

Draft City Centre Transport Strategy to 2040

October 2020

The future of travel for the city centre

Today

67,000
residents



2040

+100,000
residents

140,000
jobs

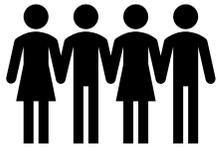


250,000
jobs

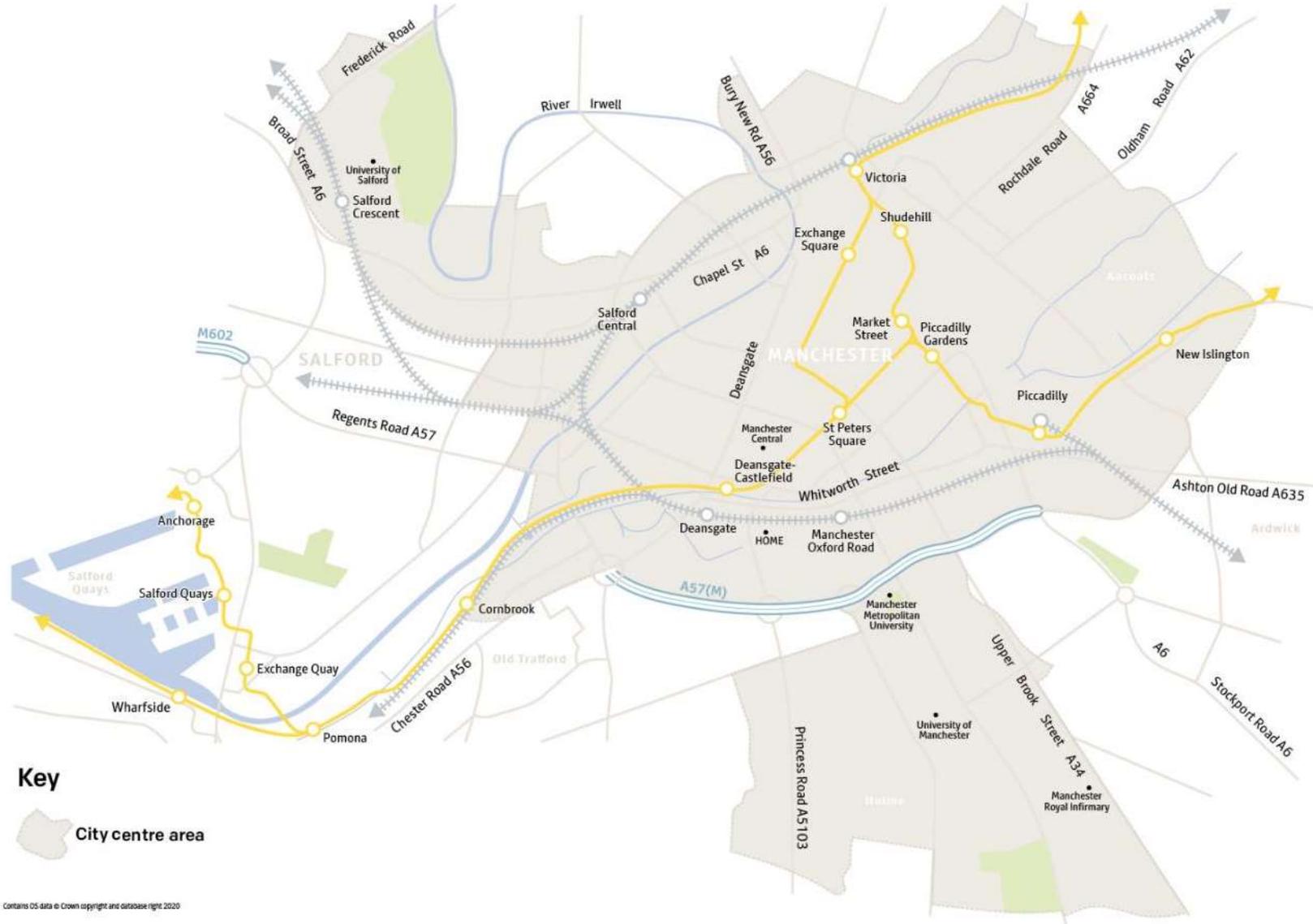
Our vision and ambitions support recovery from **Covid-19**, our aim to be a **zero carbon city by 2038** and our commitments to **clean air**, as well as support the bold and ambitious long term growth plans. We continue to plan for:

