



DRAFT CITY CENTRE TRANSPORT STRATEGY TO 2040 SUMMARY



Getting from A to Bee





“Our vision is for a well-connected, zero-carbon city centre at the heart of the North, offering our residents, employees and visitors a great place to work, live and visit.”



Foreword

At the heart of Greater Manchester, the city centre of Manchester, incorporating areas of central Salford, forms one of the world’s most renowned areas for hospitality, culture, sport, arts — and the North’s leading business, retail and education centre. Our bold, ambitious strategy for travel in and around this centre from now up to 2040 recognises how important our transport choices are to making sure people can move freely in and around the city centre.

The strategy envisions a well connected, zero-carbon centre at the heart of the North, offering residents, workers and visitors a great place to live, work and play, and getting the right balance between the different ways of travelling.

Our strategy reflects the thousands of voices who’ve contributed to previous discussion and consultation — city centre residents, commuters, and business and interest groups — about how they want to travel into and around Greater Manchester’s capital, and how they would shape the next phase of its investment in rail, trams, buses, cycling, pedestrian facilities and public spaces — and more.

What’s emerged is a strategy that boldly reflects the strongest calls: more, pleasant space for pedestrians and bikes; cleaner, greener more sustainable travel options that keep the air clean and cut carbon; less congestion; useful, usable public transport that connects us; parking and deliveries that don’t choke our streets, and clever use of technology that makes all this happen.

We’ve taken great care, in this draft strategy, to try to make sure that the ambitions you see here are right for the people and businesses using our city centres. Successful and vibrant cities need high-quality transport connections and we are excited to hear your thoughts on whether you feel this strategy is a document you support. We look forward to hearing your views.

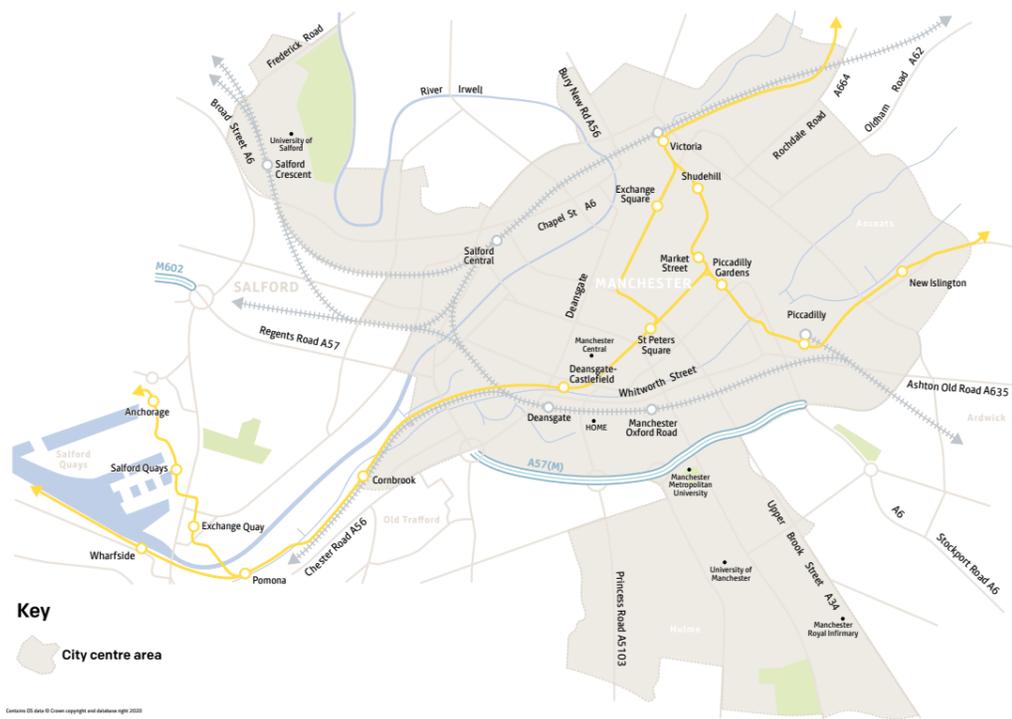
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City centre area



Introduction and vision

The city centre of Manchester (incorporating areas of central Salford), lies at the heart of a major European city-region of almost three million people. It is the most important commercial, retail and entertainment location in England outside of London, and is the main engine for Greater Manchester's economy. It is home to a fast-growing residential population and the largest student community in Europe.

Our previous City Centre Transport Strategy was adopted in 2010 and has guided the delivery of many transformative schemes, including:

- Metrolink's Second City Crossing;
- Oxford Road bus and cycle enhancements;
- The redevelopment of St Peter's Square into a high-quality pedestrian environment; and
- The Ordsall Chord scheme, which provides a direct rail connection between Piccadilly and Victoria stations.

Our aim is to be a zero-carbon city-region by 2038. Shaped by this strategy, transport and growth in the city centre will play a big part in our journey to zero-carbon and tackling the climate emergency.

