



# A Vision-Led Approach to Strategic Planning in Greater Manchester TPS AGM

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**24<sup>th</sup> May 2018**

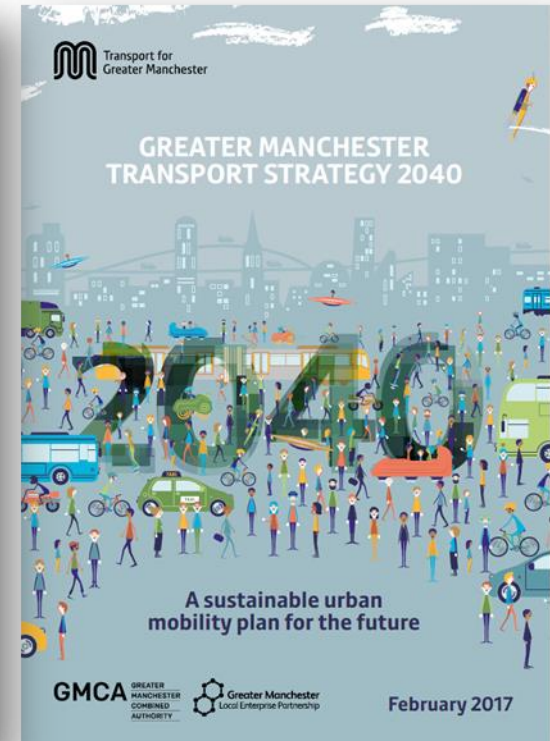
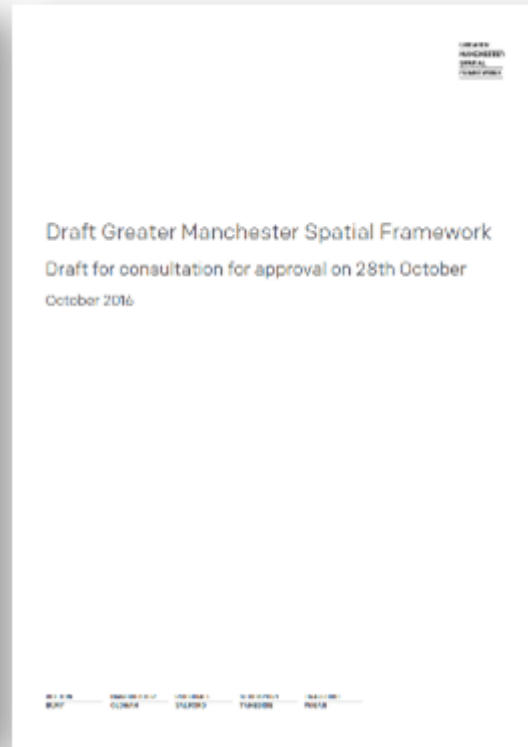
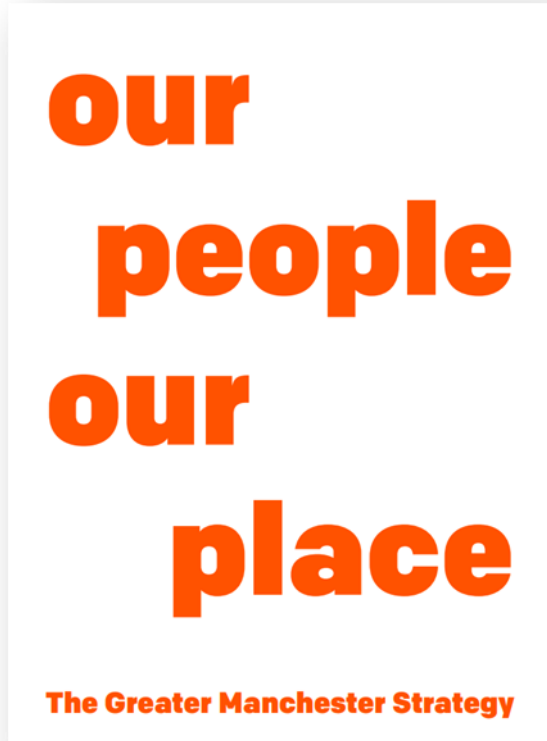


Our vision is to make Greater Manchester one of the best places in the world to grow up, get on and grow old

Greater Manchester Strategy, 2017



# A new long-term strategic context for GM



People

Places

Assets





Supporting sustainable economic growth

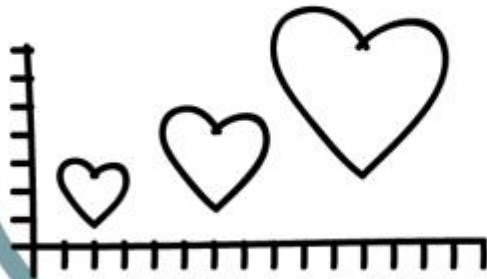


Protecting our environment

## Transport Vision

World class connections that support long-term, sustainable economic growth and access to opportunity for all

