



**GREATER  
MANCHESTER**  
**DOING THINGS DIFFERENTLY**

# OUR FIVE YEAR TRANSPORT DELIVERY PLAN 2021–2026

## EXECUTIVE SUMMARY

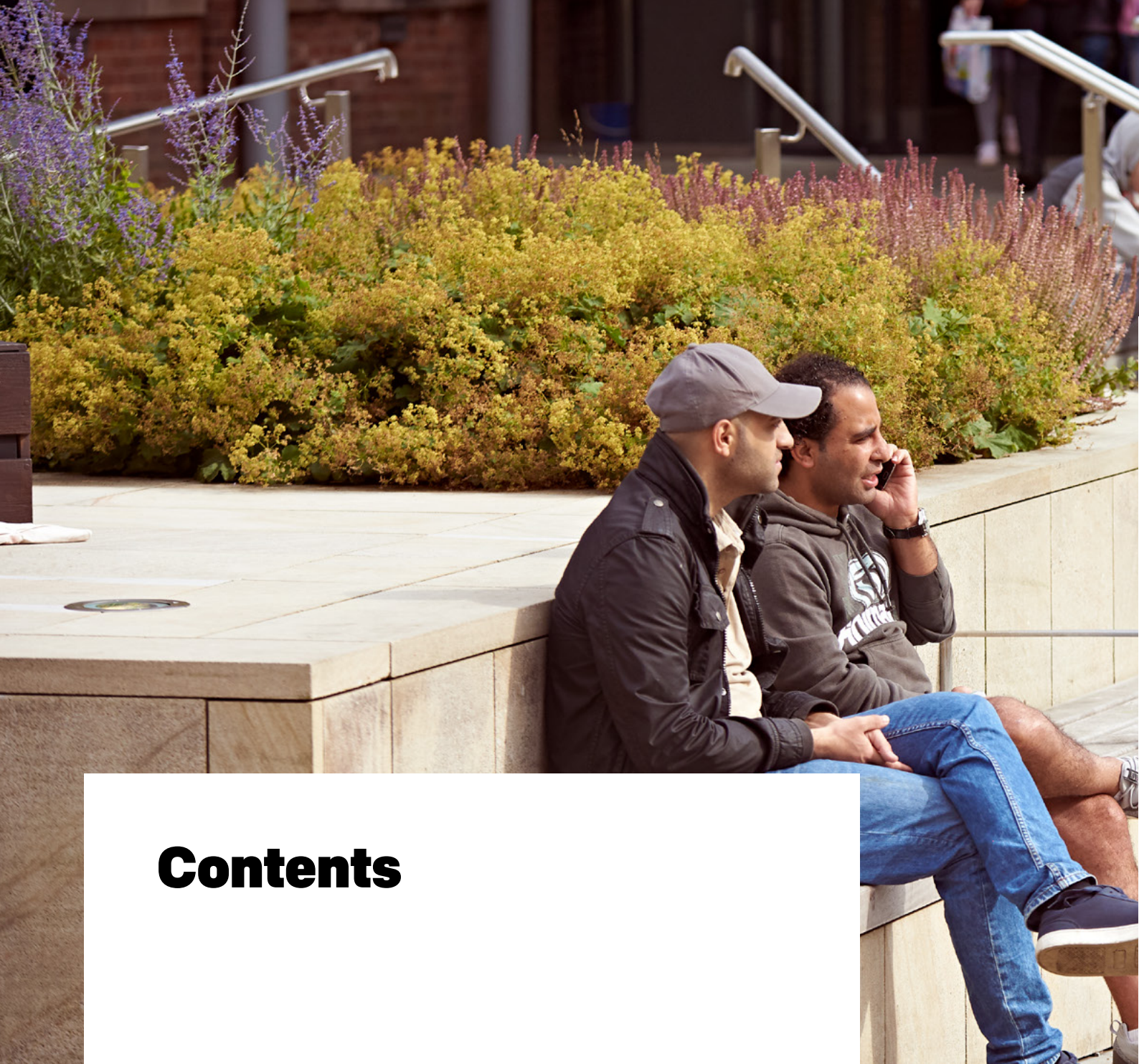
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**Part of the Greater Manchester  
Transport Strategy 2040**

