated
- Proposed new goals and ambitions for discussion with stakeholders



# Background – Our Local Transport Plan

We are refreshing our Local Transport Plan (LTP), known as the Greater Manchester Transport Strategy 2040. The LTP is a statutory document which sets out our long-term objectives for transport.

Transport is crucial in supporting Greater Manchester's ambitious plans, including those set out in the Greater Manchester Strategy (GMS) with its vision 'to make Greater Manchester one of the best places in the world to grow up, get on and grow old'.

The Greater Manchester Transport Strategy 2040 was adopted in 2017. The GMTS 2040 also includes sub-strategies such as:

- Streets for All Strategy
- Greater Manchester Bus Strategy

The LTP matters because it sets the strategic direction for transport in GM and provides the foundation for policies that will help get us there.

Preparing a refreshed LTP will be a collaborative exercise. TfGM will be 'holding the pen', but the plan will need to be formally adopted by each Local Authority, and input is required from partners and stakeholders to ensure our next LTP captures our ambitions for transport in Greater Manchester.



# Greater Manchester

Greater Manchester is a thriving city region.

Our population is growing, and our economic output is significant – with a GVA of £75bn, our economy is bigger than that of Wales, Northern Ireland or some European countries like Croatia. Between 2000 and 2021, our economy grew 50% and the number of jobs in the regional centre increased by 49%.

Nevertheless, there are challenges and untapped potential – which sustainable transport can help unlock:

- **Growth and productivity** – GM's productivity should be much greater for a city region of our size, poor public transport is holding us back.
- **Deprivation** – a quarter of our residents live in the most deprived neighborhoods in the country. 27% of households in GM do not have access to a car and therefore likely to rely heavily on public transport. For example, nearly 90% of bus users surveyed do not have access to a car.
- **Health** – Life expectancy in GM is lower than the national average. Two-thirds of adults are overweight or obese and a sedentary lifestyle is a factor in one in six deaths in the region.

## Greater Manchester

- **Transport is not yet fulfilling its potential** – Bus patronage has been in decline, Metrolink has grown but not everywhere and rail services have been unreliable. Environmental or safety concerns have prevented some residents from traveling actively and all transport would benefit from a more integrated offer. Across the country, the cost of rail, bus and coach fares have risen faster than the cost of motoring in the last 20 years.
- **Car ownership continues to grow** – Car dependency in Greater Manchester is growing. Many people do not see public transport and active travel as a realistic alternative to the car. We have a task to make the alternative modes an attractive and credible alternative.
- **Our ambition to be carbon neutral by 2038** – Transport makes up around a third of carbon emissions. Decarbonisation of travel and transport needs to happen quickly, and that will involve behaviour change, over and above delivering the Bee Network on a scale we have not previously seen.

# Renewing our vision

## Transport Vision

### Network Ambitions

Integrated

Inclusive & Accountable

Healthy

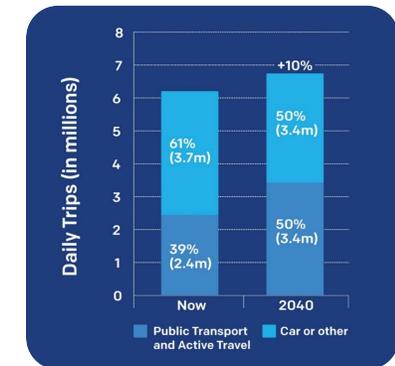
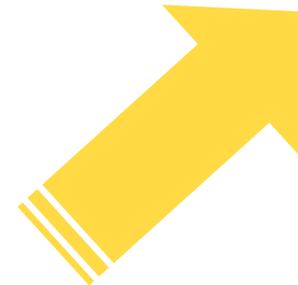
Environmentally responsible/  
Sustainable

Reliable

Safe and secure

Well-maintained and resilient

### Growth & Right Mix



Core Local Transport Plan, including modal ambitions and spatial themes

Greater Manchester is on the move. Our city region is undergoing rapid, transformational change. Our population is growing, so is our economy and we have big ambitions for our health and environment. What we need is a transport system that can get us there.

The current vision for transport, set out in the Greater Manchester Transport Strategy 2040 is 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**.

Our ambitions for a high-quality transport system have developed over time – this document highlights the successes that have been achieved in the last few years and sets out the critical next steps in our path to meeting our 2040 objectives. This Vision is about identifying 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.

We aim to achieve this through 7 **Network Ambitions** :

Integrated

Inclusive &  
Accountable

Healthy

Environmentally  
responsible/  
Sustainable

Reliable

Safe and  
secure

Well-  
maintained and  
resilient

Through the Bee Network, Greater Manchester's new integrated transport system, we are putting these ambitions into practice as our commitments to customers.

As a growing city region with big plans for the future, our transport network needs to support more people making more journeys.

