

ITEM NO. 8A

GM LOCAL ENTERPRISE PARTNERSHIP BOARD

SUBJECT: Greater Manchester 2040 Transport Strategy

DATE: 14 July 2016

FROM: Interim Transport Strategy Director, TfGM

1. BACKGROUND TO THE 2040 TRANSPORT STRATEGY

- 1.1 In 2015, GMCA agreed to review the current Local Transport Plan (LTP3) to reflect future emerging transport priorities for Greater Manchester and the transport devolution and reform programmes underway.
- 1.2 It was agreed that an approach would be taken to develop a new Greater Manchester transport strategy, comprising two key statutory LTP documents, rather than a single LTP document. These will cover different priorities and time horizons in a more integrated, multi-modal way, enabling a greater degree of flexibility and focus, and allowing documents to be reviewed and updated on a more regular basis in response to significant changes in context.
- 1.3 The main statutory documents comprising Greater Manchester's fourth LTP (LTP4) are:
 - **Greater Manchester Transport Strategy 2040** - a document setting out a fuller strategy giving details of policies, interventions and schemes to support delivery of a vision for transport in 2040, but with more detail provided for the period to 2025; and
 - **A single five-year Greater Manchester Transport Delivery Plan** – setting out more detailed delivery proposals, a spending plan and monitoring of the performance of transport delivery programmes, to be updated on an annual basis.
- 1.4 These documents will be supported by an Integrated Assessment (covering environmental, health and equalities issues) and a travel and transport Evidence Digest that will be refreshed on a regular basis to provide an up-to-date evidence base and to support the ongoing development and review of the Transport Strategy.
- 1.5 The first stage in preparing the transport strategy was the publication, in July 2015, of “**Greater Manchester Transport Strategy 2040: Our Vision**” setting out broad aspirations and desired transport outcomes for transport. This received broad support from stakeholders and the public during the 12 week consultation.

2. DRAFT 2040 TRANSPORT STRATEGY

2.1 The full draft 2040 Strategy document, approved by the GMCA at their June meeting, is attached at **Appendix 1**. The following paragraphs provide a guide to the document, which is organised into four parts as follows

Part 1 of the document provides an introduction to the Strategy and a reminder of the 2040 Transport Vision, which was consulted on in 2015 and attracted broad support from consultees. Part 1 also includes a discussion of the key economic, social, environmental and “smart-city” policy drivers for the strategy.

Part 2 of the document sets out the strategic principles and ambition for the Strategy, organised into two sections:

- a series of high-level policy principles and statements of ambition for a GM transport network that is integrated, inclusive, health-promoting, environmentally responsible, reliable/resilient, safe and secure; and
- a series of similarly high-level policy principles for highways; walking and cycling; public transport; and freight.

Part 3 of the document reviews the key transport issues and requirements across the five spatial themes that were agreed for the 2040 Transport Vision, namely:

- Global Connectivity, setting out draft priorities to support the growth of Manchester Airport and the Atlantic Gateway/Port Salford;
- City-to-City Connectivity, setting out HS2 priorities and priorities emerging from the Transport for the North programme;
- Regional Centre Connectivity, setting out the emerging strategy for enhanced connectivity both to and within the Regional Centre;
- Wider City Region Connectivity, setting out draft priorities to support access to town centres, new development and other key destinations across GM; and
- Connected Neighbourhoods, setting out draft priorities to support access, particularly by sustainable modes, to local facilities and public transport.

2.2 For each of these spatial themes, the document summarises the key interventions that are committed, planned or required, plotted against an indicative timeline to 2040, to address the strategic issues set out in the commentary.

