

Update of Transport Policy and Strategy Challenges and Opportunities

Presentation to *Tameside Place and External Relations Scrutiny Panel*

July 26th 2022

Transport Strategy, TfGM



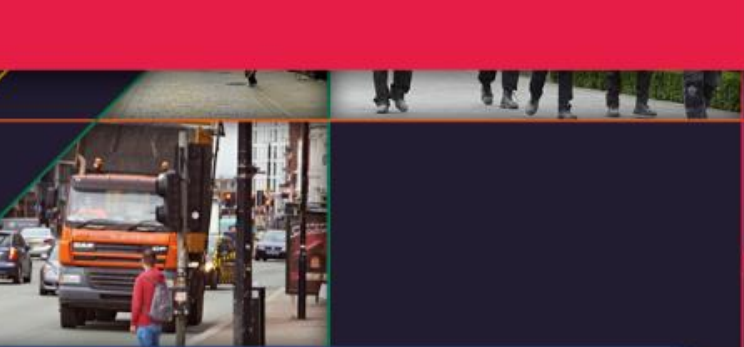
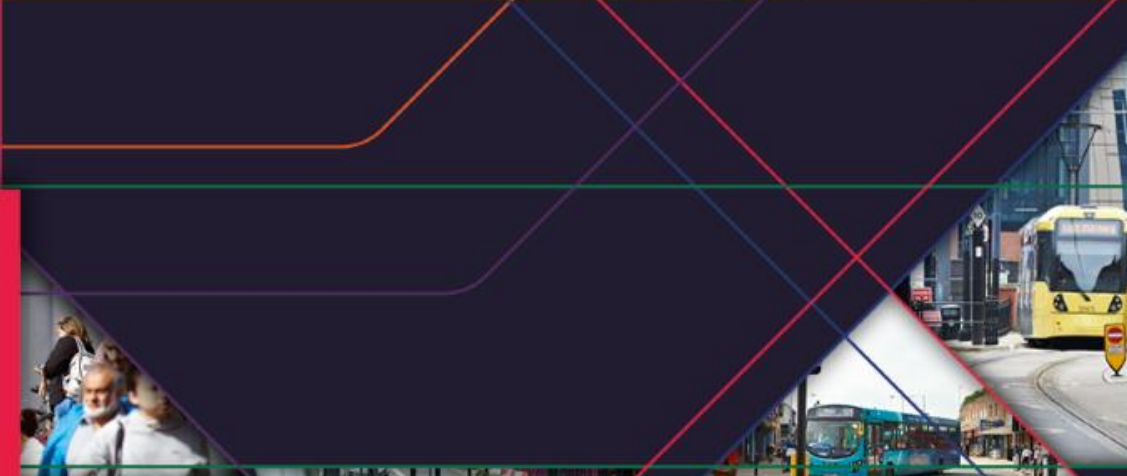
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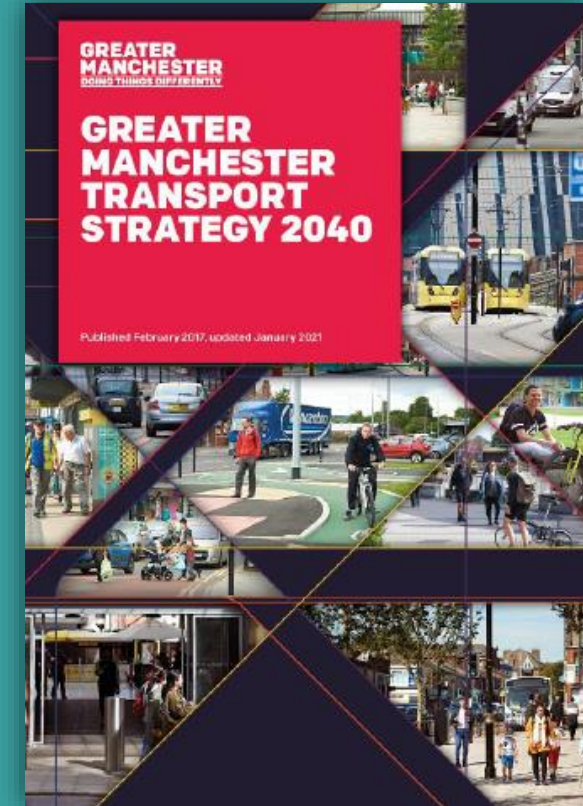
**GREATER
MANCHESTER**
DOING THINGS DIFFERENTLY

