

11. Our vision is for Greater Manchester to have ***‘World class connections that support long-term, sustainable economic growth and access to opportunity for all’***. Our approach to achieving this was set out in the ‘Greater Manchester 2040 Transport Strategy: Our Vision’.

12. As well as meeting the requirements of our travelling customers, our transport system needs to help the local economy to flourish and prosper, and our residents to contribute to and benefit from that prosperity, as envisaged by the Greater Manchester Strategy.

13. It must connect people to opportunities and information, entrepreneurs with ideas and capital, and employers with talent and skills. It also needs to play a part in creating better places: supporting new development and regeneration, reducing the dominance of cars and goods vehicles and improving the environment.

14. Finally, the role of technology and innovation will be even more important in the period up to 2040, enabling us to improve transport performance and quality of life, to reduce costs and resource consumption, and to provide tailored information directly to transport users, providing a much better customer experience.

Supporting Sustainable Economic Growth

17. Greater Manchester has ambitious growth plans over the coming 25 years, with major growth in employment (particularly in knowledge-based industries) leading to a rapidly increasing population and an urgent need to build over 11,000 new homes a year up to 2035, as highlighted below.

POPULATION GROWTH

REQUIRING

AT LEAST

227,000 MORE HOMES

+199,700 JOBS

+600,000

MORE TRIPS ON OUR TRANSPORT NETWORKS

EVERYDAY

BY 2035

19. Key challenges for our strategy in supporting sustainable economic growth are as follows:

- Growth will lead to thousands more trips on our transport networks, which could result in significant highways congestion and overcrowding on our public transport networks, ultimately choking off investment and damaging prosperity. Preventing increased congestion will need more people to travel by public transport or to walk or cycle, and fewer goods vehicles on our roads during peak periods, but this will require a significant improvement in the alternatives, providing more capacity and creating a flexible, integrated sustainable transport system that meets customer

Protecting our Environment

22. Motorised transport has brought great benefits to society, giving easy access to a wide range of opportunities, but its impact on the environment can be very damaging. At a global level, CO₂ emissions are a major contributor to climate change, which may disrupt transport networks, e.g. through increased flooding. At the same time, a concentration of harmful emissions in areas close to major highways contributes to illness and premature death, while noise can also blight communities:

23. Further details relating to the infographics above can be found in the accompanying Evidence Base.

24. Key challenges for protecting our environment are:

- Increasing the use of sustainable transport to reduce the negative impacts of car use. Many people do not currently see sustainable modes as realistic alternatives and we must continue to work hard to improve the quality of our walking, cycling and public transport networks and to provide people with the facilities and training to make them natural, easy choices. The design of new development needs to make it easier for people to use sustainable modes.
- Reducing transport emissions is a particular challenge, given that economic and population growth will increase the demand for travel, hence more radical measures will be needed to enable Greater Manchester to meet the challenging targets for air quality, and climate change.
- Making the best use of existing infrastructure will help to reduce environmental impacts. Locating new development where there is good access to public transport and services will reduce car travel and therefore emissions. Road and rail networks must also be used as efficiently as possible, and be well maintained.
- Both the natural and built environment need to be protected from the impacts of transport, and enhanced. Damage to, or loss of, habitats as a result of construction, disturbance from traffic noise or street lighting, and pollution due to run-off from highways must all be minimised.

125. Greater Manchester's population is expected to reach 3 million by 2030 alone. We need to try to plan this population growth to ensure that it is not accompanied by a similar level of growth in the use of cars, which would have major negative impacts in terms of worsening congestion (which affects both economic growth and quality of life), air quality, carbon emissions and road safety. Even with a rapid move towards low emission vehicles, unconstrained growth in car use will not make for efficient use of our limited highway capacity and will continue to cause congestion and conflict with vulnerable road users. We must therefore design our urban areas around the needs of people and not traffic and we must think differently about the long-term role of our critical highways networks.

126. At the same time as our population is growing, however, attitudes to owning and using a car are also evolving. Many younger people no longer see car ownership (or indeed holding a driving licence) as essential. Growing, ageing and more affluent populations will also choose different ways to travel. The growth of car clubs, the advent of online taxi dispatch companies, and the use of social media to arrange shared transport can provide transport on demand without the costs and responsibilities of car ownership and will help to shift attitudes towards car ownership over time. This provides a great opportunity to develop a more integrated and flexible transport system which responds to the changing needs of Greater Manchester residents and businesses.

127. We recognise that simply increasing highway capacity to meet an ever growing demand for car travel is not sustainable or, indeed, physically or financially practical. Instead we will increasingly need to apply travel demand management measures (TDM) to make better use of the highways capacity that is available, particularly during peak periods. Such demand management will also be vital to controlling demand for road trips and minimising congestion during periods of network disruption, e.g. caused by roadworks or special events, which will be inevitable for periods while we and partners such as Highways England continues to deliver the interventions set out in the Government's Road Investment Strategy and within this document.

