



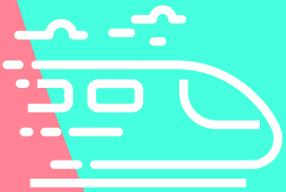
CITY CENTRE TRANSPORT STRATEGY TO 2040 SUMMARY



March 2021



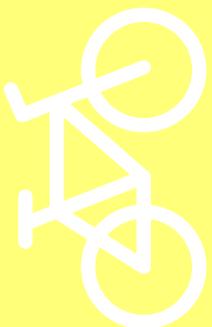
Getting from A to Bee





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“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

Manchester city centre, incorporating areas of central Salford, is at the heart of Greater Manchester and is one of the world's most renowned areas for hospitality, culture, sport and arts. It is also the North's leading business, retail and education centre.

With the potential for 100,000 more jobs and 50,000 more homes in the city centre in the next 20 years, bold decisions need to be made about how transport, streets and spaces are designed and used in the future. Our 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.

We consulted on a draft City Centre Transport Strategy in autumn 2020 and our strategy reflects the thousands of voices who've contributed to previous discussions and consultations — 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.

What's emerged is a strategy that boldly reflects the strongest calls: more, pleasant space for people walking and cycling; cleaner, greener more sustainable travel options that keep the air clean and cut carbon; less congestion; useful, reliable 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 final 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 feel this strategy will achieve this.

