

Greater Manchester's Local Transport Plan

Green City Region Partnership Board 17/10/24

Context

- Greater Manchester has a Local Transport Plan which was published in 2017 and given a light refresh in 2021
- Both GM and the world have changed significantly since the plan was written.
- We need a refreshed document to reflect:
 - Emerging Greater Manchester Strategy
 - Emerging Growth Plans
 - Places for Everyone
 - Growth Locations
 - Integrated Settlement/ Call for new funding model
 - 5 Year Environment Plan
 - 2038 carbon neutral ambition
 - The Bee Network
 - Bus franchising
 - GM Moving

Transport as an Enabler

Transport has a role to play in:

- Supporting communities in our neighbourhoods, town centres, and regional centre
- Connecting employers to a broader labour market and supporting business connections/supply chains, with reliable journey times
- Improving access to essential services for our most deprived communities
- Enhancing our natural environment and improving air quality
- Improving peoples' health and wellbeing
- Making travel affordable and reducing social exclusion

But – there is a finite amount of capital and revenue funding available to support these outcomes. Having a clear strategic plan for transport helps determine our priorities.



What is the LTP?

- The Local Transport Plan (LTP) is a **statutory requirement** of the Local Transport Act 2008. TfGM are responsible for producing it on behalf of GMCA, the Local Authorities and Mayor.
- It sets out our long-term goals and ambitions for transport.
- The LTP has two key components:
 - Greater Manchester Transport Strategy 2040
 - Greater Manchester Transport Strategy Delivery Plan
- These documents:
 - set the strategic direction for transport in GM and outline the policies that are needed to help get us there.
 - guide planning, funding and decision-making for transport investment, including prioritisation of the integrated settlement/CRSTS2.
 - set out local priorities in a series of Local Implementation Plans as part of the Delivery Plan.



LTP Vision – Supporting People and Place

LTP Vision - Pillars

- We engaged with stakeholders earlier in the year about our existing vision and network policies.
- They told us that:
 - The vision should link with the Greater Manchester Strategy.
 - The key elements of the vision should be based around:
 - supporting sustainable economic growth (MORE PROSPEROUS)
 - protecting our environment (GREENER)
 - improving quality of life for all (FAIRER)
- We are waiting to see a new version of the GMS (due in Oct) before we draft a vision statement to replace “World-class connections that support long-term sustainable economic growth and access to opportunity for all”.



LTP Vision – Supporting People and Place

Our plan is for the transport network to improve peoples' lives and create great places.

We will be focusing transport investment on:

- Connecting and improving neighbourhoods
- Creating vibrant town centres
- Improving connections between places across the wider city region
- Enhancing connections into and around our regional centre
- Enhancing Greater Manchester's links with cities and places across the country
- Enabling a globally connected city



LTP Vision - Draft Network Ambitions

With the Local Authorities and stakeholders we have identified seven draft network ambitions that would deliver a transport network for all of GM's people and places:

Reliable

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

Integrated

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 & Affordable

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

Healthy

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

Environmentally responsible

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.

Safe and secure

To **reduce deaths** on our roads 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

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.

