



**GREATER  
MANCHESTER**  
DOING THINGS DIFFERENTLY

# GREATER MANCHESTER TRANSPORT STRATEGY 2040

## EXECUTIVE SUMMARY

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Part of the Greater Manchester  
Transport Strategy 2040

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Published February 2017, updated January 2021







# Contents

01. Introduction	05
02. Our Vision and the Right Mix for 2040	08
03. Critical transport challenges	10
04. A more customer-focused transport system: Our Network principles	12
05. Our Greater Manchester modal principles for 2040	13
06. Our 2040 Spatial Themes	14
07. GM-Wide policies	16
08. Making it happen	18







Transport is crucial in supporting Greater Manchester's ambitious plans, including those set out in the Greater Manchester Strategy (GMS) with its vision **'to make Greater Manchester one of the best places in the world to grow up, get on and grow old'**.



# 01. Introduction

Greater Manchester is changing. Not only is our city-region growing — in terms of population and economy — but it is continuing to set the agenda on English devolution. We are leading the way in making use of the powers and funds devolved to us by national Government, and we are confident that our city-region is on a path towards more powers and funding, supported by our directly elected Mayor and council leaders.

More local decision-making leads to greater benefits for our people and communities, including by enabling us to create better places and to develop a modern, integrated and reliable transport system.

It is in this context that we are continuing to develop and deliver the Greater Manchester Transport Strategy 2040. In 2021, a refreshed version of the document was published to reflect work undertaken, and the policy changed context, since 2017.

Transport is crucial in supporting Greater Manchester's ambitious plans, including those set out in the Greater Manchester Strategy (GMS) with its vision 'to make Greater Manchester one of the best places in the world to grow up, get on and grow old'.

Our 2040 Vision for Transport, which we consulted on in 2015, set out our ambitions for a radical new approach to planning our transport system in support of long-term needs and aspirations. The 2040 Transport Strategy builds on that Vision, highlighting the priority

interventions needed to achieve it. It focuses on tackling the critical long-term challenges we are facing in Greater Manchester, such as a rapidly growing and ageing population, climate change and the need to improve productivity and reduce social inequality in our city region.

Why 2040? The opportunities offered by devolution and greater local determination of policies, funding and delivery allow us to take a much bolder and longer-term view of our transport needs. This means we can identify an evidence-based, long-term vision for the 'right mix' of transport modes on our network. Our Right Mix vision is for 50% of trips to be made by sustainable modes, with no net increase in motor vehicle traffic, by 2040.