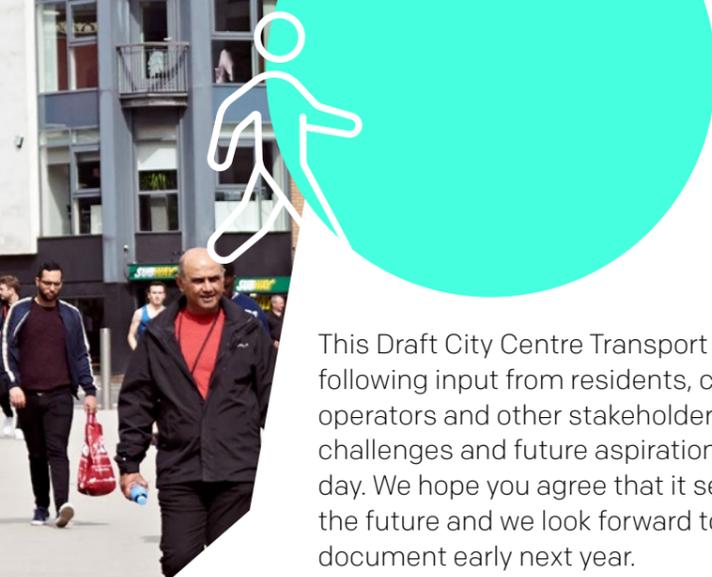
In light of the COVID-19 pandemic, our plans focus on how the city centre can lead a strong, sustainable, healthy and inclusive recovery, taking the achievements made since 2010 to the next level.

By 2040, there is potential for 100,000 more jobs and 50,000 more homes in the city centre. Much of this is driven by planned growth accounted for in Greater Manchester's plan for Homes, Jobs and the Environment, the Spatial Framework. This includes providing the right locations for homes and creating jobs to ensure the future prosperity of the city-region, whilst

prioritising development of brownfield sites and reducing unnecessary green belt release. Planning for the future city centre requires us to balance sometimes competing demands, as growth puts additional pressure on transport systems and streets.

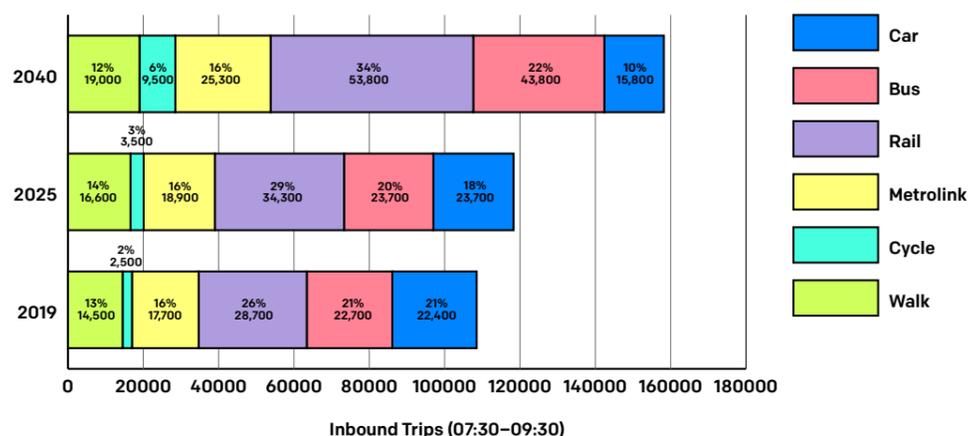
The City Centre Transport Strategy was the subject of a focused 'listening' exercise in summer 2018 and targeted engagement during winter 2019/2020. This draft strategy has been shaped by this engagement.





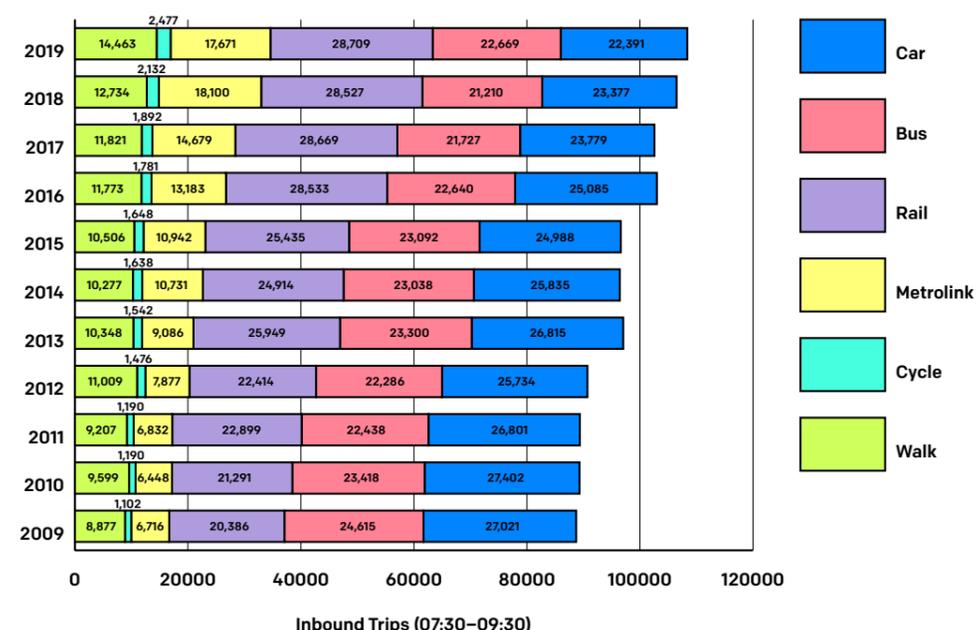
This Draft City Centre Transport Strategy for 2040 has been produced following input from residents, commuters, businesses, visitors, transport operators and other stakeholders to understand the existing transport challenges and future aspirations for the city centre of those that use it each day. We hope you agree that it sets out a bold and progressive vision for the future and we look forward to receiving feedback prior to finalising the document early next year.

