

Transport Strategy in Greater Manchester – TfGM

Mia Crowther – Strategic Planning Lead, TfGM



BEE NETWORK



Transport for
Greater Manchester

Who are we?



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 Transport for
Greater Manchester

Transport for Greater Manchester

- TfGM was formed in 2011, bringing in new powers and making it a constituent part of the Greater Manchester Combined Authority (GMCA), led by Mayor Andy Burnham.
- TfGM currently owns the Metrolink network and has taken responsibility for the bus network through franchising.
- TfGM manages the Starling Bank Bike Hire scheme and is responsible for delivering the Bee Active Network.
- Some local rail services are to be integrated into the Bee Network by 2030.



Greater Manchester Context



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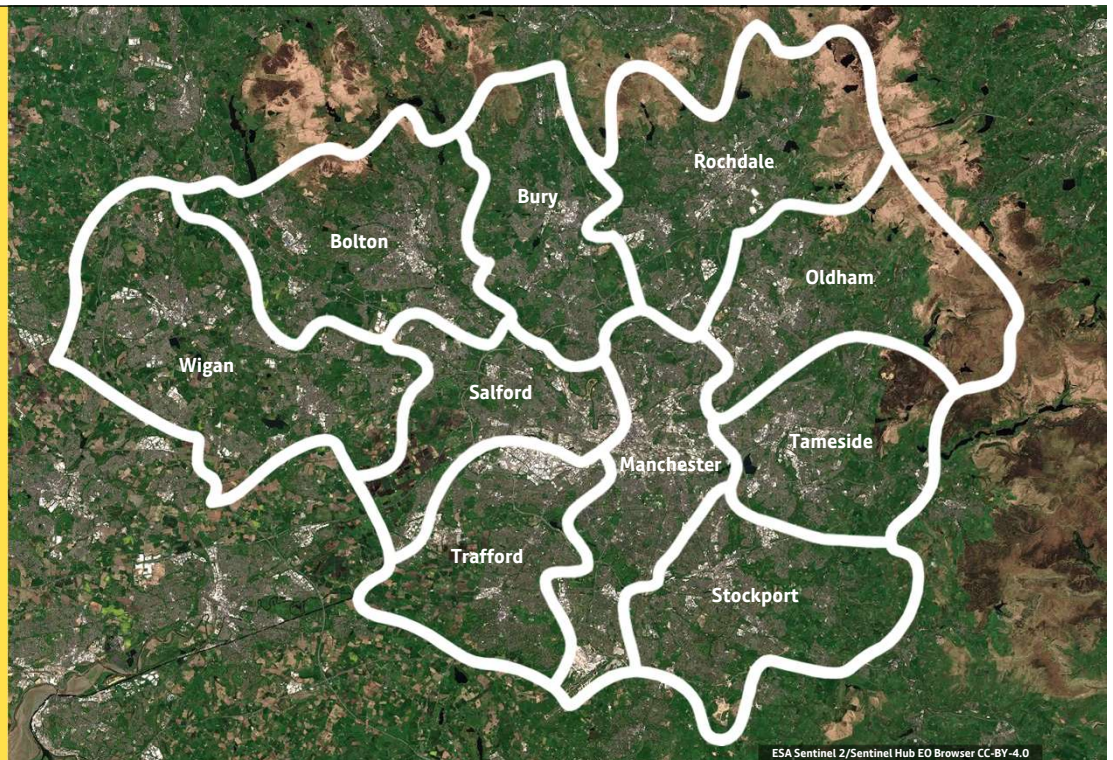
Greater Manchester

10 districts

2.9 million people

One Mayoral Combined Authority

One transport authority



Governance of Greater Manchester



This slide summarises our current governance arrangements in Greater Manchester.

Key point: we – as GM and TfGM – over have control over just some parts of the transport network. We don't control the motorways, heavy rail, or the waterways and until recently we didn't control the buses. Having a GM Mayor and more devolved powers, has helped us have a more joined up approach.

The 10 Local Authority Councils are local highways and planning authorities. They have the legal powers to exercise highways and urban planning functions for their individual areas.

TfGM has direct control of the light rail system, the traffic signals, and more recently the bus network – but we work collaboratively to set the strategic ap

A key thing that sets us apart from other areas is that the Local Authority Council have been able to work together. The GM Combined Authority consists of the Leaders of the 10 councils plus the Mayor.

Summary of Greater Manchester

Greater Manchester is one of the country's most successful city-regions.

- Since 2000, the Greater Manchester economy has grown in real terms by 50%, outpacing UK growth of 33% over the same period. Our population has grown by 300,000 to 2.9 million and is expected to exceed 3 million in the next decade.