**GREATER
MANCHESTER
TRANSPORT
STRATEGY 2040**





Integrated Strategic Plans: the starting-point for our 2040 Vision



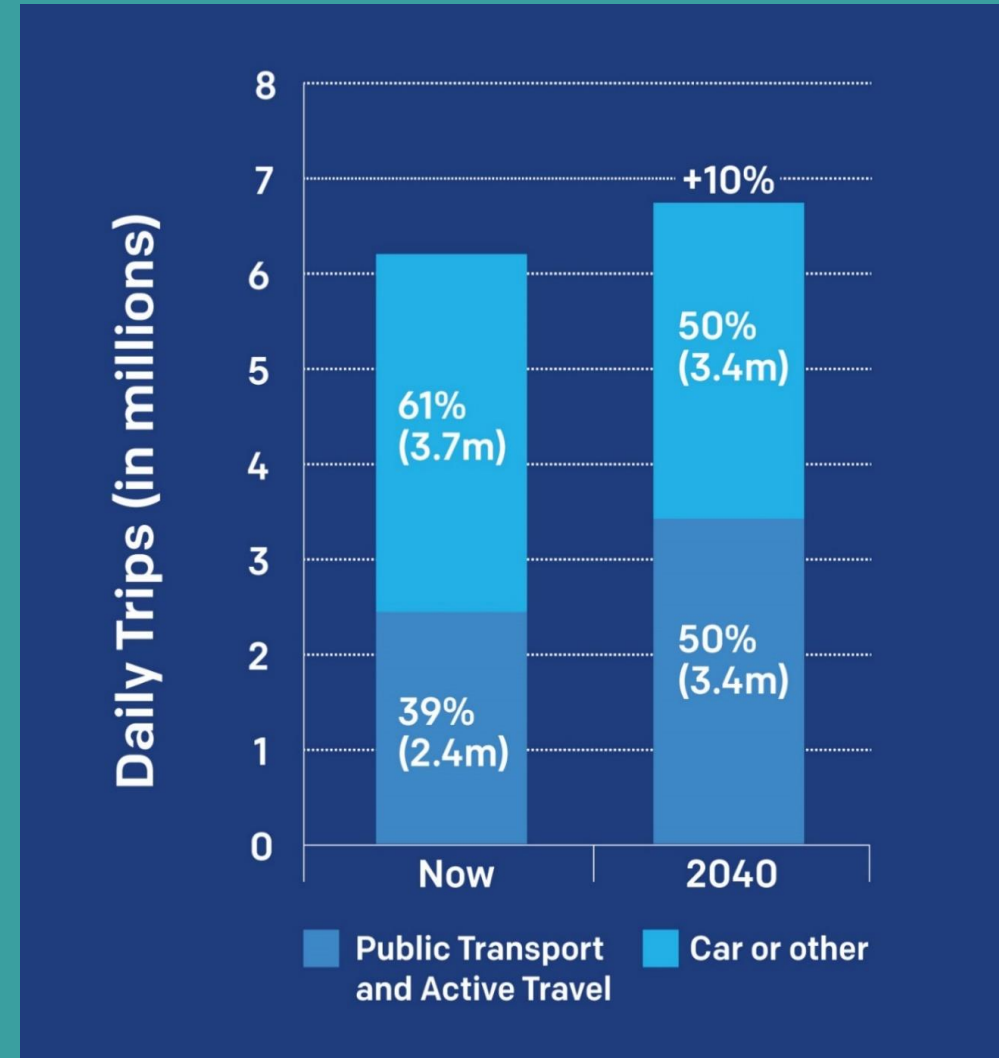
People

Places

Assets



Our vision is for 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport by 2040. This is based on zero net traffic growth.





A more customer-focused transport system: Our Network Principles



- Air pollution
- Climate change
- Noise
- Natural spaces and habitats
- Built environment

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

Our Policies

Policy 1: 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: Working with partners, we will integrate 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: 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: 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.

Policy 5: 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: We will work with partners to better integrate accessible travel services across Greater Manchester, to increase the convenience for customers.

Policy 7: 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,

Carbon

Policy 8: 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.

Policy 9: 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: 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: 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: 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.

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

Policy 14: 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: 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.

Reliable

Road Safety

Vehicle Emissions

Policy 16: 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: We will trial transport innovations to understand their relevance and potential applications for Greater Manchester, and to ensure we have robust policies in place.

Policy 18: 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 Highways England to co-ordinate this with the management of the Strategic Route Network (SRN).

Policy 19: 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.

Policy 20: 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: 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: We will work to improve and maintain the condition and resilience of our road network, drawing on best practice.

Policy 23: 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.

Policy 24: 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: 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.