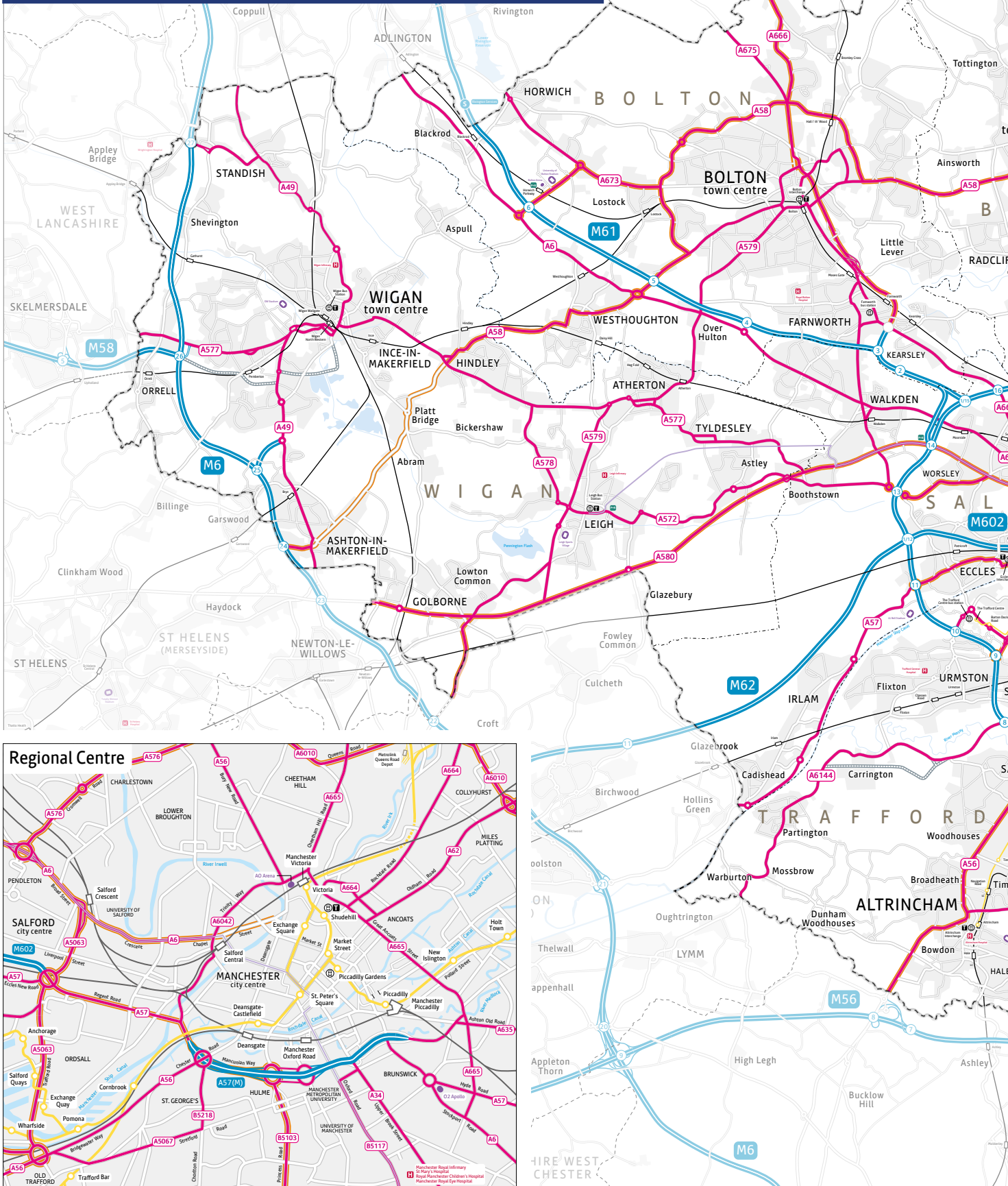
Greater Manchester also has a long-term environmental ambition for carbon neutrality by 2038. It is vital that we act to reduce the impact of transport on the environment. At every stage, this Strategy takes into consideration the actions needed to protect people's health, reduce air pollution and tackle the climate emergency.

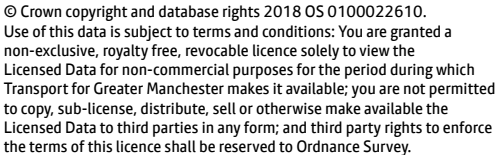
Our 2040 Vision — and the Right Mix — will not be easy to deliver but, in preparing this long-term Strategy, we believe we are putting in place the right framework to face up to the challenges of the next 20 years.

The full Strategy document can be downloaded at [tfgm.com/strategy](https://tfgm.com/strategy) and the key aspects are highlighted in this Executive Summary.