- More people living in the city centre area
- More jobs in the city centre area
- More activity in the city centre area including retail, leisure, sport and cultural events
- Major developments and regeneration
- Major planned transport infrastructure investment
- Transport innovations changing travel as we know it

... leading to increased numbers of people travelling to and from the city centre, along with moving around the city centre



City centre area



Key
City centre area

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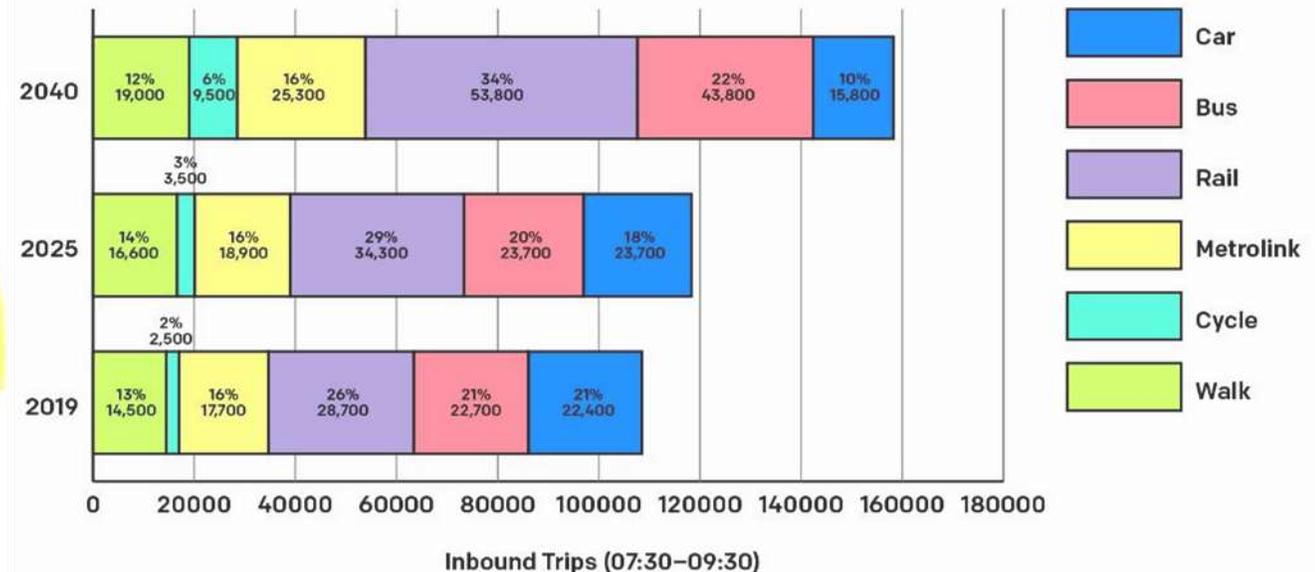


The vision

"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."

- Our central aim is for 90% of morning peak trips into the city centre to be made on foot, by bicycle or public transport before 2040; and
- For walking to become the main mode of travel for getting around the city centre.

In support of GM's Transport Strategy 2040 and the Right Mix Vision for a million more sustainable journeys every day, by 2040.



Ambitions

The ambitions have been set considering the recovery from **Covid-19**, the context of a future expanded city centre with more jobs and homes and supporting e.g. **GMSF / Local Plans, HS2/NPR, Bus Reform, Made to Move, the Clean Air Plan and Carbon Reduction.**





Summary of key proposals

Our Bus

Bus routing and terminus changes including proposals for Piccadilly Gardens including the closure of Oldham St Loop, better use of Shudehill and potential new interchange at Piccadilly Station

Our Metrolink

Longer term – potential tram-train services, connection to Salford Crescent and a tunnel under the city centre as part of a potential metro network

Our Rail

More reliable and higher capacity services in advance of infrastructure improvements to the current central Manchester network in addition to HS2 and NPR plans

Our Streets

Expand pedestrian priority zones, improved walking routes and crossing points. As part of proposals for Albert Square, Piccadilly Gardens and Deansgate

Our Streets

Deliver cycling commitments for Central Salford, the Northern Quarter etc as part of forming the city centre triangle and city centre wheel. Supported by less traffic and 20mph streets