Policy 26: We will make best use of powers available to us, including those in the Transport and Active Travel Act 2023, as well as our powers under the Greater Manchester Local Vision for Transport.

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

Policy 28: 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 ensure that standards are consistent with national legislation.

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

Policy 30: 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 the Northern Hub and Cross-Country Rail throughout the region.

Policy 31: 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.

KRN / Streets for All

Streets for All

Bus priority

Maintenance



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OUR FIVE YEAR TRANSPORT DELIVERY PLAN 2021-2026

Part of the Greater Manchester
Transport Strategy 2040



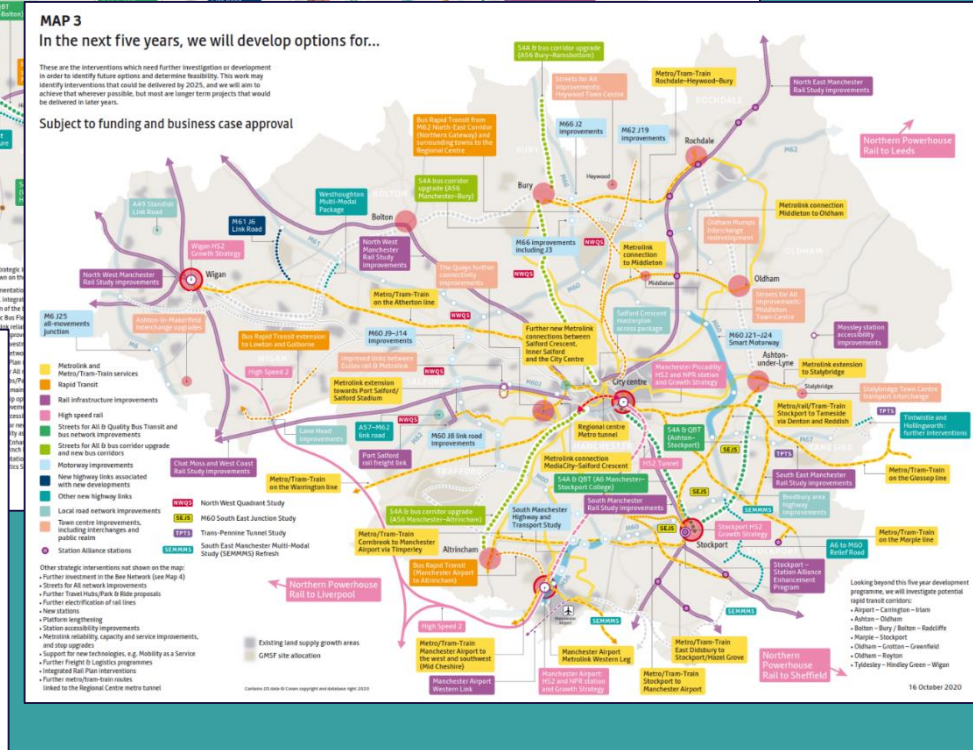
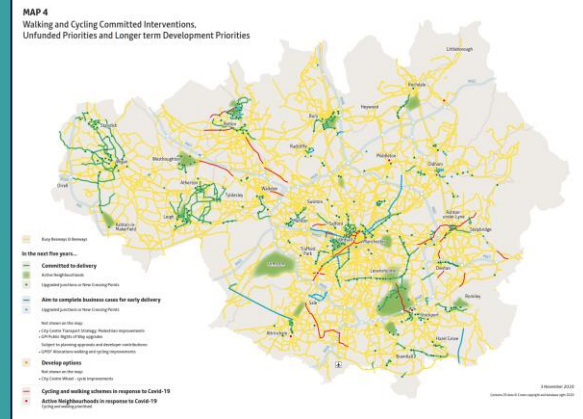


To achieve our vision, we must...





- Aligned with Spatial Planning priorities
- Framed to support COVID-19 Recovery
- Initial Carbon review
- Investment maps
- Powers & Funding Ask
- Supported by 10 Local Implementation Plans





Local Implementation Plans (LIPs)

‘Live’ documents.

The LIPs are designed to:

- Complement the 2040 Transport Strategy and Our Five Year Delivery Plan: focus on **supporting local trips within neighbourhoods and to local centres**;
- Summarise key local transport issues and opportunities in each local authority, providing an **added layer of local detail**; and
- Support **Right Mix** and **carbon reduction targets**, alongside wider GM and council strategy and policy documents (e.g. **Local Plans, town centre masterplans, GM Clean Air Plan**).

