



Greater Manchester SUMP: Organisation and Processes

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07/09/17



Greater Manchester

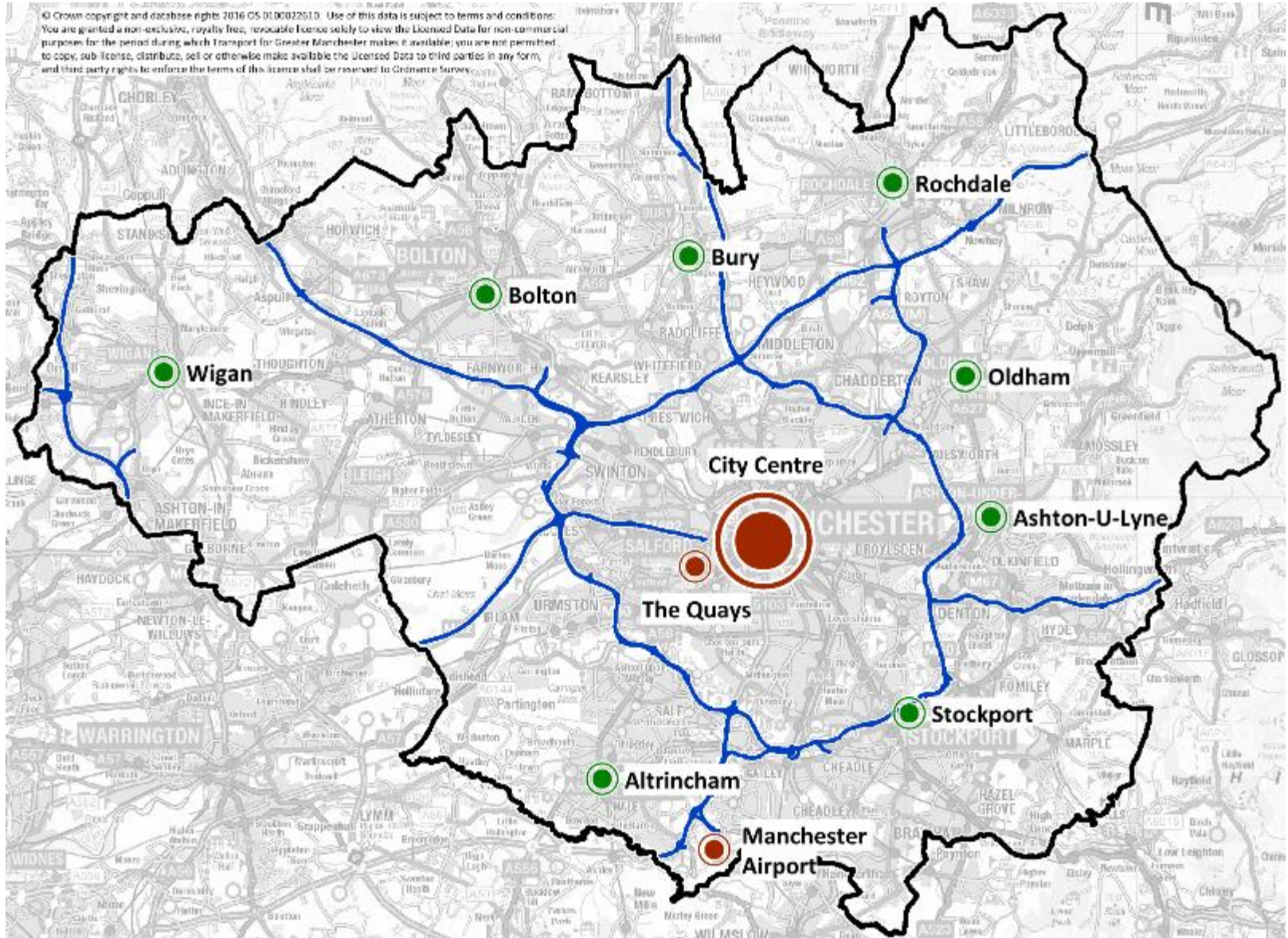
- Greater Manchester has a population of 2.73 million
- 7.2 million people within an hour's commute of the city
- £56.2 billion contribution to UK GVA
- 105,000 students across 5 universities, which generate 30,000 graduates each year
- Greater Manchester's economic potential exceeds all other UK city regions



