

## Item No. 9

# GREATER MANCHESTER LOCAL ENTERPRISE PARTNERSHIP BOARD

**SUBJECT:** GM Transport Strategy and Delivery Plan 2040

**DATE:** 16 January 2017

**FROM:** Interim Transport Strategy Director, TfGM

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### PURPOSE OF REPORT

This report, which was submitted to GMCA on 16 December 2016, summarises the changes made to the Greater Manchester Transport Strategy and Delivery Plan 2040 following consultation and sets out the Delivery Plan process through which the transport interventions required to support the Greater Manchester Spatial Framework will be incorporated in LTP4.

### RECOMMENDATIONS

Board members are recommended to:

- (i) Note, and comment as appropriate, on the final versions of the Greater Manchester Transport Strategy and Delivery Plan 2040.

### BACKGROUND DOCUMENTS

Greater Manchester Transport Strategy 2040: Consultation Draft.

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## **1. Introduction and Background**

- 1.1 The Draft Greater Manchester Transport Strategy and Delivery Plan 2040 were published in July 2016 and underwent a 12-week period of public and stakeholder consultation. The responses to the consultation were outlined in a report to GMCA and GMLEP in October 2016.
- 1.2 Following a review of the responses, a number of changes were made to the documents. Further changes were also made to reflect the Draft Greater Manchester Spatial Framework (GMSF), published in October. The revised versions of the documents were approved by GMCA on 16 December, with approval delegated to the Chief Executive, TfGM, in consultation with the Interim Mayor, to make any final amendments. The final versions of the two documents will then constitute Greater Manchester's Fourth Local Transport Plan (LTP4).
- 1.3 This report describes the changes made and sets out the Delivery Plan process through which the transport interventions required to support new development, as proposed in GMSF, will be incorporated in LTP4 and ultimately delivered.

## **2. Feedback from Consultation**

- 2.1 The consultation employed a range of techniques, aimed at reaching as broad a range of people as was feasible. These techniques included a dedicated webpage, an animation that distilled the strategy into a 3-minute video, strong media coverage, a comprehensive social and mainstream media plan, and a well-attended stakeholder event.
- 2.2 The total number of responses during the consultation period was 1,773, which compares very favourably with the response rates during the 2040 Vision consultation of 2015 and the consultation on the 3rd Greater Manchester Local Transport Plan in 2011.
- 2.3 There was support for the strategy, and 72% of respondents stated that they 'agreed' or 'strongly agreed' that the strategy helped to achieve long-term, sustainable economic growth for all. Strong support was also given for the principles, priorities and spatial themes within the document, and for accompanying 5-year Delivery Report.
- 2.4 When analysing the qualitative feedback, the consultation suggests strong, broad agreement with the priorities and policy direction taken in the draft strategy. The key points reported to GMCA and GMLEP in October were:

- Clear support for better integration of our transport system, with a strong degree of support for facilitating easier and more cost-effective multi-leg or multi-modal journey;
- The resilience and reliability of the transport network is seen as being of critical importance, as are the funding challenges of delivering improved transport infrastructure and services;
- Many respondents proposed specific transport improvements, such as options to support easier orbital travel around the city-region;
- Concerns over bus service reductions;
- A strong desire from cyclists for a more ambitious approach;
- The challenge of improving perceptions of personal security, particularly on public transport; and
- The importance of considering the needs of motorcyclists, private hire drivers and people with all types of disability.

2.5 In addition there were various suggestions for additional text, to ensure comprehensive coverage of issues, and minor re-structuring to improve the clarity of the document.

### **3. Changes to the 2040 Documents**

3.1 The revised draft of the Strategy document is attached at Appendix 1, and the revised draft Delivery Plan at Appendix 2. The most significant changes made to each part of the document are described below.

#### **Part 1: Introduction**

3.2 Text has been added to explain how consultation was undertaken and the outcomes reported.

#### **Part 2: Strategic Principles**

3.3 There are two important presentational changes: policies are now shown in stand-alone boxes, rather than highlighted text, for increased clarity; and the GM-wide interventions, formerly shown at the end of Part 2 have been deleted and incorporated into policies to remove duplication.

3.4 Substantive changes are as follows:

- The seven Network Principles have been re-structured, to give greater prominence to Reliability and to recognise the overlaps between Resilience and Maintenance and Safety and Security. The

seven principles are now: Integrated; Inclusive; Healthy; Environmentally Responsible; Reliable; Well Maintained and Resilient; and Safe and Secure;

- The 'Inclusive' section has been strengthened by adding text on the issue of access to public transport services, including the difficulty of access to jobs in the night time economy for people with no car available;
- The 'Healthy' section is now broader in scope, reflecting the role of transport in providing access to healthcare and reducing social isolation;
- The 'Environmentally Responsible' section now reflects the value of the natural environment and the need to enhance it where possible, and also references alternative fuels;
- For Cycling, additional detail is provided on the broad priorities for future investment (but without specifying any individual routes, which would need to be agreed by District Councils); and
- The Highways section now gives greater emphasis to the issue of some streets needing to function as 'places' rather than just as routes for through traffic. A fuller explanation of the reasons for excluding Private Hire Vehicles from bus lanes has also been added.