To support these additional journeys, as well as better lives and economic growth, we will need to make more efficient use of our existing transport network through effective management of our highways and by reducing our reliance on motor vehicles. We have previously set out this ambition through our Right Mix target, which aims to increase the proportion of journeys by active travel and public transport - and put us on a path to a more sustainable future.

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. Since our Right Mix target was agreed, new opportunities have emerged, such as the development of the Bee Network. However, there are also new challenges, like the long-lasting impacts of the COVID-19 pandemic. We also need greater local control of our transport network – Greater Manchester should have a bigger role when it comes to shaping local transport.

Our plans need to respond to these changing circumstances, so we are developing a new Right Mix target that will sit at the heart of our vision for transport to 2040.



## Our current transport vision

As it stands, the current vision for our Local Transport Plan is for Greater Manchester to have *'World-class connections that support long-term, sustainable economic growth and access to opportunity for all'*.

Our vision is underpinned by four key elements, which represent the goals of our Strategy: supporting sustainable economic growth, protecting our environment, improving quality of life for all and developing an innovative city region.



Are these appropriate over-arching goals for the strategy? Should “innovation” be a supporting principle rather than a main goal? Is the vision statement ambitious enough? Do the vision statement or over-arching goals need to be more detailed, or is it OK to keep the detail in our Network Principles (Integrated / Inclusive / Healthy / Environmentally responsible / Reliable / Safe and secure / Well-maintained and resilient)?

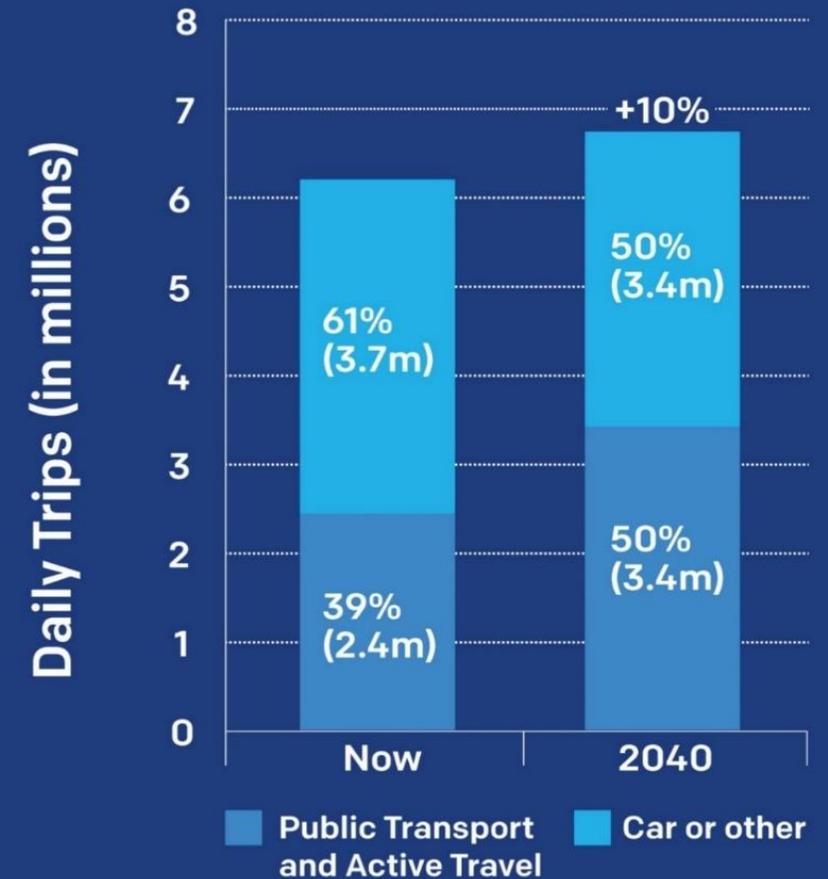
## Right Mix

In 2019, we set out our ambition to improve our transport system so that by 2040, 50% of all journeys in Greater Manchester would be made by public transport or active travel, with no net-growth in motor vehicle traffic.

Right Mix supports our vision for a greener, fairer and more prosperous city-region. This would mean reducing car trips from over 60% in 2017 to no more than 50% of trips per day by 2040. These targets are based on achieving zero net growth in motor vehicle traffic in Greater Manchester over the period to 2040.

Since we set our Right Mix target in 2019, the environment in which we are working has changed. There are new opportunities to boost the number of trips by public transport and active travel, for example through the development of the Bee Network. There are challenges too, such as the COVID-19 pandemic and its impact on daily lives and travel behaviour.

In light of these changes, we are reviewing our Right Mix ambition.