Councillor Angeliki Stogia

Executive Member for Environment,
Planning and Transport
Manchester City Council

Councillor Roger Jones

Executive Support
Member for Transport
Salford City Council

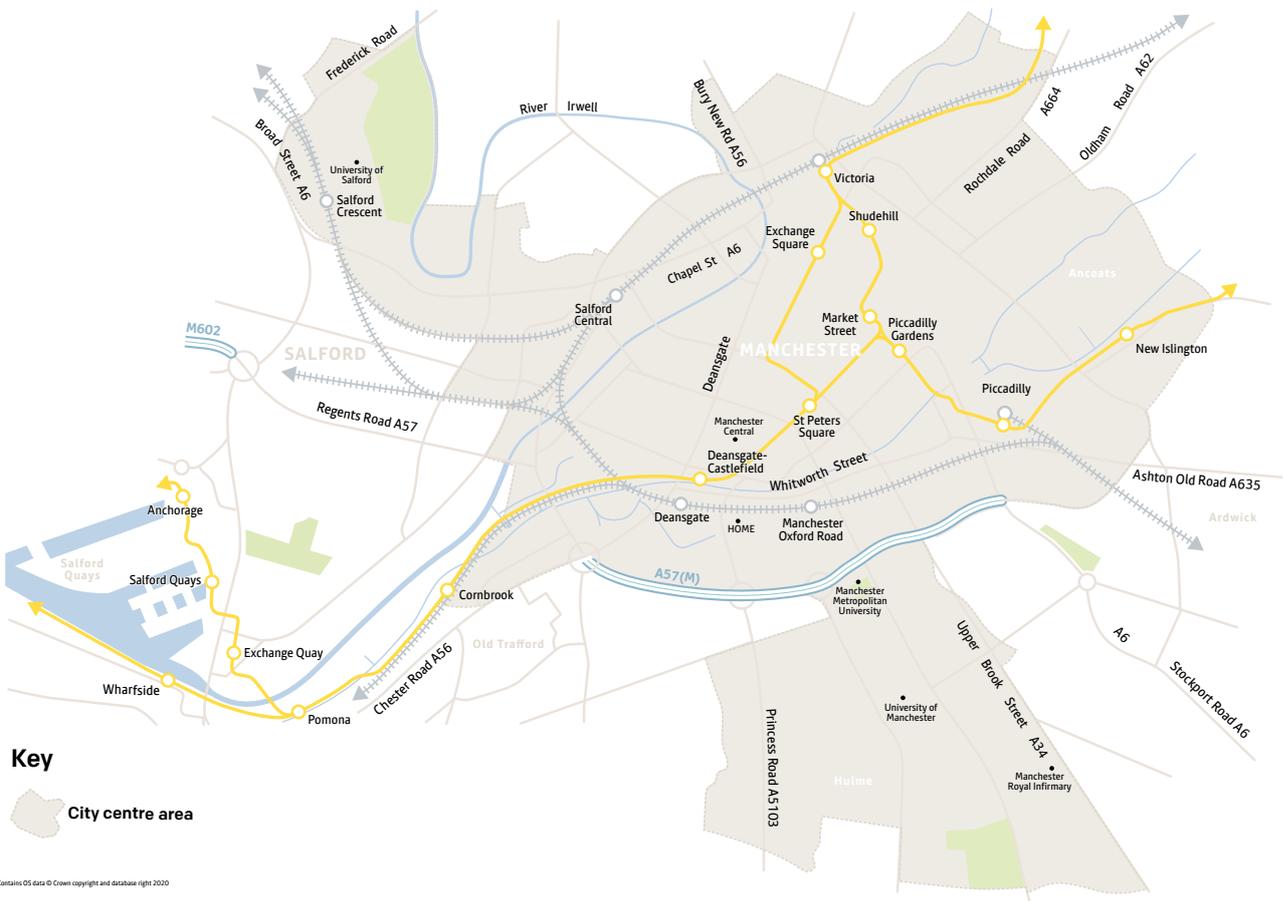




City centre area

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CITY CENTRE TRANSPORT STRATEGY





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. This strategy supports Manchester's Economic Recovery and Investment Plan.

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 within Manchester and Salford's Local Plans, and "Places for Everyone" a Joint Development Plan Document. This includes providing the right locations for

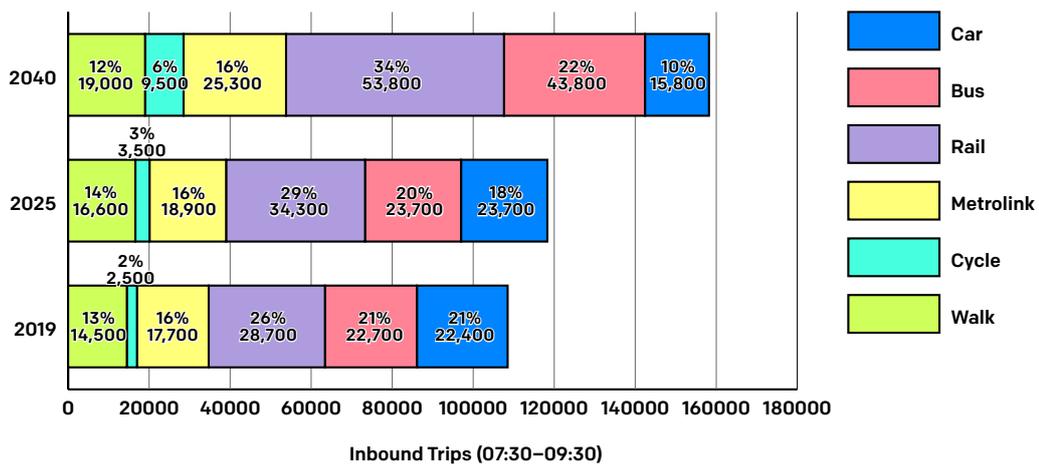
homes and creating jobs to ensure the future prosperity of the city-region, whilst prioritising development of brownfield sites and reducing unnecessary green belt release. Planning for the future city centre requires us to balance sometimes competing demands, as growth puts additional pressure on transport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

The City Centre Transport Strategy has been shaped by extensive engagement, including a focused listening exercise in summer 2018, targeted engagement through a co-design exercise at the end of 2019 / start of 2020 and a consultation on the draft strategy in autumn 2020.