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Published January 2021





# Contents

01.	Introduction by the Greater Manchester Mayor	03
02.	Our Five Year Transport Delivery Plan	04
03.	The strategic context and our Right Mix	06
04.	The Delivery Plan	07
05.	In the next five years...	16
06.	Developing future transport interventions	17
07.	Funding and delivery	19

## 01. Introduction by the Greater Manchester Mayor

The Covid-19 pandemic has had a profound impact on the journeys we make and the way that we travel. It is unclear how long it will be before travel returns to previous levels, and the long-term impacts of Covid-19 on the economy, on the environment and on the way that we all live remain to be seen. However, now is not a time to pause. If Greater Manchester is to recover, then we must press on and work harder than ever to realise the ambitious plans we have for our city region.

Transport is absolutely essential to that recovery and that is why it remains one of my top priorities. In 2019 I launched Our Network, a vision to create a world-class, modern, integrated and reliable transport system.

Many of the challenges that we faced before Covid remain – poor air quality, congestion, radically improving our buses, greater local say on our rail services and stations and boosting cycling and walking, and Our Five Year Transport Delivery Plan sets out the shorter-term measures, schemes and development work needed to achieve the Our Network vision.

As is the Greater Manchester way, this plan has been developed in close co-operation with TfGM, GMCA and the local authorities to ensure our transport investments support and are supported by new housing and commercial development sites that could be brought forward in future spatial plans.

The plan also has at its heart Greater Manchester’s commitments to tackle poor air quality and to be a carbon neutral city-region by 2038. There are

key measures, therefore, to reduce the dangerous transport emissions that are a blight on communities and people’s health. There are also measures to reduce transports carbon footprint, but tackling climate change is a national problem and we will need Government action and funding to support this.

In addition to publishing Our Five Year Transport Delivery Plan we have also refreshed the GM Transport Strategy 2040, GM’s Local Transport Plan. This too has been updated to reflect our renewed focus on tackling climate change and clean air commitments along with key aspects of Our Network.

To deliver the ambitions set out in Our Five Year Transport Delivery Plan we will need further investment and reform. The case is now irrefutable that greater investment and devolution in the North, including in Greater Manchester, should be a national priority if the Government is serious about levelling up and rebalancing the UK economy. I was pleased, therefore, with the Spending Review announcement that city regions are set to benefit from devolved intra-city funding settlements.

That is why Our Five Year Transport Delivery Plan is critical – it is by no means the last word on our transport ambitions, and I will continue to push for greater investment and reform – but it does represent a significant step on the way to ‘building back better’ to a better connected, cleaner and greener Greater Manchester.

**Andy Burnham**  
**Mayor of Greater Manchester**





## 02. Our Five Year Transport Delivery Plan

Our Five Year Transport Delivery Plan (2021–2026) details what Greater Manchester wants to achieve in the next five years as the first steps towards delivering our vision for transport.

It sets out the practical actions planned to deliver the Greater Manchester Transport Strategy 2040 and achieve the ambitions of the Greater Manchester Combined Authority (GMCA) and the Mayor, providing a coordinated approach to transport investment.

It is also intended to inform the development of the Greater Manchester Infrastructure Programme (GMIP) and outline Greater Manchester’s future transport investment pipeline, highlighting our readiness to draw on funding announced in the 2020 Spending Review.