Capital Programme

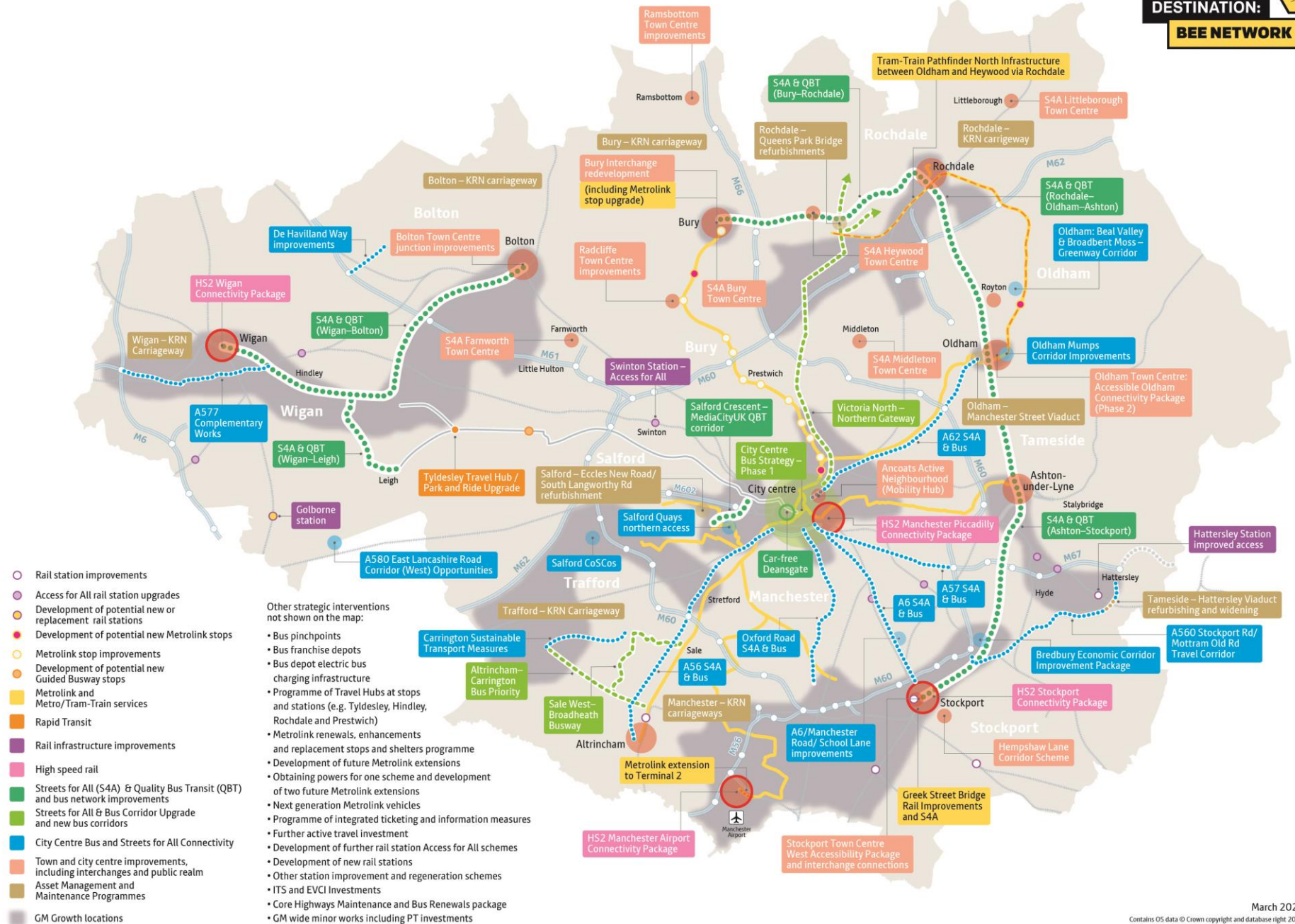


City Region Sustainable Transport Settlement Map

DESTINATION:



BEE NETWORK



March 2022

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City Region Sustainable Transport Settlement

Tameside CRSTS Schemes

Streets for All Programme:

A560 Stockport Road – walking and cycling provision between the M67 Jct4 and the proposed Godley Green Garden Village development

Refurbishment and widening of the Hattersley Viaduct – widening and maintenance of bridge, which will also accommodate Bee Network cycle route between Gee Cross and Mottram.

Bus Programme:

Rochdale-Oldham-Ashton QBT – A 17.5km corridor, linking four town centres, plans include strategic bus priority to overcome points of delay on the approaches to town centres

Ashton – Stockport QBT – Development work and delivery of early ‘quick wins’ and other enabling works for the next phase of QBT.