This 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.

To support our vision, our aim is for 90% of morning peak trips into the city centre to be made on foot, by cycle or public transport before 2040 (as highlighted in the figure below). This means fewer 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. We define walking in its most inclusive form, recognising for those who may be disabled or with limited mobility this may mean relying upon guide dogs, wheelchairs, or other mobility aids to travel.



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.

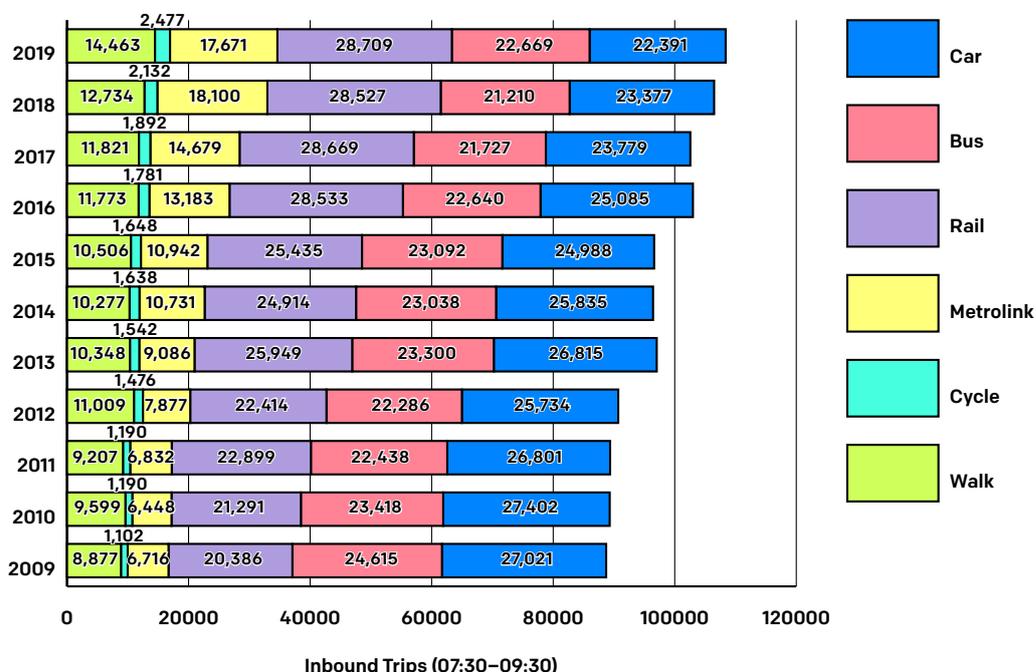
Since 2009 there has been a successful reduction in the number of cars entering the city centre, falling from over 27,000 in 2009 to under 23,000 a decade later in the morning peak. In parallel, there has been an increasing number of people accessing the city centre on foot, by cycle, Metrolink and rail.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





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.



(Source: TFGM SRAD REPORT 2021 Transport Statistics 2018 -19: Key Centre Monitoring Section)

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-region has set an ambitious target for Greater Manchester to be net-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 more people travel to, from and across the city to access new jobs and opportunities, and so our transport systems need to adapt and expand 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.

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.

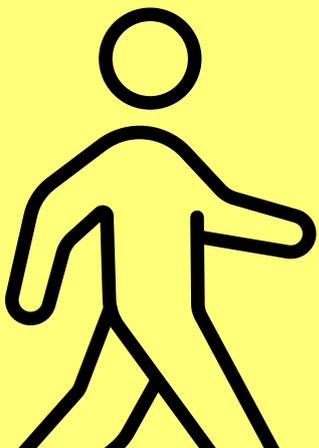
Our future transport services will need to complement our infrastructure proposals. Travel patterns may change significantly both in response to the Covid-19 pandemic and with future mobility enhancements and innovations, so our plans must be agile to respond to people's changing needs.

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 near-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.