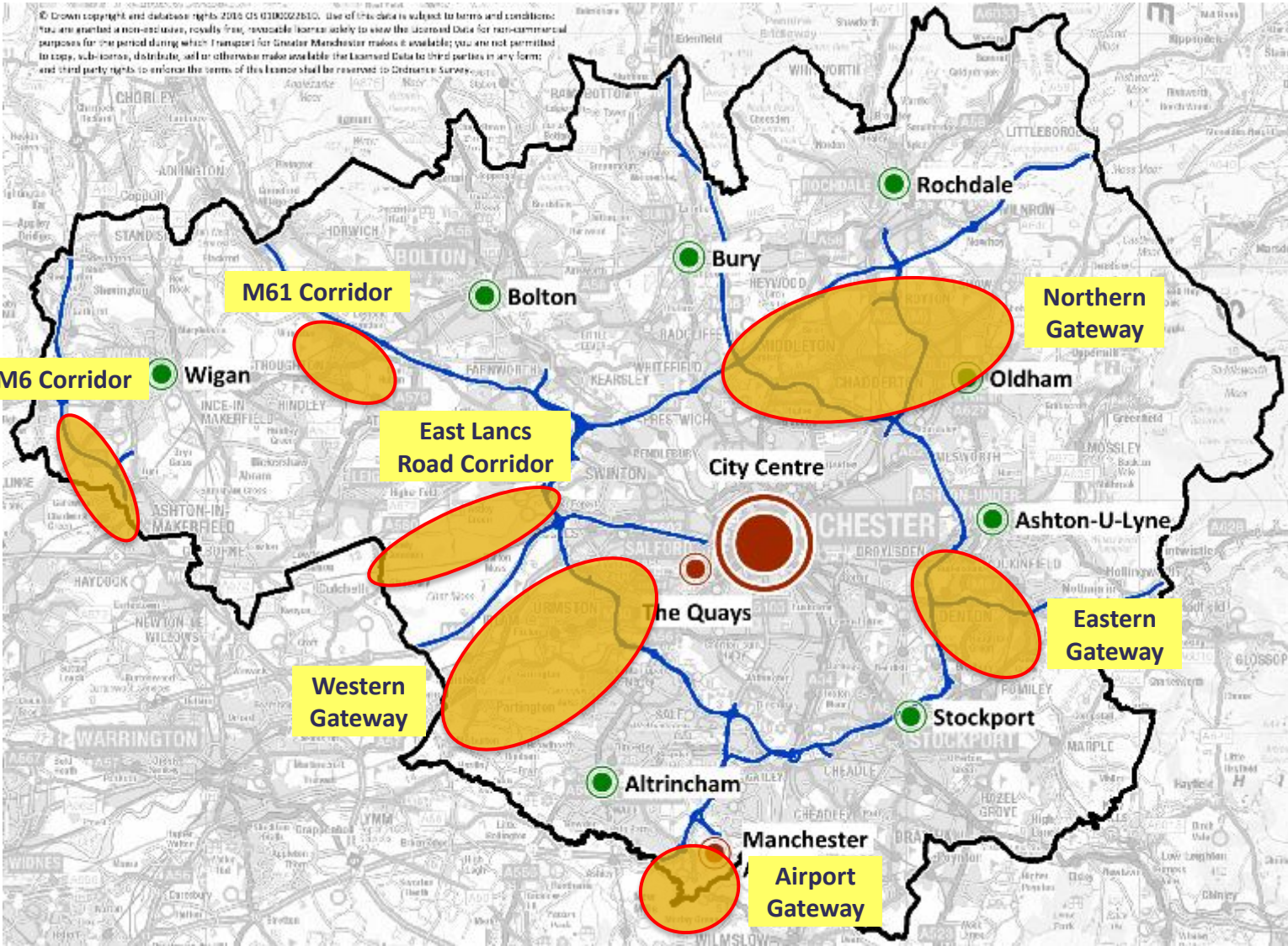
The region includes 10 districts



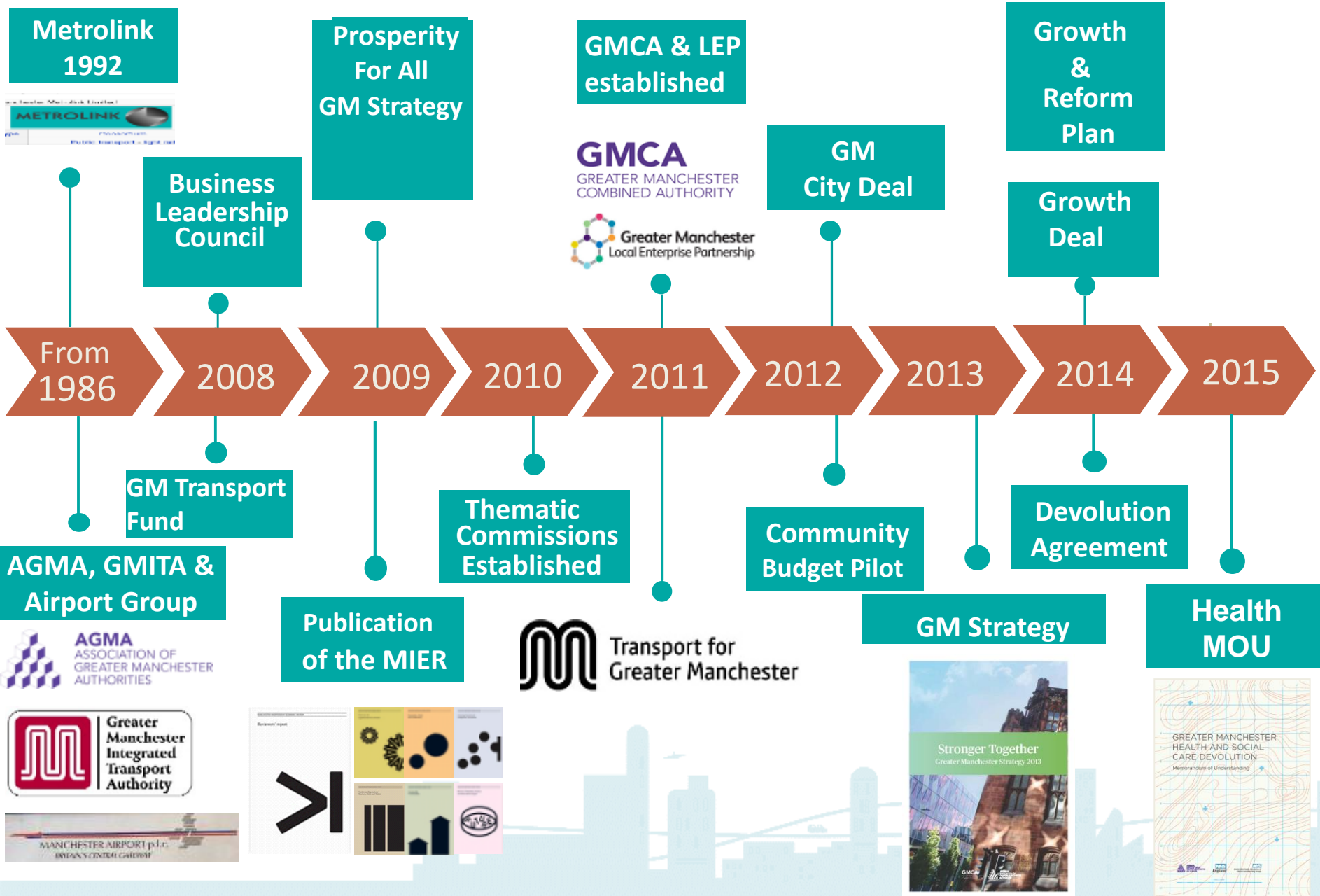
Greater Manchester: A Polycentric City Region