Providing for sustainable modes on our highways

137. Our highways networks are critical not just for the movement of general traffic, but also for supporting sustainable travel, including walking, cycling and buses. These modes are important in making the best use of the available road space, to maximise the movement of people. We will aim to provide additional priority where appropriate, in consultation with the local highways authorities, for enhanced crossing facilities and reallocation of road space to provide bus priority, on-street tram routes, cycle lanes and wider footways. Where we improve highways, we will include improvements for pedestrians and cyclists. We will also continue to support the introduction of 20mph speed limits

in residential and other built up areas where there is local support. Such interventions will actively assist these modes by making them more reliable and safer and will help to make best use of available highway capacity by enabling higher volumes of people to be moved more safely and more efficiently through the network (see graphic below). It is important, however that the design of interventions is suitable for the function of the road, in terms of the amount of through traffic and whether it is a bus route.

Throughout our 2040 Strategy, we place a strong emphasis on enabling people to travel more easily and safely on foot and by bicycle. Achieving this will help to increase levels of physical activity as well as reducing the significant numbers of very short car trips currently made in our local towns and neighbourhoods, making them more attractive places to live, work and visit. This will, in turn, reduce harmful emissions and traffic noise. A ticketing strategy that allows best possible management of demand within and between modes will allow for best possible management of highway, rail and tram capacity.

- Passengers will benefit from easy means of transaction, and swifter boarding, through more use of new technology, including use of their mobile devices and bank cards.

180. Customer Experience

- The bus network will be easy to navigate for all passengers, including visitors to Greater Manchester. It will also benefit from a unified brand within an overarching identity for the wider public transport network, removing confusion for everyone.
- The whole public transport network will be promoted effectively – travel choices will be simple to understand, and customers will be able to make informed choices, using the sophisticated presentation of information through digital communication devices as well as more traditional methods.
- A consistent and good journey experience will be achieved through high standards for on-board facilities. The journey experience will be further enhanced through passenger waiting facilities that are accessible, convenient, clean, comfortable and safe.
- Passengers will feel confident that the bus will get them to where they want to be, on time, and that buses will turn up when they are scheduled to do so.
- Bus performance will be improved through targeted investment in bus priority on the highways, and at relevant junctions. The bus network will be managed in real time, through technology, to minimise service disruption and maintain an even service.
- A modern bus fleet, increasingly able to reduce harmful emissions, which will improve air quality.

181. Value for Money

- The bus network will deliver optimal value for money in terms of the service to Greater Manchester for the inputs available – fares paid by passengers, and the different forms of subsidy.

212. The vast majority of freight is carried by road and these movements are a source of congestion, carbon emissions, poor air quality and noise as well as leading to conflict with vulnerable road users such as cyclists. Road freight is a significant contributor to poor air quality due to the dominance of diesel fuelled vehicles. This is a particular problem in congested areas, as HGV emissions are markedly worse at lower speeds. The 'last mile' of deliveries will, in many cases, need to be by road, but shifting more freight to sustainable modes would be desirable. However, Greater Manchester has very few rail or water-connected distribution sites and constraints on the rail network limit future rail freight growth. In the future, Northern Hub rail enhancements will increase freight capacity, enabling a tripling of freight trains to operate in Greater Manchester, should there be a demand for the available routes. In addition the regeneration of the Manchester Ship Canal, to provide low cost access by water to Port of Liverpool (Liverpool 2), has the potential to take a proportion of freight traffic off the roads between the two cities. Port Salford incorporates a new railhead capable of handling 16 container trains per day together with a new berth.

215. The expansion of logistics has been identified as an opportunity area for the Greater Manchester economy and the draft Greater Manchester Spatial Framework has identified a number of broad areas for future distribution and warehousing growth. This will increase number of goods vehicle movements, placing additional demand on the capacity of the strategic road network, and connections on the KRN and local road network, and potentially increasing the need for additional maintenance and renewal of these links. New logistics sites should ideally be accessible by rail and/or water, but some goods cannot be transported by these modes and for others it would not be practical due to timescales, routes and other issues. A further consideration is the fact that any increase in rail freight will have an impact on demand for rail paths, potentially reducing capacity for growing passenger services.

Atlantic Gateway and Port Salford

239. The development of the Liverpool 2 super container facility at the Port of Liverpool is a game-changer in terms of enabling the Port to handle the much larger deeper water container vessels that will operate on trans-Atlantic routes following the widening of the Panama Canal. This will enable Liverpool to establish itself as the UK's leading transatlantic port and to deliver much stronger trade connections between the North West and overseas markets. This has a range of potential benefits in terms of allowing goods to be shipped directly into the North West region, and we must maximise the opportunities for onward movement of goods via the Manchester Ship Canal into the Greater Manchester City Region, to reduce the impact of freight movement on our congested motorway network.