Residents, businesses, and visitors at the heart of what we do

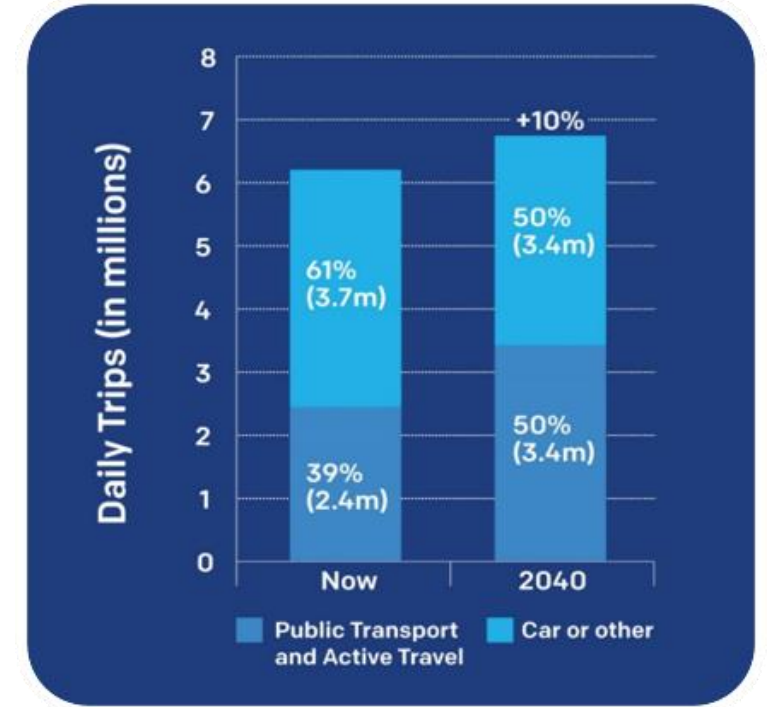


LTP Vision - Right Mix

Our current target is to improve our transport system so that **by 2040, 50% of all journeys in GM would be made by public transport or active travel, with no net-growth in motor vehicle traffic.**

Achieving the Right Mix target would support our vision for a greener, fairer and more prosperous city-region.

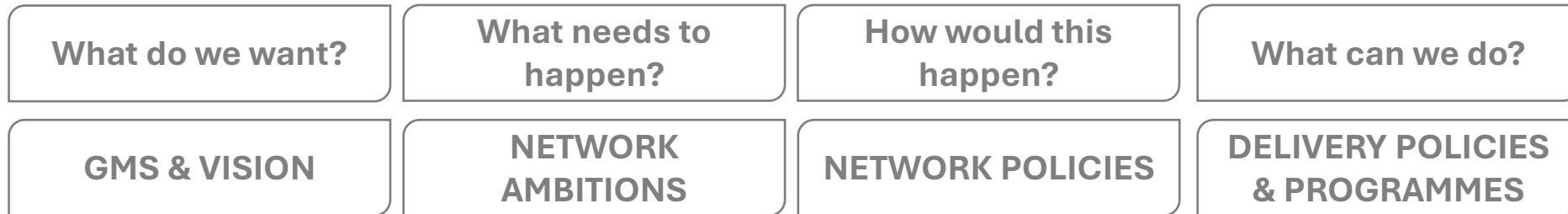
Further discussions are planned on the Right Mix!



LTP Building Blocks

3. Building Blocks of the LTP

- We have drafted a series of draft Network Policies and Delivery Policies which will deliver a transport network to improve peoples' lives and create great places.
- These early drafts will enable us to talk to stakeholders in more detail and to “dial up” or “dial down” different policy areas depending on stakeholder and spatial priorities, the emerging GMS, growth locations and detailed evidence.
- The building blocks of the plan are shown in the next slide:



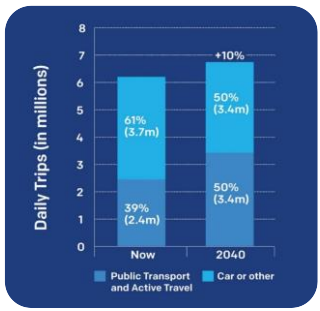
What do we want?
GMS & VISION

What needs to happen?
NETWORK AMBITIONS

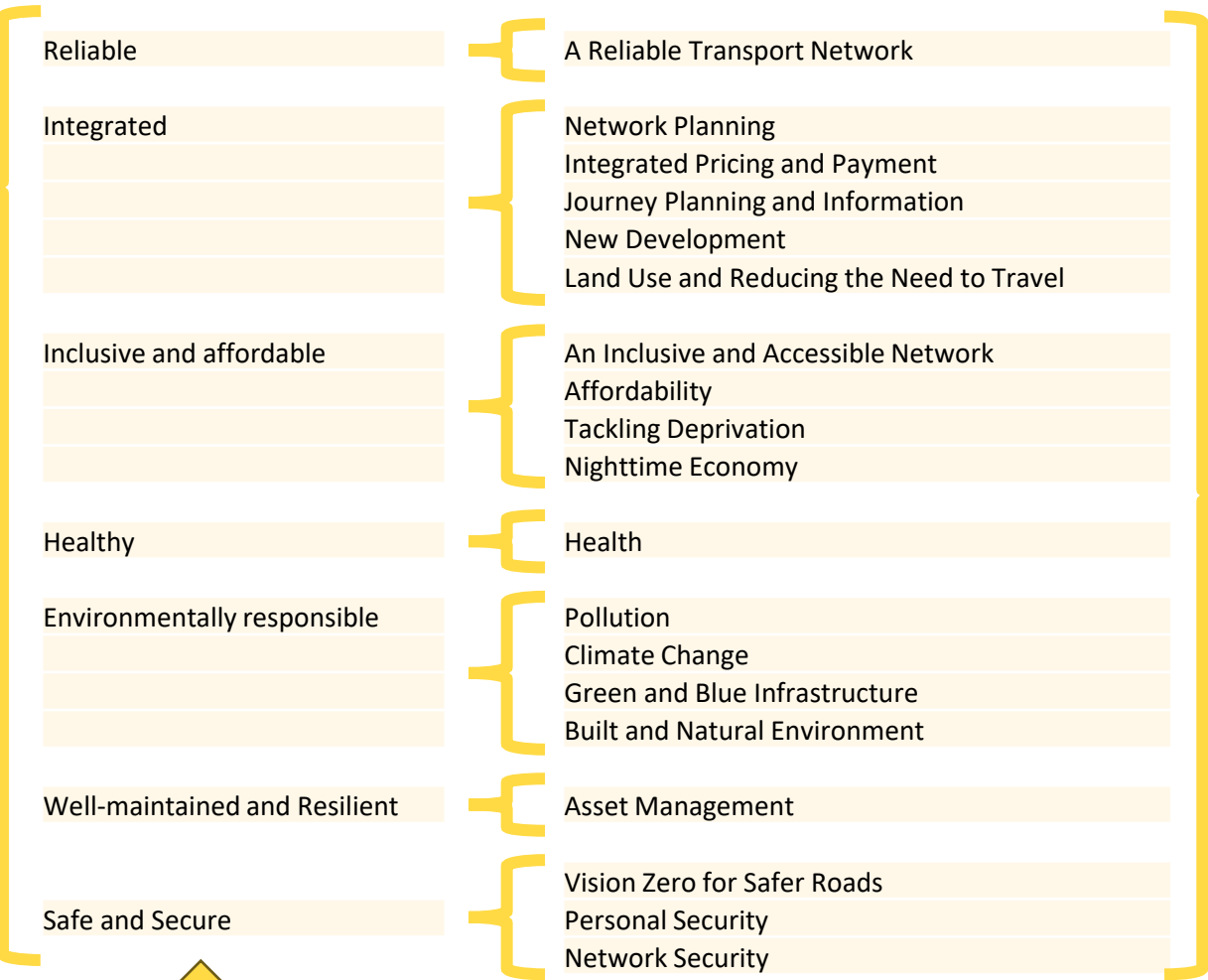
How would this happen?
NETWORK POLICIES

What can we do?
DELIVERY POLICIES & PROGRAMMES

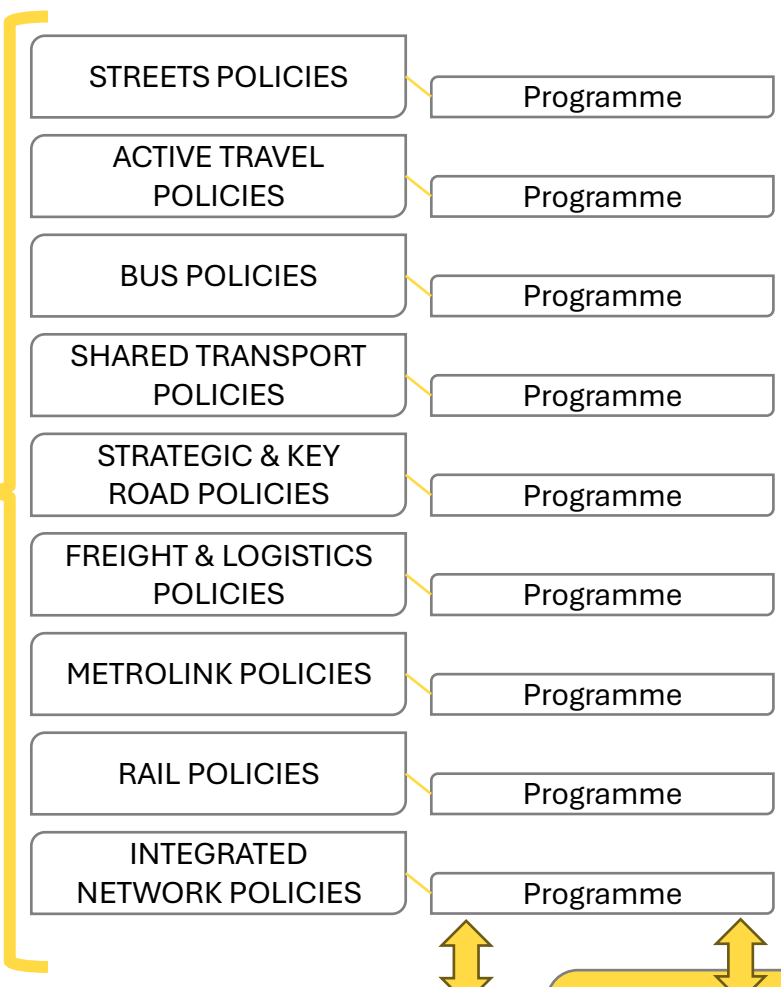
- GMS Currently:
- Greener
 - Fairer
 - More Prosperous



Current Right Mix Target
50% sustainable trips and no net increase in motor vehicle KM by 2040

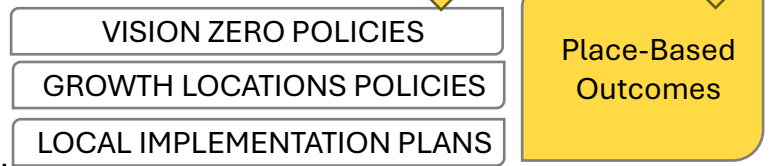


Delivered through:



A transport network that improves peoples' lives and helps create great places

NB: Vision Zero, Growth Locations and Local Implementation Plan are collective programmes incorporated into the actions in each of the other delivery areas.



LTP Policies

Draft Structure of LTP Policies

Policy statement	Main policy wording. Single sentence, over-arching statement.
Policy elements	Bullet points with more detail.
Reasoned justification	Explanation as to why the policy and policy elements are important. Includes key evidence and references.
Indicative programme	Indicative programme of interventions arising from the policy. Interventions will be designed to sustain, grow or transform the network. The detailed programme of interventions will be set out in the next LTP Delivery Plan (2027-32).
Indicative indicators / targets	Relevant indicators and targets identified for monitoring.
References / evidence	Link to evidence supporting the policy

The current Policy Statements are set out in the following slides, however, these will evolve as we further develop the plan.



LTP Network Policies

Draft LTP Network Policies

Reliable

A Reliable Transport Network (P13): We will continue to improve the reliability of our transport network in a way that prioritises sustainable travel.

Integrated

Network Planning (new): We will regularly review and adapt our transport network to better serve the growing demand for travel and changing travel patterns.

Integrated Pricing and Payment (P2): We will make all journeys easier by offering simple and attractive fare options across multiple modes, which are easy to understand and convenient to purchase.

Journey Planning and Information (P3): We will provide multi-modal journey planning and travel information services which enable customers to plan and make their journeys with ease and confidence. We will encourage people to choose more sustainable options for their journeys.

New Development (P4): We will work with developers to better plan and integrate transport with new developments.

Land Use (new): We will encourage land use patterns that reduce the need to travel by car and promote travel by sustainable modes.

Inclusive & Affordable

An Inclusive and Accessible Network (P5): We will seek to ensure that transport infrastructure, vehicles and information are accessible and inclusive to all.

Accessible Travel Services (P6): We will better integrate accessible and demand responsive travel services across Greater Manchester to increase availability and convenience for customers.

Tackling Deprivation (P7): We will strive to ensure that our transport system serves all communities, including those at greatest risk of social and economic exclusion.

Affordability (new): We will keep fares and tariffs, that are within our control, as low as possible whilst supporting investment and ensuring the long-term financial sustainability and efficiency of the transport system.