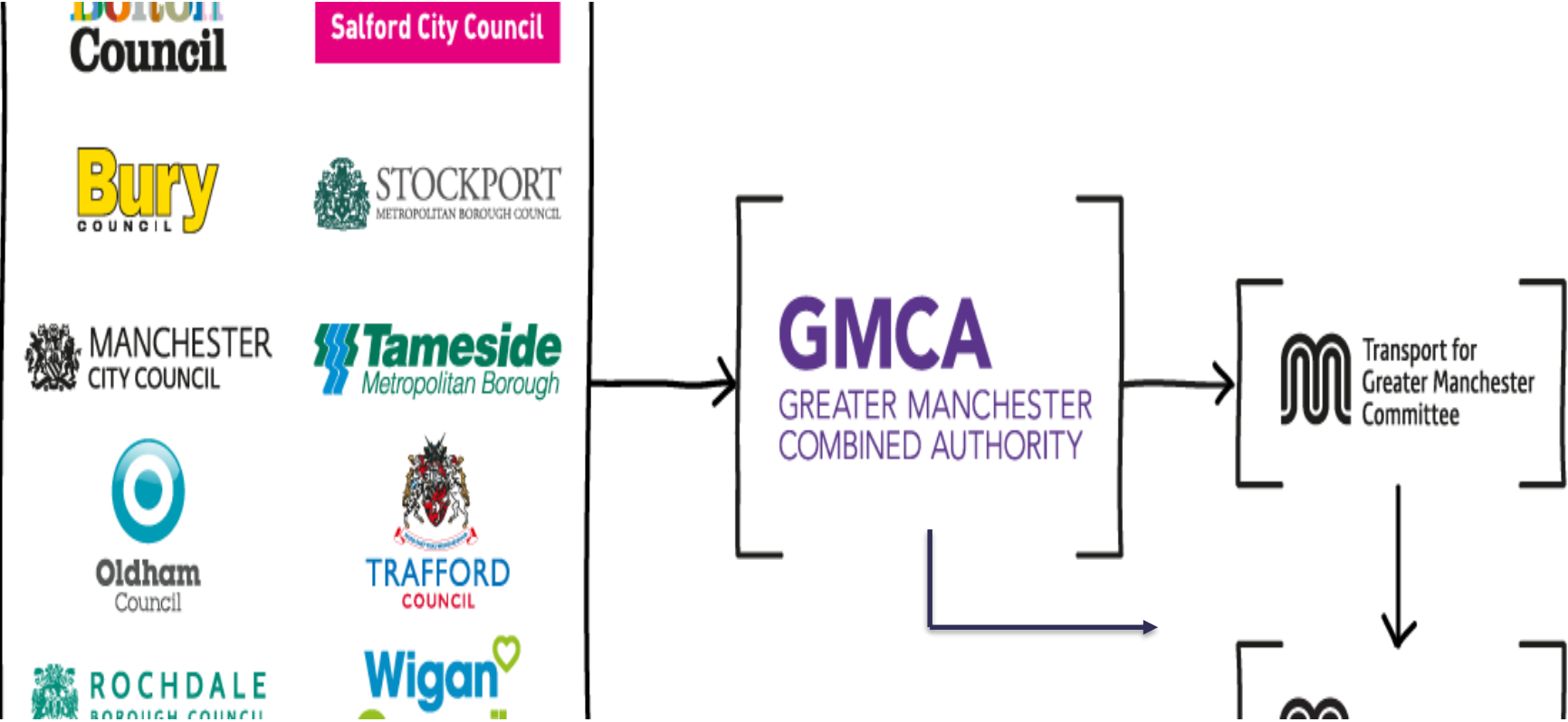
Proposed Growth Areas



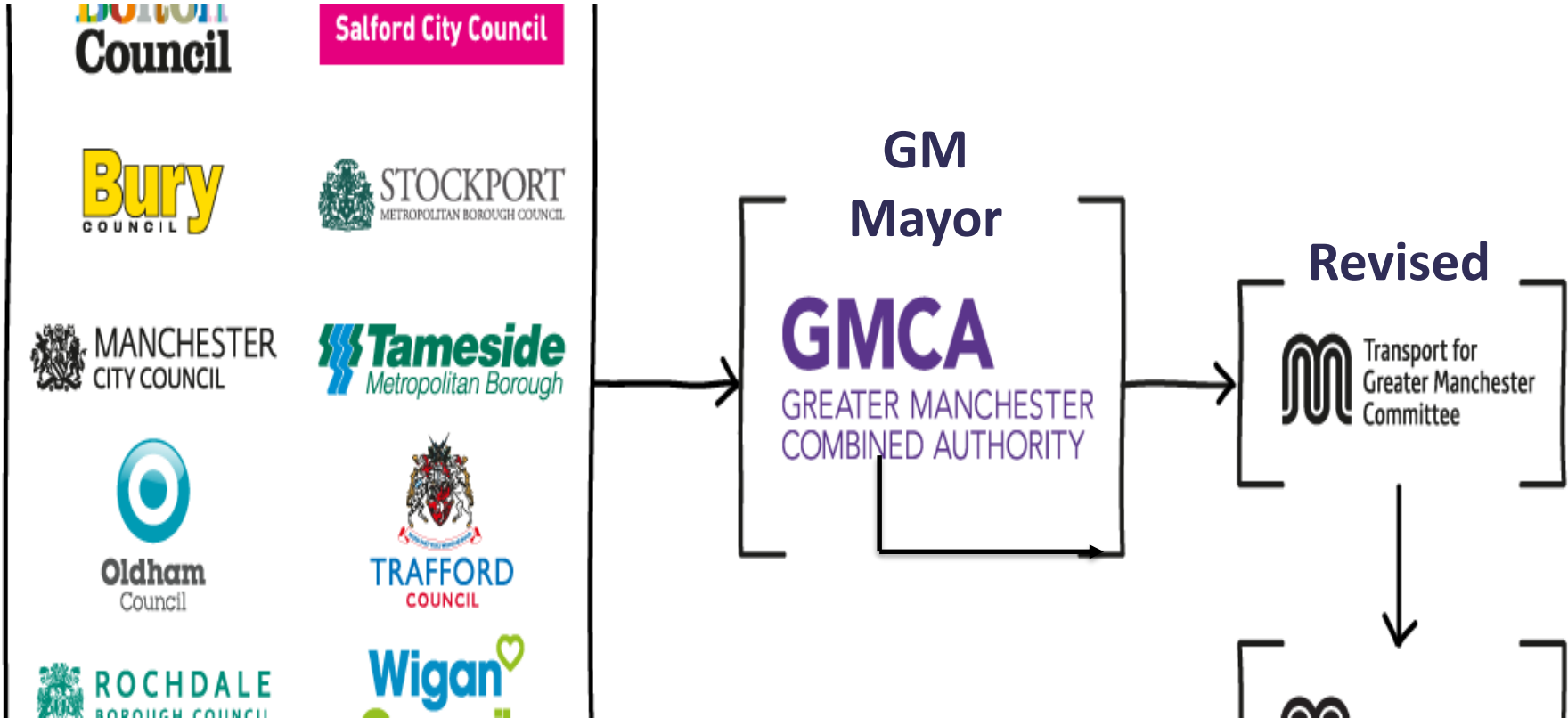
Greater Manchester: a history of working together