To support our vision, our aim is for 90% of morning peak trips into the city centre to be made on foot, by bicycle or public transport before 2040 (as highlighted in the figure below). This means less cars in the city centre so we can have cleaner air, support our carbon reduction targets and rebalance street space enabling us to make walking the main mode of travel for getting around.



Background

For many years we have been transforming the city centre, to make it a place where more people choose to live, work and spend leisure time. We have also been working with transport partners to make investments so it is an easier place to travel to and from, and to reduce the number of trips made by car. The figures below highlight our success to date in achieving this. How people travel in the future will continue to change, not just as a result of the COVID-19 pandemic, and this strategy aims to help support this modal shift to work for everyone.



Responses to the TfGM Covid-19 recovery survey suggested there will be a significant shake-up in commuting travel patterns, with many respondents suggesting that they will be doing less commuting in the future. Estimates (based on how respondents in May 2020 anticipated travelling when restrictions were eased) revealed that commuting could be down by about 1 in 10 trips, with a move away from the 5-day commuting week to more working from home.

Since 2009 there has been a successful reduction in the number of cars entering the city centre, falling from over 27,000 in 2009 to under 23,000 a decade later in the morning peak. In parallel, there has been an increasing number of people accessing the city centre on foot, by bicycle, Metrolink and rail. Access to the city centre by bus has been largely consistent across the 10-year period.



The most successful cities of the future will be those offering the best quality of life and a range of job and leisure opportunities, reducing the need to travel by locating homes close to jobs and services, and enabling ease of local travel by walking, cycling, public transport and new zero-carbon forms of micro-mobility. As set out in the Greater Manchester Strategy, a high quality of life requires the creation of green, clean and desirable places and spaces to give people access to more natural environments. We want to **increase the amount of quality public space in the city and to create even better places in our city centre** by improving our streets. This includes prioritising walking, planning for more people walking and cycling, encouraging more trips by public transport, and further reducing dependence on the private car. In making these improvements, we will look to plant more trees and to provide more green spaces within the city centre, in addition to the planned park in the Mayfield area.



48% of respondents to the City Centre Transport Strategy conversation felt that cars, motorcycles and mopeds had too much space in the city centre.

We want to improve air quality in the city centre, not just because we have a legal responsibility to do so but also because we recognise this will make for a healthier and more attractive place to live, work and spend leisure time.

The city has set an ambitious target for Manchester to be zero carbon by 2038 with the need for urgent action over the next five years. As we expect continued high levels of growth in the city, we need to ensure this is delivered in a sustainable, clean and green way.

High Speed 2 (HS2) and Northern Powerhouse Rail (NPR) represent huge commitments from national government that will significantly contribute to an increasing number of job opportunities in the city centre (approx. 100,000 by 2040). These, and other, investments will also unlock further major redevelopment opportunities in the heart of the city centre. This will create increasing pressures on our transport systems as people commute into, and move across, the city to access the new jobs created, and so our transport systems need to expand and adapt to cope.

Underpinning all this will be a major shift to walking and cycling for trips at the local level within, and to, the city centre. Delivery of measures to make walking and cycling safer and easier through the Bee Network is a key part of our plans for the city centre.

We also want to complement this with measures to make cycling and walking safer and easier, recognising the importance and growth of active travel modes as a clean way of travelling.

Cycle safety is identified as a major issue with 80% of conversation respondents indicating they felt unsafe when cycling around the city centre.

Our transport systems need to be safe and secure for all our users. We will continue to work hard to reduce road traffic accidents to as close as zero as possible and ensure transport networks are safe for all users.

Our future transport services will need to complement our proposed infrastructure proposals. Travel patterns, which may change significantly both in response to the COVID-19 pandemic and with future mobility enhancements and new innovations, mean that our plans must be agile to respond to people's changing needs.

This strategy also supports wider plans for the Greater Manchester region and across Manchester and Salford City Councils' areas. We live in a fast-paced society with continual change, but our strategy has been developed to incorporate short-term improvements required before 2025, and longer-term proposals up to 2040. These will need to remain flexible, keeping everyone (residents, commuters, tourists and businesses) at the heart of the changes we make.

90% of respondents to the City Centre Transport Strategy conversation survey identified that improving the air quality in the city centre was important.



Investments in HS2 and NPR into the city centre are estimated to support a doubling of the economic output of Greater Manchester to circa £132 billion by 2050.

By 2040, at least 6% of trips into the city centre in the morning peak are expected to be by bicycle (9,500 trips between 0730-0930, compared to 2,500 in 2019). We need to plan significant improvements to cycle routes into the city centre to support this growth.

We are targeting a major increase in peak hour public transport trips into the city centre with an increase of around 50% by Metrolink, over 50% for bus and approximately 90% for rail by 2040. Walking and cycling trips are targeted to increase by nearly 70%. This will achieve a car mode share of 10% by 2040 (compared to 21% in 2019).

There is an overall planned reduction in off-street car parking in the city centre area through planned redevelopment of car parking sites. It is estimated that 12,500 spaces could be removed from the parking supply, which will free up space for other uses.



Our ambitions

Our vision is for a well-connected, zero-carbon city centre at the heart of the North, offering our residents, employees and visitors a great place to work, live in and visit.

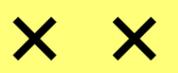
We have set out seven ambitions to deliver our vision.