Improving quality of life for all



Developing an innovative city-region



# Drivers of future travel demand in Greater Manchester



# Integration at the heart of our 2040 Strategy

## Old way

By mode



By district





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## Old way

By mode



By district

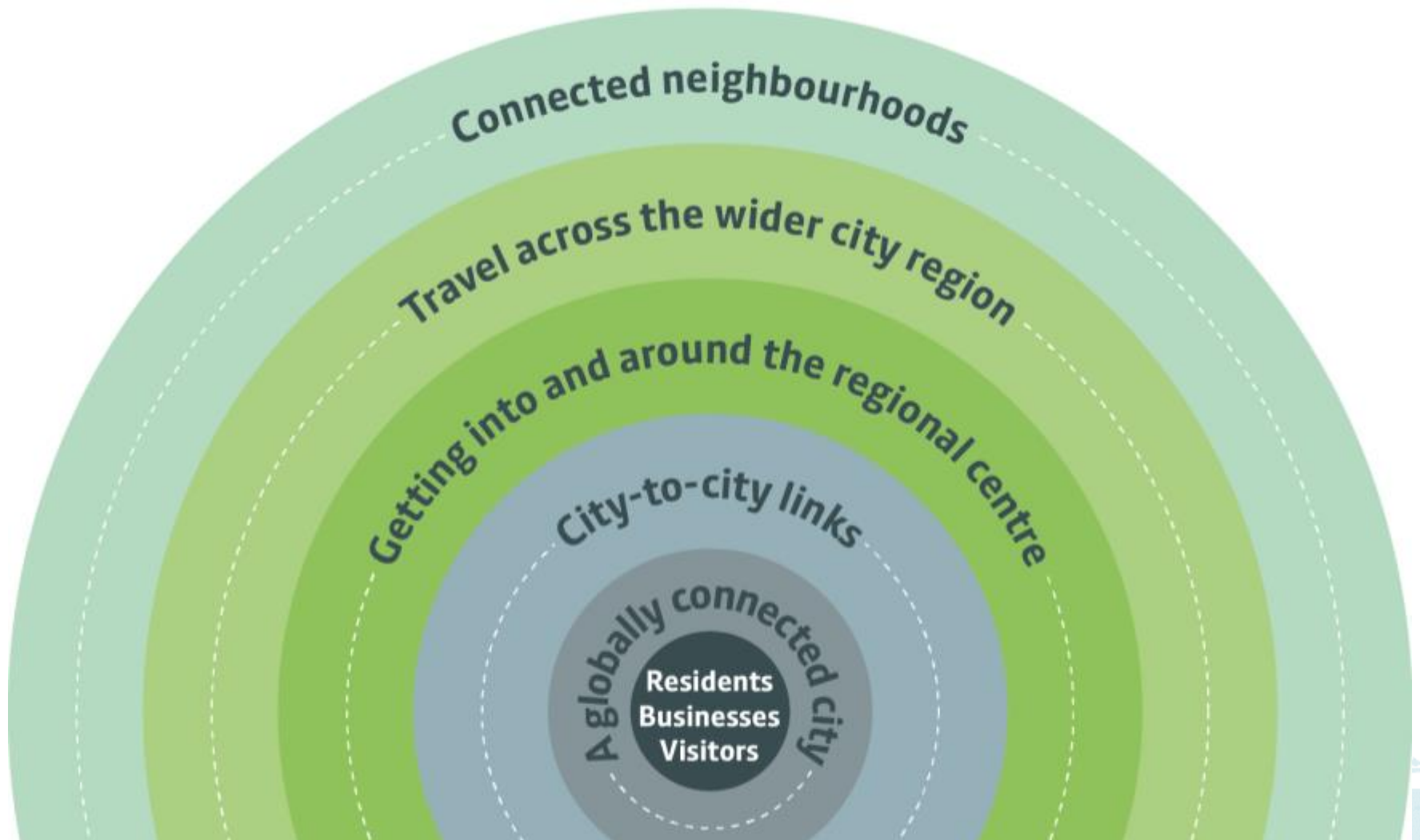


## New way

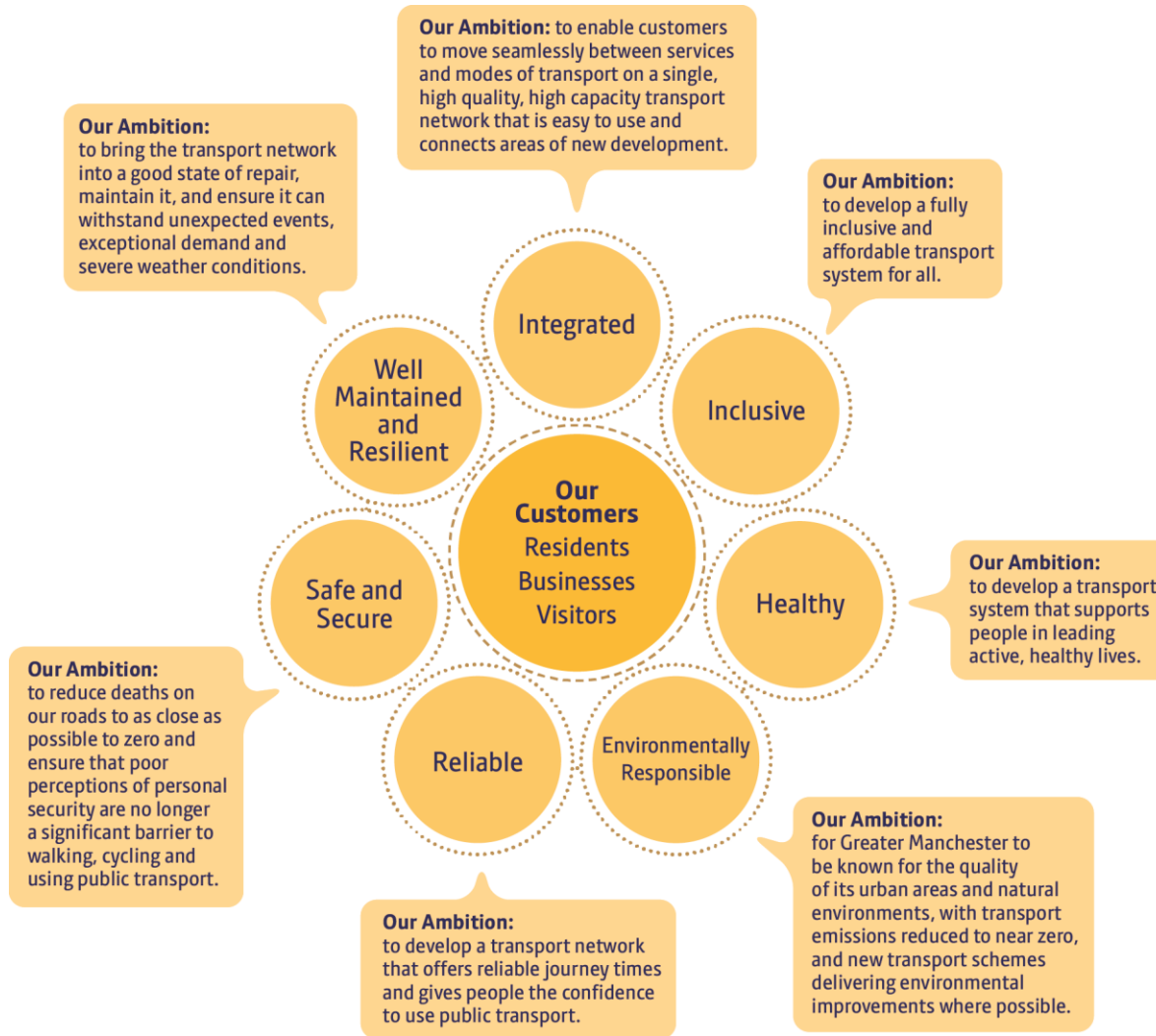


Seamless journeys

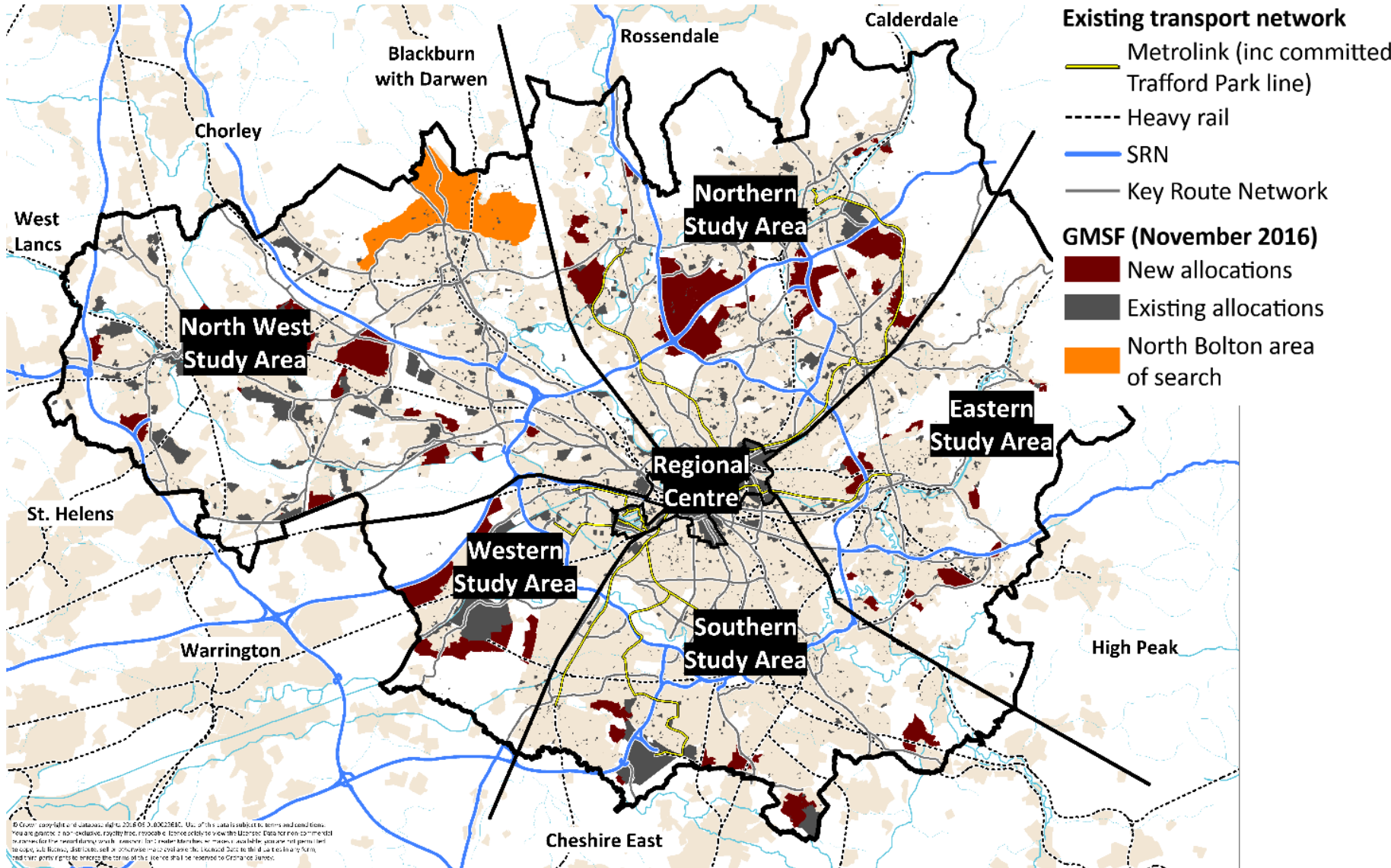
# Our Spatial Themes



# Our Network Principles

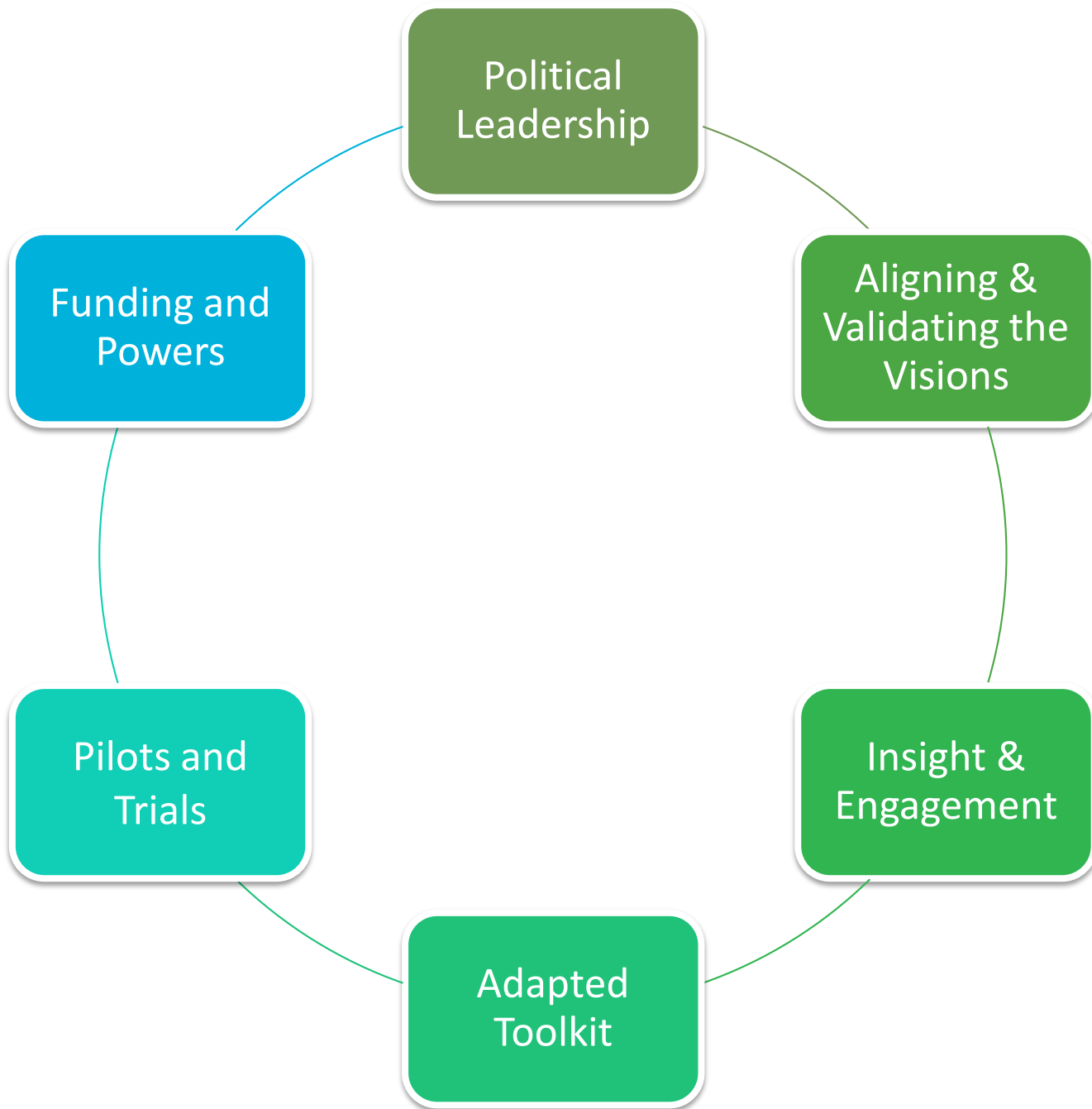