Rail Programme:

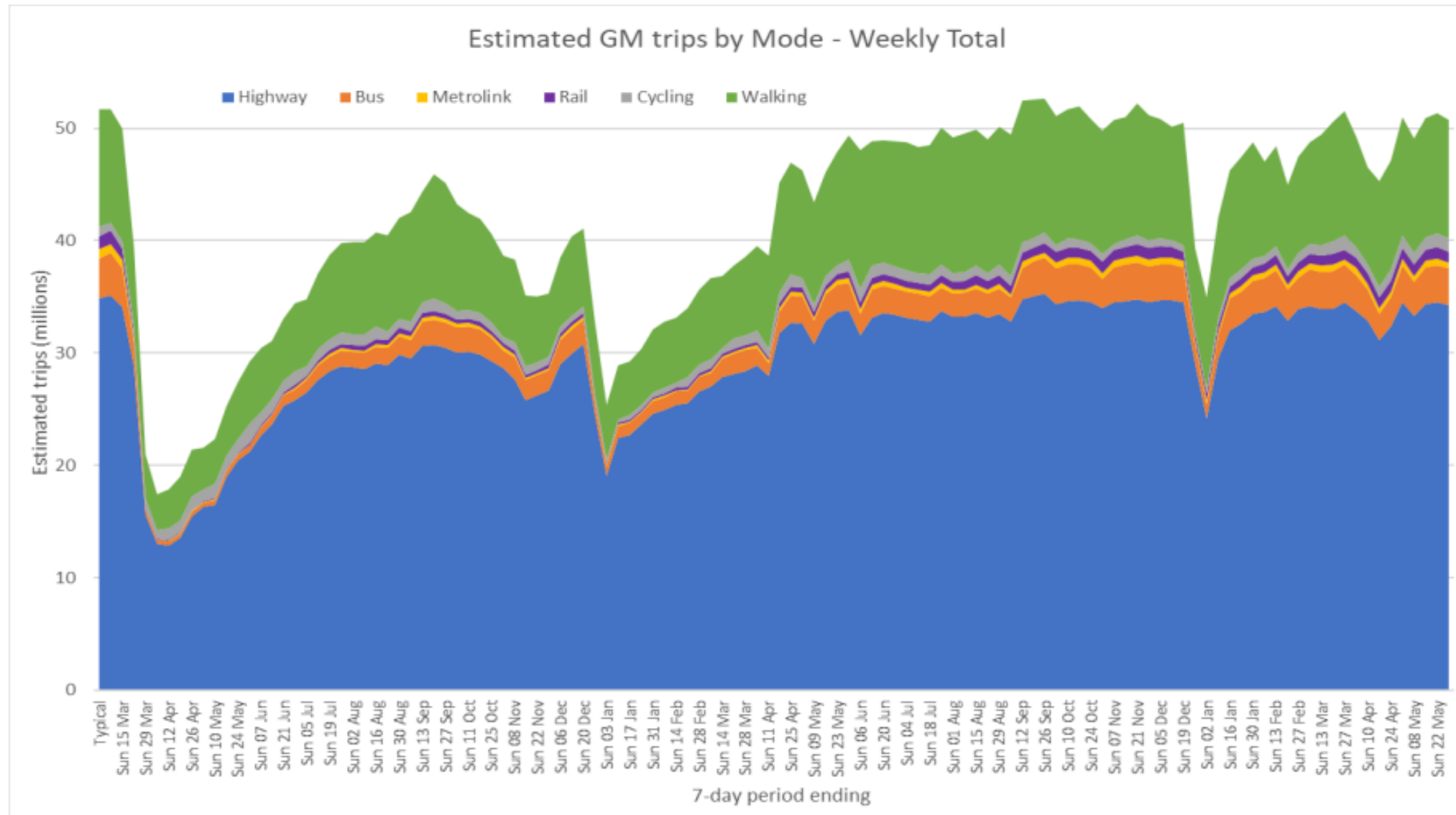
Improved access to Hattersley rail station – step free access to open the station up to all users and measures to improve access to the station

Progress development of further Access for All improvements at rail stations across Greater Manchester – stations could include Flowery Field and Newton for Hyde.

Network Update



Figure 1: Network Modal Trips Split (March 19 – May 22)





Network update

- During May 2022, there were an estimated 50.6 million trips across the Greater Manchester transport network each week. This was 7% up on April 2022 (47.5 million) and 2% fewer than May 2019 (51.5 million).
- Trips on the Highway accounted for 67% of all trips during May 2022. This is lower than during April 2022 (69%).
- While trips on the highway network have increased from April to May (+4%), Active travel and Public Transport patronage have increased at a faster rate.