Ambition	Details
Ambition 1: Walking is the main way of getting around the city centre	The city centre is safe and easy to walk around with clear, well-signed routes. Pavements and public spaces will be high quality, green and accessible; catering for everyone, no matter what their age or mobility needs.
Ambition 2: The city centre is cleaner and less congested	Traffic levels in the city will be reduced, with fewer cars with the removal of non-essential and polluting vehicles travelling through the city centre and idling on our streets.
Ambition 3: More people choose to cycle to destinations within the city centre	There is an attractive, safe, protected and efficient cycling network into and through the city centre, delivered as part of our proposed city-region wide Bee Network. Cycling is supported with good parking facilities close to key destinations, and hire bikes are easy to access in the city centre.
Ambition 4: The city centre benefits from better public transport connections	There are better rail connections to other cities and towns (to support commuting, business and leisure trips), more capacity on peak hour Metrolink, bus and rail services, and better integration between modes. Operating hours support travel at evenings and weekends, particularly for leisure and commuting trips. Cross-city services are convenient, reliable, safe and secure, clean, quiet and accessible to all.
Ambition 5: Parking in the city centre is smarter and integrated with other modes	Parking is reduced and appropriately located in the city centre but available to those with specific mobility needs. Outside of the city centre, parking is smarter and better integrated with other modes of travel.
Ambition 6: Goods are moved and delivered sustainably and efficiently into and within the city centre	Essential goods can access our city centre, with a shift towards cleaner, more efficient vehicles and processes that minimise the negative impacts of deliveries and servicing.
Ambition 7: Innovation is embraced where it benefits the city centre and its users	We support a better travel experience in our city centre using new technologies and emerging methods of travel. This includes embracing new ways of working, to optimise and improve transport services, customer information and asset management.

Our proposals

The proposals we have developed aim to support our short-term recovery following the COVID-19 pandemic, and our continued efforts to create a forward-looking city that is bold in ambition and approach. They also support the delivery of an integrated, healthy, inclusive and sustainable transport network with increased connectivity and capacity to underpin the longer-term growth of the city centre. This will help us achieve our target for 90% of people using public transport and active travel to get into the city centre.

Our proposals also reflect our desire to improve the quality and ease of movement to and within the city centre streets and public spaces, ensuring that the city centre is a great place to spend time. All our planned proposals support the transformation needed to shift towards a zero-carbon city centre and cleaner air.





Committed interventions

Manchester City Council, Salford City Council and Transport for Greater Manchester (TfGM) have several committed transport interventions for the city centre, which will be delivered in the next five years and contribute to achieving our vision. These projects have significant funding allocated, and the case for change has already been made (although final funding arrangements and approval of the business case may still be needed in some cases). The main committed proposals include:

- Albert Square - major redevelopment of the square to create one of the finest civic spaces in Europe linked to the town hall refurbishment project.
- New Bailey, Salford - public realm, bus and environmental improvements.
- Great Ancoats Street - improving pedestrian and cycling crossing facilities on the Manchester-Salford Inner Relief Route between Ancoats and the city centre.
- New and enhanced city centre cycling routes as part of the Bee Network including:
 - the Northern Quarter cycle route including Stevenson Square;
 - Chapel Street East;
 - Manchester to Chorlton cycle route;
 - Rochdale Canal towpath upgrade;
 - Northern and Eastern Gateway Bee Network in Ancoats and New Islington;
 - Salford City Centre Package including St. Johns to New Bailey Bridge, Ordsall Chord Riverside Connection, Oldfield Road Corridor, Chapel Street/Trinity Way and Broughton Cycleway Enhancements;
 - Mancunian Way and Princess Road improvements; and
 - Emergency Active Travel Fund measures specifically in response to the Covid 19 pandemic.
- Connectivity and capacity enhancements to our rail network through the Salford Central Rail Station upgrade and the Castlefield rail corridor (including new platforms 15 and 16 at Manchester Piccadilly Station – subject to formal government approval).
- Higher frequency of Metrolink services across the city centre, facilitated by the purchase of an additional 27 tram units.
- Expansion of the Electric Vehicle (EV) charging network and EVs in car clubs.
- Innovation pilots of new technologies in the city centre such as the trial of connected and autonomous vehicles (CAVs) and e-scooters at Salford University.

Future transport interventions

Further transformation of our streets and public transport, to support people travelling into and around the city centre, will help us to achieve our vision and ambitions. This is not necessarily about creating new infrastructure, it is about using existing ones more effectively. The following summarises other investments we are planning:

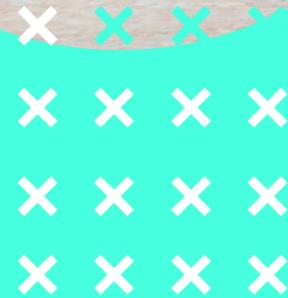
 **Our Bus** — we see bus playing a fundamental role supporting access to the city centre, especially for those living within 10km of the city. We want bus services to be more efficient and reliable when travelling into and through the city centre. We will achieve this with interventions that reduce the traffic in the city centre, including bus gates, improvements to bus stops and the development of quality bus transit corridors.

In the future we would like our buses to become zero-emission, quieter and have integrated ticketing with potentially more cross-city bus services, that could support reducing some of the large city centre terminus facilities. We want to redevelop Piccadilly Gardens and enhance this area with better quality public realm, achieved through a reduction of the bus terminus facility footprint at Parker Street and the closure of the Oldham Street loop.