# Greater Manchester Spatial Framework



# From Vision to Reality...





# Political Leadership







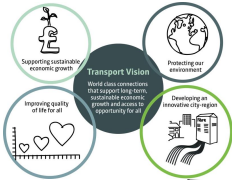
# Aligning and Validating the Vision



# Emerging Sub-Strategies and Plans

**GM Strategy & Spatial Framework**

**2040 Transport Strategy**



## Sub-Strategies



- New mobility strategy
- Rapid transit strategy
- Streets for All strategy
- Inter-urban PT strategy
- Freight and logistics strategy

## Strategic plans for specific geographies

- City Centre Transport Strategy/plans
- HS2/NPR growth strategies
- GMSF Strategic Plans



- Streets for All upgrade programme
- Strategic plans for Metrolink and future RT

- Clean Air Plan
- Congestion deal
- Fares and ticketing
- Made to Move & LCWIP
- TDM plan
- Smart ticketing plans
- NW Quadrant
- Bus reform case & plans
- Strategic rail plan 2027
- Freight and logistics plan
- Trans Pennine tunnel
- Rail station transfer plans

## GM transport plans

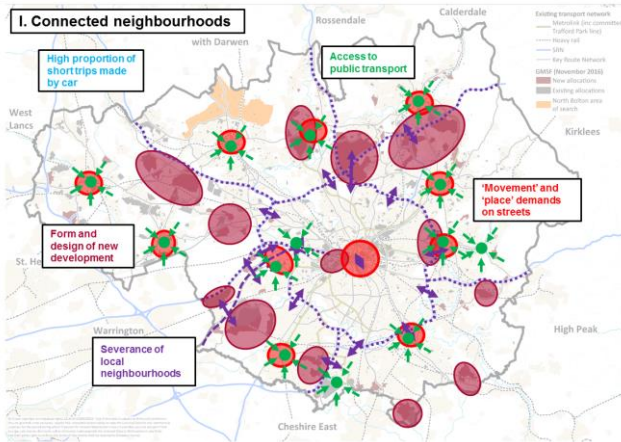
## Investment programme and Delivery Plans



- Long-term investment programme
- 2040 5-year Delivery Plan

# Integrated land use and transport planning

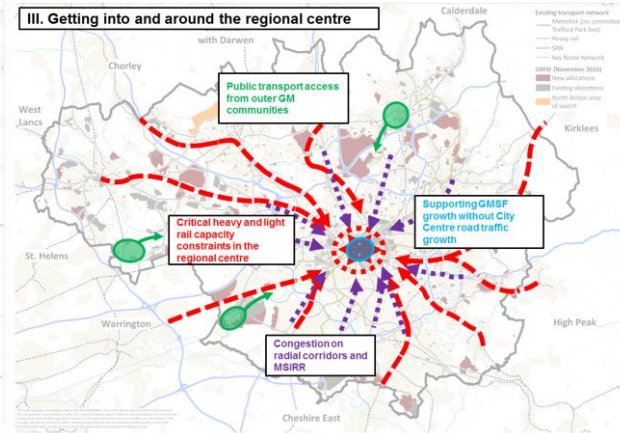
## I. Connected neighbourhoods



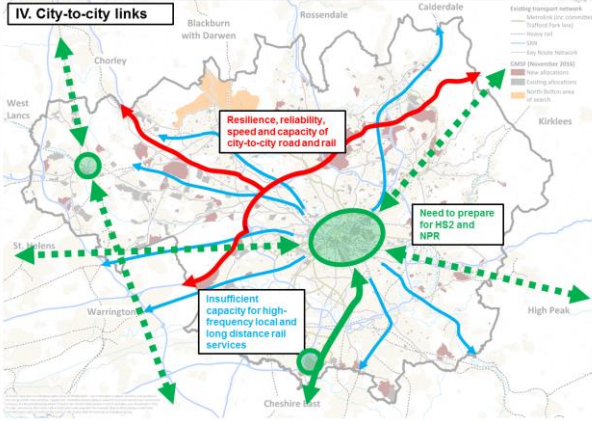
## II. Travel across the wider city region