Our Integrated Network

Clean Air Plan measures and assessment of a ULEZ. Managing parking and delivery & servicing needs. Potential future mobility solutions eg travel hubs, e-scooters, e-cargo bikes



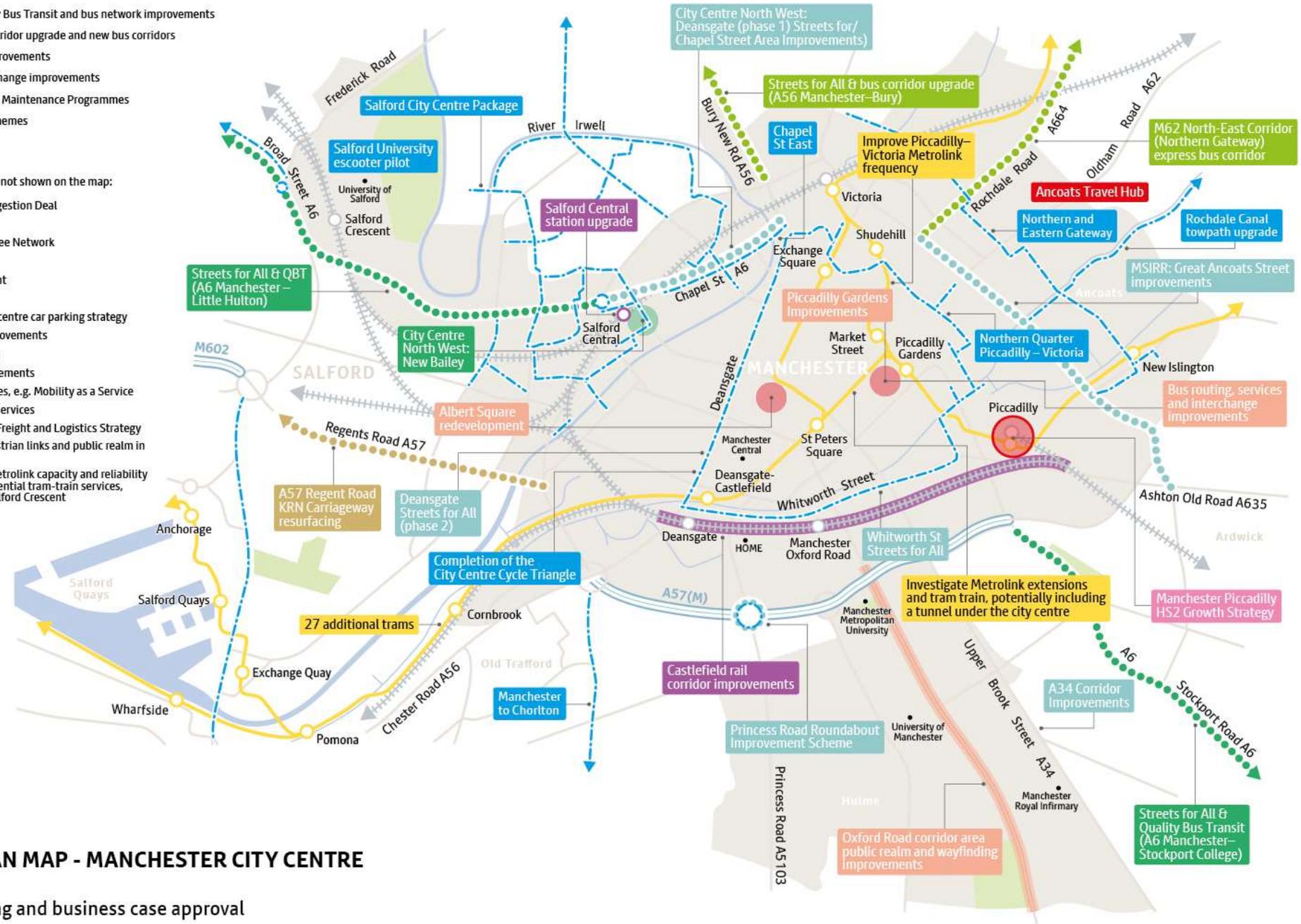


Summary of key proposals

- 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

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Next steps

Consultation on DRAFT CCTS – until 4 November

More info including survey at:

www.manchester.gov.uk/consultations

Engagement with key stakeholders

Publish and adopt final CCTS early 2021

