PURPOSE OF REPORT

To highlight the policy priorities the Committee will recommend to the Greater Manchester Combined Authority (GMCA), to adopt for the forthcoming year.

RECOMMENDATIONS

Members are asked to:

(i) note or comment as appropriate on the transport policy priorities as set out in Section Three of the report; and

(ii) agree that the transport policy priorities, be submitted for approval to the GMCA on 30 June 2016.

BACKGROUND DOCUMENTS

None.

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1. Introduction and Background

1.1 One of the Committee’s key functions in relation to developing transport policy is to advise and recommend key transport priorities to the Greater Manchester Combined Authority (GMCA).

1.2 Once agreed by the GMCA, TfGMC is also responsible for helping to promote and advance Greater Manchester’s transport priorities to Government, to the transport industry and more widely to other key stakeholder audiences.

1.3 As in previous years, TfGMC will be involved in a range of activities aimed at advancing Greater Manchester’s transport priorities, albeit that this year the role of the Mayor, both as Chair of the GMCA and with regard to decisions that the Mayor may determine in their own right in relation to certain transport matters, will also need to be considered and taken into account by the Committee.

2. Greater Manchester policy context and background

2.1 The Greater Manchester Strategy, Stronger Together, agreed by the GMCA and the GM LEP (Local Enterprise Partnership), establishes the strategic priorities for the city region.

2.2 The GM Strategy is currently being reviewed and refreshed, to ensure that its goals remain relevant and aligned with the aims of the city region. Whilst the ambition remains the same – namely that by 2040, Greater Manchester will be one of the world’s leading city-regions – the structure of the new Strategy will be based around the core themes of Growth and Reform, and People and Place.

2.3 The core proposition is that this ambition will be achieved by growing Greater Manchester’s economy, encouraging people to benefit from that growth, and by prioritising activity around these themes.

2.4 ‘People’ values include:

- A healthy life journey: start well, live well, age well;
- No one held back: no one left behind;
- Excellent public services that help people be more self-reliant;
- Preventing social problems rather than just reacting to those problems; and
- Giving people the skills to succeed and progress.
2.5 ‘Place’ values include:

- Highly productive businesses in all parts of Greater Manchester;
- World class infrastructure, transport and connections;
- Housing that meet the needs and aspirations of existing and future residents;
- A leading centre of science and technology; and
- Strong cultural, leisure and environmental facilities.

2.6 Plainly, improving transport infrastructure, services and connectivity will be essential to enable Greater Manchester to fulfil its overall economic, social and environmental ambitions.

3. Proposed Policy Priorities for 2017-18

3.1 Transport Strategy 2040 – This Strategy was formally agreed by the GMCA and the LEP earlier this year, following two rounds of extensive district, stakeholder and public consultation. As members will recall, it identifies four key objectives for Greater Manchester:

- **Improving quality of life for all:** Regardless of district of residence, all Greater Manchester citizens need access to transport to remain socially active, for employment, and for education and training. To enable economic success to spread to all areas, transport needs to be accessible, affordable and reliable, particularly for residents without access to a private vehicle.

- **Developing an innovative city-region:** Developments in technology offer the potential to change how we live and work, improving performance and wellbeing, and reducing costs and resource consumption. How we harness new innovations will shape the city region in the future.

- **Protecting our environment:** The impacts of transport, and in particular emissions, need to be minimised across the conurbation, to prevent negative repercussions on resident’s health and the wider environment.

- **Supporting sustainable economic growth:** Greater Manchester is a growing city region, and this growth will lead to many more trips across the whole transport network. Planning and providing services effectively and proactively will minimise negative impacts in future, and improve current issues, such as congestion.
3.2 Alongside the Strategy, a more detailed five year Delivery Plan has been developed. There will be a key role for the Committee in overseeing the implementation of the Strategy and the Delivery Plan, understood in the wider context established by the emerging GM Strategy.

**Bus reform**

3.3 The Bus Services Act comes into effect on 27 June 2017. The Act provides Mayoral Combined Authorities, such as GMCA, with a much more effective suite of powers that will enable the improvement of bus services throughout Greater Manchester. Such legislation is vital, given the importance of bus in providing four fifths of Greater Manchester’s public transport journeys.