## Right Mix

### Why we might adopt a more ambitious Right Mix target

- **To reduce traffic.** Current Right Mix target has no net growth in motor vehicle traffic, a more ambitious target would reduce traffic on our roads, making public transport (especially buses) run better and improving highways performance for all road users.
- **To reduce road danger.** As a city region we are looking to adopt Vision Zero (a target of no deaths and severe injuries on Greater Manchester's roads), which will require a reduction in traffic.
- **To hit our carbon targets.** As a city region we are aiming to be carbon neutral by 2038, this will require a reduction in traffic (as well as transition to zero emission vehicles).
- **To deliver wider benefits.** Additional mode shift to active or sustainable travel would deliver social, economic, environmental and health benefits, boosting productivity, reducing costs to welfare, GMP and NHS.

## Right Mix

We have published a Right Mix pathway, which identifies how we intend to reach our target, for example by increasing the number of neighbourhood trips taken by active travel and by increasing the number of people using rapid transit to travel across the city region.

The pathway was last updated in 2021. As set out in this document, now is an appropriate time to revisit and update it to take account of Greater Manchester's decarbonisation ambitions and the changing environment in which our transport network operates.

Further work will be needed to develop a new Right Mix pathway as part of our refreshed Local Transport Plan, but we anticipate that this could result in a more ambitious target e.g. **for more than 50% of all trips to be made by active travel and public transport, with a net reduction in motor vehicle traffic.**



Do you agree that now is an appropriate time to revisit our Right Mix ambition?

## 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, which help us identify the types of trips and how they can best be influenced:

### Neighbourhood trips

- Trips less than 2km outside the Regional Centre, with at least one end inside GM.

### Regional Centre trips

- Trips that start and/or end in the Regional Centre

### Wider City Region trips

- The remaining trips within GM that have both ends no more than 10km beyond the GM boundary.

### City to City trips

- Trips with one end in GM, and the other more than 10km outside the GM boundary.

**Our stated ambitions for each spatial theme are set out in Appendix 1.**

### Town Centre trips

Whilst town centre trips have always been considered, GM will formally add town centre trips to this list, covering trips made to, from or within principal town centres. This will acknowledge town centres as being the focus of transport networks, their role as major employment, education & retail areas, and the site of regeneration and development across GM.

# The Bee Network

Since the last LTP was published, we've developed our vision for the Bee Network, Greater Manchester's future integrated transport network which brings together walking, wheeling & cycling, bus, tram and trains as one consolidated network.

A new, reliable, affordable and sustainable way for our people, businesses and visitors to get around, connecting them to new opportunities, essential services and each other.

Journeys will be marked by one recognisable brand, the bee, which unites the transport network and acts as a mark of quality. **No matter what the journey, the Bee Network should be the natural choice of travel in Greater Manchester.** The Bee Network has been made possible by the devolution of more powers to GM. For example, through bus franchising or powers to integrate local rail services into the network by 2030.

The Bee Network is at the heart of our vision for transport in Greater Manchester. It will propel us towards our ambitions for economic growth, the environment and achieving the seamless nature of connectivity from which we want our customers and businesses to benefit and experience.

Our refreshed LTP will therefore need to reflect this ambition and acknowledge the progress already made in delivering the Bee Network.



# Our Network Ambitions

Our Local Transport Plan identified seven network principles, which we apply consistently as we improve Greater Manchester's transport system to ensure that it meets the needs of all customers.

Linked to each of the 7 principles is an ambition for how transport will have developed by 2040.

The following sections provide a summary of the ambitions, set out progress we have made, and what future work is planned to help us achieve them. Each page contains prompts for how the principles might change in our refreshed LTP.

Lastly, based on those prompts, a set of new ambitions are proposed for consideration.



# Our current network ambitions – on a page

Integrated

**Our Ambition:** To enable people to move seamlessly between services on a **single, high quality, easy-to-use network**; providing choice and supporting low-car lifestyles, made possible by integrated land use and transport planning.

Inclusive

**Our Ambition:** To develop a fully **inclusive and affordable** sustainable transport system for all.

Healthy

**Our Ambition:** To develop a transport system that supports people in **leading active, healthy lives**.

Environmentally responsible

**Our Ambition:** For Greater Manchester to be known for the quality of its urban areas and natural environments, with transport **carbon emissions reduced** to near zero by 2038, and new transport schemes delivering **environmental enhancements** whenever possible.

Reliable

**Our Ambition:** To develop a transport network that offers **reliable information and journey times** and gives people the confidence to use public transport.

Safe and secure

**Our Ambition:** To **reduce deaths** on our roads as close as possible to zero and ensure that poor perceptions of **personal security** are no longer a significant barrier to people using public transport or walking and cycling.

Well-maintained and resilient

**Our Ambition:** To bring the transport network into a good state of **repair, maintain** it in that state and ensure that it can withstand unexpected events, exceptional demand and severe weather.

## Reviewing our ambitions

- Since our Network Ambitions were established in 2017, much has changed.
- From the arrival of the Bee Network to the long-term impacts of the COVID-19 pandemic, the transport landscape in Greater Manchester has been reshaped significantly. In addition, we need to take into account decisions made outside the GM boundary around HS2 and the Strategic Road Network, which is managed by National Highways.
- To ensure our Network Ambitions are still the right ones, we have reviewed each in turn and considered what has changed and what changes are still to come in each thematic area.
- **The outputs of this review are included at Appendix 2.**
- Using this analysis, we have developed a proposed set of updated Network Ambitions.