# Current Greater Manchester transport network

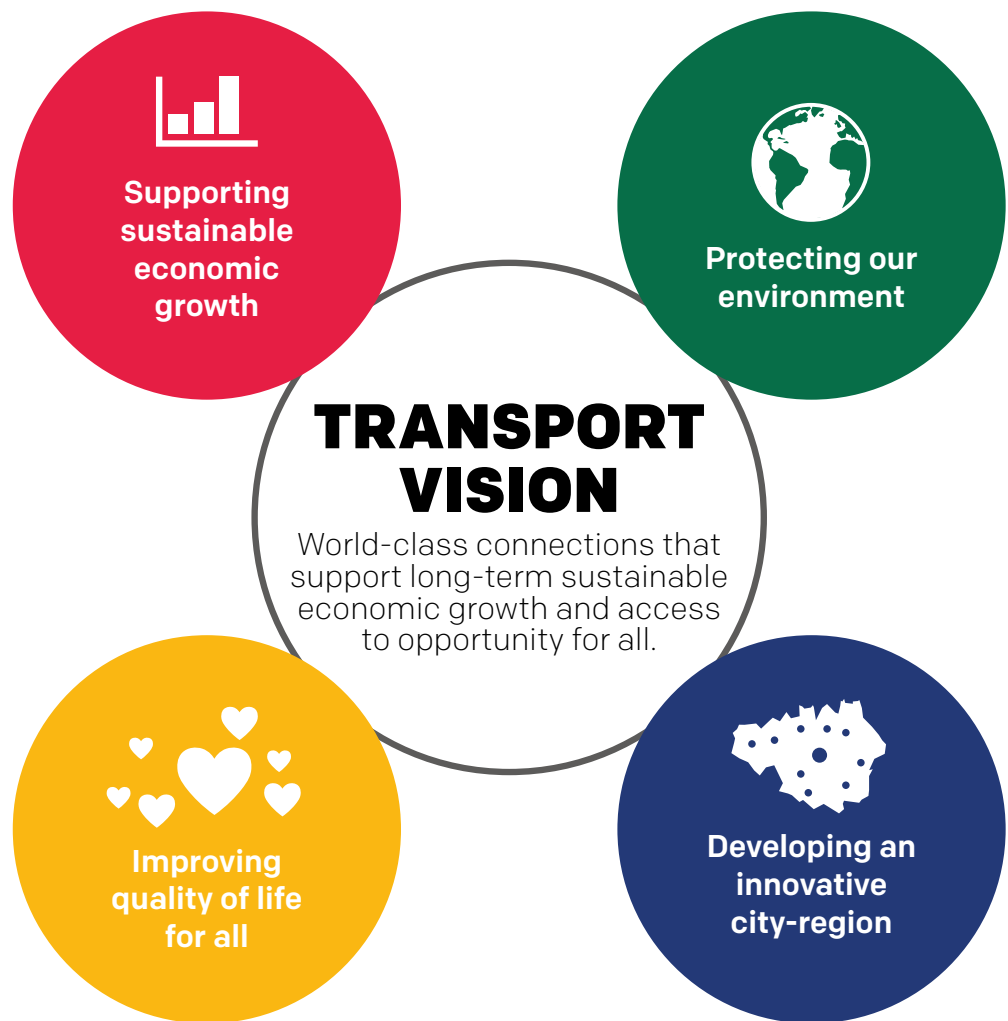




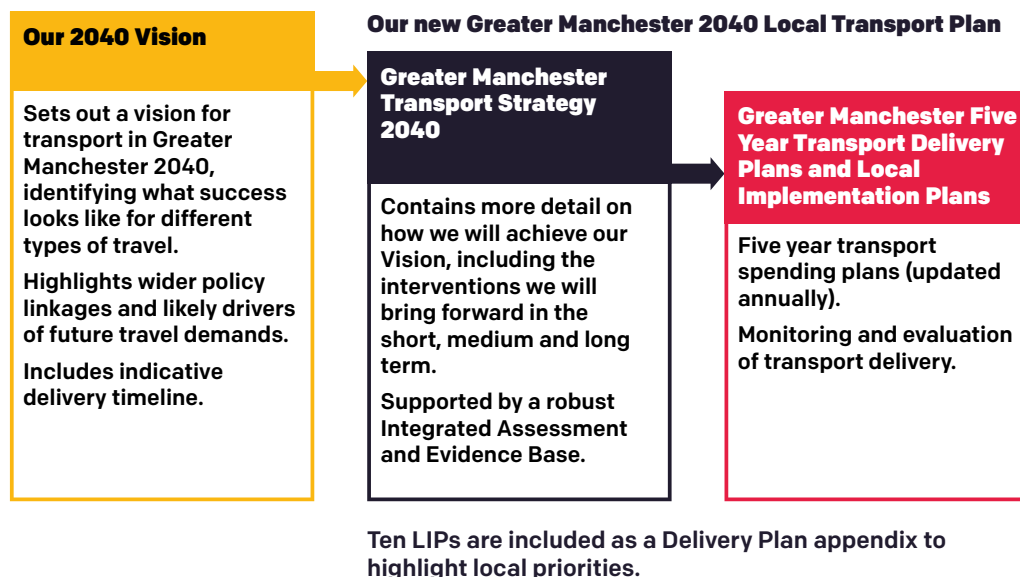


## 02. Our Vision and the Right Mix for 2040

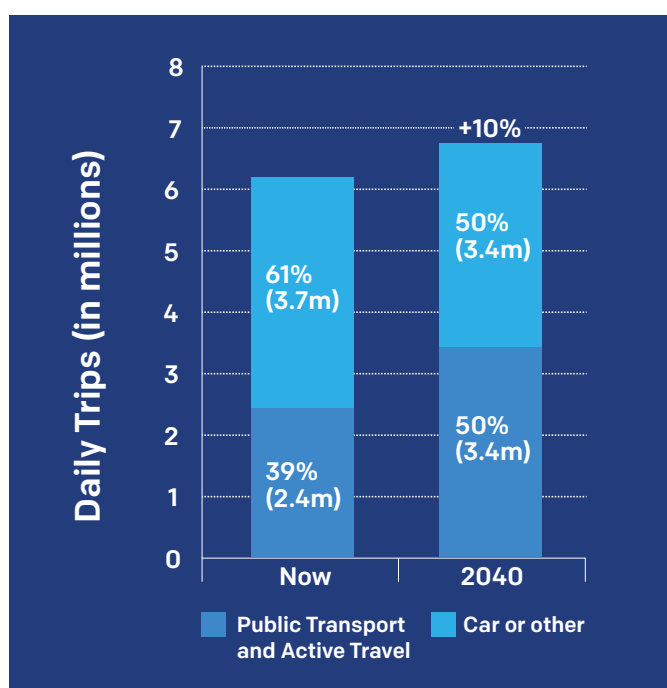
Our vision is for Greater Manchester to have 'World class connections that support long-term, sustainable economic growth and access to opportunity for all'. Our approach to achieving this was set out in the Greater Manchester Transport Strategy 2040: Our Vision. The four key elements of our Vision, which represent the goals of our Strategy, are set out below.