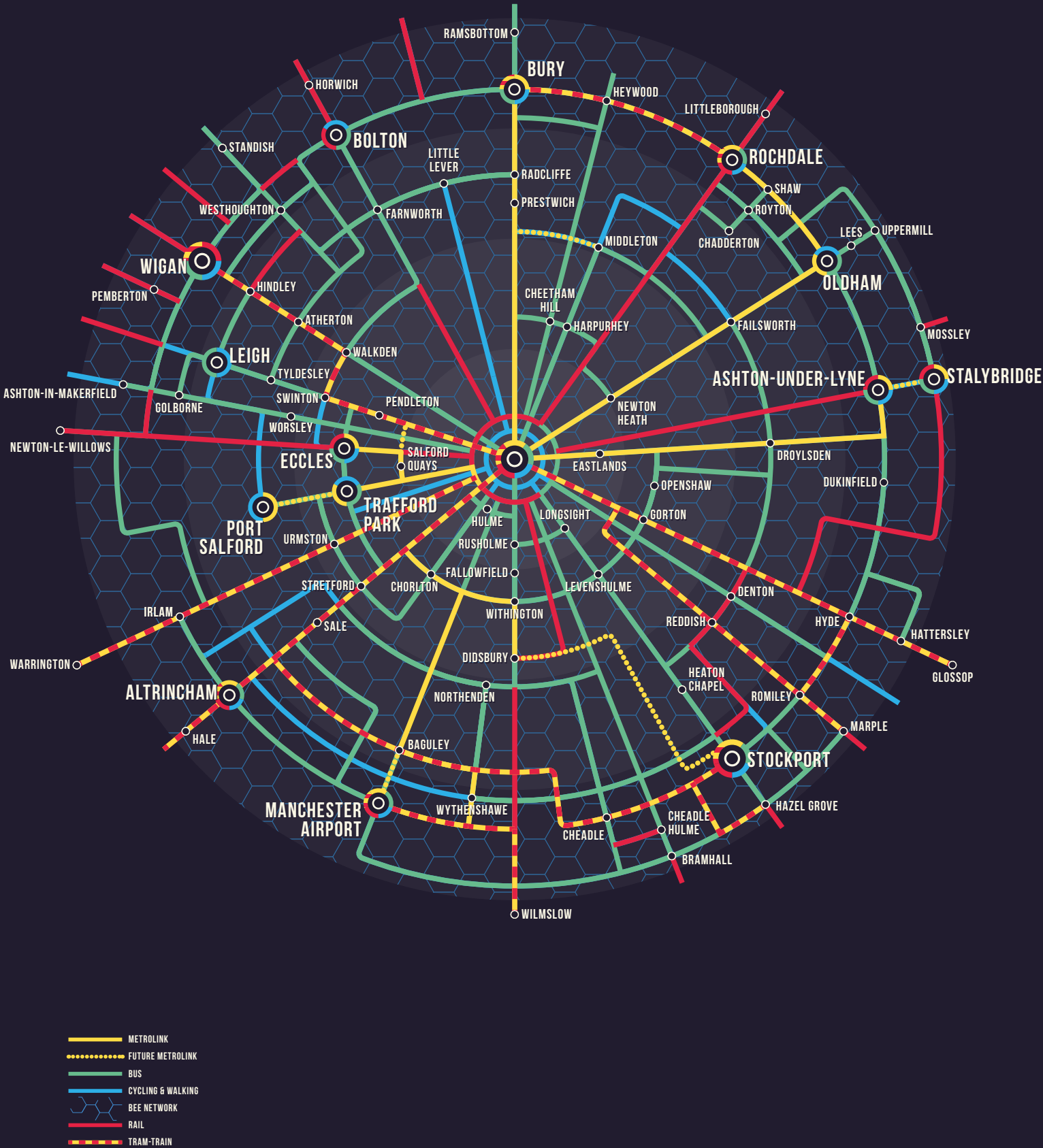
Our Five Year Transport Delivery Plan supports the implementation of Our Network, a ten-year plan to create a world-class, modern, integrated and reliable transport system for Greater Manchester. It brings together different modes of public transport – bus, tram, rail, tram-train and cycling and walking – in an integrated, easy-to-use system with seamless connections, and simplified ticketing and fares.