Previous Arrangements



New Transport Governance



TfGM Network Responsibilities

- Greater Manchester benefits from rail, metro, bus, motorway and highway networks.
- The level of control TfGM has over these networks varies:
 - **Rail** = influence but no direct control (Network Rail plus TOCs)
 - **Metro** = full control and ownership
 - **Bus services** = influence but no direct control (Bus operators)
 - **Motorways** = influence but no direct control (Highway England)
 - **Highway network including walking and cycling** = influence but no direct control (Local Highways Authorities)



Greater Manchester Combined Authority (GMCA)

- Each district has a Local Council (District) – responsible for all local governance.
- The ten Local Councils have worked together **voluntarily** for many years on a joint Local Transport Plan:
 - LTP1 – 2001-2005/06
 - LTP2 – 2006-2010/11
 - LTP3 – 2011-2015/16
 - LTP4 / SUMP – 2017-2040
- The GMCA is run jointly by the leaders of the ten councils and the Mayor of Greater Manchester.



Transport Funding



COLLABORATION



FUNDING



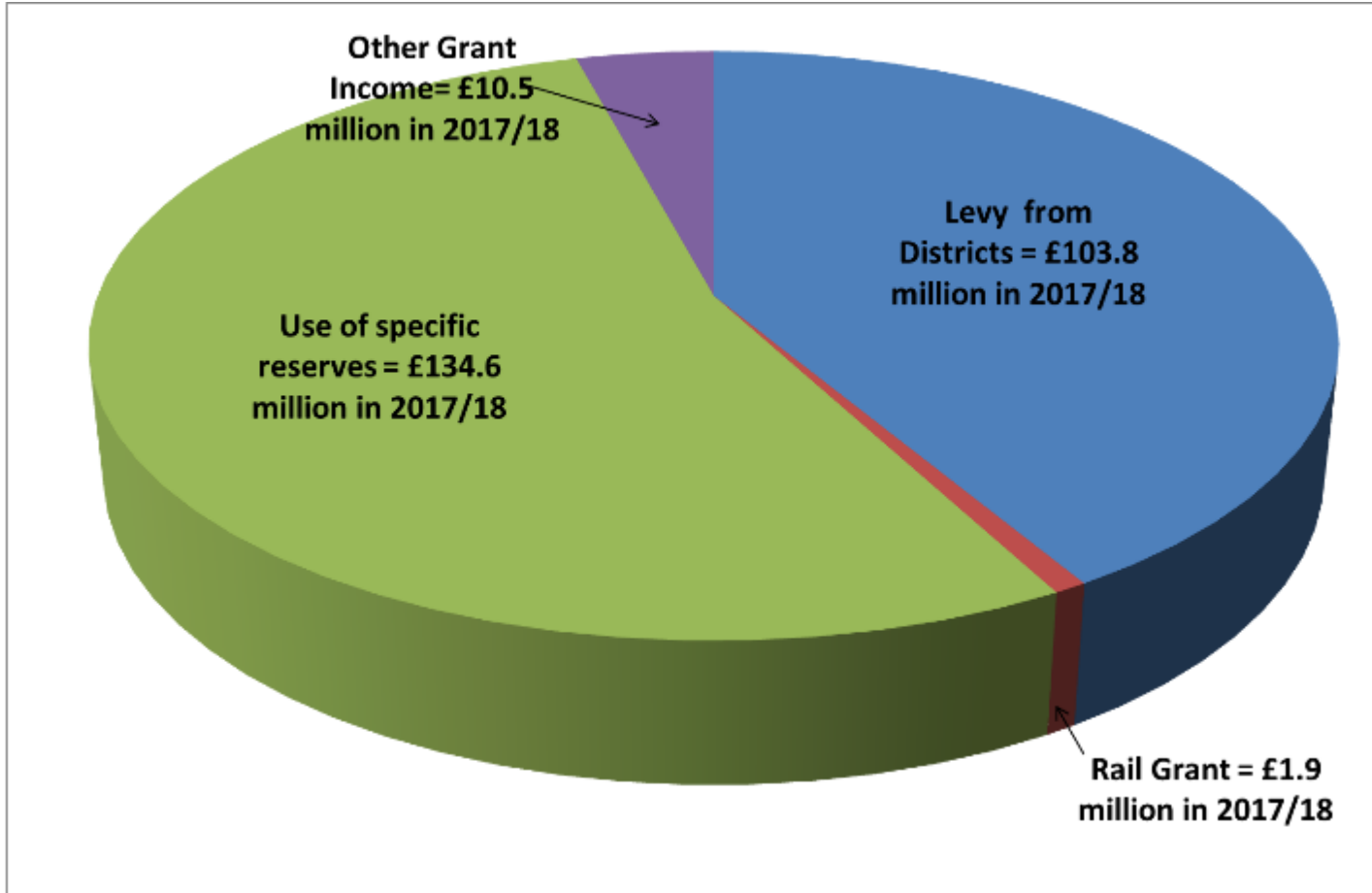
OUTCOME



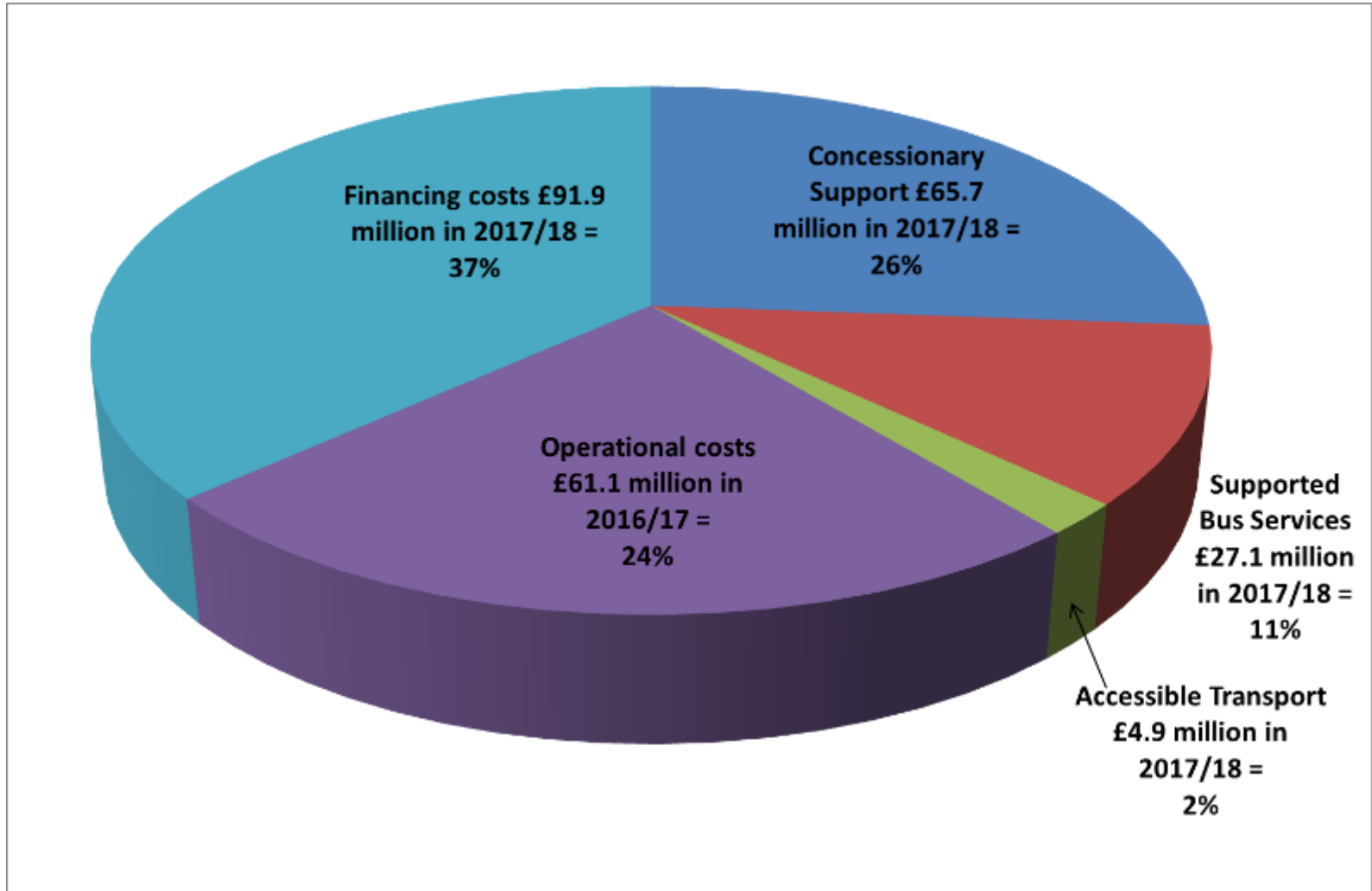
BENEFIT



2017/18 TfGM Revenue Funding



What does the budget deliver?