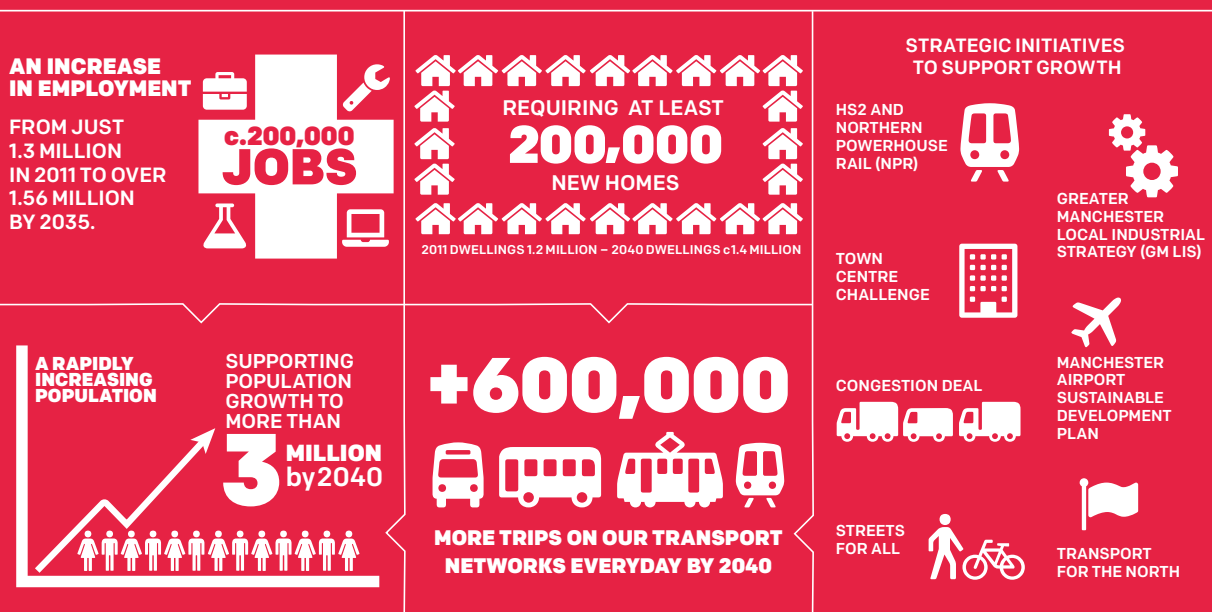
In 2019, we set out our ambition to improve our transport system so that — by 2040 — 50% of all journeys in Greater Manchester are made by public transport or active travel, supporting a reduction in car use to no more than 50% of daily trips. This will mean one million more sustainable journeys every day in Greater Manchester by 2040. We call this the transport ‘Right Mix’. Achieving the Right Mix is expected to lead to zero net growth in motor vehicle traffic in Greater Manchester between 2017 and 2040.