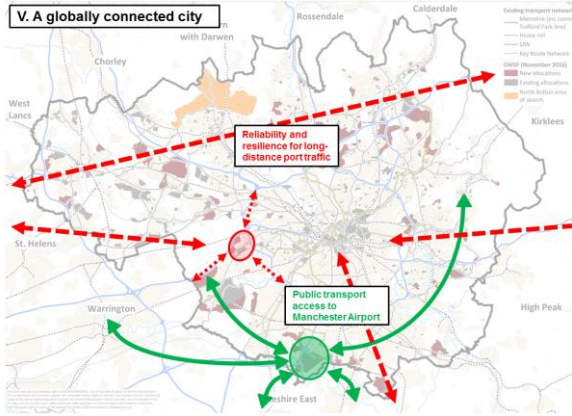
## III. Getting into and around the regional centre



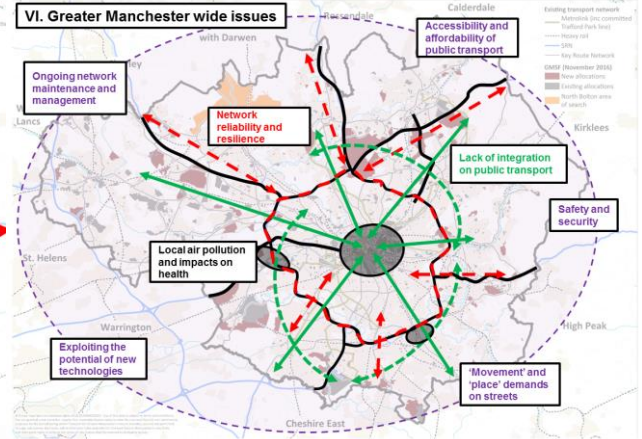
## IV. City-to-city links



## V. A globally connected city



## VI. Greater Manchester wide issues



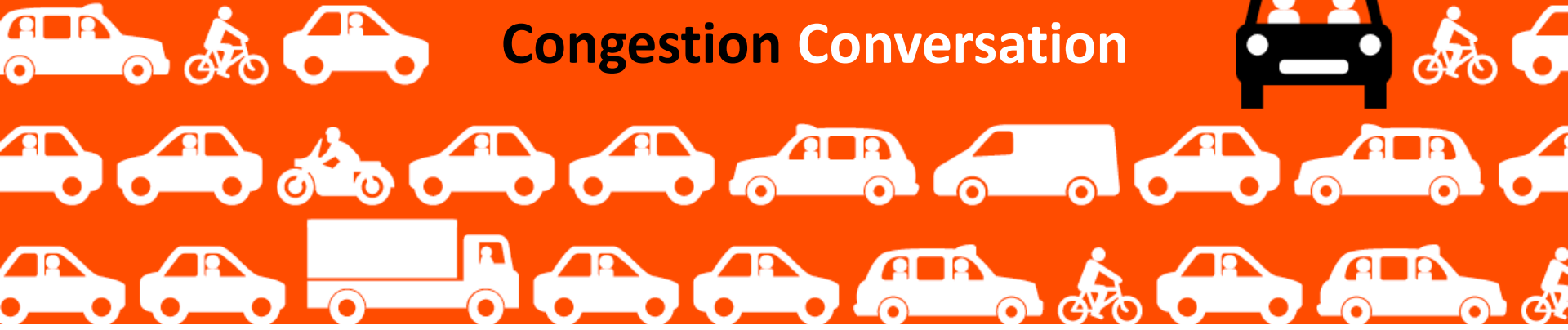
# Insight & Engagement



# Early Engagement



## Congestion Conversation



# Better “Customer” Insight



Segmentation survey

Cycle Triggers

Sales Funnel

Town Centre Perceptions



# Developing our Toolkit





# Uncertainty Ahead: Which Way Forward for Transport?

Final Report from the  
CIHT FUTURES Initiative

Professor Glenn Lyons  
August 2016

# ALL CHANGE?

The future of travel demand and the  
