



Transport for
Greater Manchester

GMCA GREATER
MANCHESTER
COMBINED
AUTHORITY



Greater Manchester
Local Enterprise Partnership





Integration at the heart of our 2040 Strategy

Old way

By mode



By district



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By mode



By district



New way



Our Vision



Supporting sustainable economic growth

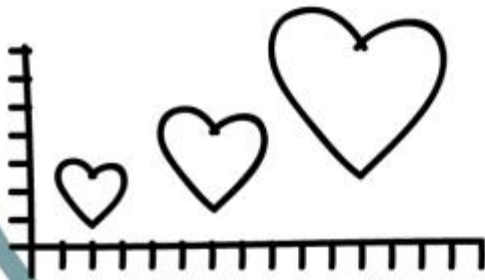


Protecting our environment

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

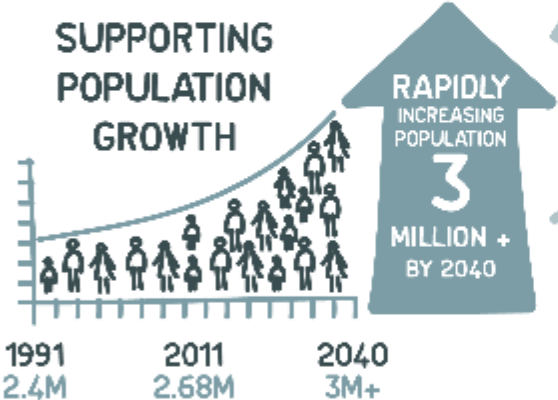


SUPPORTING SUSTAINABLE ECONOMIC GROWTH

AN INCREASE IN EMPLOYMENT



SUPPORTING POPULATION GROWTH



REQUIRING AT LEAST 227,000 MORE HOMES



+600,000 MORE TRIPS ON OUR TRANSPORT NETWORKS EVERYDAY BY 2035



IMPROVING THE QUALITY OF LIFE

1/5 OF THE GM POPULATION LIVES IN ONE OF THE 10% MOST DEPRIVED AREAS OF THE UK



31% OF HOUSEHOLDS HAVE NO CAR



1/2 OF ALL ADULTS DO NOT GET THE RECOMMENDED LEVEL OF PHYSICAL ACTIVITY



£35M

THE COST TO THE NHS IN GREATER MANCHESTER OF PHYSICAL INACTIVITY

BY 2040
1-IN-4
ADULTS WILL BE OVER 60



1-IN-6
ADULTS WILL BE OVER 70



HALF OF ALL TRIPS ARE LESS THAN

2KM



AND 38% OF THESE SHORT TRIPS ARE BY CAR

Greater Manchester has reduced accident rates to below the national average

KSIs PER 100,000 POPULATION



but we still have a high number of pedestrian and cycle injuries

1000 PEDESTRIANS INJURED ON GM ROADS (2014)

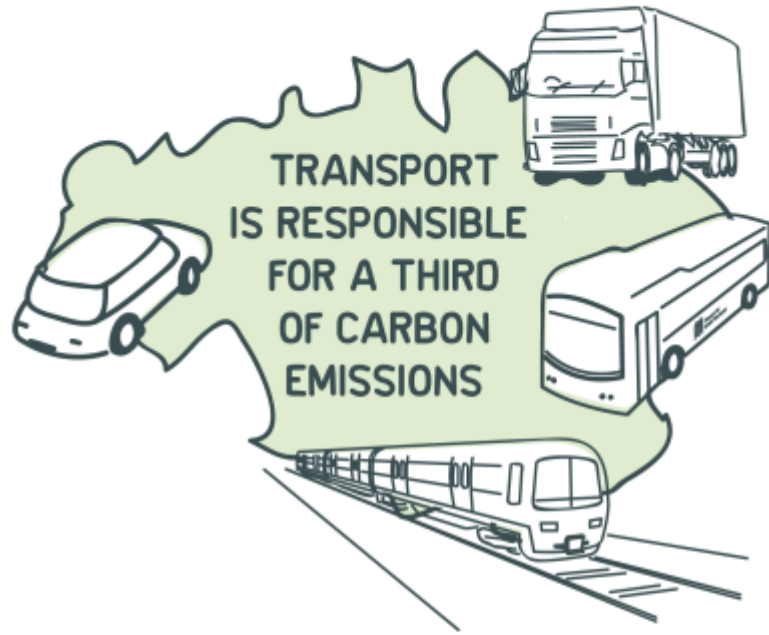
569 CYCLIST INJURED ON GM ROADS (2013)

and many of these involve children



OVER **1/3** WERE CHILDREN (AGED 0-15yrs)