Network update

- Public transport accounted for 9.4% of average weekly trips (4.8 million). This is a higher number and higher share than during January 2022, which was 9.0% (4.3 million).
- The number of trips on public transport is marginally below (less than 1%) the post pandemic high set during November 2021. However, it does remain below the pre-Covid level.
- Active travel accounted for an estimated 11.7 million or 21% of all trips during May 2022. This is approximately 1.2 million or 12% more active travel trips than during April 2022 with better weather and seasonal increase in active travel both contributing to the growth.

Bus Reform



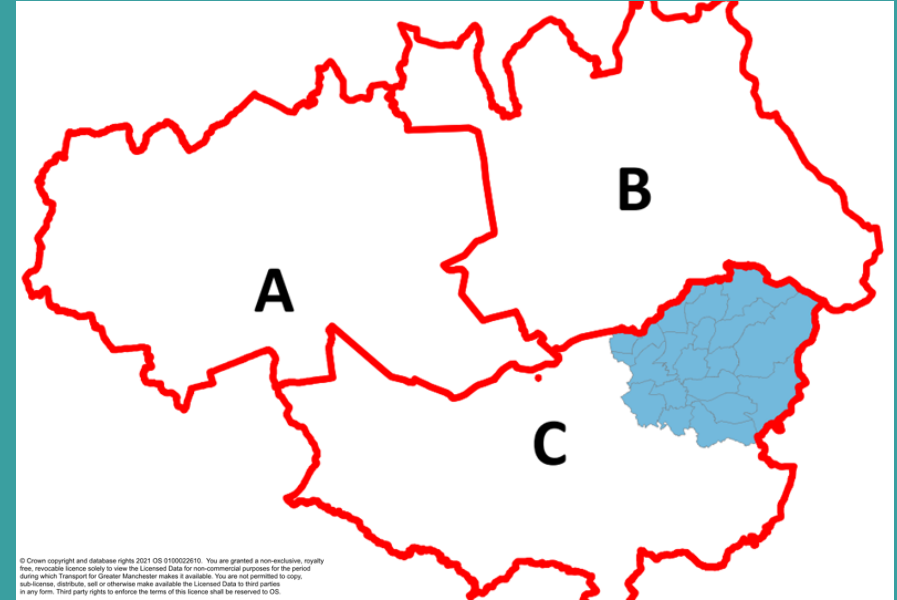
Bus Reform

In April 2022, GM Mayor made decision to proceed with franchising (following Judicial Review)

The Appeal by Rotala was heard on 12th July, with the decision pending.

Tranche A of franchising due to start on 17 September 2023, with the procurement process ongoing. Tranche C due December 2024, including Tameside, as well as the south of the Manchester City Council area, Stockport, Trafford and the rest of Salford.

Bus Service Improvement Plan was submitted to government at the end of June, alongside an initial Network Review of the bus and Metrolink networks as a conditional of continued government revenue support.



Clean Air

Summary

- As a result of legal action, the UK Government directed GM Authorities to address compliance with roadside Nitrogen Dioxide (NO₂) compliance by reducing NO₂ concentrations to within legal limit values in the “shortest possible time”.
- Summer 2021 GM authorities following a Government direction agreed a plan to implement a charging Category C Clean Air Zone to non-compliant Buses, Coaches, HGVs, Taxis, Vans/LGV and Minibuses to achieve compliance with legal limits of nitrogen dioxide on local roads by 2024.
- January 2022 GM submitted evidence that the cost and availability of vehicles, particularly vans meant that the plan was unworkable.
- February 2022 Government revoked the direction to implement a Clean Air Zone and gave a new direction to the GM authorities to review plan and achieve compliance in the shortest possible time and by no later than 2026.
- Summer 2022 GM sets out that Challenging economic conditions, ongoing pandemic impacts and rising vehicle prices means the original plan of a city-region charging Clean Air Zone is no longer the right solution to achieve compliance and is proposing an investment led non-charging Clean Air Plan.
- Plan submitted to Secretary of State for Environment, Food and Rural Affairs on 1st July 2022.

Clean Air

Greater
Manchester

Bolton | Bury | Manchester | Oldham | Rochdale
Salford | Stockport | Tameside | Trafford | Wigan

Clean air will make GM a healthier place to live

Why is clean air important?

Poor air quality poses a significant environmental risk to public health. Long-term exposure to NO₂ may contribute to the development of cardiovascular or respiratory disease and may reduce life expectancy. It is estimated that poor air quality contributes to 1,200 deaths a year in GM alone.