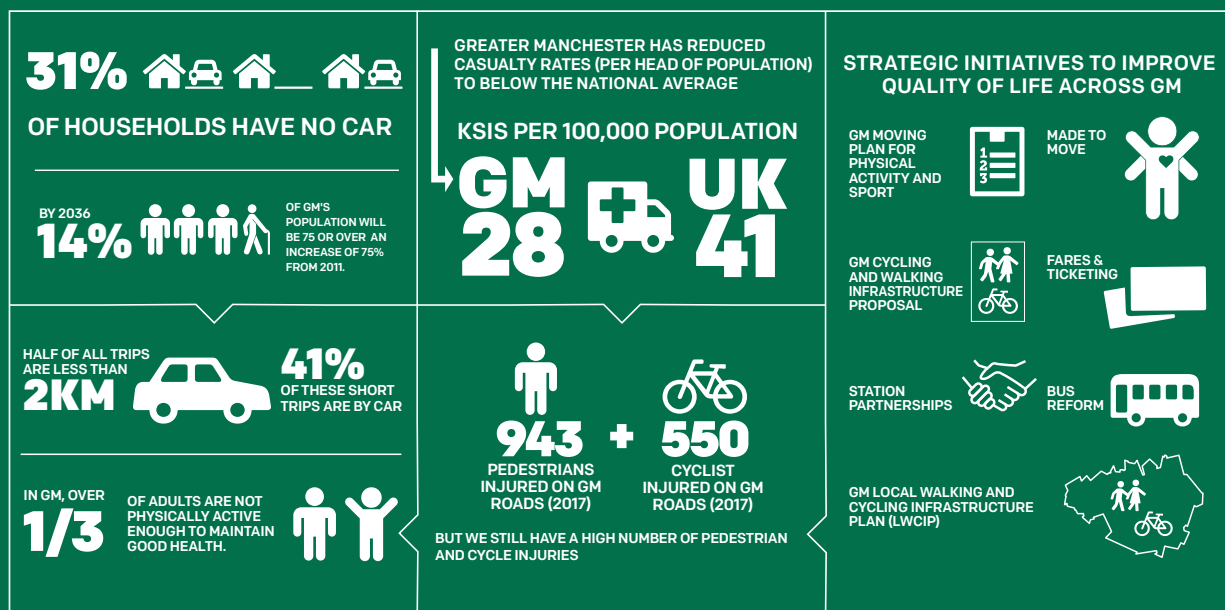
### 03. Critical transport challenges

We face challenges in achieving our vision, and these are analysed in depth in our 2040 Evidence Base, which should be read alongside this 2040 Transport Strategy. They are also summarised below.