Our Five Year Transport Delivery Plan is supported by Local Implementation Plans (LIPs) for 2021 to 2026 for each of the 10 GM Local Authorities.

To read the full Delivery Plan 2021–2026, please go to [tfgm.com/strategy](https://tfgm.com/strategy)

OUR PEOPLE  
OUR PLACE  
OUR NETWORK

GREATER  
MANCHESTER  
DOING THINGS DIFFERENTLY



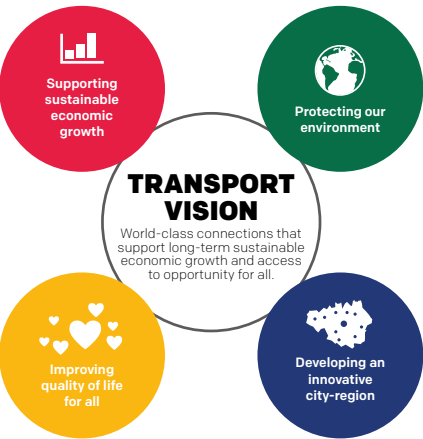


# 03. The strategic context and our Right Mix

The Mayor’s and GMCA’s priorities are set out in the refreshed Greater Manchester Strategy (launched in autumn 2017) with a vision ‘to make Greater Manchester one of the best places in the world to grow up, get on and grow old’. Key priorities include tackling climate change, creating a thriving economy, and supporting ‘world-class connectivity that keeps Greater Manchester moving’.

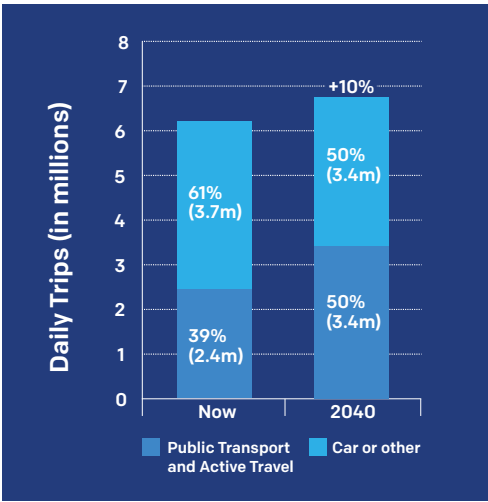
The Greater Manchester Strategy is supported by the 2040 Transport Strategy and accompanying Five Year Delivery Plans. The 2040 Transport Strategy was first published in February 2017 and is our city-region’s statutory local transport plan. Over three years after the Strategy was first published, its 2040 Vision – for Greater Manchester to have ‘World class connections that support long-term, sustainable economic growth and access to opportunity for all’ – remains highly relevant.

Figure 1: Greater Manchester transport vision, 2040 Transport Strategy



By 2040 we want 50% of all journeys in Greater Manchester to be made by public transport, on foot or by bike, especially those shorter journeys around local neighbourhoods. Enabling us to deliver a healthier, greener and more productive city-region. We call this the Right Mix.

This will mean a million more sustainable journeys every day, enabling us to deliver a healthier, greener and more productive city-region without increasing motor-vehicle traffic.



Working with our partners and the public, we will continue to develop interventions that help us to realise our vision, and make Greater Manchester an even better place to be for everyone.

Since the Right Mix vision was agreed by the Greater Manchester Combined Authority in 2019, we have been reviewing the pathway to achieve it, particularly in the context of the climate emergency and Greater Manchester’s aim to be a carbon neutral city region by 2038. We are currently undertaking additional work to identify how the Right Mix contributes towards achieving Greater Manchester’s carbon target and, importantly, our carbon budgets, alongside other measures to decarbonise the transport network, such as electric vehicles. Decisive action will be needed in the next five years to make meaningful progress towards meeting our carbon targets.