However,

- Around a quarter of GM residents live in the country's most deprived neighbourhoods.
- Over two million (70%) of GM residents cannot reach the regional centre in under 30 minutes. Car dependency in Greater Manchester is also growing due to a lack of viable alternatives.



Over 1m in Greater Manchester are under 16 or over 65.

Key sectors: NHS, public sector, logistics, life sciences, education, tourism, nighttime economy.

Devolution and Integrated Strategic Planning



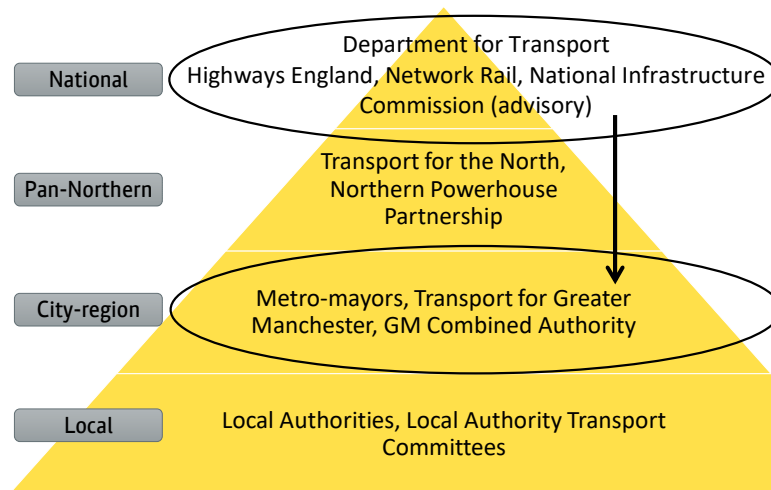
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Devolution

- Devolution is the **transfer of powers and funding from National to Local Government**, allowing for greater decision making locally.
- **Greater Manchester wants to make more decisions locally**, not only to make public transport better, but to improve all local services for our residents.



It started in 2014 and has been a long process and is still on-going.

It means that GM now has more powers to make local decisions.

It helped us bring buses back into local control, setting a blueprint for the rest of the county.

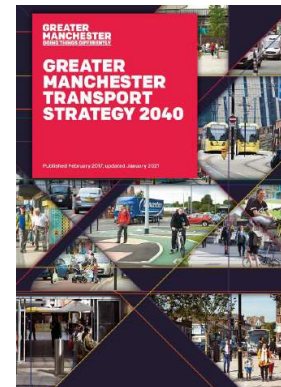
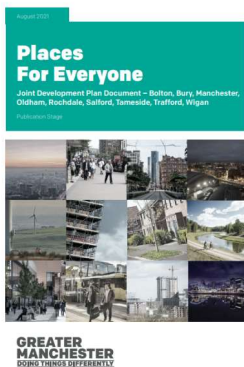
We also now have a single Integrated Settlement for funding, including transport.

Integrated Strategic Plans for GM



GMS Overarching vision:

- Greener
- Fairer
- More prosperous



The **GMS** – Outlines our overarching Vision for 2021-2031 as a place where people can live a good life in a greener, fairer and more prosperous city region.

Key areas: better homes, jobs, transport, health, living conditions, business, digital and environment.
Under the **GMS** sit four key plans...

Places for Everyone is a spatial plan for 280,000 new residents, 175,000 new homes and 100,000 new jobs. This has led to a series of Growth Locations that are the focus for investment across GM.

Five-Year Environment Plan sets out our environmental ambitions and carbon reduction goals – to carbon neutral by 2038.

Local Industrial Strategy support growth in advanced materials, digital, health innovation and clean growth.

Finally – our **transport strategy** talks about how we plan to deliver a transport network that supports all of these other areas.

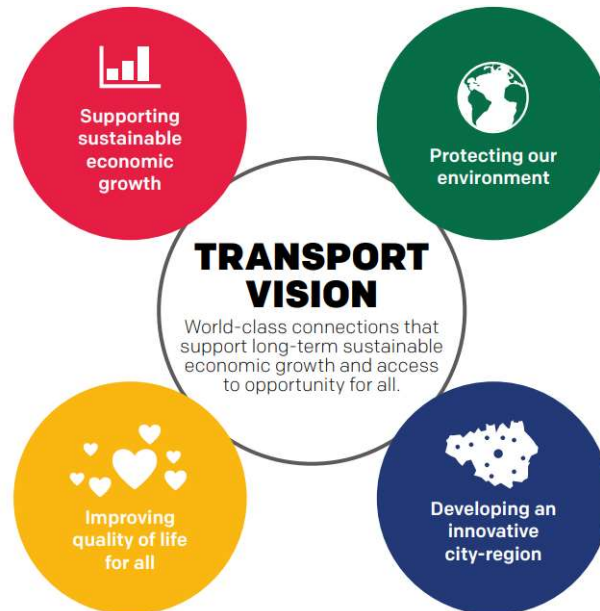
Transport investment is an enabler of these all these wider goals.