Night-Time Economy (new): We will deliver a transport system that supports the nighttime economy

Environmentally responsible

Pollution (P9): We will tackle pollution caused by the transport network, focusing on locations which are worst affected and on high-risk locations and communities.

Climate change (P10): We will reduce carbon emissions from transport, to help Greater Manchester achieve its ambition of being carbon neutral by 2038; and we will take action to make our transport system resilient to the effects of climate change.

Green and Blue Infrastructure (P11): We will work to enhance green and blue infrastructure to support biodiversity, environmental and community benefits, to contribute to providing an attractive environment for walking, wheeling, and cycling.

Built and Natural Environment (P12): We will minimise the impact of transport on the built and natural environment.

Healthy

Health (P8): We will deliver transport interventions that improve the health of Greater Manchester's residents.

Well-maintained and resilient

Asset Management (new): We will work to improve and maintain the condition and resilience of our transport network and manage assets to support network performance.

Safe and secure

Personal Safety and Security (P14): We will work with partners, through the well-established Greater Manchester TravelSafe Partnership, to improve personal security, safety and perceptions of safety, tackling crime and anti-social behaviour across the transport network

Vision Zero for Safer Roads (P15): We will deliver a transport network that has zero fatalities and life changing injuries on our roads by 2040 while increasing safe, healthy, equitable mobility for all.

Network Security (new): We will work with government, law enforcement, security agencies and transport providers to respond to, and counter, current and future terrorist threats to Greater Manchester

LTP Delivery Policies

Draft LTP Delivery Policies (1/2)

Streets

Streets (new): Our streets will be welcoming and safe spaces for everyone, enabling more travel by walking, wheeling, cycling and public transport, while creating better places that support local communities and businesses.

Highways Network Management (new):

We will ensure the safe and efficient operation of our highway network – balancing the needs of all users and local communities – to minimise disruption, improve journey time reliability, and encourage use of active travel and public transport.

Car Parking (new): We will manage the supply of parking in a way that supports the vitality and viability of our town centres, employment areas and other key destinations, while avoiding excessive provision that encourages car use.

Ultra Low Emission Vehicles (P16): We will encourage an accelerated transition towards ultra-low emission vehicles in Greater Manchester to help contribute to our other aims such as being carbon neutral by 2038 and improve air quality.

Motorcycles and Mopeds (new): We will support the use of motorcycles and mopeds as part of the transport mix.

Active Travel

Walking and Wheeling (new): We will enable and encourage more people to travel actively by walking or wheeling.

Cycling (new): We will enable and encourage more people to cycle.

Bus

Bus Services (P26): We will use our powers over the franchised bus system to improve services, decarbonise the network and significantly increase bus patronage.

Bus Infrastructure (P21): We will improve the overall quality of bus journeys and increase operational efficiency of the bus network by reducing journey times, improving reliability, and enhancing the accessibility and quality of our bus stops.

Shared Transport

Shared Transport (new): We will promote the use of shared transport solutions as sustainable and cost-effective alternatives to private car ownership and ensure that such modes are integrated into the Bee Network.

Coaches (P27): We will work with operators of coach services to integrate facilities, services and information into the Bee Network.

Taxis (P28): We will work with the taxi industry across Greater Manchester to offer safe and high-quality taxi services from a strong, thriving and well-regulated sector, which is integrated with the wider transport network

Draft LTP Delivery Policies (2/2)

Strategic and Key Roads

Strategic and Key Roads (P18) - Working with National Highways, we will provide a unified approach in managing their Strategic Road Network (SRN) and Greater Manchester's Key Route Network (KRN) to deliver safer, smoother and more reliable journeys.

Freight and Logistics

Freight and Logistics (P19): We will improve the operational efficiency and effectiveness of our transport network to support more sustainable freight and logistics solutions that enable economic growth.

Our Fixed Track Network

Metrolink (P29): We will maintain, enhance, and expand the capacity and connectivity of our Metrolink as an integrated part of our Bee Network.

Future Rapid Transit (new): We will continue to develop future rapid transit capacity and connections, to serve more people and places.

Rail and Integration Reform (P30): We will work with Network Rail/ Great British Rail (GBR) to fully integrate local rail into the Bee Network.