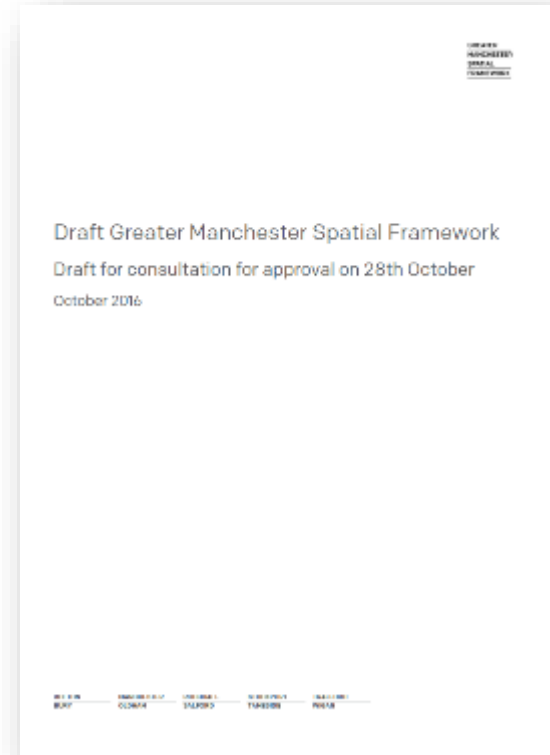
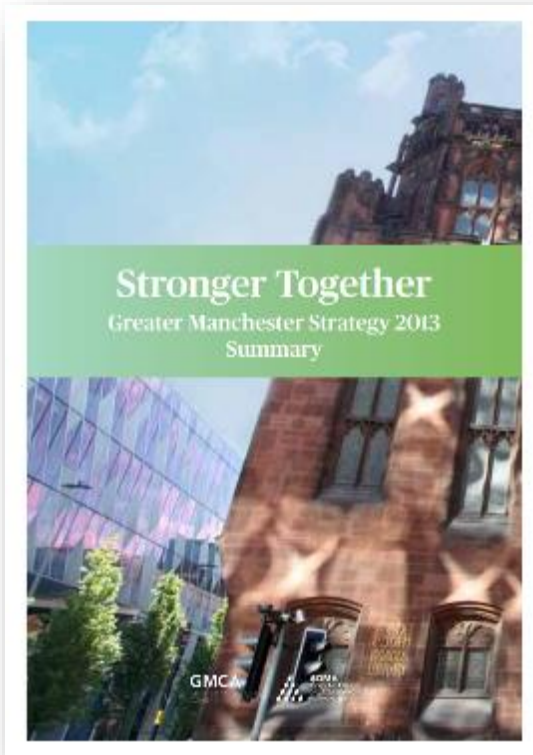


Local Transport Plans (SUMP) in Greater Manchester

- All Local Transport Authorities required to prepare and maintain a Local Transport Plan (UK equivalent of SUMP)
- The Local Transport Plan Guidance helps ensure a consistent approach across the country, whilst leaving scope for local flexibility – however, the guidance has not been updated recently
- In Greater Manchester, one SUMP has been prepared on behalf of all the districts in the region
- Production of the 2040 Transport Strategy began in 2014 and was completed in December 2016



A new long-term strategic context for GM



Places

People

Assets

2040 Strategy Document

- The Greater Manchester LTP/SUMP was led by Transport for Greater Manchester on behalf of Greater Manchester Combined Authority (GMCA)
- The SUMP is consistent with the existing spatial plans of the 10 local authorities.
- The SUMP is accompanied by a 5 year Delivery Plan, which will be updated annually.



2040 Vision, Strategy and Delivery Plan Structure



Draft Strategy Document

Four Part Document:

- Vision & Context
- Policy Framework
- Strategy Priorities by Spatial Theme
- Delivery

Plus:

5-year Delivery Plan

2040 Evidence Base

Integrated Assessment



Integration at the heart of our 2040 Strategy

Old way

By mode



By district



Integration at the heart of our 2040 Strategy

Old way

By mode



By district



New way





Supporting sustainable economic growth

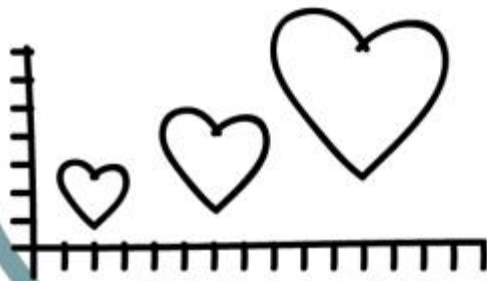


Protecting our environment

Transport Vision

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

Improving quality of life for all



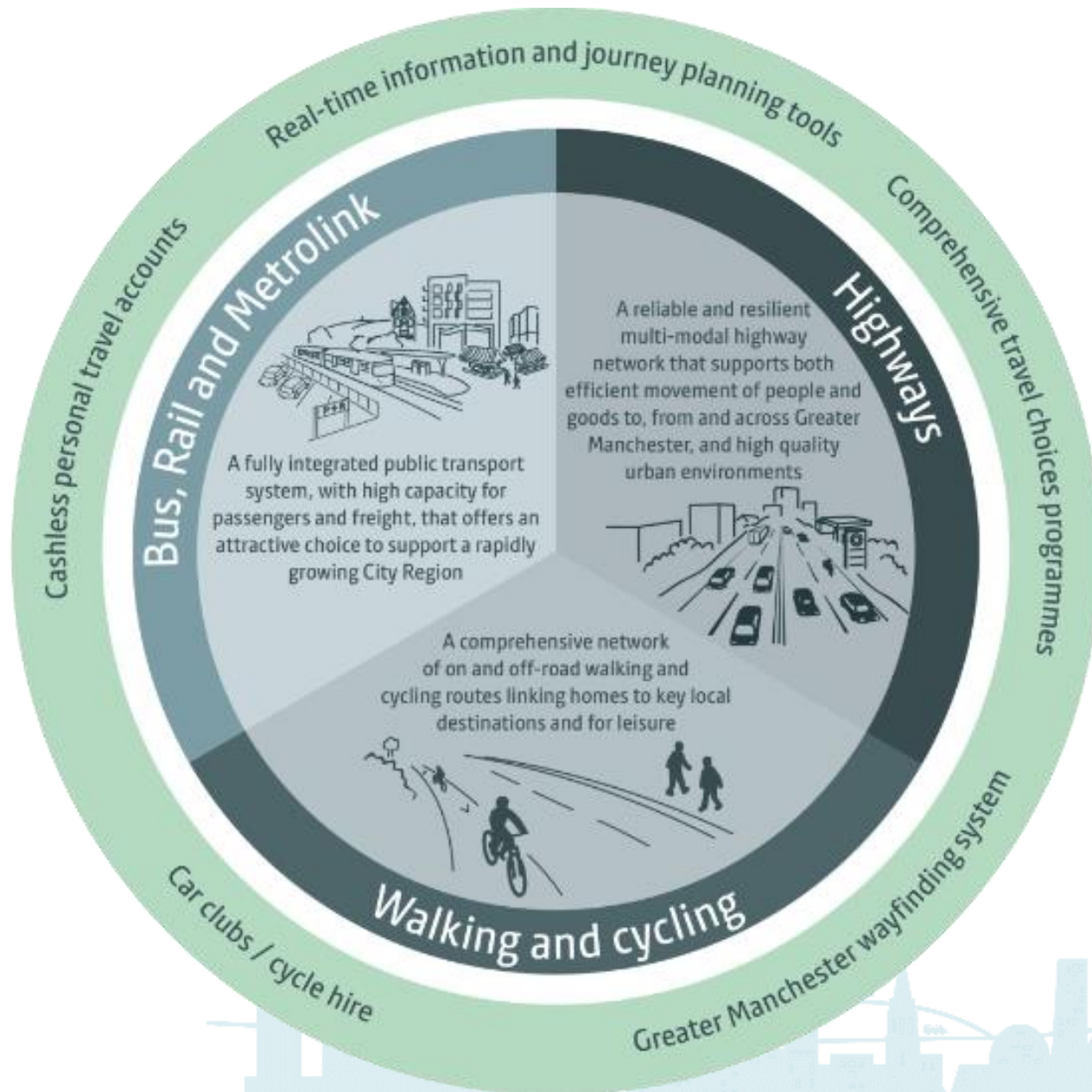
Developing an innovative city-region



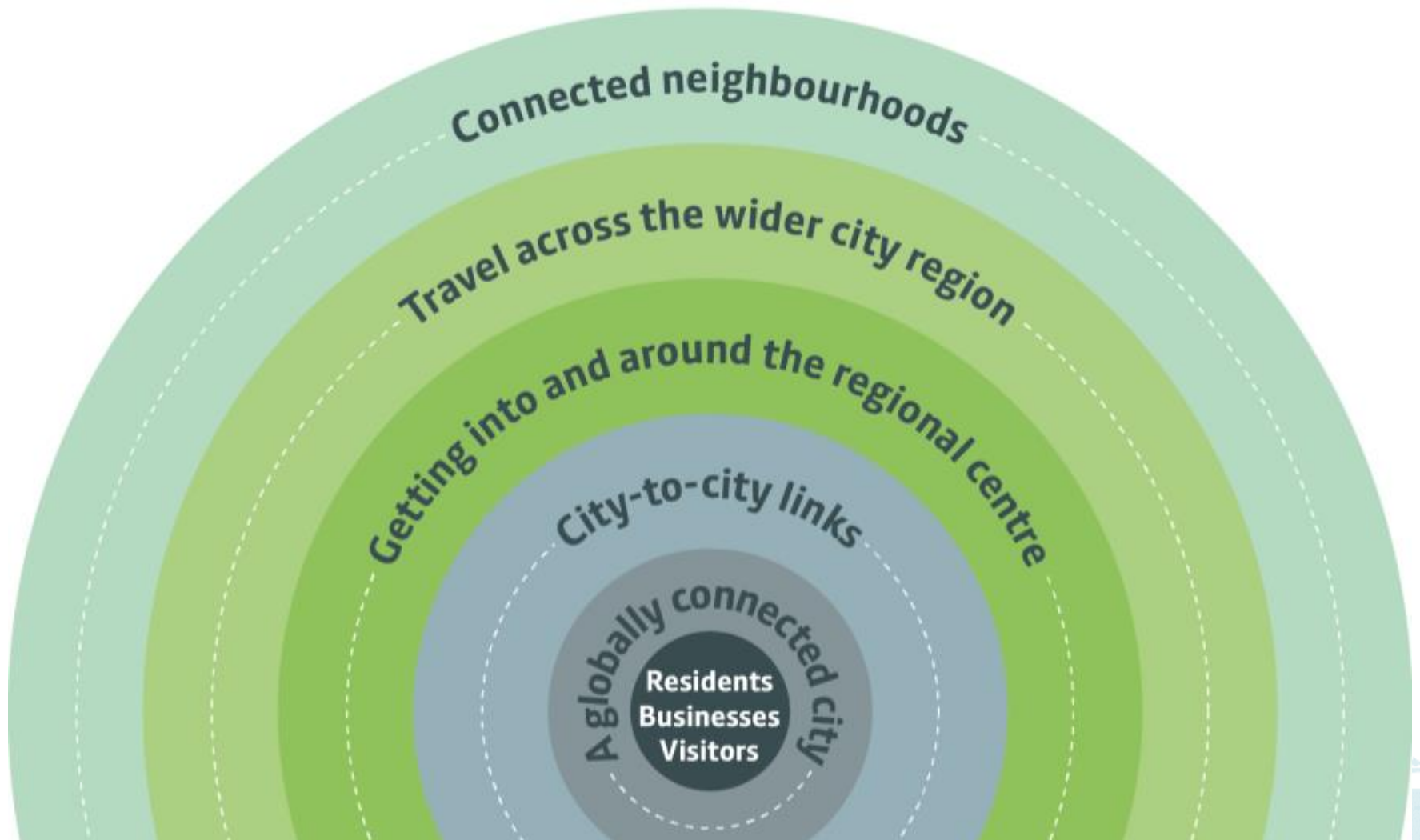
Our network principles



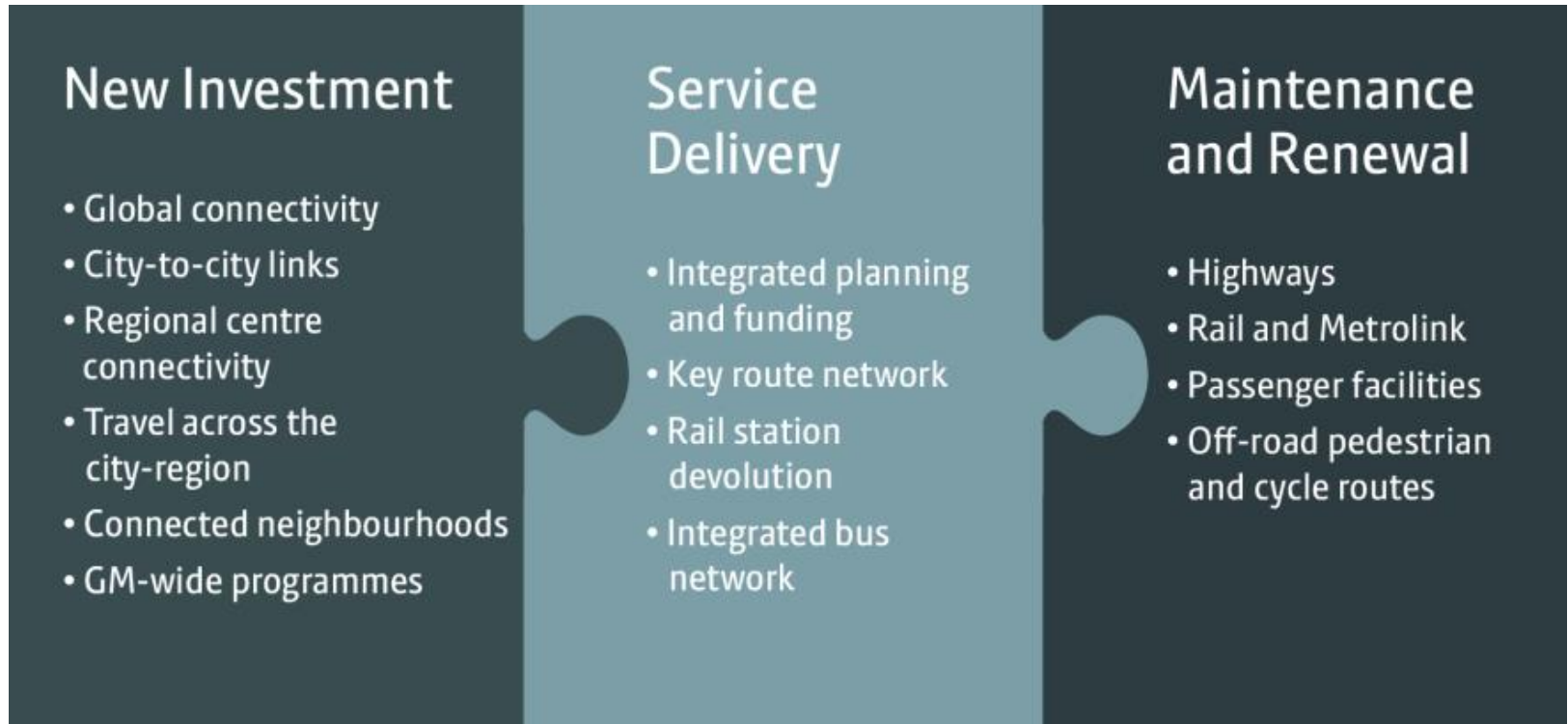
A new approach to planning for different modes



Our Spatial Themes



The 2040 Approach to Transport Delivery



2040 Strategy Document

The main steps to prepare the SUMP were:

- Assembling an evidence base
- Identification of desired outcomes
- Consultation on a document setting out a high level Vision
- Drafting of the LTP/SUMP
- Consultation with stakeholders/public
- Amendment
- Adoption

The SUMP was developed in two stages, with consultation at each stage.

2040 Strategy Document

Key issues are:

- Accommodating growth on our networks
- BUT also how we can better shape future travel demand
- Improving the integration of transport system
- Journey time reliability