The GMCA is currently redrafting the **GMS** – when that is complete we will issue a revised Transport Strategy.

Transport Strategy



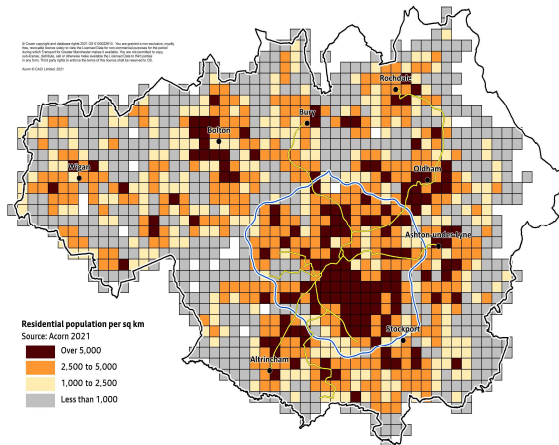
"Transport Strategy 2040"



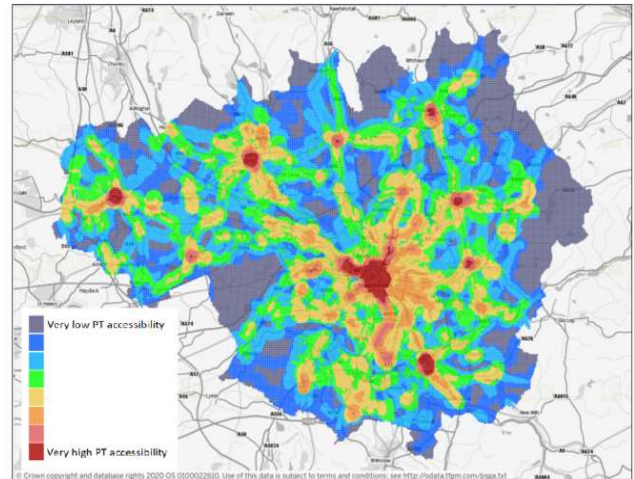
TfGM are responsible for writing a statutory local transport plan on behalf of the ten GM Local Authorities and the CA. Our current vision: to provide world-class connections that support long-term sustainable economic growth and access to opportunity for all. 4 key pillars: Sustainable Economic Growth (Economy), Protecting the environment (Environment), Improving quality of life for all (Equity) and Developing an innovative city-region (Innovation).

The challenge in Greater Manchester

Population density



Public transport accessibility



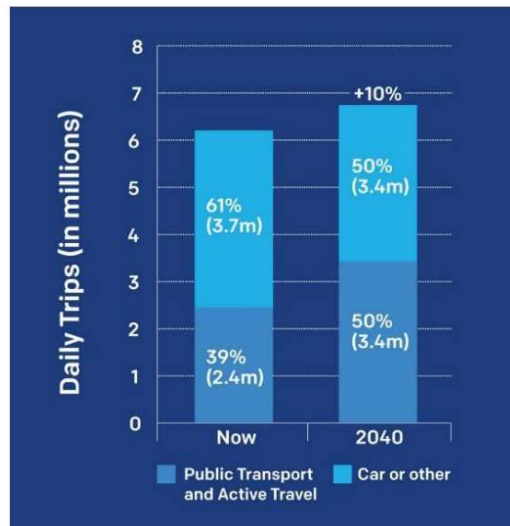
Problem we're trying to solve: we are a polycentric city-region with a highly dense regional centre. Population has grown much faster in most areas than our public transport provision.

Key points: Wigan, North West, Trafford are lower density areas and lack good PT connections, hence why car driving is often high there.

Our PT connections are good, but mainly on key routes to the regional centre. To ensure people can make all trips sustainably, we need to do more.

Transport Strategy: "Right Mix" Target

The Right Mix for Greater Manchester



We need key metrics to help us meet our transport goals.

The right mix aims to help us have a vision for what Transport could look like in 2040.

Strategic target of 50% of journeys by sustainable modes, 50% by car – with no net increase in car km travelled.

Currently we are behind our target (55,000 trips per day to increase by 1%). (Now: 61% Car/Van/Other, 30% Walk, 6% Bus, 2% Rail/Metro, 2% Cycle)

City centre will need to shoulder the burden of this – target is 90% of trips to and from the regional centre should be done by sustainable modes by 2040.