We will ensure that any changes to bus operations in the city centre do not significantly inconvenience bus users. This could be coupled with the introduction of a new bus facility/ interchange as part of redeveloping the Manchester Piccadilly Station area for HS2. Free bus will continue to play a complementary role in helping people travel around the city centre.

 **Our Metrolink** — our longer-term aspirations focus on significant enhancements to the network including integration with some parts of the rail network to deliver a Metro-type operation. To facilitate Metro services, we are exploring the feasibility of testing tram-train technology in Greater Manchester and potential connections to Salford Crescent.

We will look at the feasibility of further capacity expansions of the network through a Metro tunnel under the city centre. This solution would avoid taking scarce street-level space to expand the network and to facilitate longer vehicles. We will also enhance connectivity between Metrolink and rail at key city centre stations, including Deansgate.





Our Rail — the rail network will need to be developed and services made far more reliable. In the nearer-term longer trains, through increased rolling stock, facilitated by selective platform lengthening, will support travel growth to the city centre. We fully support longer-term commitments to deliver HS2, NPR, and the development of the Integrated Rail Plan to transform connectivity and rail capacity across the North of England.

We will aim to transform Manchester Piccadilly Station into a world-class interchange, and gateway into our city. We will assess the role that rail is likely to play in the future shape of the city centre, and work with the rail industry to improve the rail offering where it does not currently meet the needs of the area.



Our Streets — we want walking to be the main mode of travel within the city centre and recognise that further investment is needed to achieve this. We are planning a step-change in the redesign of many of Manchester's city centre streets and spaces to create a highly walkable network. We have already started to trial some of this in response to the COVID-19 pandemic.

We want to expand our pedestrian priority zones across the city, enhance walking routes, and make it easier to cross our streets. Our vision is to transform some of Manchester's most iconic streets and spaces. A key proposal is to formalise the current temporary arrangement which has removed traffic along Deansgate, to make it a more attractive street for people



on foot. We are planning for further street improvements on the rest of Deansgate and Whitworth Street to make these key streets, through significantly reduced traffic, better for walking and cycling as well as spending time in.

Piccadilly Gardens is an important part of the city centre which we would like to improve as a space for people to visit more often, enjoy and for walking through safely. Improving the ease of access to the significant range of attractions and facilities such as university buildings, hospitals, museums and open space in the Oxford Road Corridor area forms part of the city centre plans to improve streets for people walking and cycling. In Salford, we are committed to redeveloping many of the streets within and around the city centre to encourage more walking and cycling in this area.



For **cycling**, we know that our streets leading to the city centre, and those within it, require significant improvement for people on bikes. To support more people cycling we are developing an integrated city centre cycle network, formed around "the triangle" primary cycle network, comprising three major routes: Deansgate, Whitworth Street West and the committed Northern Quarter cycle route. This will be supported by measures to ensure greater permeability of the whole city centre by bike, and a series of "spokes" on the "city centre wheel" cycle network, which includes quality radial routes for people travelling from across the city-region. This investment in the city centre forms a key part of the development of the Bee Network, and the wider delivery

of the commitments outlined by our Cycling and Walking Commissioner, Chris Boardman, in his 2017 report *Made to Move*.

We believe that the use of the car needs to change and be carefully managed in our future city centre. To support this we will be, over time, removing some existing car parking within the core of the city centre. New developments will remove surface car parks and on-street parking will be reduced to make better use of street space, such as providing wider footways, more dynamic loading or servicing provision, space for bars and restaurants or parklets.



Where trips by cars, taxis or goods vehicles need to be made into the city centre, we will push for them to be cleaner, lower polluting vehicles e.g. electric, supporting our commitments to deliver clean air (as part of the GM Clean Air Plan) and a zero carbon future. Work will be undertaken to see whether it is feasible and practical to implement an Ultra Low Emission Zone (ULEZ) in the city centre at a future point. We will develop our city centre street network to be a fully 20mph area and remove through traffic, which we will facilitate with the development of loops into and out of the city from the Manchester Salford Inner Relief Route.



In the future, we will designate different corridors into the city centre to prioritise movement by particular modes e.g. bicycle, bus, freight movements – to give those modes the safe space they need and reduce the need for different modes of traffic to mix. We will also ensure that the plans for the city centre do not have a detrimental impact on areas surrounding the city centre such as Ardwick, Cheetham Hill, Hulme and Ordsall.



Our integrated network

— future mobility is a fast-evolving area as new technologies, systems and solutions enter the market, continuously offering new transport solutions. We will remain flexible and agile to support technologies which align with our vision and will continue to undertake trials to understand their impact. Such trials will potentially include the review of e-scooters, electric cargo bikes, travel hubs, dynamic kerbside management for parking and goods deliveries across the city centre. Our efforts will focus on delivering cleaner air in the city centre and supporting our aspirations to deliver a zero-carbon city centre environment.