Recent evidence suggests that, to meet our carbon targets, we will need to significantly reduce motor vehicle traffic in GM, as well as decarbonising a large part of our transport system. This will be a huge challenge and will need co-ordinated action at both a national and a local level to invest in and incentivise sustainable travel, and to reduce incentives to travel by car. Land use planning will also play an important role, as key facilities, such as shops, offices and services, will need to be built in accessible locations close to where people live, thereby reducing the need to travel by car. Further detail on this will be published soon.

# 04. The Delivery Plan

The plan is structured around five themes:

<b>Our Bus</b> <ul style="list-style-type: none"> <li>Local Bus</li> <li>Quality Bus Transit</li> <li>Bus Rapid Transit</li> </ul>	<b>Our Metrolink</b> <ul style="list-style-type: none"> <li>Metrolink</li> <li>New stops and upgrades</li> <li>Tram-Train</li> </ul>	<b>Our Rail</b> <ul style="list-style-type: none"> <li>Rail</li> <li>High speed rail</li> <li>Stations</li> </ul>	<b>Our Streets</b> <ul style="list-style-type: none"> <li>Walking and Cycling</li> <li>Local highways</li> <li>Strategic roads and Motorways</li> <li>Freight and logistics</li> <li>Maintenance</li> <li>Town Centres</li> </ul>	<b>Our Integrated Network</b> <ul style="list-style-type: none"> <li>Clean Air and carbon</li> <li>Future mobility and innovation</li> <li>Interchanges</li> <li>Travel Hubs / Park &amp; Rides</li> <li>Fares and Ticketing</li> <li>Behaviour change</li> <li>Safety and security</li> </ul>

- The maps on the following pages illustrate our delivery programme. They include:
- interventions that are committed for delivery in the next five years.
  - interventions for which we aim to complete the business case in the next five years.
  - interventions we will develop options for in the next five years.

There are some interventions that can’t easily be shown on a Greater Manchester map, including behaviour change programmes and Greater Manchester wide initiatives. These are grouped and listed in the bottom left corner of the maps. A fourth map is included, below, which outlines our walking and cycling committed interventions, unfunded priorities and longer term development priorities.

The detailed programme has been developed in an integrated way to address the broad range of issues facing Greater Manchester, building on the significant investment that we have secured over the past decade.



## 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.



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January 2021



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

Subject to funding and business case approval.