Transport Strategy: Our Network Principles



To achieve our GMS ambitions, we need our whole transport network to be Integrated, Inclusive, Healthy, Environmentally responsible, Reliable, Safe and Secure, Well Maintained and Resilient.

To develop a transport network that offers reliable information and journey times, giving confidence to people walking, wheeling, cycling and using public transport.

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.

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

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

For Greater Manchester to be known for the quality of the urban areas and natural environment, with transport carbon emissions reduced to near zero by 2038, and new transport schemes delivering environmental enhancements.

To reduce fatalities and life changing injuries on our roads to zero and ensure that poor perceptions of personal security are no longer a significant barrier to people walking, wheeling, cycling or using public transport.

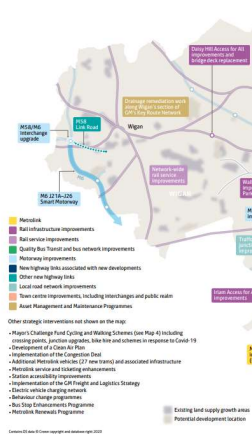
To bring the transport network into a good state of repair, maintain it in that state and ensure that it can withstand unexpected events, exceptional demand and severe weather.

Transport Strategy: Delivery Plan (2021-2026)

Our Transport Strategy is supported by a Transport Delivery Plan setting out our GM-wide investment priorities. Three GM-wide maps articulate the plan:

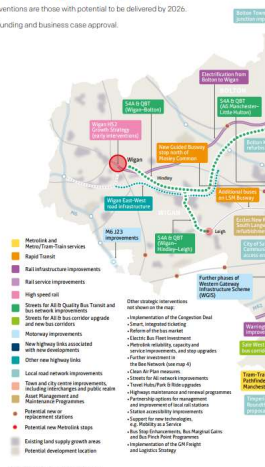
Map 1: In the next five years, we are committed to delivering...

These interventions have significant funding allocated and the case for change has been demonstrated, although final business case approval may still be needed. Subject to business case approval.



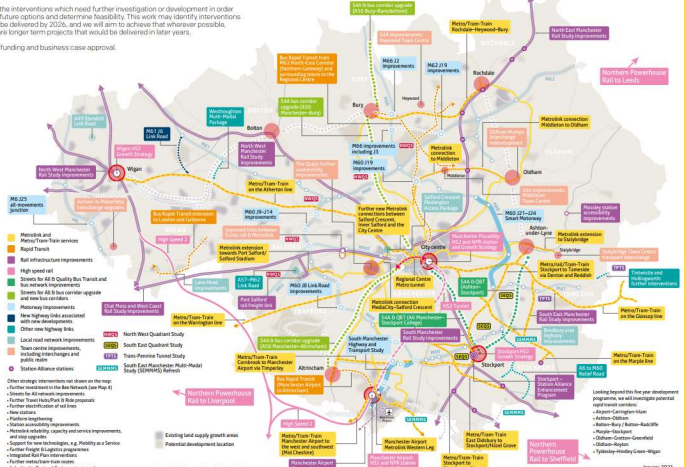
Map 2: In the next five years, we aim to complete business cases for early delivery of...

These interventions are those with potential to be delivered by 2026. Subject to funding and business case approval.



Map 3: In the next five years, we will develop options for...

These are the interventions which need further investigation or development in order to identify future options and determine feasibility. This work may identify interventions that could be delivered by 2026, and we will aim to achieve that whenever possible, but most are longer term projects that would be delivered in later years. Subject to funding and business case approval.



Our Transport Strategy is supported by a Transport Delivery Plan setting out our GM-wide investment priorities. Three GM wide maps articulate our plan.

Map 1: What we are already committed to delivering

Map 2: The schemes we want to develop business cases and deliver promptly, subject to funding – particularly dominated by bus and active travel.

Map 3: The schemes we might want to develop in the longer term, but require much more development and are typically more expensive – e.g. new metrolink or rapid transit corridors.

This plan was successful in Greater Manchester securing approximately £1 billion in funding from 2022-2027 from the City Region Sustainable Transport Settlement. And we have now delivered much of the investment shown in maps 1 and 2.

You can find a summary on our website. Our strategy team are now beginning to refresh our transport strategy and delivery plan, to ensure we have compelling plans in place ahead of the period for the next funding period 2027-2032.

The Journey



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Building the Bee Network



The journey starts with the tools available to achieve the goals.
This is why we are building an integrated, reliable and affordable public transport network across bus, tram and active travel.
One clear brand which is recognisable to all living in, working in and enjoying Greater Manchester.
Aims to simplify a complex, fragmented network which has emerged through years of national policy decisions which have prohibited the growth of public transport.