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

90% of respondents to the City Centre Transport Strategy conversation survey identified air quality as an important issue to tackle.



**OUR PEOPLE
OUR PLACE
OUR NETWORK**

GREATER MANCHESTER
DOING THINGS DIFFERENTLY

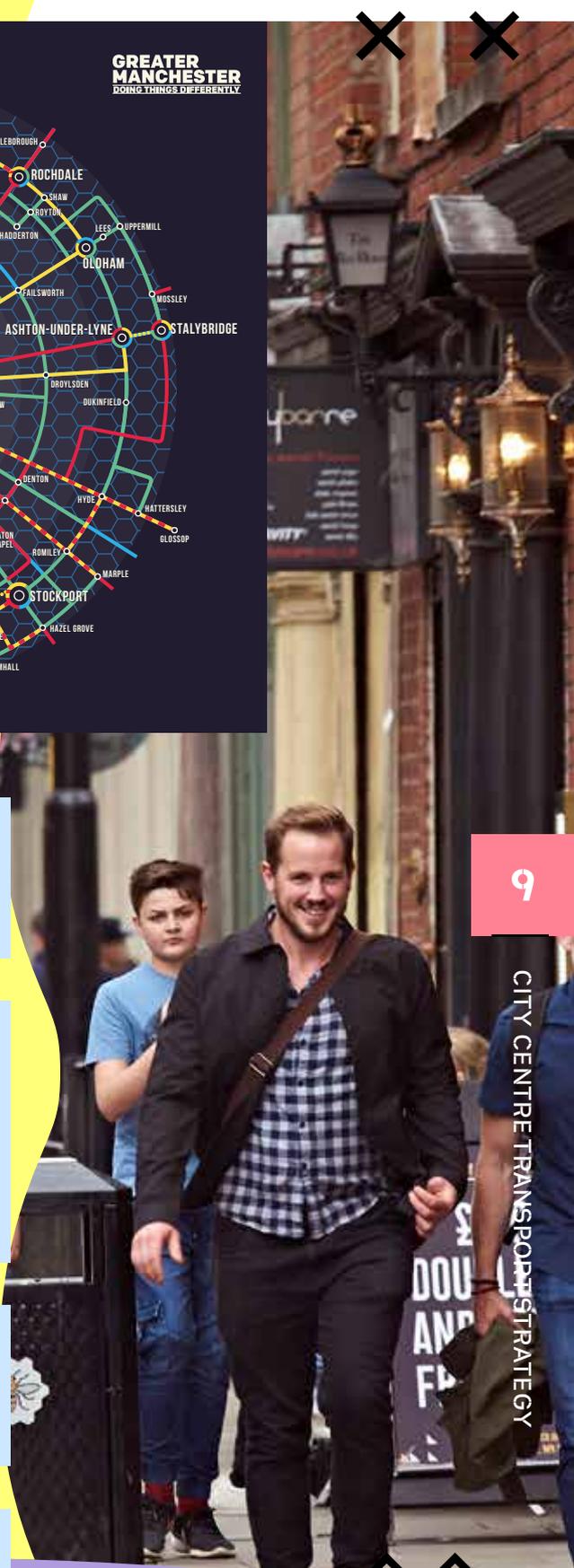


Investments in HS2 and NPR into the city centre are estimated to support a doubling of the economic output of Greater Manchester to circa £132 billion by 2050.

By 2040, at least 6% of trips into the city centre in the morning peak are targeted to be by cycling (9,500 trips between 7:30am – 9:30am, compared to 2,500 in 2019). We need to plan significant improvements to cycle routes into the city centre to support this growth.

It is estimated that up to 12,500 spaces could be gradually removed from the inner city centre parking supply, as improved sustainable travel options are created.