Road transport is responsible for 80% of nitrogen dioxide (NO₂) concentrations at roadside, of which diesel vehicles are the largest source. There are a number of exceedances of the legal limit across the conurbation.

The right plan

It is not just our legal obligation; it will make GM a healthier place. The new plan must function to both reduce NO₂ exceedances and take into account the challenging new economic context (the financial impact of the Coronavirus pandemic on businesses, and the emerging cost of living crisis) since the previous plan was agreed in Summer 2021.

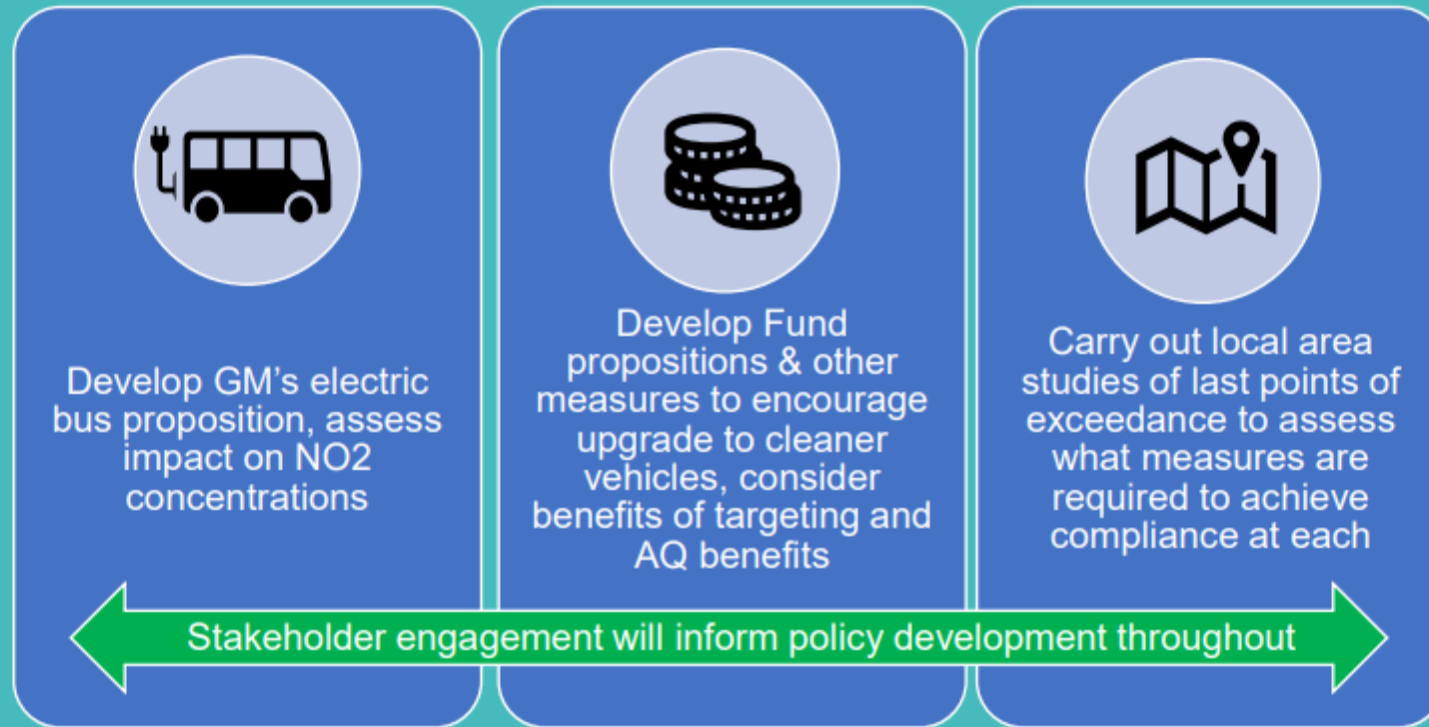
Clean Air

Greater
Manchester

Bolton | Bury | Manchester | Oldham | Rochdale
Salford | Stockport | Tameside | Trafford | Wigan

Next steps: a Participatory Policy Development Process

- From July to October 2022, GM is undertaking a Participatory Policy Development process. This will involve three aspects:



A full Equality Impact Assessment will be undertaken to support the development of the preferred policy for the new GM CAP.