PROTECTING OUR ENVIRONMENT



48%
CARBON
REDUCTION
BY 2020



£20bn

ECONOMIC
COST IF WE DO
NOT TACKLE
CLIMATE CHANGE



13%

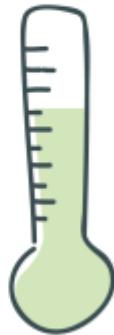
INCREASE IN
WINTER RAINFALL



AND ANNUAL MEAN
TEMP RISE OF UP TO

+2.3°C

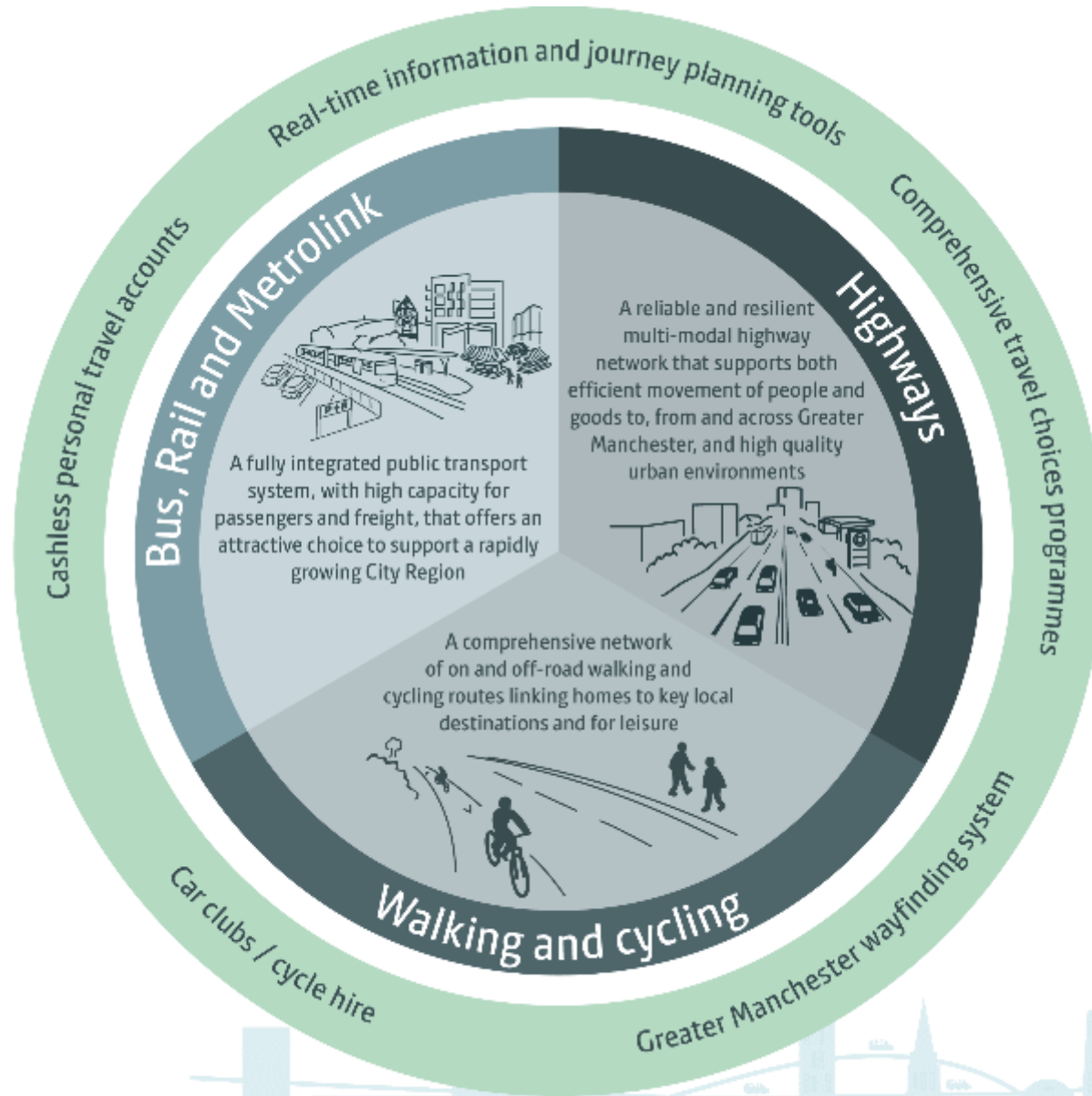
BY 2050



Our network principles



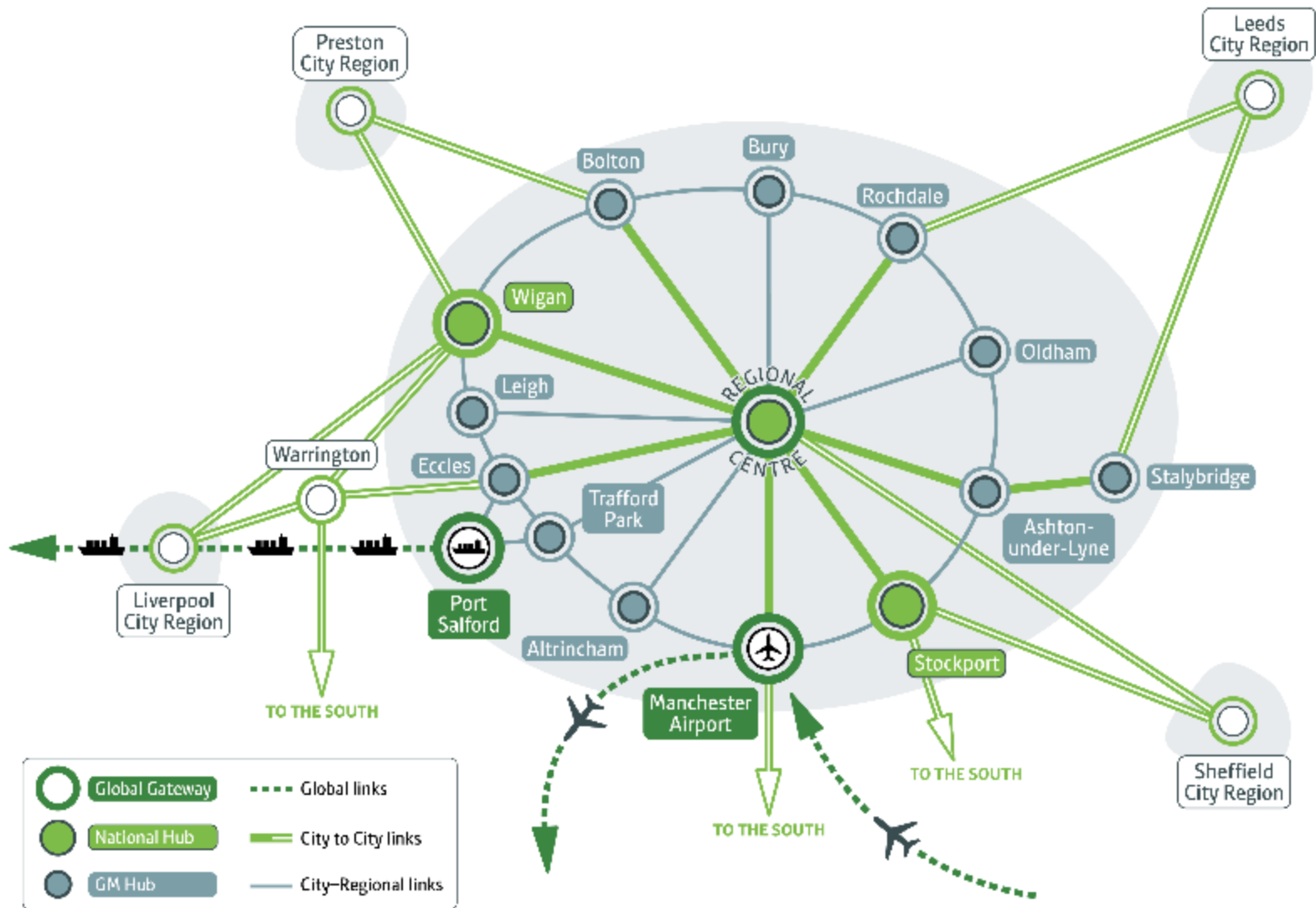
Our modal principles



Our 2040 spatial themes



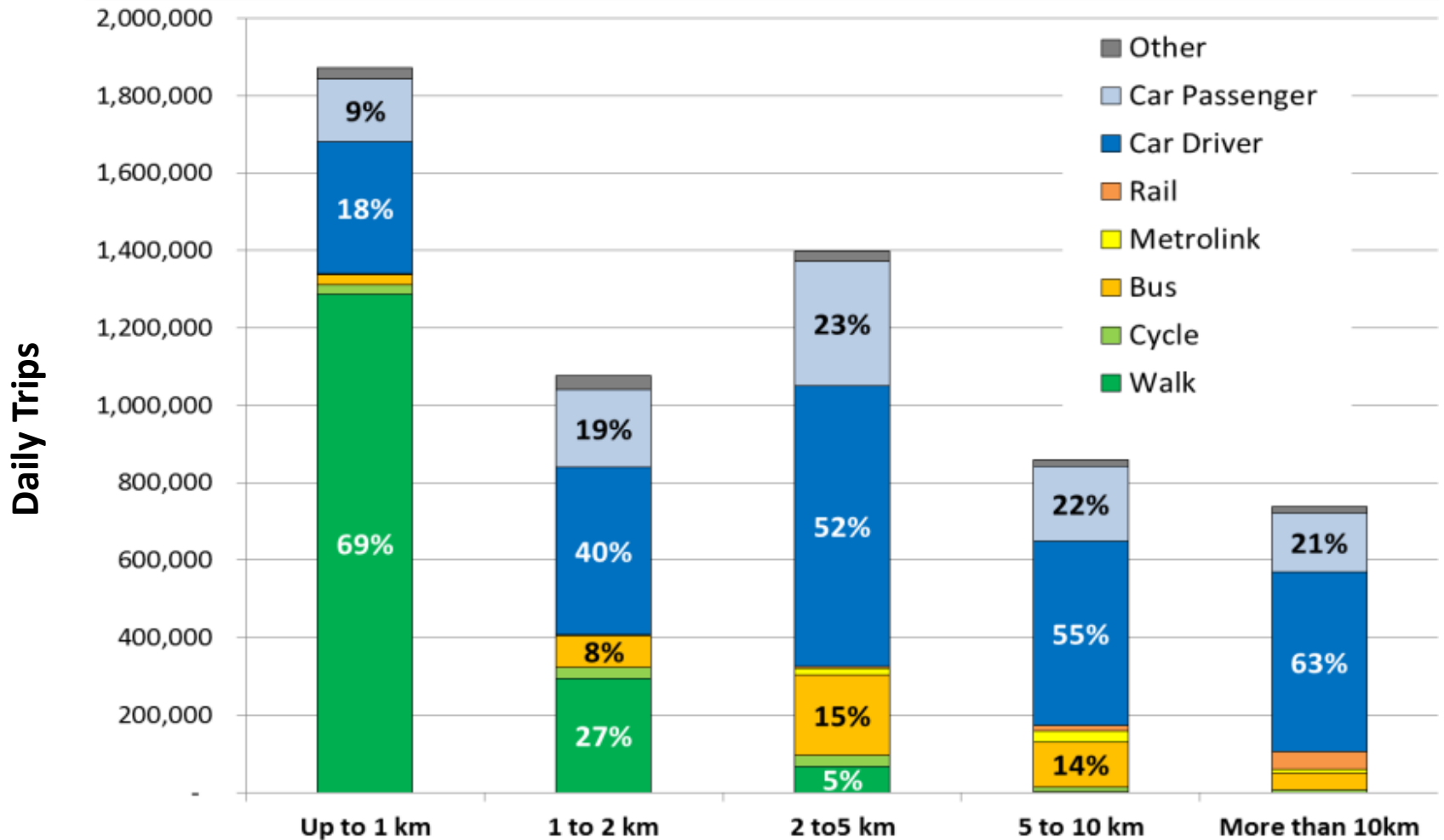
A full integrated public transport network



The role of buses in delivering our air quality ambitions



The role of bus for different length trips



** All trips by GM residents - including those that end outside GM*

Breakdown of vehicle types on Greater Manchester roads.