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.
Ambition 2: The city centre is cleaner, greener and less congested	Traffic levels and pollution in the city will be reduced, through the removal of non-essential and polluting vehicles traveling into and across the city centre.
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 city-region's proposed 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	Manchester and Salford city centres are well connected by rail to other cities and towns (to support commuting, business and leisure trips). There is sufficient capacity on peak hour Metrolink, bus and rail services, and better integration between modes to ensure that public transport is an attractive alternative to car travel. Public transport operating hours and service patterns support travel needs 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	Car parking is reduced and appropriately located in the city centre but remains available to those with specific mobility needs that rely upon accessible parking provision. Parking will be reviewed close to city centre public transport hubs, with people encouraged to travel to those locations using the public transport and active travel options provided. Outside of the city centre, car 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 creating 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.

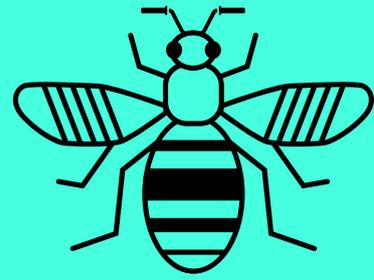


Our proposals

The proposals we have developed aim to support our short-term recovery following the Covid-19 pandemic, and to support delivery of our vision for the city centre for an integrated, healthy, inclusive and sustainable transport network with increased connectivity and capacity. They will help to deliver growth in a sustainable way and to support our target for 90% of people using public transport and active travel to get into the city centre, in the peak period before 2040.

Our proposals also reflect our desire to make walking the main mode of travel for getting around the city centre, by improving the quality and ease of movement on our city centre streets and within public spaces, ensuring that the city centre is a great place to spend time in and move around. All our planned proposals support the transformation needed to shift towards a net-zero carbon city centre and cleaner air.





Committed interventions

Manchester City Council, Salford City Council and Transport for Greater Manchester (TfGM) have 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 St / Bridge St infrastructure improvements - public realm, bus and environmental improvements.
- 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 Beeway;
 - Rochdale Canal towpath upgrade;
 - Northern and Eastern Gateway Bee Network in Ancoats and New Islington;
 - Salford City Centre Bee Network Package including Ordsall Chord Riverside Connection, Oldfield Road Corridor, Chapel Street/Trinity Way and Broughton cycleway enhancements; and
 - City Centre Triangle.
- Connectivity and capacity enhancements to our rail network through the Salford Central Rail Station upgrade, the Castlefield corridor (including new platforms 15 and 16 at Manchester Piccadilly Station – subject to formal government approval) and the Trans-Pennine Route Upgrade electrification to Stalybridge.
- Higher frequency of Metrolink services across the city centre, facilitated by the purchase of an additional 27 tram units.
- Electric bus fleet investment and 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.
- Smart integrated ticketing.



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CITY CENTRE TRANSPORT STRATEGY





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 also 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 and we will work with operators towards these goals. 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 and some services not running all the way into the centre. We want to redevelop Piccadilly Gardens and enhance this area with better quality public realm for people to enjoy.

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 currently

plays a complementary role in helping people travel around the city centre. The role and routing of Free Bus within the city centre may change over time and a refresh of the fleet will support our Clean Air ambitions.

We will ensure that changes to bus operations in the city centre and wider area do not significantly inconvenience bus users and are compatible with the objective of increasing bus usage as part of our vision for 90% of all morning peak trips to the city centre to be made by public transport and active travel before 2040. We will work with bus operators, users and wider stakeholders to develop more detailed proposals.

 **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 the potential for Salford Crescent to act as a focal point for growth in the north west of the city centre.

We will look at the feasibility of achieving further major metro capacity increases by using tunnels under the city centre. This solution would avoid taking scarce street-level space to expand the metro network and facilitate longer vehicles.





Our Rail — the rail network will need to be developed and services made far more reliable. In the nearer-term, longer trains 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 and in particular to ensure that our city centre is accessible to all, including people with disabilities and limited mobility. We have already started to trial some of this in response to the Covid-19 pandemic.