### **Part 3: Spatial Themes**

3.5 Very few comments were made about the spatial themes, but two changes have been made to reflect more recent work:

- The chapter on the Regional Centre has been revised to ensure that it fully reflects specific transport issues in The Quays; and
- The chapter on the Wider City Region now contains a re-drafted section on new development, reflecting the Strategic Locations identified in Draft GMSF. This is discussed in more detail in section 4 below.

### **Part 4: Strategy Delivery**

3.6 The section on Key Performance Indicators (KPI) now shows the outcomes that the strategy needs to achieve in order to meet the challenges identified in Part 1, and the KPIs that will be needed to measure those outcomes.

## Delivery Plan

- 3.7 The Committed Schemes have been revised to reflect the outcome of the Greater Manchester Growth Deal 3 Bid.

### 4. 2040 and GMSF: The Delivery Plan Process

- 4.1 The Greater Manchester Transport Strategy 2040 is intended as a high level framework that will remain relevant for a number of years. It identifies types of intervention that will be needed, but does not reference individual schemes, other than committed major schemes. Individual new schemes will be included in the Delivery Plan, which will be updated annually. This will provide the flexibility needed to reflect the availability of funding and the emergence of new scheme priorities over time.
- 4.2 The 2040 Strategy is being published whilst consultation is underway on the Greater Manchester Spatial Framework. Following this consultation there will be consideration of all the responses that have been made, leading up to a Publication plan being published (and further consulted on) later in 2017, and then a Submission Plan prior to an Examination in Public when the overall strategy and policies will be subject to scrutiny in front of an independent inspector.
- 4.3 The Draft GMSF has identified a number of locations for new development, likely to result in a demand for significant new transport infrastructure. This requirement is identified in the 2040 Strategy through Intervention W9, which now reads: *'Provide transport packages to support delivery of new development areas, identified through GMSF'*.
- 4.4 TfGM will be working with the planning team on ensuring that the GMSF links to the overall approach of the 2040 Strategy, and that the actions emerging from the Delivery Plan help to deliver the growth planned for by the GMSF. Delivering infrastructure, including transport infrastructure, will be a challenge and will be determined by the final form and scale of growth proposed, as well as the availability of funding. In addition to the planning decisions taken by individual authorities and the ability of developers to deliver planned developments, the phasing of development could also be impacted by future infrastructure delivery and funding. For this reason, some development will be able to happen in the short or medium term, whilst the delivery of other growth areas will need to be delayed until later in the plan period to enable transport and other essential infrastructure to be put in place to support it.
- 4.5 Additional masterplanning work, involving Districts, TfGM and key stakeholders, such as Highways England, is now needed to identify the best way of meeting the transport needs of those development areas, as well as the required funding mechanisms. Once schemes have been

agreed, they will be included in a revised version of the Delivery Plan, which will be brought to Members for consideration.

## **5. Conclusions**

- 5.1 The comments received during consultation have been fully considered and, where possible, reflected in the revised draft documents shown in Appendices 1 and 2.
- 5.2 The revised Draft Greater Manchester Transport Strategy 2040 now provides a flexible strategic framework which focuses on supporting growth in the widest sense, recognising that improving access to jobs and training and improving the health of the population are essential aspects of improving productivity, while improving the quality of many of our urban areas will be a pre-requisite for attracting investment. The innovative focus of the strategy on the requirements of different types of journey, rather than the needs of different modes, means that an holistic view is taken of the investment needed to drive growth: to improve connectivity to global markets; transform journey times to other major cities; capitalise on the potential of a rapidly growing Regional Centre, create better linkages between jobs and homes across the wider city-region and provide 'first and last mile' connections within neighbourhoods that will make sustainable travel an attractive option.
- 5.3 The accompanying Delivery Plan sets out: the committed schemes for which funding is available 2016/17-2021/22; the additional schemes that could be delivered if funding were made available; and the planned studies and scheme development work. It also provides the means of reporting progress in delivering the strategy and achieving the desired outcomes. This initial Delivery Plan identifies development work needed to support GMSF, and as this work progresses the schemes identified will be included in the annual updates.
- 5.4 Taken together, the 2040 Strategy and Delivery Plan will constitute LTP4. A process of annual updates to the Delivery Plan will ensure that LTP4 remains an up-to-date expression of Greater Manchester's aspirations and is therefore well placed to support both ongoing discussions on Devolution and future funding bids.

## **6. Recommendations**

- 6.1 Recommendations are set out at the front of this report.

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