## SUPPORTING SUSTAINABLE ECONOMIC GROWTH



## IMPROVING QUALITY OF LIFE ACROSS GREATER MANCHESTER





## PROTECTING OUR ENVIRONMENT

TRANSPORT IS RESPONSIBLE FOR OVER

**30%**

OF CARBON EMISSIONS



**48%** 

CARBON REDUCTION 1990 – 2020 & A TARGET OF 80 – 90% BY 2050

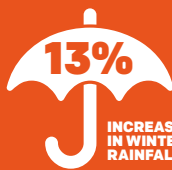
THE COST OF DOING NOTHING

**£20bn**  
ECONOMIC COST IF  
WE DO NOT TACKLE  
CLIMATE CHANGE



**1200**  
EARLY DEATHS  
PER YEAR DUE  
TO ILLNESSES  
LINKED TO AIR  
POLLUTION

PREDICTED WEATHER CHANGES



INCREASE  
IN WINTER  
RAINFALL



AND ANNUAL  
MEAN TEMP RISE  
OF UP TO  
**2.3°C**

STRATEGIC INITIATIVES TO PROTECT OUR ENVIRONMENT

LOW  
EMISSIONS  
STRATEGY



AIR QUALITY  
ACTION PLAN



CLIMATE CHANGE  
AND LOW  
EMISSIONS  
IMPLEMENTATION  
PLAN



GREEN SUMMIT  
"SPRINGBOARD  
TO A GREEN  
CITY REGION"



LOW  
CARBON  
HUB



CLEAN AIR  
PLAN



5 YEAR  
ENVIRONMENTAL  
PLAN



## TECHNOLOGY & INNOVATION

**BY 2033**

GREATER  
MANCHESTER  
WILL MEET THE UK  
TARGET FOR FULL  
FIBRE BROADBAND IN  
ALL HOUSEHOLDS.



BY 2027,

**5G**

TECHNOLOGIES WILL BE  
ACCESSIBLE TO MOST  
PEOPLE LIVING IN GREATER  
MANCHESTER.

c.

**80  
BILLION**

THINGS WILL BE  
CONNECTED TO THE  
INTERNET BY 2025

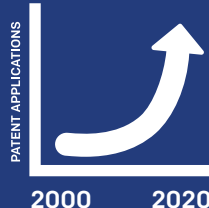


AUTOMOTIVE TECH  
WORTH ESTIMATED

**£900  
BILLION**  
GLOBALLY BY 2025



DEVELOPMENT  
OF NEW  
TECHNOLOGY  
IS GROWING  
EXPONENTIALLY



FUTURE PROOFING TRANSPORT  
FOR GREATER MANCHESTER

GREATER MANCHESTER'S  
DIGITAL STRATEGY



RESEARCH AND  
DEVELOPMENT  
PROGRAMME



CONNECTED, AUTONOMOUS, SHARED,  
AND ELECTRIC VEHICLES



MOBILITY  
AS A SERVICE



## 04. A more customer-focused transport system: Our Network principles

Meeting the transport needs of our residents, businesses and visitors is at the heart of our 2040 Transport Strategy. We are mindful that our transport system carries both people and goods, and we must consider the needs of both as we plan for the future.

We have therefore established seven mutually reinforcing principles, set out below, which we will apply consistently as we improve Greater Manchester's transport system to ensure that it meets the needs of all customers.





# 05. Our Greater Manchester modal principles for 2040

Our GM Transport Strategy 2040 focuses principally on creating an integrated, well-co-ordinated transport system which supports a wide range of different travel needs.

The Strategy supports our city-region's long-term environmental ambition for carbon neutrality by 2038 and the Greater Manchester Clean Air Plan, which aims to bring NO2 emissions within legal limits as quickly as possible. It highlights our intention to make best use of powers included in the Bus Services Act (as well as our existing powers) to give effect to our Vision for Bus, and provides an overview of our plans to establish Greater Manchester as a modern, pedestrian and cycle-friendly city-region, including through the Bee Network.

However, there are some modal principles which cut across the entire strategy and define our specific aspirations for bus, rail, Metrolink, active travel and highways. Our Greater Manchester-wide priorities and principles, which apply across the whole of the transport strategy, are summarised below.