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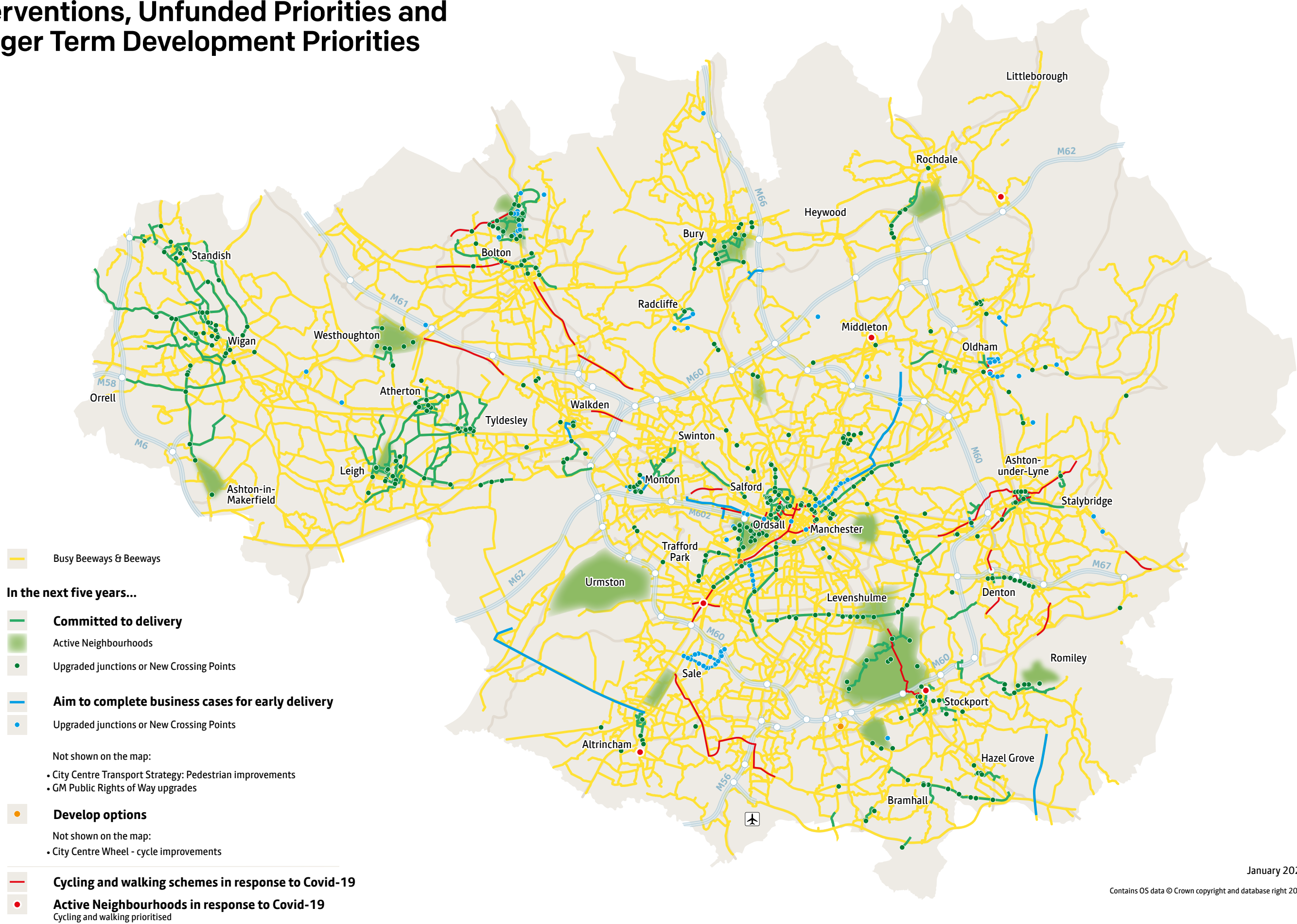
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These are the interventions which need further investigation or development in order to identify future options and determine feasibility. This work may identify interventions that could be delivered by 2026, and we will aim to achieve that wherever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



# Map 4: Walking and Cycling Committed Interventions, Unfunded Priorities and Longer Term Development Priorities



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# 05. In the next five years...

Over the next five years we need to focus on reducing carbon emissions, improving air quality, supporting recovery from the Covid-19 pandemic, tackling social exclusion and helping to deliver expected housing and employment growth.

Our focus will therefore be on investing in walking, cycling and public transport networks; better integrating our existing transport system; and developing major sustainable transport schemes for delivery in the medium and long term.

This will deliver the Our Network plan to create a world-class, modern, integrate and reliable transport system. In summary, our main programme includes:

	<b>Our Bus</b> <ul style="list-style-type: none"> <li>— Bus priority measures</li> <li>— Bus Rapid Transit</li> <li>— Introduction of Quality Bus Transit corridors</li> <li>— Town centre interchange development in Bury</li> <li>— Upgrades/renewals</li> </ul>
	<b>Our Metrolink</b> <ul style="list-style-type: none"> <li>— Enhanced passenger facilities and access to stops</li> <li>— New stops to support spacial growth priorities</li> <li>— Network capacity and resilience</li> <li>— Major schemes</li> <li>— Tram train early development</li> <li>— Upgrades/renewals</li> </ul>
	<b>Our Rail</b> <ul style="list-style-type: none"> <li>— Completing up to 4 Access for All rail station upgrades</li> <li>— Delivery of up to 2 new rail stations</li> <li>— Enhanced passenger facilities and access to stations</li> <li>— Port Salford Rail Link</li> </ul>
	<b>Our Streets</b> <ul style="list-style-type: none"> <li>— Next tranche of £1.5bn Bee Network beyond the £160m TCF allocation</li> <li>— Town Centre &amp; Streets schemes</li> <li>— Pinchpoint schemes</li> <li>— Schemes that unlock delivery of the Existing Land Supply and new sites</li> <li>— Major schemes, e.g. Wigan-Bolton HIF and Stockport A34</li> <li>— Upgrades/renewals</li> </ul>
	<b>Our Integrated Network</b> <ul style="list-style-type: none"> <li>— Electric bus fleet and associated depot investment</li> <li>— Electric Vehicle Charging Infrastructure</li> <li>— ITS applications for Covid-19 recovery</li> <li>— Future Mobility Zone</li> </ul>



# 06. Developing future transport interventions

We hope to be well underway with our programme of interventions in the next five years, but our vision reaches far beyond this. COVID-19 has forced us to re-evaluate how we work and travel, we will continue to adapt to these challenges as we recover. If we are to achieve our vision by 2040, we must think long-term and act now. The plan also identifies longer-term ambitions and priorities, including:

- Future Metrolink expansion;
- Develop Tram-Train services to provide extra capacity on exiting rail corridors;
- Further expansion of Bus Rapid Transit, interchange development and quality bus connections between our town and city centres;
- Continuing to invest in active transport infrastructure and promoting walking and cycling to improve our health and environment;
- Sustainable freight projects; and
- Preparation for the arrival of HS2 and NPR.

These transport improvements are being delivered by a range of delivery bodies including Transport for Greater Manchester, local authorities, Network Rail and Highways England.





# 07. Funding and delivery

This Delivery Plan shows how, over the next five years, we will make real progress towards delivering the vision set out in our 2040 Transport Strategy and the Greater Manchester Strategy. It sets out an integrated approach to major scheme delivery in the medium and long-term that is supported by a robust programme of investment, which will ensure our transport network meets the needs of residents, businesses and visitors.

Delivery of Greater Manchester’s aspirations, as set out in this plan, will require:

- Revenue funding to carry on planning, running, maintaining and subsidising transport services.
- Long-term capital funding to invest in new transport infrastructure and make improvements to our current networks.

There is a funding programme in place which starts to help delivery these ambitions, but we will need a step change in funding to realise our full vision. We will also need to influence Network Rail and Highways England funding decisions.

Our Five Year Transport Delivery Plan has an important role in supporting Greater Manchester to achieve greater long-term certainty over transport funding. GM needs the right integrated infrastructure to alleviate transport bottlenecks, support around 180,000 new homes and meet future carbon targets, and five million square metres of new employment land via an integrated Infrastructure Plan. Without this infrastructure, we cannot deliver the homes or economic growth we need.

The Greater Manchester Infrastructure Programme (GMIP) enables infrastructure to be developed in a comprehensive, placed-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. GMIP is based on the following key themes:

- A Place-based approach;
- GM-wide strategic investment packages; and
- Strong governance.

Through the publication of plans, such as this five year transport Delivery Plan, GM has put in place the strategic planning and governance required for an ambitious infrastructure programme that would unlock pipelines of future housing and connectivity. The 2020 Spending Review has, to some extent, acted on this recommendation and we look forward to working with Government to identify the benefits of investment in the interventions identified in Our Five Year Transport Delivery Plan.

Further devolution of transport functions from central Government is required, to equip Greater Manchester with the ability to create and efficiently manage a cleaner, more efficient and integrated transport network. To deliver on this GM needs to work with government on areas including:

- More influence over the rail system, including control over stations;
- Powers to deliver a consistent, clean and welcoming taxi and private hire fleet;
- New powers to manage our road network; and
- A reformed and electrified bus system.