# Our proposed network ambitions

## Integrated

**Our Ambition:** To enable people to move seamlessly between services on a single, high-quality, easy-to-use network. **The Bee Network** provides choice and supports low-car lifestyles, made possible by integrated land use, digital technology and transport planning.

## Inclusive and accountable

**Our Ambition:** To develop a fully **inclusive and affordable** sustainable transport system for all that is accountable both politically and to customers.

## Healthy

**Our Ambition:** To develop a transport system that supports people to lead healthy lives through active travel and improved air quality.

## Environmentally Responsible/Sustainable

**Our Ambition:** For Greater Manchester to be known for the quality of its urban areas, natural environments with transport **carbon emissions reduced** to near zero by 2038, and new transport schemes delivering **environmental enhancements** whenever possible.

## Reliable

**Our Ambition:** To develop a transport network that offers **reliable information, reliable journey times** and gives people the confidence to use public transport.

## Safe and secure

**Our Ambition:** To **reduce deaths** on our roads ~~as close as possible~~ to zero and ensure that poor perceptions of **personal security** are no longer a significant barrier to people using public transport or walking and cycling.

## Well-maintained and Resilient

**Our Ambition:** To bring the transport network into a good state of **repair, maintain** it in that state and ensure that it can withstand unexpected events, exceptional demand and severe weather.

## Funding our vision

To deliver our vision for transport in 2040, we need a funding model to get us there. Recent years have made clear how vulnerable our current funding model is to changes in the world around us. Reduced passenger numbers and higher operating costs are placing pressure on transport authorities around the country.

To deliver the Bee Network, as well as our long-term ambitions for transport in GM, we need a funding model that provides financial sustainability, thereby providing certainty and reliability for customers. Our future funding model needs to support the following actions:

- **Sustain the network:** the network must continue to be well-maintained resilient, safe and reliable.
- **Grow the network** to meet growing demand and continue to improve accessibility.
- **Transform the network:** to accommodate and exploit opportunities from improvements to regional and national inter-urban connectivity. We also need to exploit funding opportunities that grow the network locally, for example, integration of rail into the Bee Network or the Tram-Train Pathfinder project.

To deliver against our ambitions for transport, we will need to do all three of the actions outlined above. The refreshed LTP will help us to prioritise how we do this.

**Sustain**

**Grow**

**Transform**

## Key areas for feedback

Do the vision statement and four goals capture our long-term ambitions for transport in Greater Manchester?

Do you agree that now is an appropriate time to revisit our Right Mix ambition?

Are the current spatial themes right?

Are the proposed network ambitions right?

# Appendix 1 – Spatial themes

# Spatial Themes

In order to understand our Right Mix targets better, we have developed five spatial journey types, or 'Themes' – that can help us identify which types of trips might be most effective to target. Each theme has an associated ambition:

Connected neighbourhoods & town centres	Travel across the wider city region	City-to-city links
<p><b>Our Ambition:</b> For <b>local neighbourhoods to be safer and more pleasant</b> to walk and cycle around, with the impact of traffic on local roads reduced and a year-on-year <b>reduction in collisions</b>.</p> <p>To achieve our <b>Right Mix</b> vision, we want to make <b>walking and cycling the natural choice</b> for short journeys.</p> <p>Ensuring that our <b>town centres are attractive and well connected</b> - and that <b>interchanges</b> are easier to access - will increase the proportion of journeys made by public transport and encourage people to use local shops and other facilities.</p>	<p><b>Our Ambition:</b> That our <b>regenerated town centres are easy to get to, particularly by sustainable modes, and pleasant to walk around and spend time in</b>.</p> <p>Journeys across the area, between centres or to other major destinations will be made easier through <b>improved orbital</b> public transport and cycle connections and less congested roads. Road collisions will fall, year on year, moving towards our <b>goal of reducing deaths and serious injuries</b> as close as possible to zero.</p> <p>The significant <b>new development</b> expected in Greater Manchester will be accessible by sustainable modes of transport, so that the impact of the extra trips on the road network is minimised.</p>	<p><b>Our Ambition:</b> To see an increasingly productive, inclusive and prosperous region, supported by <b>transformed connectivity between the major cities</b> of the North of England, and to the Midlands, London and Scotland.</p> <p>There will be a <b>step-change in quality, speed and reliability of our city-to-city rail links</b>, allowing travel to Liverpool, Leeds and Sheffield in 30 minutes or less and to London in just over an hour.</p> <p>The <b>strategic highway network will offer more reliable journey times</b>. More <b>freight will be moved by rail and water</b>. <b>Transformed infrastructure, smart ticketing and customer information</b> will encourage more trans-northern journeys to be made by public transport.</p>