## 06. Our 2040 Spatial Themes

The 2040 Transport Strategy is structured around five types of trip - called 'spatial themes' - to enable an integrated set of interventions to be developed to address specific issues in different parts of the city-region and for different types of travel. These are:



### Connected Neighbourhoods

- Our ambition is for local neighbourhoods to be safer and more pleasant to walk and cycle around, with the impact of traffic on local roads reduced and a year-on-year reduction in collisions.
- To achieve our Right Mix vision, we want to make walking and cycling the natural choice for short journeys.
- Ensuring that our town centres are attractive and well connected - and that interchanges are easier to access - will increase the proportion of journeys made by public transport and encourage people to use local shops and other facilities.
- Neighbourhood-focused policies, including Streets for All and the Bee Network, will both increase the attractiveness of living in connected neighbourhoods, and increase the mode-share of active travel.

### Travel Across the Wider City Centre

- Our ambition is that our regenerated town centres are easy to get to, particularly by sustainable modes, and pleasant to walk around and spend time in.
- Journeys across the area, between centres or to other major destinations will be made easier through improved orbital public transport and cycle connections and less congested roads.
- Road collisions will fall, year on year, moving towards our goal of reducing deaths and serious injuries as close as possible to zero.
- The significant new development expected in Greater Manchester will be accessible by sustainable modes of transport, so that the impact of the extra trips on the road network is minimised.



## Travel to and Within Our Regional Centre

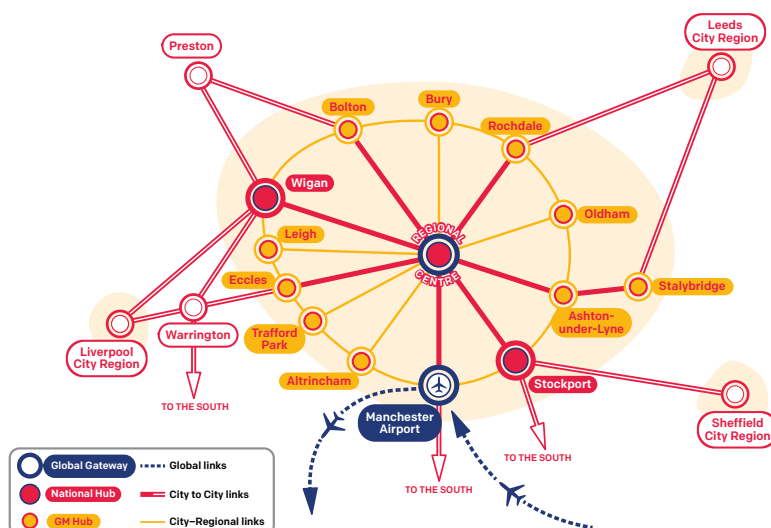
- Our ambition is for a well-connected, zero-carbon Regional Centre at the heart of the North - served by High Speed 2 and Northern Powerhouse Rail Services - offering residents, employees and visitors a great place to live, work and visit.
- To support our Right Mix vision, we are aiming for more morning peak trips into the city centre to be made on foot, by bicycle or public transport before 2040. This means fewer cars in the Regional Centre so we can give more space for people to walk and cycle and to create more liveable, cleaner and greener places.
- Freight and servicing will also be better managed to minimise the negative impacts of commercial vehicles on the Regional Centre.

## Delivering Better City-to-City Links

- Our ambition is to see an increasingly productive, inclusive and prosperous region, supported by transformed connectivity between the major cities of the North of England, and to the Midlands, London and Scotland.
- There will be a step-change in quality, speed and reliability of our city-to-city rail links, allowing travel to Liverpool, Leeds and Sheffield in 30 minutes or less and to London in just over an hour. The strategic highway network will offer more reliable journey times.
- More freight will be moved by rail and water.
- Transformed infrastructure, smart ticketing and customer information will encourage more trans-northern journeys to be made by public transport.

## Global Connectivity

- Our ambition is to support growth at the Airport and the adjacent Enterprise Zone by bringing many more people within one- and two- hour rail journey times to improve the reliability of the highway network near the Airport; and to ensure that public transport services better meet the needs of Airport customers and employees.
- The Atlantic Gateway corridor will be developed to maximise the sustainable movement of goods by water and rail.
- We will support the development of the Port Salford area as a tri-modal (rail, water and road) logistics park and development zone to improve access to global markets via the Port of Liverpool.