Regional and National Rail Services (P31): We will work with Network Rail/Great British Rail (GBR) and partners to develop a high-capacity and reliable regional and national rail network that provides seamless connectivity between the Bee Network, northern cities and the rest of the country.

Network Integration

Public Transport Integration (P24) : We will successfully deliver the Bee Network, Greater Manchester's integrated public transport network.

Transport Hubs and Interchanges (P25): We will seek to ensure transport hubs and interchanges, make it easy to travel across Bee Network, and in doing so enable a seamless and high-quality customer experience for those making multi-modal journeys.

Travel Choices (new): We will deliver targeted, evidence-led supporting interventions to enable people to make sustainable travel choices.

Other Delivery Policies TBC

Growth Locations (new): We will support the delivery of transport interventions that help enable inclusive and sustainable economic growth across GM with a particular focus on the Town Centres and designated Growth Locations.

Innovation (P17): We will investigate, develop and deploy transport innovations that support our Right Mix target and align with our network ambitions.

Policy Examples

Pollution

We will tackle pollution caused by the transport network, focusing on locations which are worst affected and on high-risk locations and communities. This will include:

- Bringing nitrogen dioxide (NO₂) levels at the roadside within UK legal limits and working towards the World Health Organisation ambition for NO₂ alongside national government.
- Maintaining PM₁₀ within UK legal limits and work alongside national government towards the WHO ambition for PM 2.5 by 2040 (5ug).
- Reducing the impact of transport vehicles and infrastructure (including noise emissions) wherever possible.
- Reducing the impact of transport and infrastructure on water courses.

Environmentally Responsible



Climate Change

We will reduce carbon emissions from transport, to help Greater Manchester achieve its ambition of being carbon neutral by 2038; and we will take action to make our transport system resilient to the effects of climate change. This will include:

- Reduce the need to travel thereby reducing the overall number of trips. (See Policy X: Land Use)
- Promote sustainable travel choices by foot, bike, public or shared transport, (see Policy X: Travel Choices), to reduce private car usage and decrease overall car trips.
- Reduce the number of vehicles powered by fossil fuels (see Policy 16 Ultra Low Emission Vehicles and Policy 19: Freight and Logistics)
- Minimising the embodied and operational carbon that is produced by transport infrastructure. (See Policy X: Network Management)
- Making our transport system be resilient to the impacts of climate change
- Using nature-based solutions in transport projects whenever we can.

Environmentally Responsible



Walking and Wheeling

We will enable and encourage more people to travel actively by walking or wheeling.

This will include:

- Making walking and wheeling a safe, convenient and attractive choice for travelling shorter distances, following our Streets for All approach, by:
 - Maintaining, improving and decluttering the existing network.
 - Addressing gaps in the network.
 - Improving junctions and crossings (including prioritising the installation of accessible pedestrian crossing facilities at all signal junctions which don't currently have these).
 - Overcoming barriers and severance between communities.
 - Providing accessible wayfinding within the regional centre, town centres, to key destinations and within local communities.
 - Creating accessible neighbourhoods
 - Prioritising the improvement of pedestrian facilities in the catchments of our key city, town and employment centres
- Ensuring there are direct and attractive walking and wheeling routes to public transport (Policy 24 Public Transport Integration) and to opportunities for walking as a leisure activity (see also Policy 11: Green and Blue Infrastructure).
- Ensuring that new developments are designed to enable walking and wheeling and are fully integrated into the wider network through the planning process (Policy 4: New Development).
- Delivering focussed initiatives to encourage more people to walk or wheel.

Active Travel



Cycling

We will enable and encourage more people to cycle. This will include:

- Delivering a safe, well-maintained, comprehensive cycle network, connecting all communities, following our Streets for All guidance, including:
 - Creating new longer distance continuous routes (Policy X: Network Planning)
 - Improving existing routes
 - Delivering protected junctions and crossings
 - Providing route information and signage
 - Creating active communities and neighbourhoods
 - Prioritising the development of networks in the catchments of our key city, town and employment centres
- Ensuring cycling is an attractive option to access public transport (Policy 24: Public Transport Integration).
- Providing cycle parking which is secure, accessible, high-quality and in safe and convenient locations that are easily identified.
- Increasing access to bikes, e-bikes and cargo-bikes by continuing to expand and develop public cycle sharing schemes as well as other initiatives (Policy X: Shared Transport).
- Ensuring that new developments are designed to enable cycling and are fully integrated into the wider network through the planning process (Policy 4: New Development).
- Enabling more people to cycle through a diverse range of cycle training and initiatives to suit local and individual needs (Policy X: Travel Choices).