implications for policy and planning

The First Report of the Commission on Travel Demand

## CONGESTION, CAPACITY, CARBON: PRIORITIES FOR NATIONAL INFRASTRUCTURE

*Consultation on a National Infrastructure Assessment*

NATIONAL  
INFRASTRUCTURE  
COMMISSION



## Strategic Transport Plan

Draft for public consultation

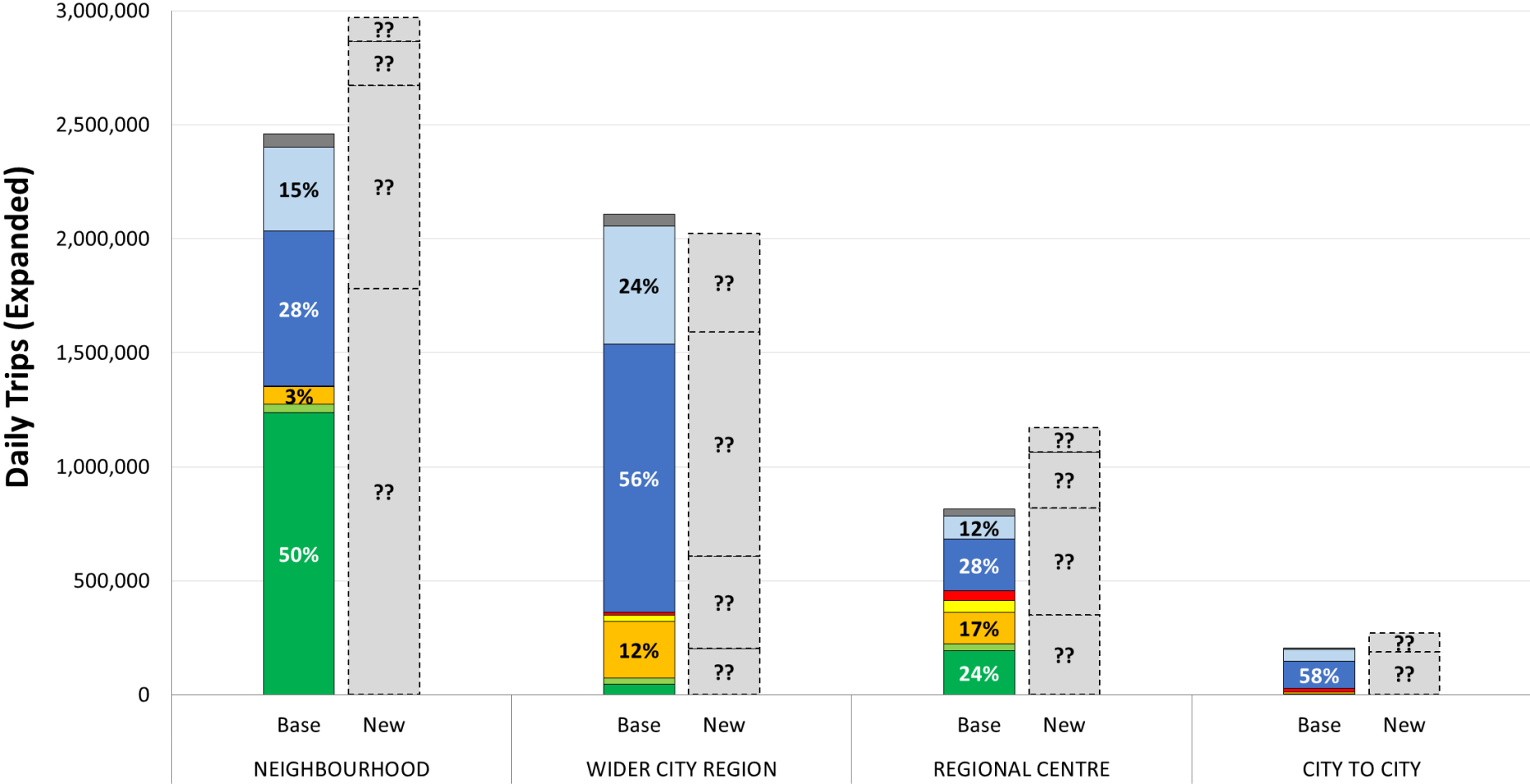








# Quantifying our Vision

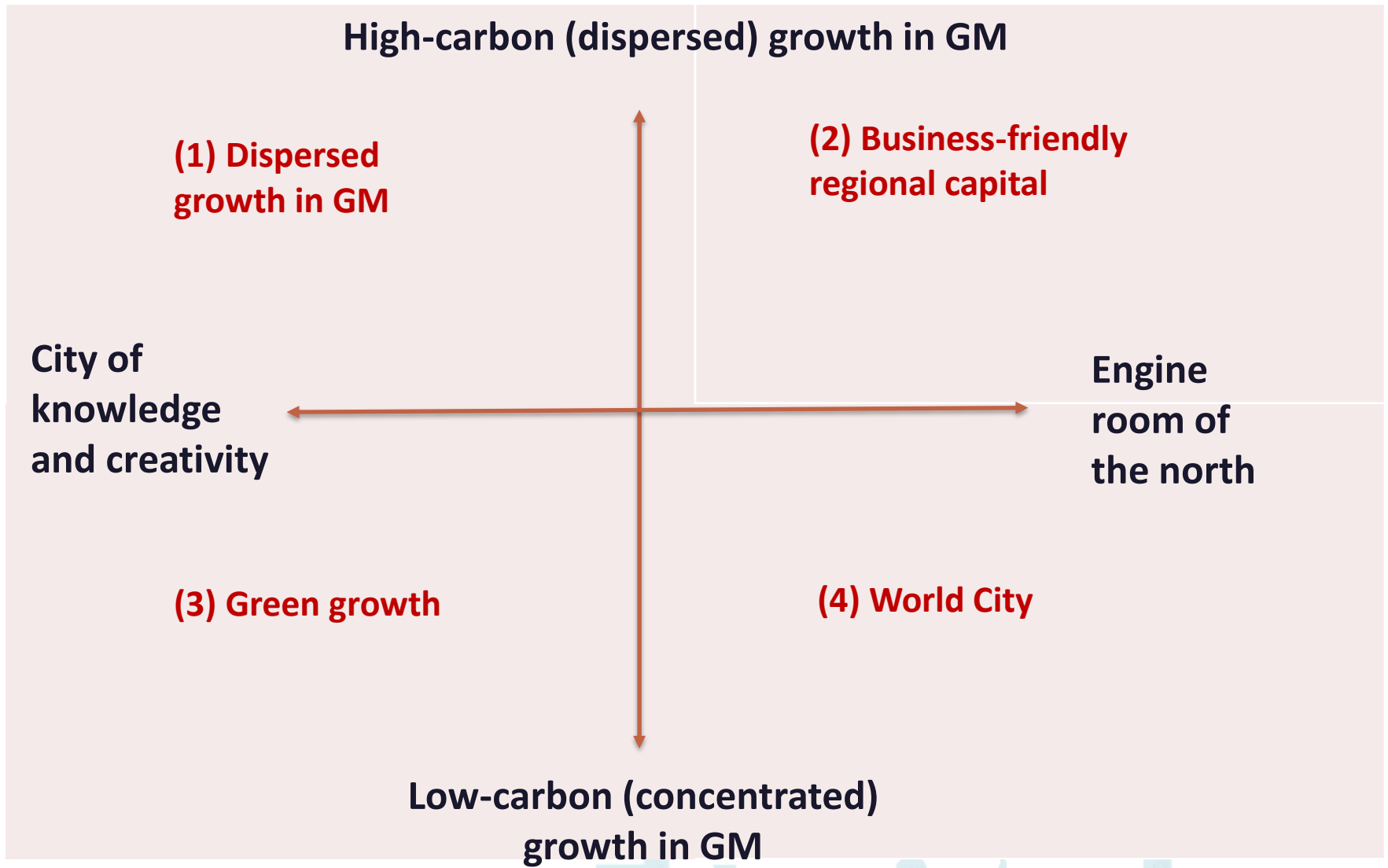


# Travel to and within our regional centre

***Ambition:*** Fully integrated transport networks that support rapid growth in the economy, with a liveable Regional Centre minimising the negative impacts of traffic on individuals.