## 07. GM-Wide policies

In addition to our priorities for each of the spatial themes, there are a number of policies that we need to apply consistently across the whole transport system to make sure that our Greater Manchester-wide principles and priorities are at the heart of everything we do. These policies are as follows:

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**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.

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**Policy 2:** Working with partners, we will deliver integrated pricing and payment systems across the transport network, including smart ticketing for public transport, to support the delivery of 'Mobility as a Service'.

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**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).

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**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.

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**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.

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**Policy 6:** We will work with partners to better integrate accessible travel services across Greater Manchester, to increase availability and convenience for customers.

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**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, skills training and childcare.

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**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.

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**Policy 9:** We will work with partners and key stakeholders to bring nitrogen dioxide (NO<sub>2</sub>) levels on local roads within legal limits, and to reduce levels of particulate matter, CO<sub>2</sub> and noise emissions from vehicles.

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**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.

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**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.

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**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.

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

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**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.

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**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.

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**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.

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**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.

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**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).

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**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.

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**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.

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**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.

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**Policy 22:** We will work to improve and maintain the condition and resilience of our road network, drawing on best practice.

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**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.

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**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.

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**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.

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**Policy 26:** We will make best use of powers included in the Bus Services Act, as well as our existing powers, to give effect to our Vision for Bus.

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

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**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 strengthen national legislation.

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

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**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 HS2 and Northern Powerhouse Rail throughout Greater Manchester.

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**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.

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## 08. Making it happen

### Delivery and funding

Greater Manchester has a strong track record for delivery, built on a clear sense of direction and a strong system of governance that allows us to develop and refine priorities over time in support of our wider economic strategy.

Our five year transport Delivery Plans (available at [tfgm.com/strategy](https://tfgm.com/strategy)) set out the specific schemes we will deliver, and explain how Greater Manchester is developing its future transport programmes in terms of funding, delivery and ways of working.

The main source of funding for transport is from central government. As part of the Greater Manchester Devolution Deal, Government committed to establishing a multi-year transport settlement for the medium-term to reflect the growth potential of the conurbation and enable us to plan ahead and use resources more effectively than is possible with short-term funding streams.

The Greater Manchester Infrastructure Programme (GMIP) has been developed to enable the development of infrastructure in a comprehensive, place-based manner, looking both at local schemes and the strategic programmes that support them at a city-region level. The aim is for full integration of the process that links planning, prioritisation and then funding and delivery.





## Measuring success

We need to know whether our policies and measures are having the desired effect and are helping to deliver our strategy, including by making meaningful progress towards our Right Mix ambitions, with more trips being made by active travel and public transport. If these measures are not working, we will need to adjust the strategy.

We monitor this through a number of 'key performance indicators', which reflect the core principles of the strategy. We aim to improve on each of these, year-on-year. Our progress is reported in the annual update of our Delivery Plan.

The 2040 Strategy is ambitious but also flexible enough to reflect the fact that priorities may change depending on factors such as the location of major new development; the pace of reform in service delivery (which affects the powers available to us); and, importantly, the level of funding available to us from central Government. Further devolution of transport functions - to a Greater Manchester level - is required, to equip our city-region with the ability to create and efficiently manage a cleaner, more efficient and integrated transport network.

We will take a consistent and long-term approach to tackling the major challenges set out in this document, while also reviewing our Strategy on a regular basis to respond to changing trends and new opportunities and priorities. This approach is supported by plans that sit under this Greater Manchester Transport Strategy 2040 and cover the short and medium term including: a series of Five-Year Transport Delivery Plans; Local Implementation Plans (for each of the ten Greater Manchester local authorities) and the development of sub-strategies including: the Streets for All Strategy, the City Centre Transport Strategy, the Local Bus Strategy, the Rapid Transit Strategy and the Freight Strategy. Our 2040 Vision - and the Right Mix - will not be easy to deliver but, in preparing this long-term Strategy, we believe we are putting in place the right framework to face up to the challenges of the next 20 years.