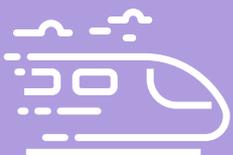
The city centre must be accessible to all people, including those with limited mobility. We want to expand our pedestrian priority zones across the city, enhance walking routes, and make it easier to cross our streets. Our vision is to transform some of Manchester’s most iconic streets and spaces. The car-free

Deansgate proposals in response to the Covid-19 pandemic are planned to become permanent, 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 improvement. 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 high-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 car use 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, 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. cycle, 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 cycles, 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.

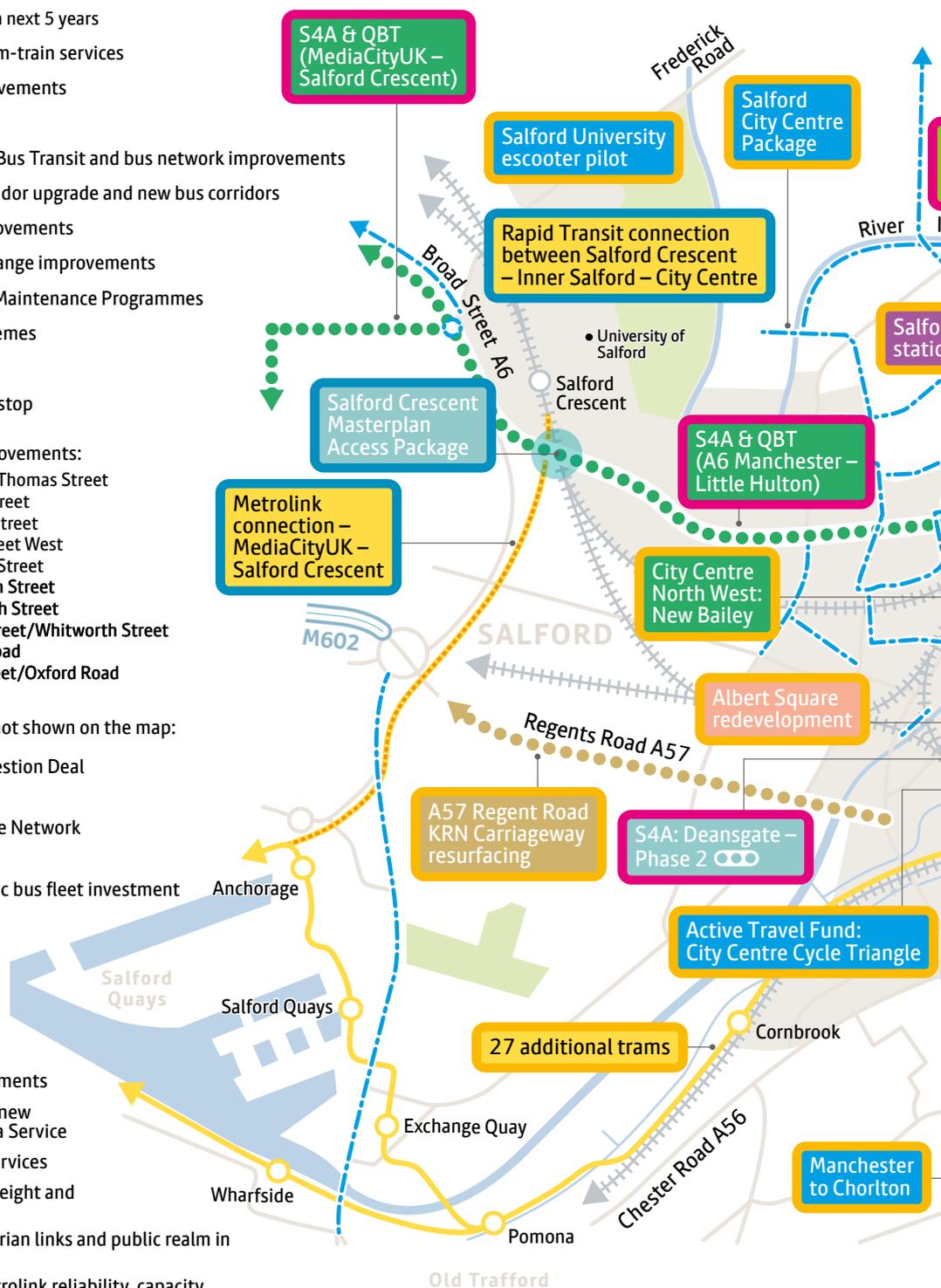


- Committed to delivering in next 5 years
- Business case to be completed in next 5 years
- Options to be developed in next 5 years
- Metrolink and Metro/tram-train services
- Rail infrastructure improvements
- High speed rail
- Streets for All & Quality Bus Transit and bus network improvements