Journey to the Bee Network

- **1986** – Bus services outside of London deregulated
- **1992** – Metrolink opens – now largest UK light rail network
- **2017** – Bus Services Act
- **2021** – GM Cycle Hire scheme launches
- **2023** – First franchised bus services in UK outside London
- **2025** – All bus services in GM franchised
- ...
- **2030** – GM rail services integrated into the Bee Network



1986; Due to policy decisions made nationally, bus services were deregulated and allowed to be run purely for profit, as opposed to serving the people who use them.

1992; Government gave GM the funding to convert two failing rail lines into Metrolink (Bury and Altrincham). Building on the success of this turnaround, we now operate the largest UK light rail network.

2017; The Bus Services act was introduced by government to allow Buses to be regulated and franchised by city-regions.

2021; GM launched a shared bike service called GM Cycle Hire – to allow residents and visitors to make more trips by active travel.

2023; September 4th was the first franchised bus service in greater Manchester.

By 2025; all bus services in GM will operate under a franchised model – integrating with other modes of transport including Metrolink.

By 2030; GM rail services will be integrated into the Bee Network.

What does the Bee Network mean for Greater Manchester?

An integrated transport system that connects people in Greater Manchester to new opportunities, essential services and each other.

- **More reliable journeys** – better management of operator performance, increased customer satisfaction, higher patronage
- **More affordable tickets** – standard fare, reduced weekly, monthly and annual tickets and hopper fare
- **Tackling carbon emissions and clean air** - zero emission buses and reducing the need for car travel
- **More accountable** – ability to enhance services and connectivity, shaped by residents and Elected Members



More reliability – the reason a lot of people do not travel by public transport is that their journey times, or services, are not reliable, i.e. they are slow, or expensive, or cancelled. This will help us growing the number of people travelling sustainably.

More affordable – a driver for more equity in the city-region. Flexible ticketing will help people save money by using public transport, as often people in lower-socio-economic groups can be drawn into poverty through forced car ownership.

Greener – delivering zero emissions buses, and reducing the need for car travel, will ensure that less polluting vehicles are on our roads.

Accountable – when we're asked questions by residents or elected members about bus services and other public transport provision, we can say that we can fix the problems.

Metrolink

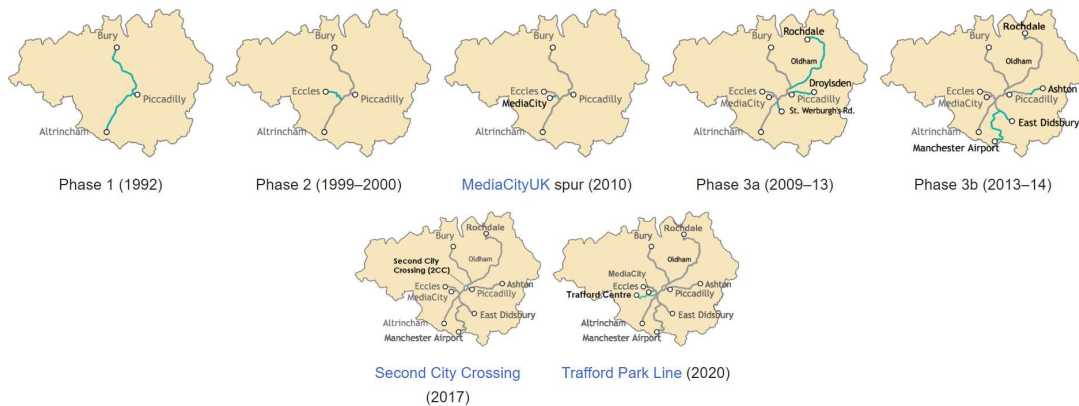


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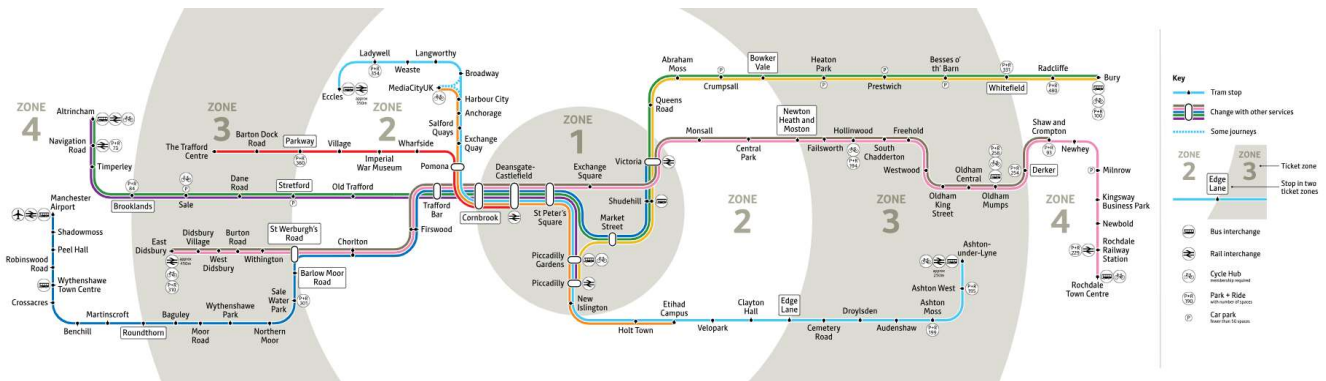