240. Port Salford is located on the western edge of Greater Manchester and is part of the Atlantic Gateway Economic Growth Corridor, which connects the Port of Liverpool with Greater Manchester via the Manchester Ship Canal. The location has been identified for a number of years as the ideal location for a 'tri-modal' freight interchange enabling waterborne, rail and road freight access to a large-scale logistics park. The location is served by a number of major transport routes including the Manchester Ship Canal, the Manchester-Liverpool (Chat Moss) railway, the M62 / M602 / M60 motorways and the A57. Port Salford can play an important role in delivering improved global connectivity to Greater Manchester due to its potential role as part of the infrastructure of global supply chains, both importing and exporting deep sea and European container flows.

241. Rail access improvements to the Atlantic Gateway are planned, including a link from Port Salford to the Chat Moss (Liverpool-Manchester via Newton-le-Willows) rail line. Subject to increased capacity on the Chat Moss line, this will enable freight trains to serve regional and UK markets from Port Salford and support trans-shipment activities there. The planned link road from Wigan to the M58 will provide Greater Manchester with a direct motorway link to the Port of Liverpool, which will make the west of the conurbation attractive for logistics developments (see below).

242. Helping Port Salford and the Atlantic Gateway growth area to achieve its potential within Greater Manchester is being pursued through joint working between the stakeholders involved, including developers/landowners, plus the local authorities of Salford, Trafford and neighbouring Warrington, TfGM and Highways England.

243. In addition to Port Salford, significant logistics and employment developments planned in Trafford Park, Carrington and around the M58/M6 area in Wigan will put increased pressure on already congested parts of our Greater Manchester transport network and, in particular, western sections of the M60 motorway. Hence, much more will need to be done to improve the reliability of our highways network, through development of a holistic access strategy for the area, incorporating highways, public transport, and local walking and cycling improvements.

244. Greater Manchester partners will continue to work closely with Highways England to deliver the Western Gateway Infrastructure Scheme, including the new local crossing of the Manchester Ship Canal, and to develop a comprehensive programme of further strategic interventions to improve access to, and the performance of, our highway network in the Atlantic Gateway area, and

particularly around the interface between our Greater Manchester Key Route Network and the Strategic Road Network. The M60 Northwest Quadrant Strategic Study, led by the Department for Transport and with participation from Transport for the North and Greater Manchester partners will assist in identifying the scale, type and location of interventions that may be required in the western part of Greater Manchester to support economic growth in the Atlantic Gateway.

245. We will also need to ensure that workers can access the new job opportunities at Port Salford and in the Atlantic Gateway corridor without having to travel by car. Public transport access to the area via the City Centre and other key interchange points, such as Trafford Centre and Eccles, will be critical. We are exploring the potential to extend the Trafford Park Metrolink line to the AJ Bell Stadium and beyond, into the Atlantic Gateway area, to support this objective and we will also identify opportunities to cater for increased demand for rail services from local rail stations, such as Irlam and Patricroft. We must also improve orbital connectivity to the Atlantic Gateway from across Greater Manchester. This will require investment in highway and public transport, to deliver the most effective and attractive overall package of measures, facilitating access from a variety of destinations.

70

251. The opportunities for sustained growth offered by HS2 cannot be delivered by any other alternative. However, the case for HS2 extends well beyond simple transport economics. HS2 is a strategic economic game-changer that will uplift productivity through enhanced labour market and business-to-business connectivity; increased network capacity; and improved international connections through the HS2 station at Manchester Airport. It will stimulate regeneration in areas adjacent to HS2 stations, as it has in the Kings Cross/St Pancras area of London, and also establish the basis for a renaissance in engineering skills development and a major stimulus for a domestic supply chain, with up to 50,000 jobs being directly related to the project at its peak.

252. We will push for the delivery of the full HS2 'Y' network as soon as possible to ensure that the people and businesses of Greater Manchester and the wider North have rapid access to the rest of the UK economy, including London, the Midlands, and Scotland. From Manchester, journey times to London are anticipated to be as low as 68 minutes, with 3 trains per hour to London and 2 trains per hour to Birmingham. Journey times to Wigan would also be reduced, by almost a half. We wish to see the benefits of HS2 realised as soon as possible, starting with extension of the line to Crewe by 2026. In the intervening years, however, we will continue to work hard to deliver improved north-south rail connectivity in and out of Greater Manchester, including identifying potential improvements to services on the existing WCML through future franchise specifications; and ensuring that Greater Manchester's key stations are served by HS2 classic compatible services that can run on both HS2 lines and the WCML following delivery of Phase 1 of HS2 from London to Crewe. We will also present growth strategies to government to demonstrate how we will maximise the benefits of both HS2 and NPR investment at Piccadilly and the Airport.

HS2 Growth Strategies

253. The High Speed 2 (HS2) Growth Taskforce was created in summer 2013 to advise the Government on how to maximise the return from the investment in HS2. Its report 'HS2: Get ready' concluded that HS2 can help rebalance the economy, kick-starting growth and regeneration in our cities and that HS2 stations, and the land around them, offer a 'canvas for urban regeneration to transform our cities'. In response to this, the Government allocated funding to enable HS2 places to develop dedicated HS2 Growth Strategies to explain how high speed rail.