2.3 **Part 4** of the document sets out a delivery approach for the Strategy, including:

- a balanced strategy across new investment, service delivery and maintenance;
- an outline prioritisation process, which follows previous approaches adopted for the GM Transport Fund and Growth Deal processes;

- a full schedule of interventions (from Part 3), with a high-level assessment of each intervention’s contribution to strategic and spatial objectives;
 - a summary of the importance of devolved governance and new funding models in delivering the strategy; and
 - a performance management plan for the strategy
- 2.4 An Executive Summary has been prepared as the principle consultation document. A copy is attached at **Appendix 2**.
- 2.5 The Strategy document has been prepared in consultation with the transport lead officers from each of the District Councils, along with representatives from Highways England and the team preparing the Greater Manchester Spatial Framework (GMSF). The document was refined over several iterations to reflect the views expressed. The views expressed by stakeholders and the public, during consultation on the “Vision” document have also been used to inform the development of the full strategy. These views were reported to GMCA in November 2015.
- 2.6 The document has been further reviewed in light of further input from GM Districts, from legal expertise on the Bus Services Bill and relating to work on the emerging Greater Manchester Spatial Framework.
- 2.7 The consultation on the draft Strategy will also be supported by an Evidence Base report, which will enable much of the detailed justification for the strategy to be presented separately from the main document. This will be made available online to coincide with the publication of the draft Strategy.
- 2.8 An Integrated Assessment has also been undertaken by independent consultants, to ensure that the draft Strategy meets statutory requirements in terms of environmental, equalities and habitats legislation, and additionally providing an assessment of health impacts.
- 2.9 In addition to reflecting current Department for Transport “Guidance on Local Transport Plans” (July 2009), the draft 2040 Strategy document has also followed EU guidance on the development of “sustainable urban mobility plans”, so as to assist in future work to secure European funding for GM transport priorities.

3. DELIVERY PLAN

- 3.1 As previously agreed by GMCA, the 2040 Strategy will be supported by shorter term (5-year) Delivery Plans to allow the proposals to be updated on a regular basis, reflecting changes, not only in the funding, governance and legislative environment but, over the longer term, in the location and scale of new development being identified through the GMSF. This two-part documentation should provide maximum flexibility, ensuring that the main strategy document remains relevant over a longer period.

- 3.2 The first Delivery Plan will principally be based on three key elements of priority for GMCA, and the future elected mayor, to 2021:
- an initial capital programme, broadly established through the GM Growth Deal, in addition to partners' commitments, such as the current HE managed motorways projects, new rail franchise rolling stock commitments and Network Rail's electrification/ Northern Hub commitments;
 - the application of the transport reforms programme established under the GM Devolution Agreement, together with the GM approach to new powers proposed in the forthcoming Buses Bill; and
 - key priorities for the maintenance and renewal of all parts of the Greater Manchester transport system, to maximise the long-term resilience and performance of the existing transport system.
- 3.3 A draft Delivery Plan (**Appendix 3**) has been prepared through close collaboration with District officers; and was approved for consultation at the GMCA meeting on 30 June.

4. CONSULTATION

- 4.1 The consultation will focus on maximising engagement on the 2040 Transport Strategy, with residents, businesses and key stakeholder groups from across Greater Manchester. The consultation objectives have been defined as follows:
- to ensure that the public and key stakeholders understand the strategy development and delivery process; understand its core messages and key interventions; and are given the opportunity to respond and input in a meaningful way;
 - to gauge support for the Strategy's core policies and proposals, so as to ensure that a final strategy is pursued that best reflects stakeholder and community priorities;
 - to encourage feedback on more detailed transport interventions, with the expectation that this will lead to higher levels of response from the public and stakeholders than were elicited by the higher-level Vision document; and
 - to inform GMCA in its consideration of the final Strategy later in 2016.
- 4.2 The formal 12-week consultation on the draft Strategy and draft Delivery Plan began on 4 July 2016 with a media launch attended by the Interim Mayor, Tony Lloyd. A stakeholder event was held at Halle St Peters on 12 July.
- 4.3 Consultation responses will be reported to the Combined authority in October, the intention is to publish the full 2040 Transport Strategy and first five-year Delivery Plan in Autumn 2016.

5. RECOMMENDATIONS

5.1 LEP Members are recommended to:

- i) note and comment on the draft strategy; and
- ii) note the approach taken to consultation and advise TfGM on any specific channels for engagement and consultation that they would wish to see through the consultation period.

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