Metrolink

- We have successfully built Metrolink into the UK's largest light rail system.
- Development of the network has depended on the transfer of national rail infrastructure for use as part of a local system.
- 147 trams, 99 stops and 103km of track – serving around 40m journeys per year.

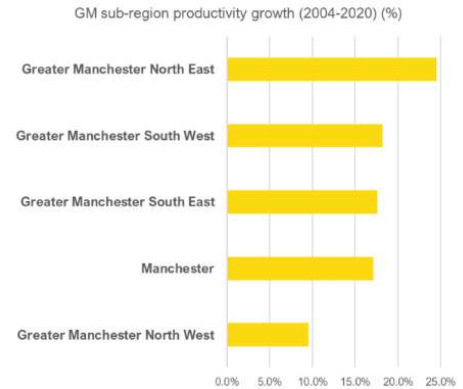


Current Metrolink Network



Impact of Metrolink

- The North East of GM, where Metrolink was expanded to as part of Phase 3, has seen the highest growth in productivity in GM from 2004 to 2020.
- House prices within ½ mile of Bury's tram stops quadrupled (400%) in price between 1995 and 2021. The average increase for the North West in the same period was 270%.
- The opening of the Phase 3 lines resulted in:
 - More than a 10% improvement in access to job opportunities by public transport for 18% of GM's population
 - More than a 10% improvement in access to further education by public transport for 19% of GM's population
 - More than a 10% improvement in access to healthcare by public transport for 20% of GM's population



Bus



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Importance of Buses in Greater Manchester

Buses are the cornerstone of the Bee Network – accounting for around 75% of all public transport trips.

The bus network provides a vital link to jobs and essential services, particularly for the 27% of GM households without access to a private car.

The bus market has experienced a significant period of decline over recent decades – particularly in terms of patronage and mileage operated.

This is why GM has undertaken the biggest reform to buses in nearly 40 years – bringing buses back under local control through franchising.



Buses account for three quarters of all public transport trips.

27% of households do not have access to a private vehicle.

As a result of deregulation – buses have declined in relation to their performance over the last 30-40 years – particularly in terms of patronage – which is important as this is what keeps the network maintained, sustained and increasing patronage means better bus services.

This is why we have enacted the bus services act – to bring buses back under local control – to really shape the future of this mode across the city-region.

Roll-out of GM Bus Franchising

T1 – 24 September 2023:
Bolton, Wigan, and parts of
Salford and Bury.



T2 – 24 March 2024: Oldham,
Rochdale, and parts of Bury,
Salford and north Manchester.



T3 – 5 January 2025: Stockport,
Tameside, Trafford, and the
remaining parts of Manchester
and Salford.



Tranche 1 and 2 complete.

A lot of the franchised operators are the same operators who either ran previous services or have experience of operating in a franchised way (London).

Difference being that now we set the routes, fares, timetables and we can ensure these providers meet certain standards and targets to ensure we maximise performance.

Tranche 3 to be completed in January 2025 – area of South Manchester which is approximately 50% of the rest of the network.

GM Bus Strategy

- We want buses to be the first choice for more journeys in Greater Manchester
- Our initial target is for a 30% increase in bus patronage by 2030 from 2022/23 levels. This would mean almost 50 million more journeys being taken by bus each year.
- An ambition for buses to run at least every 12 minutes on key orbital and radial routes.
- Aims for 90% of the entire Greater Manchester population to be within 400m of a 30-minute frequency bus or Metrolink service on weekdays

75 people
in 75 cars
or one
double
decker bus

By 2030, we want
our buses to carry over
200 million
journeys per year.



To support the transition to franchising, we have a long term strategy which supports our 2040 ambitions for our Buses.

As buses are such a stalwart of the network, we want these to be the first choice for more journeys in GM.