# Spatial Themes continued

Travel to and within our regional centre	Global connectivity
<p><b>Our Ambition:</b> For a well-connected, zero-carbon Regional Centre at the heart of the North (served by HS2 and Northern Powerhouse Rail Services), offering residents, employees and visitors a great place to live, work and visit.</p> <p>To support our <b>Right Mix vision</b>, we are aiming for 90% of morning peak trips into the city centre to be made on foot, by bicycle or public transport before 2040. This means <b>fewer cars in the city centre</b> so we can give more space for people to walk and cycle and to create more liveable, cleaner and greener places.</p> <p><b>Freight and servicing will also be better managed</b> to minimise the negative impacts of commercial vehicles on the Regional Centre.</p>	<p><b>Our Ambition:</b> To <b>support growth at the Airport</b> and the adjacent Enterprise Zone by: bringing many more people within one- and two- hour <b>rail journey times</b> to improve the <b>reliability of the highway network</b> near the Airport; and to ensure that <b>public transport services</b> better meet the needs of Airport customers and employees. Fewer people will drive to work at the Airport, with <b>transformed sustainable transport connectivity from across Greater Manchester and beyond</b>.</p> <p>The Atlantic Gateway corridor will be developed to maximise the <b>sustainable movement of goods by water and rail</b>. We support the development of <b>the Port Salford area as a tri-modal</b> (rail, water and road) logistics park and development zone to improve access to global markets via the Port of Liverpool.</p>

## Refining our ambitions

Town centre trips did not have their own theme in the 2017 LTP: should they now have a place in spatial themes? Should our Spatial Themes reflect Vision Zero ambitions? Text should be updated to 'walking wheeling & cycling'.

# Appendix 2 – Review of Network Ambitions

## Integrated

**Our Ambition:** To enable people to move seamlessly between services on a **single, high quality, easy-to-use network**; providing choice and supporting low-car lifestyles, made possible by integrated land use and transport planning.

Draft

### What's changed?

- The Places for Everyone plan sets out the land available for growth, across nine GM authorities, and sets policies for its sustainable development.
- Delivery of the Bee Network has begun:
  - The first franchised bus services in Greater Manchester launched in September 2023.
  - Capped bus fares.
  - AnyBus + Tram tickets
  - Successful launch of GM Cycle Hire, granting access to bicycles for over 400k journeys.
  - Over 100km of high-quality walking, wheeling & cycling routes delivered since 2017.

### What's next?

- On-going coordination of transport and land use planning and policy - especially as local land use plans are developed within each local authority.
- By 2025, all GM buses will operate as part of the Bee Network.
- Rail integrated into the Bee Network by 2030 (stations, integration, co-branding, rail fares simplification and integration)
- Deliver fully integrated fares and ticketing across Bee Network modes, including a GM rail trial of pay-as-you-go by 2025.
- Integrated network planning – developing the transport network in a strategic and efficient manner.
- Continue to develop Travel Hubs – an evolution of our Park and Ride offer to provide multiple active travel, public transport and shared mobility options.
- Align Bee Network delivery with National Highways Seamless travel across Networks (STAN) aspirations – an integrated approach to managing the networks.

**Refining our ambitions:** Our refreshed LTP will need to take account of the **Bee Network** and its role in providing GM with an integrated transport system, providing a roadmap and milestones towards full integration. Integration is also driven by technological solutions.

## Inclusive

**Our Ambition:** To develop a fully **inclusive and affordable** sustainable transport system for all.

Draft

### What's changed?

- Fares: Capped fares on the bus network introduced in September 2023. Launch of AnyBus & AnyTram tickets saving customers 20%
- Launch of GM Cycle Hire gives residents access to cycles at the cheapest cost per mile in the country
- Refresh the Mission: commitment for every part of the Bee Active Network to be universally accessible
- The creation of the Bee Network Committee – a forum whereby locally elected representatives can monitor the performance of the transport network, and can be held to account by the public
- Ongoing rollout of Access for All schemes to make rail stations fully accessible.
- Strengthened engagement approaches in support of delivery of the Bee Network, including a refreshed Disability Design Reference Group and through establishing a Business Transport Advisory Council.

### What's next?

- Commitment to keep £2 fare cap under review & carry out a review of concessions to assure they are delivered equitably.
- Call for a new funding model that will keep public transport affordable.
- Rolling programme of bus fleet upgrades to make buses more accessible: two spaces for wheelchair users, audio-visual next stop announcements and hearing induction loops.
- Plans to create a further 500 more accessible bus stops.
- Plans to ensure every traffic signal junction has crossing facilities where appropriate and provide crossing where there are known points of severance in active travel routes.
- CRSTS capital funding allocated to deliver further Access for All schemes to rail stations deemed to be most in need.
- The GM Night-Time Economy Strategy sets out specific actions for transport include creating a safer night-time transport offer & support after hours availability of some modes.