- Streets 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
- Potential new Metrolink stop

- Pedestrian crossing improvements:
- 1 Nicholas Croft/Shudehill/Thomas Street
 - 2 Deansgate/John Dalton Street
 - 3 Portland Street/Princess Street
 - 4 Deansgate/Whitworth Street West
 - 5 Oxford Street/Whitworth Street
 - 6 Princess Street/Whitworth Street
 - 7 Sackville Street/Whitworth Street
 - 8 Aytoun Street/Fairfield Street/Whitworth Street
 - 9 Fairfield Street/London Road
 - 10 Charles Street/Hulme Street/Oxford Road

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
- Retrofitting buses and 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
- Innovation pilots and trial of new technologies eg. 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 reliability, capacity and service improvements, and stop upgrades
- Reform of the bus market
- Expanding car clubs to city centre residents
- Enhanced major walking routes and pedestrian priority areas
- Delivery of the NPR vision and rail conditions outputs



CITY CENTRE DELIVERY PLAN MAP

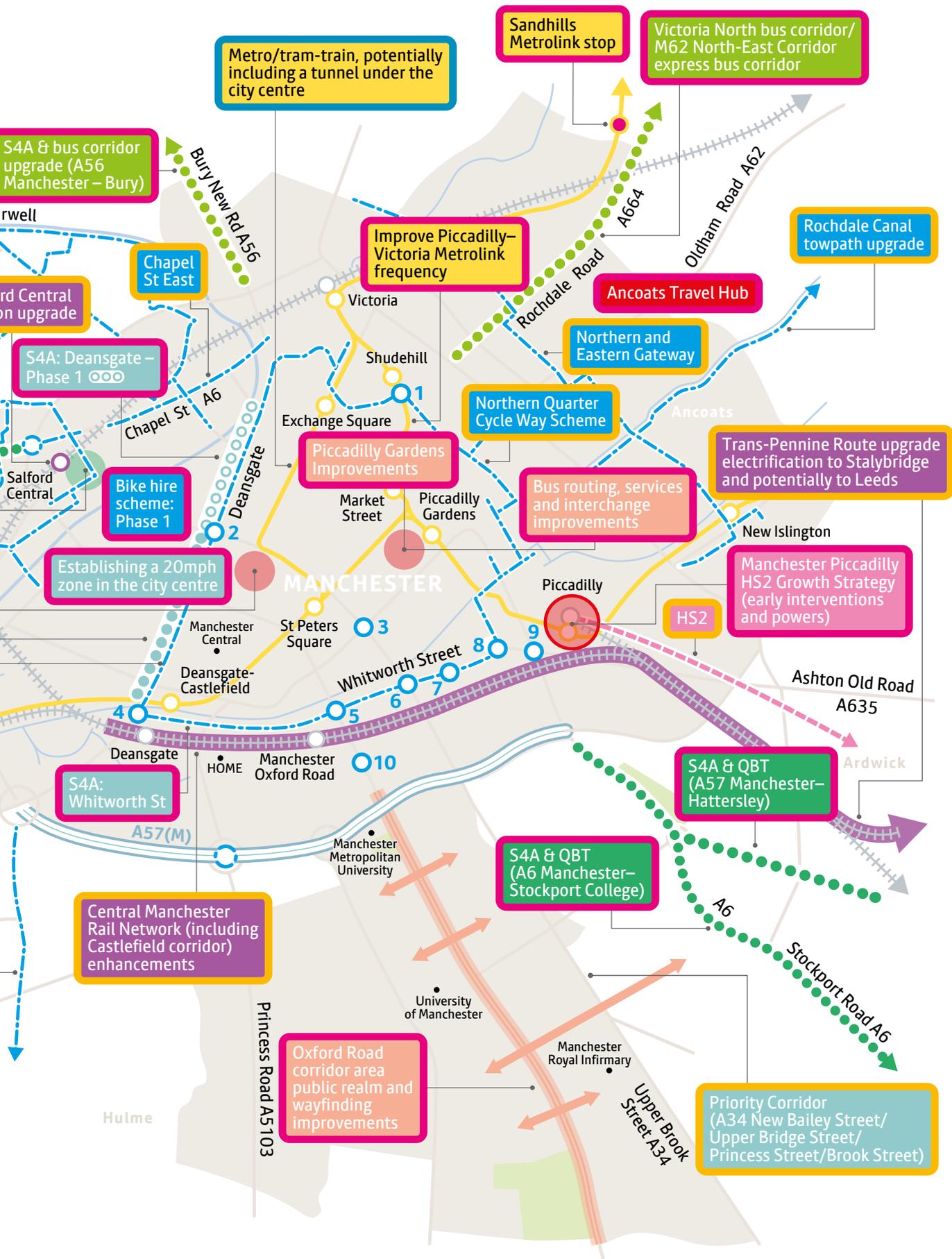
Subject to funding and business case approval