30% increase in patronage by 2030 – which means we need people to make 50m more bus journeys per year (200m)

We know the key to getting more people onto buses is by ensuring they have a service which they don't have to plan in advance, or worry if a bus doesn't turn up, the next bus will not be appropriate, so we need to increase frequencies to at least 12 minutes on key routes, and even more frequent routes on other corridors. Good example is the Oxford Road corridor where there is a bus approx. every 5 mins.

Around 90% of people within 400m of a 30min service as a minimum.

One year on we've:

Increased patronage nearly seven million more journeys have been made on the city region's buses compared with the previous year - a 5% increase.

Reduced average ticket costs by 15% with the £2 fare.

Improved reliability with services in the tranche one area now consistently above 80% punctuality (up from c.69% on the pre-franchised network).

Invested in growing the network with more frequent bus services, longer operating hours and the launch of a 24hr bus pilot.

Increased the number of zero emission buses with 10% of buses now electric, and approx. 25% by April 2025 – up from less than 1% before franchising.

Unlocked housing and development e.g. Stockport Interchange complete and looking to move forward with Bury.

Reduced the per-km cost of operating Bee Network buses by around a third compared to having to intervene in the private deregulated market.



Active Travel



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Active Travel Network

A network to connect all communities in GM with high quality active travel infrastructure

Total length of proposed network: 2,734km, of which 1,170km is on busy roads, 932km on quiet roads and 631km off road

Over 95% of Greater Manchester residents will live within 400m of a Bee Network route once the network is completed.

Taking a Streets for All approach, key features include:

- Protected infrastructure for those cycling on many busy roads
- Existing quiet streets and off-road routes connected up by new crossings of busier roads
- Tackling a legacy of poor provision for pedestrians



Starling Bank Bikes

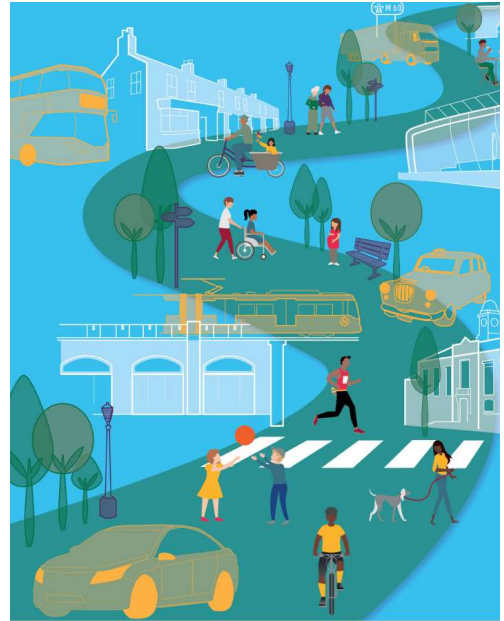
- Greater Manchester's first publicly operated, self-service, 24/7 bike hire scheme was launched in 2021 and is running in parts of Manchester, Trafford and Salford.
- Over 1,000,000km of bike miles travelled across a blend of e-bikes and standard pedal bikes.
- 17% of users would have used car to reach their destination if this mode had not been available.



Streets for All

In applying the Streets for All approach, we aim to achieve:

- Green, vibrant streets that are welcoming and safe places to spend time in
- An attractive and inclusive walking and wheeling environment;
- A safe and connected cycling experience;
- A reliable, integrated and accessible public transport network;
- A network where goods are delivered on time with minimal impacts on local communities;
- Streets that enable people to drive less;
- A future proofed street network.



Rail

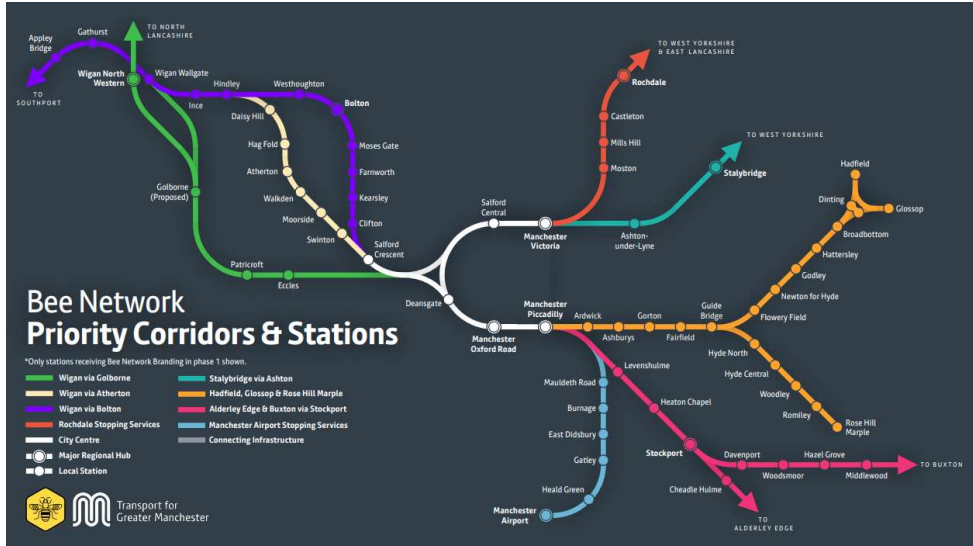


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Next phase of the Bee Network – Rail Integration