Decarbonisation

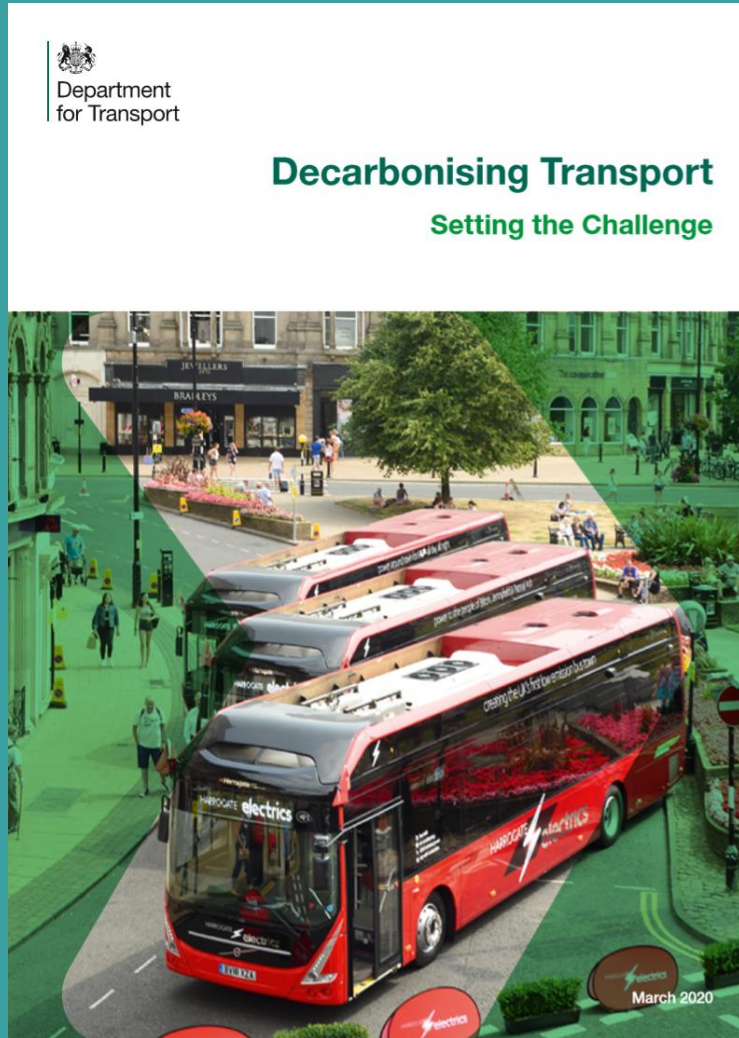


The Carbon Challenge

- Transport accounts for around one-third of carbon emissions in GM.
- The Tyndall-based carbon budget requires urgent action across all sectors, including transport, over the next 5-10 years.
- Will require a significant and rapid shift to active travel/public transport, reduced traffic volumes and very rapid transition to zero-emission vehicles.
- GM has made good progress on mode shift but still a very car-dependent city region.
- Our 5-year Transport Delivery Plan will play an important role in reaching decarbonisation, and we will need to prioritise and design schemes carefully and may need to bolster EV aspects of the plan.
- Everyone in GM will need to play their part.
- The right Government action is also crucial (policy & funding).



DfT Policy paper Published 26 March 2020



Sets the challenge

“There is no plausible path to net zero without major transport emissions reductions that are delivered soon.”

Transport Decarbonisation Plan (TDP) being prepared to respond to that challenge.

Intended to deliver fundamental changes to the way people and goods move around:

- changes to people’s behaviours
- more active travel
- the use of public transport
- uptake of zero emission vehicles and new technologies.



Achieving a Carbon Neutral Transport System in GM





Achieving a Carbon Neutral Transport System in GM

5 Year Environment Plan actions for:

P1 - Increasing use of public transport and active travel modes

P2 - Phasing out fossil fuelled private vehicles with zero emission alternatives

P3 - Tackling the most polluting vehicles on our roads

P4 - Establishing a zero-emissions bus fleet

P5 - Decarbonising road transport and shifting freight to rail and water

The 5YEP objectives are underpinned by the 2038 Tyndall Budget that sets the entire GM budget at 67MtCO₂ to 2038.

- The budget is equivalent to 6 years at current emission levels
- Actions in the first 5 years are critical





What might a carbon neutral transport system in GM look and feel like?

We need a fundamental change to why, where and how people and goods move around GM:

- More working from home and digital access to services
- Increased use of local facilities and leisure activities (15 minute towns/neighbourhoods)
- Much lower levels of car ownership & use
- All vehicles zero emission
- Local deliveries by zero emission vehicles/cargo bikes
- More active travel and an increase in public/shared transport (e-car clubs)
- Less roadspace required for motor vehicles
- Streets/transport corridors with more trees/soft landscaping

Questions?