### Refining our ambitions

GM could highlight the importance of customer and political **accountability** here e.g. making this ambition '**Inclusive & Accountable**'.  
Is inclusive clearly defined?

## Healthy

**Our Ambition:** To develop a transport system that supports people in **leading active, healthy lives.**

Draft

### What's changed?

- Since 2017, we have developed 100km of active travel routes.
- Launched Bee Bikes – with at least 400,000 journeys totalling 1,000,000km ridden in less than 2 years and use is growing.
- GM delivered the UK's first fully protected CYCLOPS junctions in 2020, making it safer for cyclists at busy junctions. 15 CYCLOPS junctions are now in place in GM.
- GM's health outcomes continue to trail the national average.

### What's next?

- Continue programme of integration of active travel with the wider Bee Network to ensure that it is possible to move actively and that residents are supported to take the most appropriate transport option
- A majority of trips in GM include walking, but the environment for walking, wheeling and accessible cycling is poor. We are adopting the latest standards in design to address this.
- Goal for more trips on the public transport network to incorporate more movement into our residents' everyday lives
- Launch home to school travel policy to support young people to travel to school more actively and safely
- Continue to and promoting the use of the transport system and more active lifestyles for improved mental as well as physical health. Work with Greater Manchester NHS bodies on location of services

### Refining our ambitions

GM could consider emphasising the importance of improved **air quality** within this ambition. The refreshed LTP will include quantified health benefits and public health input.

## Safe and secure

**Our Ambition:** To reduce deaths on our roads as close as possible to zero and ensure that poor perceptions of **personal security** are no longer a significant barrier to people using public transport walking and cycling.

Draft

### What's changed?

- TravelSafe Partnership working to ensure customers feel safe on the transport network
- Launch of Operation Avro designating transport as the '11th district' of GM for GMP to focus its efforts to tackle crime and anti-social behaviour.
- Delivery of new or improved pedestrian crossing facilities, making our roads safer for walking and wheeling.
- Renewal of safety cameras – over 90 new and upgraded spot cameras and average speed enforcement on the Bee Network.
- TfGM became an accredited White Ribbon organisation, supporting work to encourage men and boys to bring an end to gender-based violence against women and girls.
- Publication of Annual Road Danger Reduction Action Plans

### What's next?

- Rollout of Greater Manchester's Vision Zero Strategy – to eliminate all fatalities or serious injuries on our roads by 2040.
- Full delivery of Streets for All – protecting our most vulnerable road users travelling actively.
- Intent to implement side road zebra crossings to make it easier and safer for those walking & wheeling to get around safely, subject to appropriate national legislation/DfT approval.
- Bus stop upgrades, rail station improvements and Metrolink stop improvements will all contribute to passenger safety and security while on the network.
- Safety improvement projects for Metrolink.

### Refining our ambitions

Following the decision to pursue **Vision Zero**, GM could update this ambition to better reflect the target of zero deaths or serious injuries on the road network.

**Our Ambition:** For Greater Manchester to be known for the quality of its urban areas, natural environments with transport **carbon emissions reduced** to near zero, and new transport schemes delivering **environmental enhancements** whenever possible.

## What's changed?

- Greater Manchester declared a climate emergency and set the target of becoming carbon neutral by 2038.
- Agreed a 5-Year Environment Plan to set out the urgent priorities required to meet 2038 target.
- Significant progress towards a zero-emission bus fleet – 270 ZEBs to enter service by 2025.
- CRSTS Fund – £1.07 billion to help deliver the Bee Network and other measures, such as the move towards a fully electrified bus fleet.
- 2022-2025 GM Integrated Care System (ICS) Green Plan sets out a range of measures that the NHS are undertaking to reduce high-polluting travel to NHS sites. Many of these measures will be delivered in collaboration with TfGM and will have a positive impact on regional air quality.
- A Greater Manchester Electric Vehicle Charging Strategy was published and sets out a plan for the expansion of the EVCI network

## What's next?

- Redevelopment of Bury Interchange – when complete, it will be GM's first operationally carbon neutral transport interchange.
- The construction of the first purpose built electric bus depot in the UK in Stockport.
- With government agree and implement a Greater Manchester Clean Air Plan that reduces roadside exceedances of Nitrogen Dioxide.
- Develop and agree the next 5-Year Environment Plan setting out the urgent priorities to progress towards 2038
- Promote decarbonisation of rail stock where appropriate and enhance power supply to support increased used of electric trains.

## Refining our ambitions

GM should continue to ensure alignment with the 5-Year Environment Plan and 2038 target. This ambition could be renamed to 'Sustainable' to align with Bee Network commitments.

# Reliable

**Our Ambition:** To develop a transport network that offers **reliable journey times** and gives people confidence to use public transport.