# Scenario Planning for Manchester City Centre



# Some implications for the city centre transport strategy?

## High-carbon (dispersed) growth in GM

### (1) Dispersed growth in GM

- Use of autonomous vehicles is key policy challenge
- Metrolink on-street in city centre provides sufficient capacity

- Use of autonomous vehicles is key policy challenge
- High-capacity metro focused on travel from outside M60

### (2) Business-friendly regional capital

### City of knowledge and creativity

- Smart mobility dominates transport policy
- High-capacity metro with more focus on capacity within M60
- Cycling facilities to accommodate demand growth

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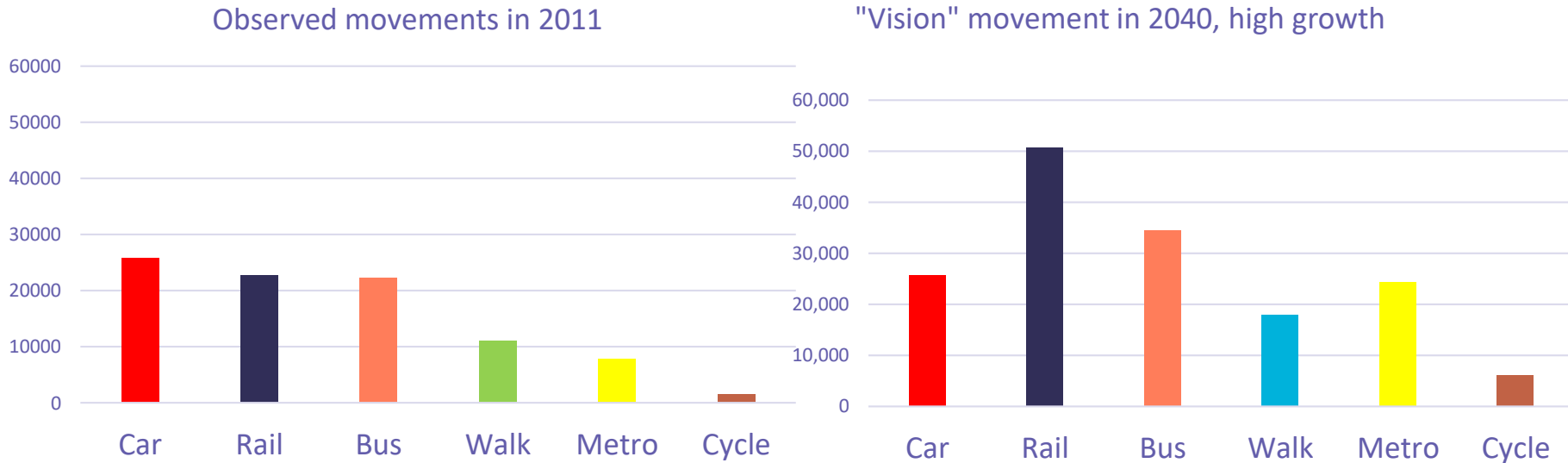
### Engine room of the north

### (4) World City

## Low-carbon (concentrated) growth in GM

Interventions that may need early action in red text

# AM Peak inbound travel across the Manchester City Centre cordon in 2011 and 2040

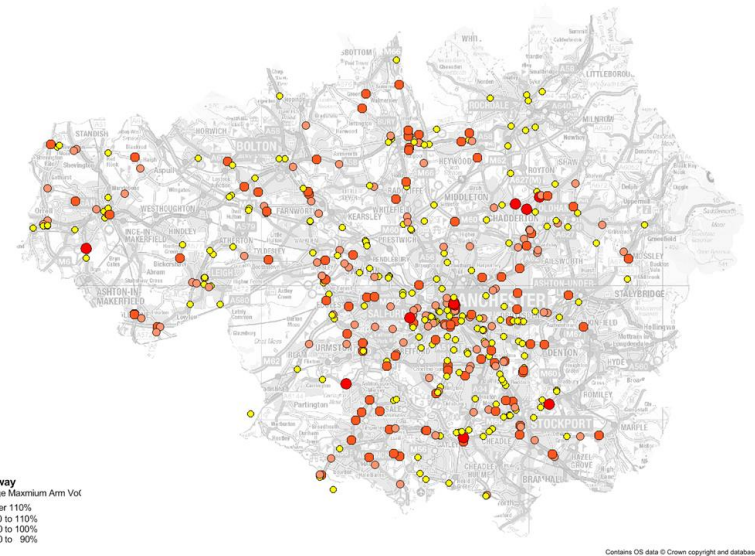
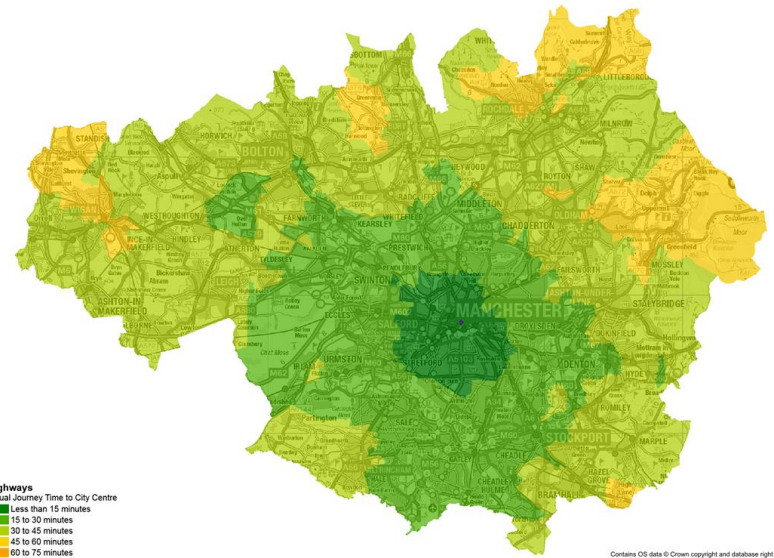


Peak-period car travel to the city centre will need to remain constant with all growth accommodated by other modes.