Eight priority lines by 2028; full GM Network by 2030



Bee Network - Rail

In March 2023, Greater Manchester agreed a new Trailblazer Deeper Devolution Deal with central government.



More frequent services



New rolling stock



More accessible stations,
working towards a fully
accessible estate



Full integration with the Bee
Network, including branding and
customer experience



Tap and go ticketing,
starting from 2025



Multi-modal fares
simplification



New stations at Golborne
and Cheadle



Housing and regeneration
opportunities at stations



Summary



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Transport for
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Contributing to the virtuous cycle





Summary

- Transport policy is not just about moving people around, it has wider impacts and will help us deliver the wider vision for GM (greener, fairer, more prosperous city-region).
- GM is building the Bee Network - an integrated public transport network across bus, tram, active travel and rail - to deliver economic growth, a better environment and improved quality of life
- BUT policymaking is complex, interdependent with numerous stakeholders.



Thank You

Mia Crowther

Strategic Planning Lead, TfGM



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Spatial Plan

Places for Everyone is the adopted spatial plan for nine of the Greater Manchester districts.

The plan sets out:

- Plans for 280,000 new residents, 175,000 new homes and 100,000 new jobs
- How key infrastructure will be delivered, such as **transport** and utilities;
- Allocates sites for employment and housing outside of the existing urban area; and
- Defines a new Green Belt boundary for Greater Manchester



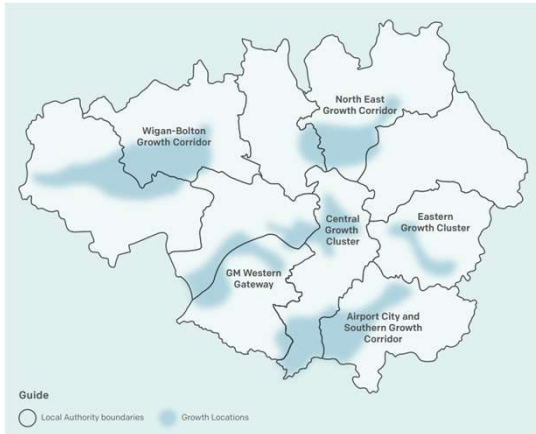
We need a plan for more homes, jobs, places for people to live, work, study and grow.

Places for Everyone is the adopted spatial plan for 9/10 districts in Greater Manchester. Stockport have their own plan for growth.

We must ensure that the Transport aspect of this plan is sufficient to help us meet our goals as a city-region, not only for transport, but for other areas. For example, if we leave this to the existing road network, this will increase congestion and reduce economic productivity, making GM a worse place to grow up, get on and grow old.

Also looks to change the definition of green belt, to look at some grey-belt sites, which previously haven't been considered for development.

Spatial Plan: Growth Locations



Key Growth Locations emerged from the Places for Everyone Plan, they:

- Represent an opportunity to bring forward development at a scale which can drive the transformational change across GM.
- Will be home to thousands of new homes and jobs.
- **Need to be effectively integrated into our existing transport network to maximise benefits and outcomes.**
- Must be developed sustainably to deliver GM's zero carbon 2038 ambition.



As part of PFE, key Growth Locations emerged. This is where we anticipate there to be 'room for growth' or 'demand for growth' between now and 2040.

Represents the opportunities we see in Greater Manchester which can bring forward transformational change and drive growth across the city-region.

North East Growth Corridor will be home to atom valley and the northern gateway – which will aim to create thousands of new homes and jobs.

Airport City and Southern will ride on the back of developments at both the International Airport, but the Airport's development zone.

City Centre will continue to grow at rapid pace – becoming more liveable in the process. We must ensure that transport, as well as other utilities, can be planned to accommodate this future growth.

Environmental Plan

The **Five Year Environment Plan** sets out how GM will deliver a healthy, low carbon, nature-rich environment through:

- Energy infrastructure
- Sustainable buildings
- **Transport**
- Natural environment
- Circular economy and waste
- Climate resilience
- Air quality
- Sustainable economic growth



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