Draft

## What's changed?

- Passenger satisfaction with reliability remains high for Metrolink.
- Launch of the Streets for All Design Guide – ensuring our streets are safe, welcoming & efficient for all road users, namely those on public transport and travelling actively
- Bus priority measures are being rolled out – which will shorten journeys and make them more reliable
- Stringent performance regime built-in to bus franchising contracts – setting high expectations and assurance for customers that they will get a reliable service
- Agreed a Congestion Deal aimed at alleviating congestion and keep travel on our busiest corridors reliable.
- Agreed GM's Local Cycling & Walking Investment Plan articulates our long-term vision to deliver high quality active travel infrastructure, bringing reliability to those wishing to use it.

## What's next?

- Our goal is to increase bus speeds on key corridors through bus priority measures
- New bus priority measures to be delivered in Salford, between Bury and Rochdale, Ashton and Stockport and Wigan-Bolton.
- Enhanced customer information – with live updates, journey planning, timetables and disruption planning to be brought together on Bee Network platforms bringing reliability to customers.
- Creation of a North West Regional Business Unit and GM Rail Board, which will enable local scrutiny of rail performance, disruption planning and help shape rail's integration with the wider Bee Network.
- Further use of data and technology, and coordination of maintenance activities, to deliver a reliable road network.

**Refining our ambitions** GM could use this ambition to highlight the importance of providing reliable **information** to users and use **digital technology** to make the network more efficient. It has been suggested that the 'Reliable' principle include 'and efficient'?

## Well-maintained and resilient

**Our Ambition:** To bring the transport network into a good state of **repair, maintain** it in that state and ensure that it can withstand unexpected events, exceptional demand and severe weather. **Draft**

### What's changed?

- Covid-19 pandemic posed challenge of sustaining the transport network using farebox. Like other cities, GM has been in receipt of emergency Govt support. Local authorities face the task of maintaining the network, bridges, rights of way in light of more challenging budget constraints.
- Greater Manchester has established a Key Route Network and works to ensure it is maintained to efficiently meet capacity at a city-regional level. New Government funding for road repairs will support this.
- GM Cycle Hire stations kept under review to maintain availability of bikes in the face of challenges such as anti-social behaviour.
- TfGM has undertaken contract review exercise with KAM and agreed additional resources to be deployed to drive operational performance of Metrolink.

### What's next?

- Call for a new funding model acknowledges that we need to sustain the network so that it is well-maintained, attractive and safe to use.
- The Metrolink network has benefitted from a number of extensions in recent years. The focus will now shift to maintaining and renewing the network to ensure that it continues to safely meet demand, whilst we develop the next wave of potential extensions (including tram-train).
- A plan agreed for sustainable urban drainage will bring a series of integrated schemes to support resilience to the transport network.

### Refining our ambitions

In the refreshed LTP, GM may wish to reinforce the importance of effective **city-regional network management** within this ambition.

# Appendix 3 – Current LTP Policies

# Our current network policies on a page

## Integrated

**Policy 1 - Taxis, Private Hire, DRT:** We will work with partners to ensure that modes of transport such as **taxis, private hire vehicles and other demand responsive services** - as well as shared mobility solutions, including car clubs, cycle hire and other forms of shared transport - are available, and fully integrated into the Greater Manchester transport network.

**Policy 2 - Integrated Pricing and Payment:** Working with partners, we will deliver **integrated pricing and payment** systems across the transport network, including smart ticketing for public transport, to support the delivery of 'Mobility as a Service'.

**Policy 3 - Journey Planning and Information:** We will maintain a programme of interventions designed to encourage people to make sustainable journeys. We will support this through **journey planning tools and information** to encourage travel behaviour change and mode shift, and in order to make the most efficient use of available capacity (particularly during peak periods).

**Policy 4 - New Development:** We will work with developers to ensure that **new developments are accessible by sustainable modes**, and to reduce transport emissions and impacts on the highway network.

## Inclusive

**Policy 5 - An Accessible Network:** We will work with public transport operators, Network Rail and other partners to ensure that all transport **infrastructure, vehicles and information** are as **accessible** as possible for all our customers, regardless of their age and mobility.

**Policy 6 - Accessible Travel Services:** We will work with partners to **better integrate accessible travel services** across Greater Manchester, to increase availability and convenience for customers.

**Policy 7 - Tackling Deprivation:** As we plan our transport network, we will support the creation of a more inclusive economy for Greater Manchester by considering how best to **improve the prospects of people living in deprived communities** - including by ensuring that more people can access jobs, education, skills training and childcare.

## Healthy

**Policy 8 - Health:** We will work with partners to deliver transport interventions that improve the health of Greater Manchester residents, including: **reducing pollution** from motor vehicles; **increasing levels of physical activity**; improving **access to healthcare**; and **reducing social isolation**.

## Environmentally responsible

**Policy 9 - Pollution:** We will work with partners and key stakeholders to bring **nitrogen dioxide (NO2)** levels on local roads within legal limits, and to reduce levels of **particulate matter, CO2 and noise emissions** from vehicles.