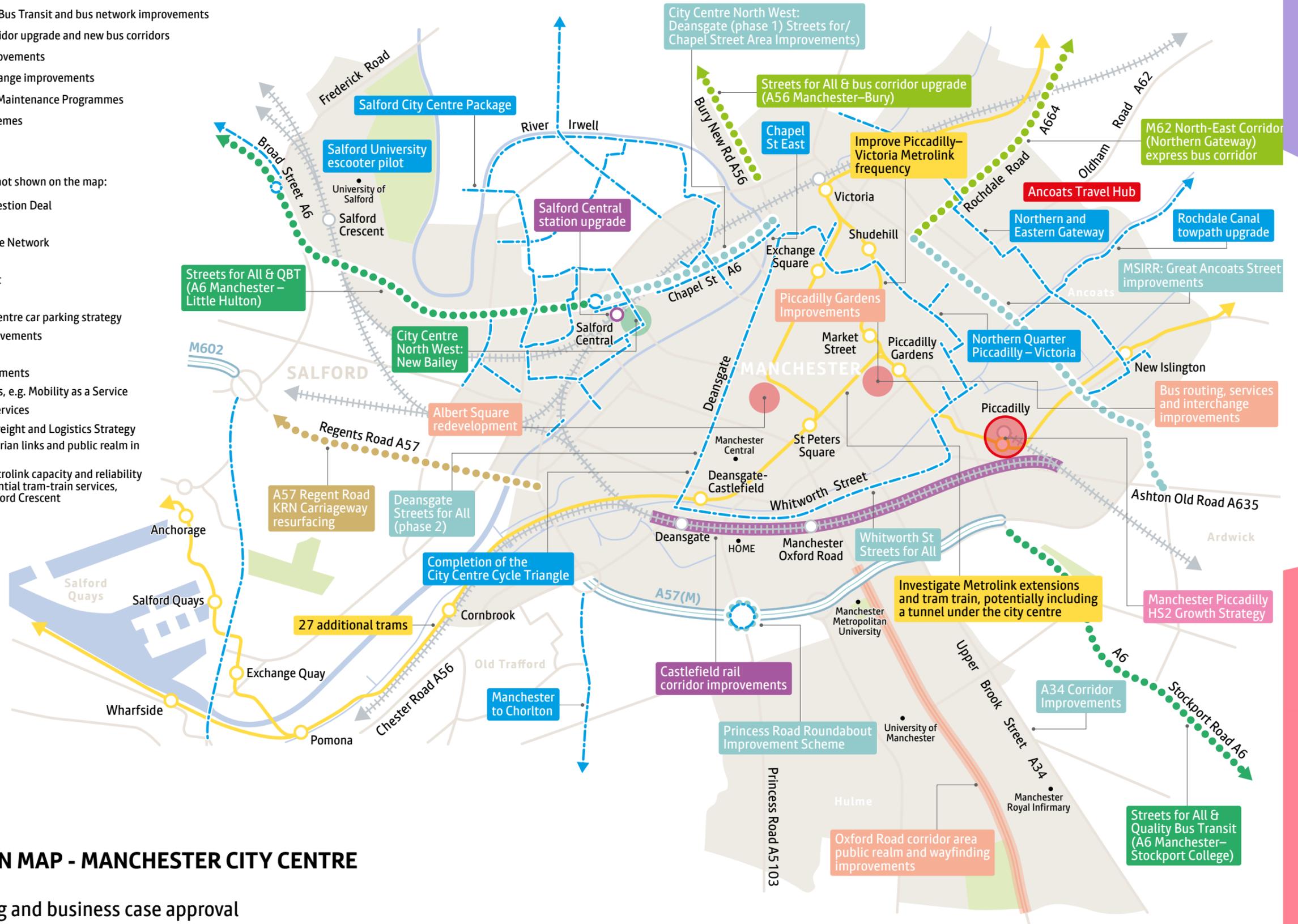
An ambitious but flexible combination of policies, infrastructure investments, service improvements and behavioural changes will be needed over the period to 2040. These interventions are set out in the map overleaf with some of the key proposals introduced below.



- Metrolink and Metro/tram-train services
- Rail infrastructure improvements
- High speed rail
- Streets for All & Quality Bus Transit and bus network improvements
- Streets for All & bus corridor upgrade and new bus corridors
- Local road network improvements
- Public realm and interchange improvements
- Asset Management and Maintenance Programmes
- Cycling and Walking Schemes
- Travel Hubs

Other strategic interventions not shown on the map:

- Implementation of the Congestion Deal
- Smart, integrated ticketing
- Further investment in the Bee Network
- Clean Air Plan measures
- Electric Bus Fleet investment
- EV Charging Points
- Implementation of the city centre car parking strategy
- Streets for All network improvements
- Travels Hubs/Park and Ride
- Station accessibility improvements
- Support for new technologies, e.g. Mobility as a Service
- Improvements to local bus services
- Implementation of the GM Freight and Logistics Strategy
- Improved wayfinding, pedestrian links and public realm in the city centre
- Interventions to improve Metrolink capacity and reliability plus in the longer term, potential tram-train services, potential connections to Salford Crescent and a Metro tunnel



DELIVERY PLAN MAP - MANCHESTER CITY CENTRE

Subject to funding and business case approval



City Centre North West: Deansgate-Chapel Street Area improvements

- Providing more space for pedestrians;
- Improving the public realm to support economic growth and character of the area;
- Improving facilities for people cycling;
- Improving bus reliability for services accessing the city centre; and
- Creating cleaner air by reducing congestion and excessive and unnecessary through traffic.