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Summary of Key Priorities and Actions

Our future transport interventions set out in this document need to focus on tackling climate change and reducing carbon, creating cleaner air, tackling social exclusion, supporting the health and economic recovery from the Covid-19 pandemic and helping to deliver the planned growth in the city centre. We are planning to focus 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.

The full City Centre Transport Strategy and further information can be found here:

www.tfgm.com/strategy



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Review & Reporting

As part of the annual review of the GM Transport Strategy 2040.



Bus Routing and Terminus Improvements

Supporting service changes, new cross-city services, better and new interchange facilities.



City Centre Streets & Spaces

Expanding accessible pedestrian priority through walking routes and crossings, maintaining access for disabled residents and visitors, buses, cycles, servicing and delivery.



Active Travel

Further active travel investment, including schemes like GM Bike Hire.



Sustainable Communities

Ensuring new and existing homes and businesses have the facilities to support sustainable travel.

Corridor Improvements

Delivering streets that support moving more people and goods to and from the city centre by sustainable modes.



Piccadilly Station

An integrated hub of local transport networks with high-speed northern and national rail services.

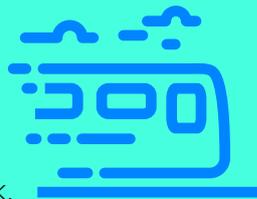


Rapid Transit

Potential connections to Salford Crescent, tram-train opportunities, and tunnelled services as part of a future metro network.

Rail Improvements

Reliable, higher capacity services, with an upgraded central Manchester rail network.



Future Transport & Shared Mobility

Exploiting new opportunities to reduce car dependency and deliver environmental benefits.



Clean Air Plan

Electric bus fleets, electric vehicle charging, and investigating an Ultra Low Emission Zone.

Engagement, Consultation, Assessment

Collaborating with residents, workers, businesses, operators and partners. Testing the impacts of our proposals, to clearly identify and mitigate negative impacts, to refine and maximise their success.