79%



14%



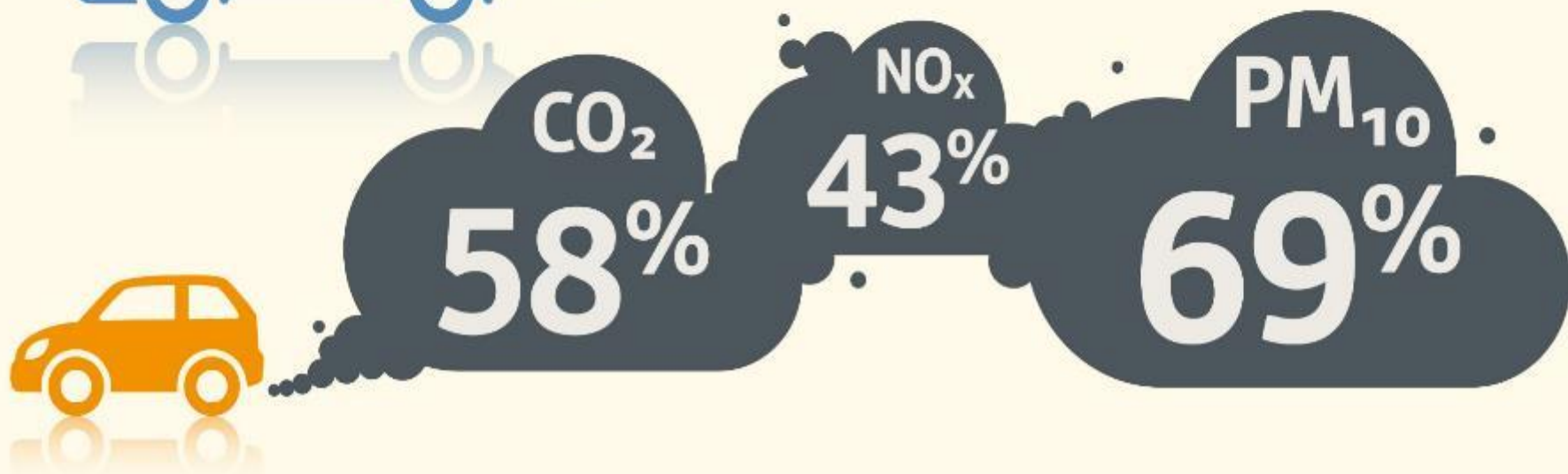
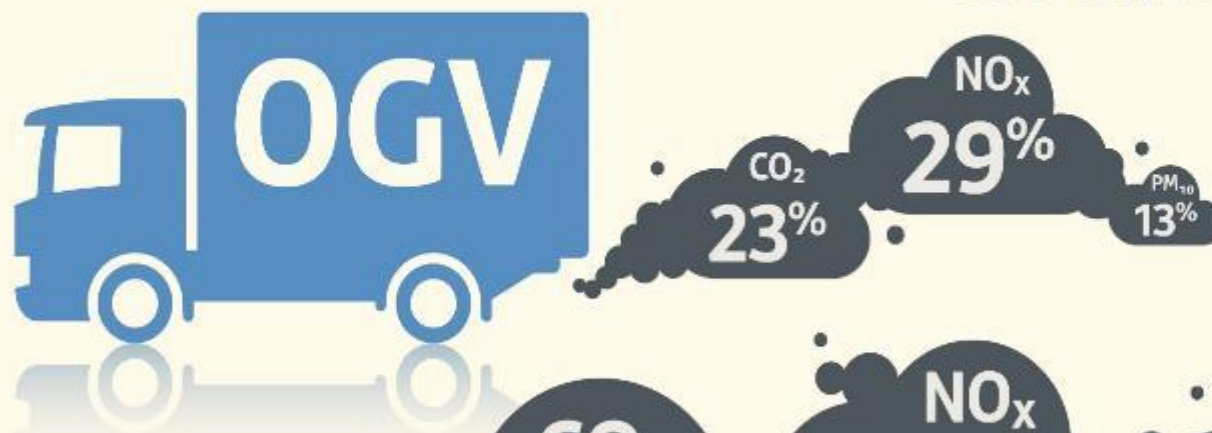
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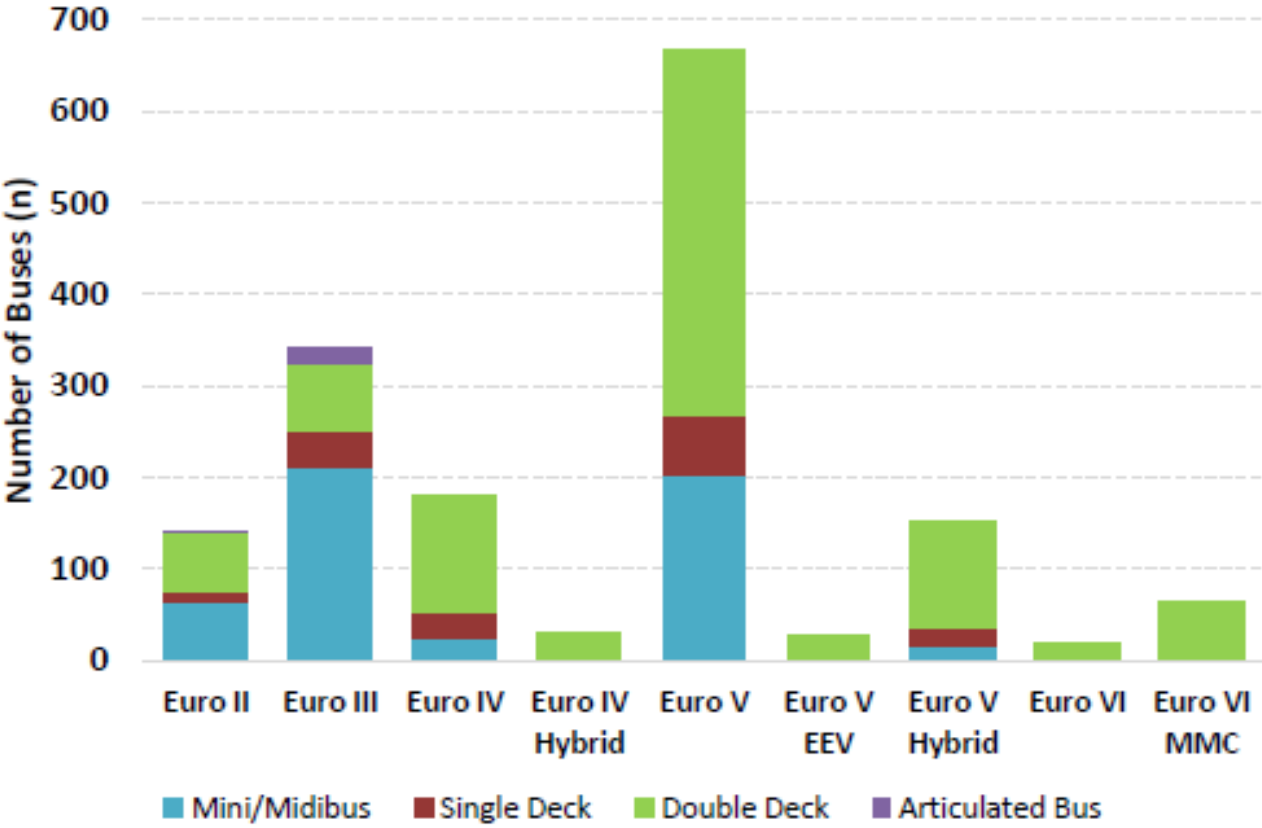
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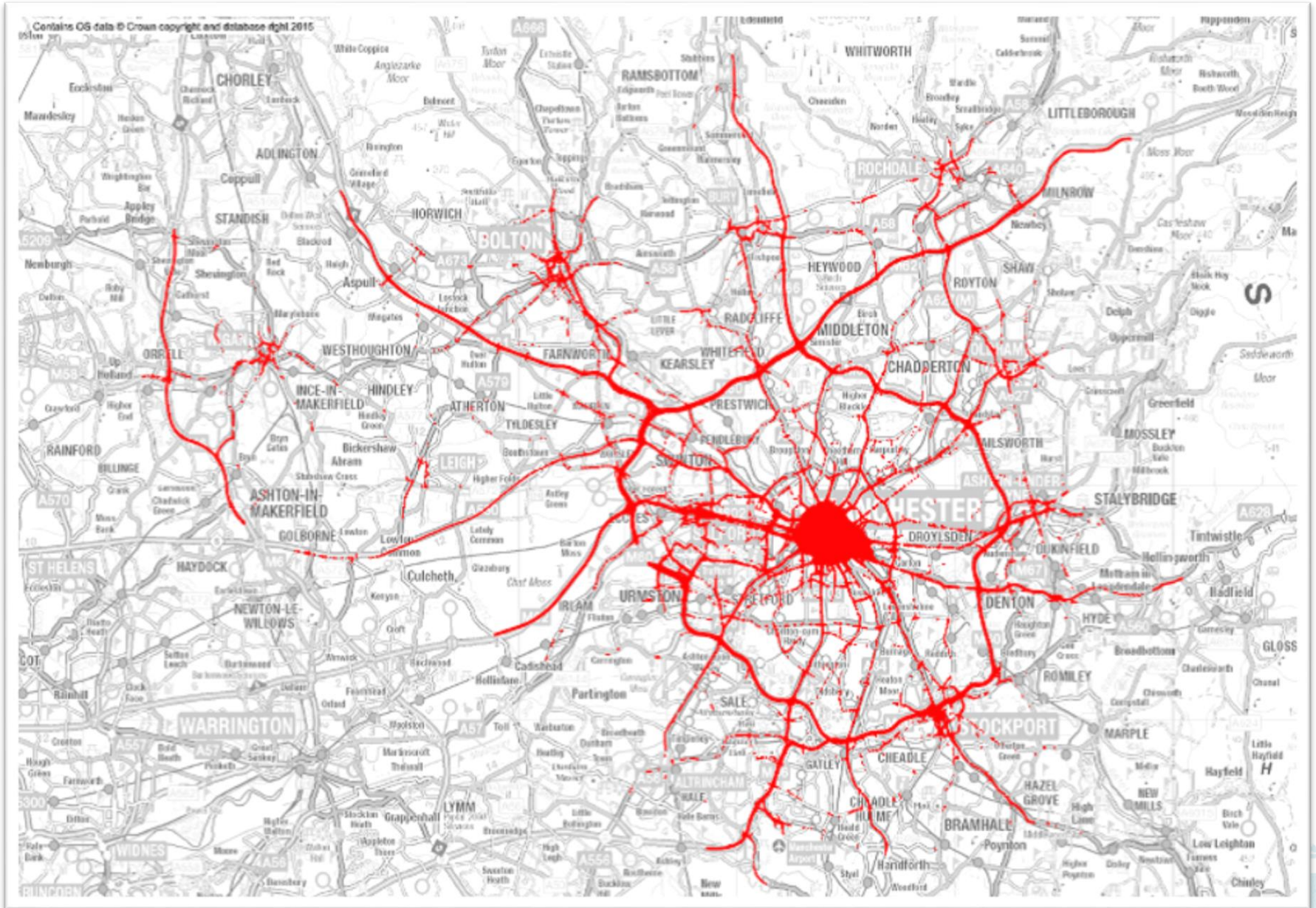
Levels of key pollutants, and which vehicle types are responsible.



Bus Fleet Type & Euro Emission (April 2016)



Air Quality Management Area



New Investment

- Global connectivity
- City-to-city links
- Regional centre connectivity
- Travel across the city-region
- Connected neighbourhoods
- GM-wide programmes

Service Delivery

- Integrated planning and funding
- Key route network
- Rail station devolution
- Integrated bus network

Maintenance and Renewal

- Highways
- Rail and Metrolink
- Passenger facilities
- Off-road pedestrian and cycle routes

Final thoughts...



Thank you!

tfgm.com/2040

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