# Using our models in different ways

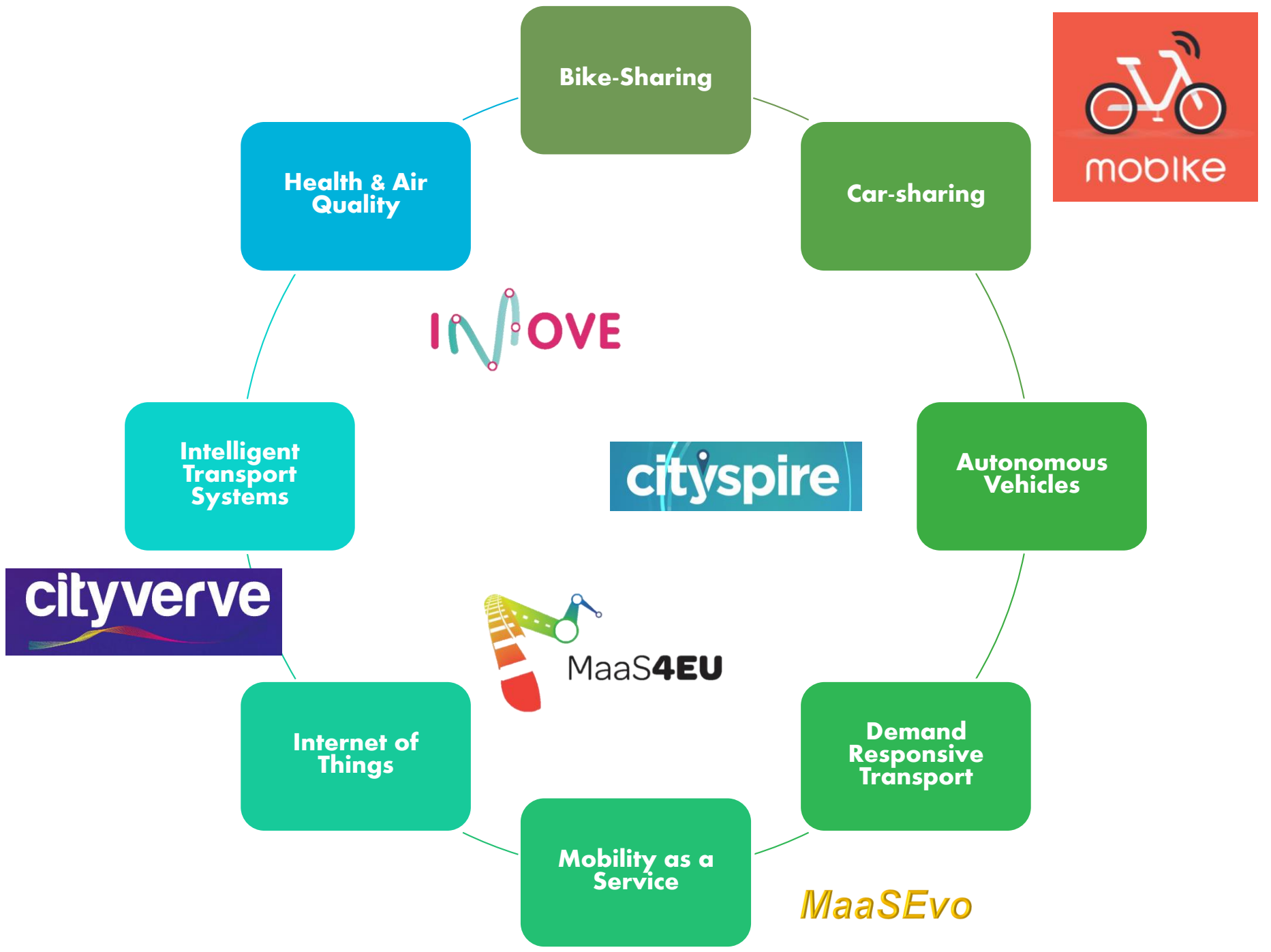
- 4 broad scenarios are being tested using TfGM Strategic Model for GMSF:
  - Current Day Conditions
  - A Future Year “DfT Methodology” Scenario
  - A Future Year “Continuation of Recent Investment & Policies” Scenario
  - A Future Year “GMS Vision” Scenario





# Pilots & Trials





Bike-Sharing

Car-sharing



mobike

Health & Air Quality



cityspire

Autonomous Vehicles

Intelligent Transport Systems

cityverve

MaaS4EU

Demand Responsive Transport

Internet of Things

Mobility as a Service

MaaS4Evo

# Funding and Powers





**TRANSPORT**



**HOUSING**



**SKILLS & BUSINESS SUPPORT**



**HEALTH & SOCIAL CARE**



BUS REFORM



HIGHWAYS



RAIL



MULTI-YEAR TRANSPORT FUNDING

# An integrated approach to investment

Phase 1  
(to 2021)

## •PREPARING OUR NETWORKS FOR GROWTH

- Complete Growth Deal programme
- Network resilience
- Preparing for bus reform
- Piloting rail station devolution
- Development programme for 2020s delivery

Phase 2  
(2020s)

## DELIVERY OF MAJOR NEW INFRASTRUCTURE TO SUPPORT GROWTH

Town and district centre Active Travel and public realm

- First phases of Rapid Transit Strategy
- National agency programmes (RIS3, CP6)
- KRN Investment Plan
- Orbital connectivity
- Travel Demand Management

Phase 3  
(2030s)

## MAXIMISING THE BENEFITS OF GROWTH

HS2 Growth Strategies

- Northern Powerhouse Rail
- GM Metro System / Tram-train
- Ongoing infrastructure investment in Growth Areas
- Ongoing investment in highways and rapid transit
- Ongoing investment in town and city centre infrastructure and public realm
- Travel demand management
- Network maintenance and renewal

# Next steps for GM

- Agreeing a shared spatial and transport vision and delivery plan
- Exploring different future demand scenarios
- Understanding wider drivers of travel demand and travel markets
- Applying the approach to specific policy issues
- Regular horizon scanning
- Reviewing our analytical toolkit and approach to prioritisation and appraisal
- More integrated ways of working



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