3.4 The Committee report on the Bus Services Act elsewhere on the agenda provides further insight into the provisions of this new legislation, and some potential next steps.

3.5 There will be an important role for the Committee, not least in light of members’ experience and expertise in relation to the provision and operation of the current bus network, to help inform GMCA and Mayoral decisions with regards to any potential reform of Greater Manchester’s bus services, and in relation to ensuring the continuing and stable provision of supported bus services and bus infrastructure.

**Air Quality**

3.6 The issue of poor air quality is rightly drawing increasing public attention across the UK. In Greater Manchester, emissions and air quality related illnesses contribute to over 1,000 deaths per year.

3.7 Recognising the need to take effective action on an issue which has long-term impacts for individuals and for our wider society and economy, the GMCA recently approved a GM Low Emission Strategy and Air Quality Action Plan, both of which align with the Transport Strategy 2040. The latter aims to help tackle poor air quality through a multi-faceted approach, including for example:

- Encouraging mode shift for more journeys to public transport;
- Increase efficiency by reducing congestion and improving traffic flow; and,
- Improve on-road fleet by encouraging the replacement of older, more polluting vehicles with newer, smaller, cleaner, lower-emission vehicles.

3.8 Further to the update report elsewhere on the agenda, it is proposed that the Committee continue to inform and oversee the development of Greater Manchester’s approach to improving air quality, whilst also recognising that government has an equally important role both in helping
fund local measures to improve air quality as well as implementing national policies that encourage the move toward cleaner transport modes.

**Active Travel (cycling and walking)**

3.9 The crucial role of cycling and walking in contributing to the delivery of a better connected and less congested Greater Manchester is increasingly recognised. Cycling and walking, which are given the umbrella term Active Travel, appear prominently in the Transport Strategy 2040, which highlights that there is more that can be done to encourage higher rates of travel by those modes, particularly in light of the fact that nearly half of all trips in GM of less than 2km are undertaken by car, either as a driver or as a passenger.

3.10 There are also compelling health reasons to encourage and promote more residents to undertake more journeys by Active Travel. Around half of all adults in Greater Manchester do not meet the Chief Medical Officer’s recommendation for physical activity. And around a third of adults undertake less than 30 minutes of physical activity per week.

3.11 It is proposed that the Committee will wish to continue its efforts to encourage the promotion of Active Travel modes, and oversee the development of appropriate infrastructure, such as the innovative schemes funded through the Cycle City Ambition Grant. Over the next year, this will include a further five cycleways linking people’s homes with key employment areas, Cycle and Ride stations, and Cycle Friendly District Centres in five locations around the conurbation.

**Rail Station transfer**

3.12 As members will be aware, one important devolution initiative currently being pursued by TfGM on behalf of GMCA is the proposal for the transfer of rail stations to oversight and management by TfGM.

3.13 The proposal, entitled the ‘Case for Change – Greater Manchester Rail Station Transfer’, was submitted to DfT and HMT in March, and a Ministerial decision with regard to paving the way for GM to proceed is awaited. The ‘Case for Change’ is built upon three core principles: delivering a better deal for passengers; developing a greater sense of place within local communities; and investing in local economies by facilitating local regeneration.

3.14 Local control of our rail stations will allow GM to invest and improve vital transport assets across the city-region, in a planned and integrated manner, over the longer term. The proposal looks to support economic growth and local communities, aid housing, regeneration and development whilst putting passengers at the heart of a world class, integrated transport network.
3.15 It is suggested that the Committee will wish to continue to support this initiative, and encourage an incoming government and new DfT Ministerial Team to look favorably on this devolutionary measure.

**Capital Programme**

3.16 The Committee will continue its oversight of the expansion of the Metrolink network, including monitoring progress on the Trafford Park line, to ensure this key project is delivered to the same high standards achieved by the Phase 3 expansion.

3.17 The Committee will also continue its scrutiny of the delivery of other infrastructure development schemes that are currently being implemented across the city region, for example, new interchange at Bolton and the ongoing development of transport hubs in key district centres.

4. **Recommendations**

4.1 Please see front page of this report.

**Dr Jon Lamonte**

**Chief Executive, TfGM**