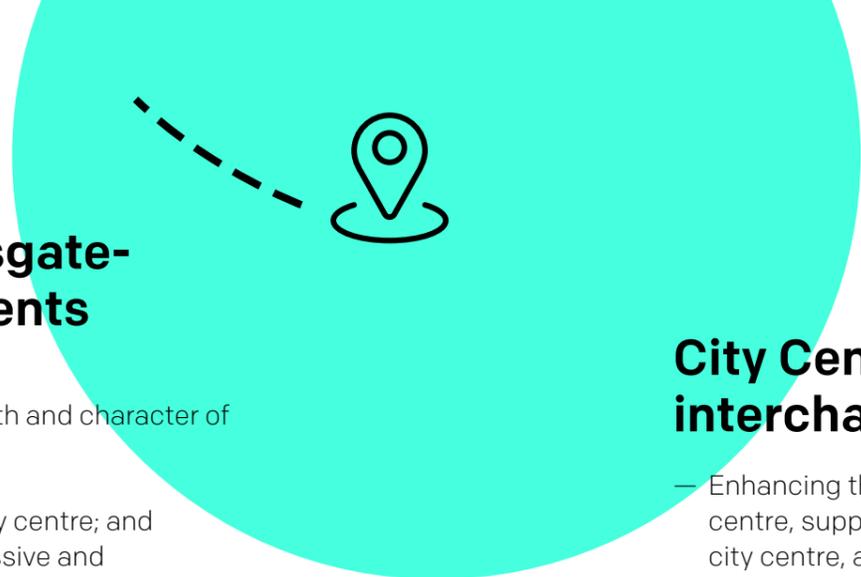
Very soon we are going to be seeking your views on potential designs for the future Deansgate



Artist's impression for a potential future Deansgate.

City Centre bus routing, services and interchange improvements

- Enhancing the efficiency and reliability of bus services through the city centre, supported by a reduction of private motor vehicle traffic within the city centre, and bus gates;
- Increasing the number of cross-city bus services and reducing the number of services terminating in the heart of the city centre, therefore decreasing the number of buses idling in the city centre and contributing to clean air targets (supporting the GM Clean Air Plan);
- Optimising bus services to use our existing bus terminal assets – such as increased use of the quality facilities at Shudehill;
- Public realm improvements for Piccadilly Gardens helped by reducing the footprint of the bus terminus facility at Parker Street and the closure of the Oldham Street loop;
- In the longer term, potentially a new bus station at Manchester Piccadilly Station, supporting the longer-term introduction of HS2 and NPR rail services and redevelopment of the area, providing better integration of bus services with Metrolink and rail; and
- Introduction of cleaner vehicle fleets supporting air quality improvements and zero-carbon commitments.

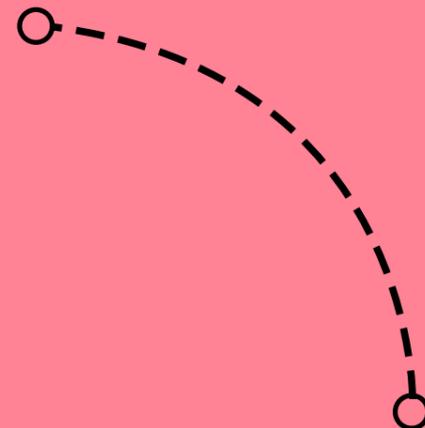
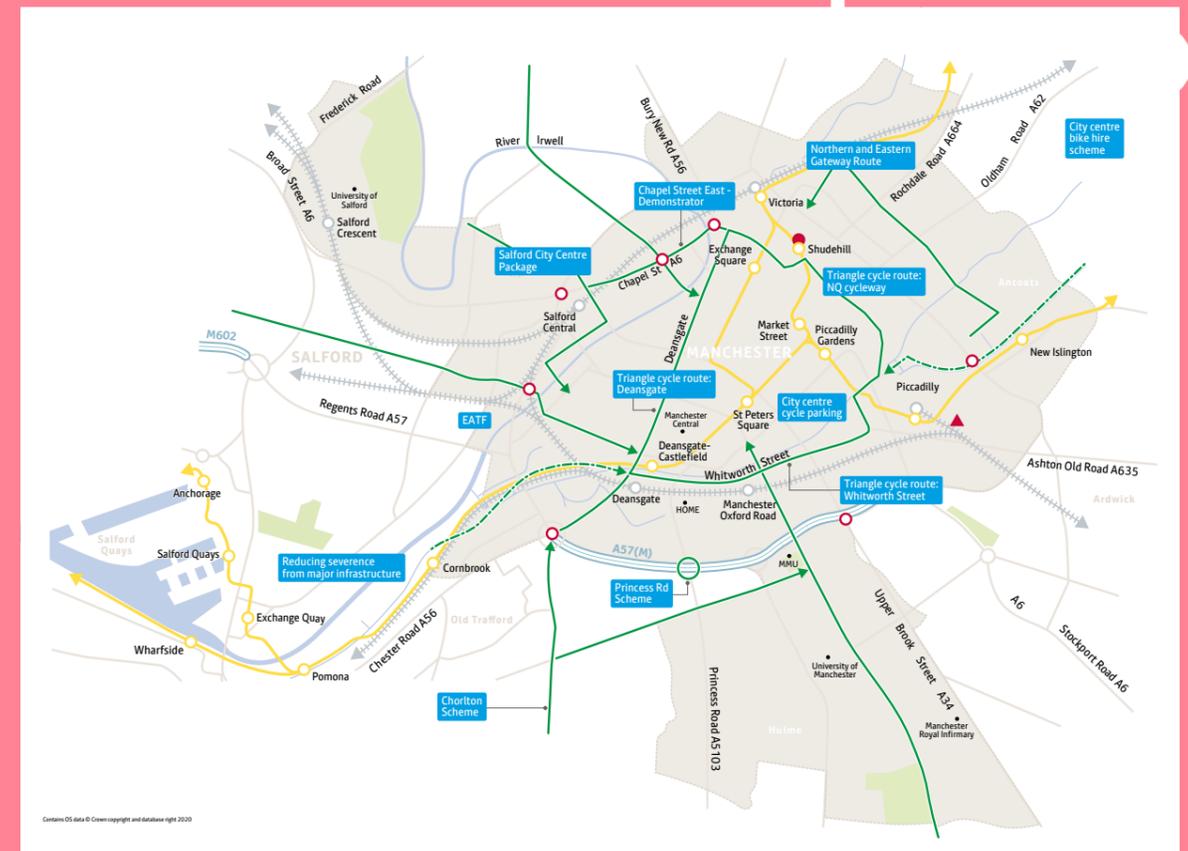
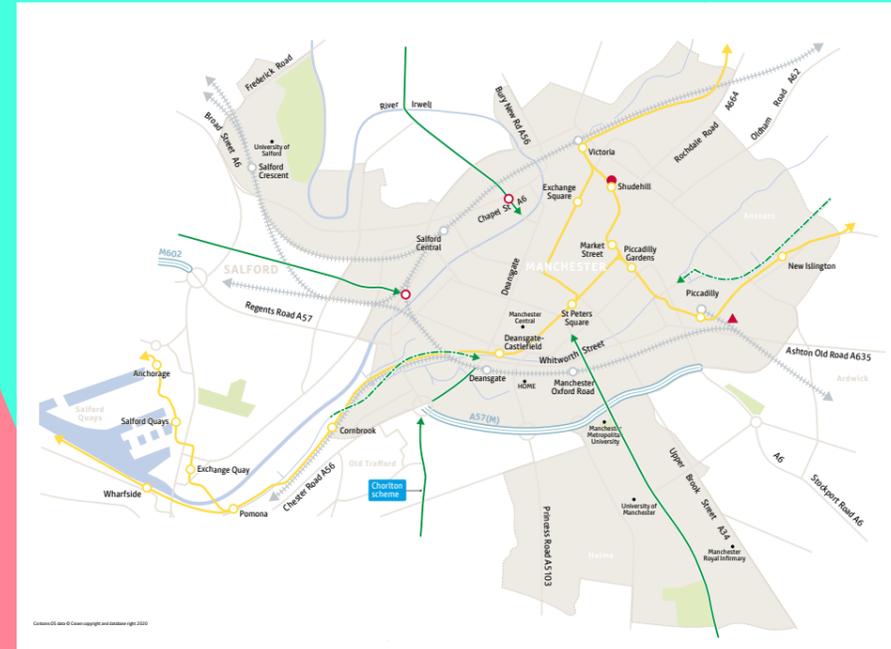