- Resilience of networks
- Improving the perception of Greater Manchester
- Access to jobs and training and other facilities
- Improving health by increasing levels of physical activity
- Safety and security
- Reducing transport emissions
- Making the best use of existing infrastructure

2040 Strategy Document – Stage One: The Vision

‘The Greater Manchester Transport Strategy 2040: Our Vision’, was published in 2015 and set out long-term transport aspirations

The aim was to engage with key audiences and build interest and support



Do you share our 2040 vision for transport in Greater Manchester?

Have your say on our transport plan for the future.

www.tfgm.com/2040

2040@tfgm.com

[@OfficialTfGM](https://twitter.com/OfficialTfGM)

[#GM2040](https://www.facebook.com/GM2040)



2040 Strategy Document – Stage Two

The draft full strategy document: 'Greater Manchester Transport Strategy 2040' and the accompanying Delivery Plan 1: 2016/17-2021/22 were published in July 2016

There was a further 12 week period of public consultation, including:

- Consultation leaflet and Executive Summary
- Animation
- Dedicated website
- Social media
- Radio phone-in
- Stakeholder conference
- Advertisements
- Meetings with individual stakeholder groups
- Meetings with District Councillors

The final document was published in February 2017.

Roles & Responsibilities

- **TfGM Transport Strategy team** – core team
- **TfGM Officer working group** – drafting position papers; developing evidence base; legal review; comms & engagement planning
- **TfGM Senior Officer Co-ordination Group**
- **2040 Strategy Board** – TfGM Directors
- **Transport Strategy Group** (District Transport Leads) plus district task and finish groups
- Regular updates to District Chief Executives



2040 Transport Strategy



2040/GMTF2 Pipeline

2040 5-Year Delivery Plans

Key Lessons Learnt

Long-term vision
with flexible
delivery
programme

Collaboration &
engagement is key

Political Buy-in &
Leadership

Integrate with
wider agendas

Focus on travel
need not modes

Consider
monitoring &
evaluation early

Develop a robust
evidence base



The Engagement Challenge

Town and city centres are no places for private vehicles. Make life hard for drivers, make life easy for people following sustainable travel options. A private car takes up huge amounts of space and rarely carries more than one person, you must banish these from our busiest environments.

You wish to drive car users off the roads, I do not want to use unsafe, unclean, and expensive public transport! I live in Trafford and if I wish to use my car, I should under a free democratic society be allowed to do so!”



Thank you