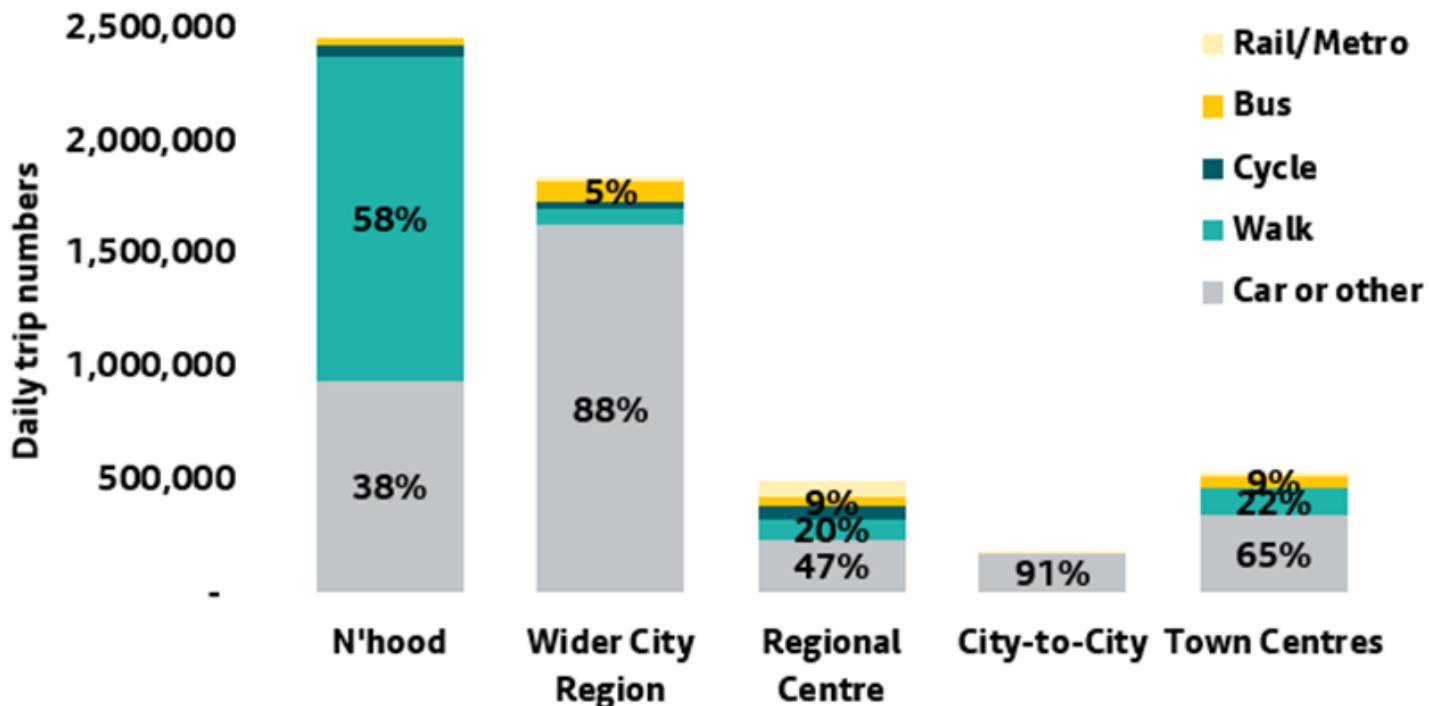
Active Travel



Appendix

Daily trips and mode share by spatial theme

Figure 8: Daily trips and mode share by spatial theme - GM residents



Source: GM TRADS 2023 – Early results

Note: Car or other = car or van (driver), car or van (passenger), taxi, minicab, motorcycle, scooter, moped, or any other