City Centre cycle improvements

- Expanding on the Bee Network currently being delivered through the Mayor's Challenge Fund (e.g. the Northern Quarter cycle route);
- Development of the city centre cycle "triangle", linking Deansgate, Whitworth Street West and the Northern Quarter cycle route to provide a core cycle network in the city centre;
- The "city centre wheel" currently includes the Broughton cycle route, Liverpool Road and will soon include Chorlton cycle route and Oxford Road Corridor. The plans will enhance these and other key radial routes into the city centre, focusing on the North and East of the city (route designs to be developed);
- Ensuring overall greater permeability of the city centre to ensure all destinations are easy to cycle to;
- Reducing traffic volumes and speeds across the city centre to make cycling safer; and
- Introduction of a bike hire scheme to provide easier access to bikes in the city centre.

Enhancements proposed to the cycling network



Manchester Piccadilly HS2 & Northern Powerhouse Rail Growth Strategy (early interventions)

- Supporting the development plans for Manchester Piccadilly Station and its surrounding area as outlined in the 2018 Strategic Regeneration Framework with a world-class transport interchange;
- Supporting the development of the government's Integrated Rail Plan, to provide a comprehensive programme of high speed, regional and local rail improvements;
- Development of proposals for new pedestrian connections with neighbouring areas, including connections to Mayfield through the new park; and a new boulevard linking East Manchester into Piccadilly, providing a major new piece of public realm;
- Working with HS2, the Department for Transport and Transport for the North to design a fully integrated gateway station at Piccadilly;
- Provision of key cycle routes into and out of the city centre and cycle hubs at the new station;
- Development of options for a new bus and coach interchange, including the potential for a shuttle bus service from the station;
- Early works on the relocation and expansion of Piccadilly Station's Metrolink stop, beneath the planned new integrated station concourse; and
- New taxi arrangements at Piccadilly.

Ancoats Travel Hub

- Proposed to meet the parking requirements of residential and commercial development in the next phase of redevelopment in Ancoats, removing parking from individual schemes and promoting a modal shift away from car ownership by providing the infrastructure which offers sustainable alternatives;
- Designed to provide access to sustainable modes including cycling and walking, public transport and car clubs;
- Integration with enhanced cycling and walking routes, including the canal towpaths and the route towards New Islington Metrolink stop;
- Inclusion of secure cycle storage and cycle hub facilities to encourage cycling as a primary mode of transport;
- Promotion of EVs where private car use is required, with EV charging infrastructure provided;
- Utilising the latest digital technology to help customers plan how they use transport through interactive systems to book car clubs, EV charging and cycle facilities;
- Use of the hub for a local car club which encourages flexible car sharing/ rental over car ownership, offering a range of vehicles to suit as many users as possible. Visible to users via digital means such as an app; and
- A hub for parcel deliveries including smart parcel lockers, with last mile deliveries to be arranged via electric vehicles or cargo bikes.