**Policy 10 - Climate change:** We will work with partners to reduce carbon emissions from transport, to support Greater Manchester's ambition to be **net zero carbon by 2038**; and to implement measures to ensure our transport system is **resilient to the impacts of climate change**.

**Policy 11 - Green and Blue Infrastructure:** We will work with partners, including the Canals and Rivers Trust, to **enhance green and blue infrastructure** to provide a safe and attractive environment for walking and cycling.

**Policy 12 - Built and Natural Environment:** We will aim to **minimise the impact of transport on the built and natural environment** - including townscape, the historic environment, cultural heritage, landscape, habitats and biodiversity, geodiversity, water quality, pollution, flood risk and use of resource - and will deliver **environmental enhancements and biodiversity net gain** where possible.

## Reliable

**Policy 13 - Traffic and Transport Management Systems:** We will continue to **deliver measures**, and put in place appropriate **management systems**, to improve the reliability of the transport network.

## Safe and secure

**Policy 14 - Crime and Safety:** We will work with operators and other partners to **improve safety and to tackle crime and anti-social behaviour** on the transport network.

**Policy 15 - Safer Roads:** Working with partners, including through the Safer Roads Partnership, we will deliver initiatives aimed at **improving safety on the highway network**, with a particular focus on supporting those who are walking and cycling.

# Our current modal policies on a page

## Streets for All

**Policy 16 - Low Emission Vehicles:** We will work with partners to support a rapid **transition towards low emissions vehicles** in Greater Manchester, including developing a clear strategy on the Electric Vehicle Charging Infrastructure network required to provide greater confidence to residents and businesses to invest in electric vehicles.

**Policy 17 - Innovation:** We will trial **transport innovations** to understand their relevance and potential applications for Greater Manchester, and to ensure we have robust policies in place.

## Key Route Network

**Policy 18 - Whole Network Management:** We will provide a unified, Greater Manchester approach to **managing the Key Route Network (KRN)** of roads, in line with our Streets for All Strategy principles, and work with National Highways to co-ordinate this with the **management of the Strategic Route Network (SRN)**.

## Goods & Servicing

**Policy 19 - Freight:** We will work, including through the GM logistics forums, to improve **journey times and reliability for deliveries**, and to **reduce the environmental impact of logistics**.

## Priorities for Highway Investment

**Policy 20 - Streets for All:** We will ensure our **streets are welcoming and safe** spaces for all people, enabling more travel on foot, bike and public transport while **creating better places** that support local communities and businesses.

**Policy 21 - Bus Priority and Reliability:** We will introduce appropriate bus priority measures on the highway network to **improve bus reliability** and will keep existing measures under review to ensure effectiveness. This will include developing proposals for "Quality Bus Transit" corridors on key routes.

**Policy 22 - Highway Condition and Resilience:** We will work to improve and maintain the **condition and resilience of our road network**, drawing on best practice.

## Comprehensive Cycling & Walking Network

**Policy 23 - Active Travel:** We will work with partners to **improve walking and cycling facilities** across Greater Manchester, including through the development of a strategic walking and cycling network (the 'Bee Network'), **wayfinding and cycle parking**, and supporting 'Streets for All' design guidance to ensure consistently **high quality standards** across the network.

## Public Transport Integration

**Policy 24 - Public Transport Integration:** Working with partners, we will work to establish and promote one **integrated Greater Manchester public transport network** ('Our Network'), making it easy for customers to plan, make and pay for their journeys using different modes and services.

**Policy 25 - Transport Hubs:** We will seek to ensure a consistent standard of facilities at **transport hubs**, appropriate for their size and function, and will work with partners to improve access to them by all modes.

## Vision for Bus

**Policy 26 - Bus:** We will make best use of powers included in the Bus Services Act, as well as our existing powers, to give effect to our Vision for Bus.

## Coaches & Taxis

**Policy 27 - Coaches and Taxis:** We will ensure that accessible **coach parking** and set down/pick-up points are available at key locations.

**Policy 28 - Taxi and Private Hire Standards:** We will work with the **taxi and private hire** industry to develop minimum standards for policy/regulation and operation across Greater Manchester, and work with Government to strengthen national legislation.

## Rapid Transit Strategy

**Policy 29 - Rapid Transit:** We will expand the **coverage and capacity of our rapid transit network** (Metrolink, Rail and Bus Rapid Transit), to deliver improved connectivity to employment and other opportunities within the city-region.

## National Rail Services

**Policy 30 - Rail Services:** Working with partners, we will develop a **rail network with the capacity, reliability, speed, resilience and quality** to support growth in the Northern economy and extend the benefits of HS2 and Northern Powerhouse Rail throughout Greater Manchester.

**Policy 31 - Rail Stations:** We will continue to work with DfT, Network Rail and Transport for the North to secure greater **local control of rail stations**, and to deliver greater local accountability for all rail-based services, within Greater Manchester.

