



Transport for
Greater Manchester

GMCA
GREATER
MANCHESTER
COMBINED
AUTHORITY



Greater Manchester
Local Enterprise Partnership

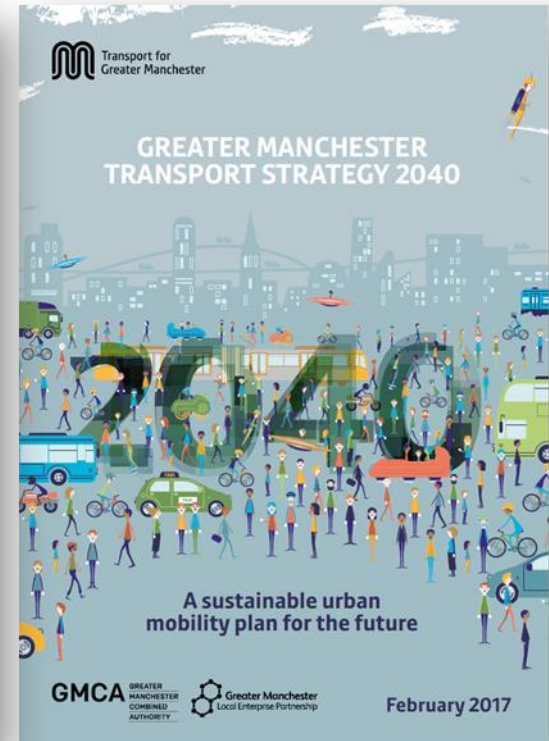
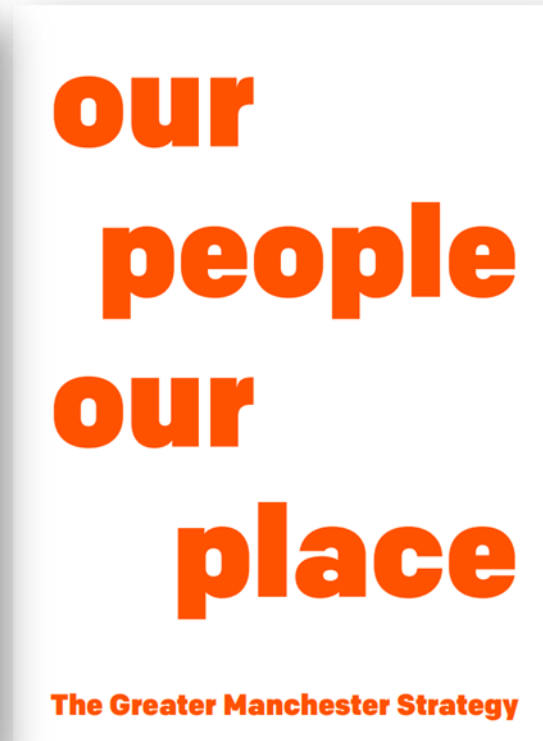
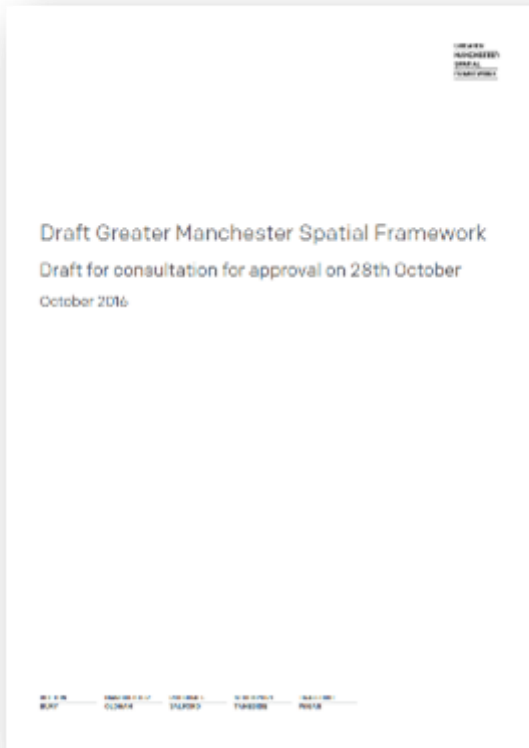


Adopting a Vision-Led Approach in Greater Manchester

Nicola Kane, TfGM
2nd May 2018



A new long-term strategic context for GM



Place

People

Assets



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Old way

By mode



By district



New way



People

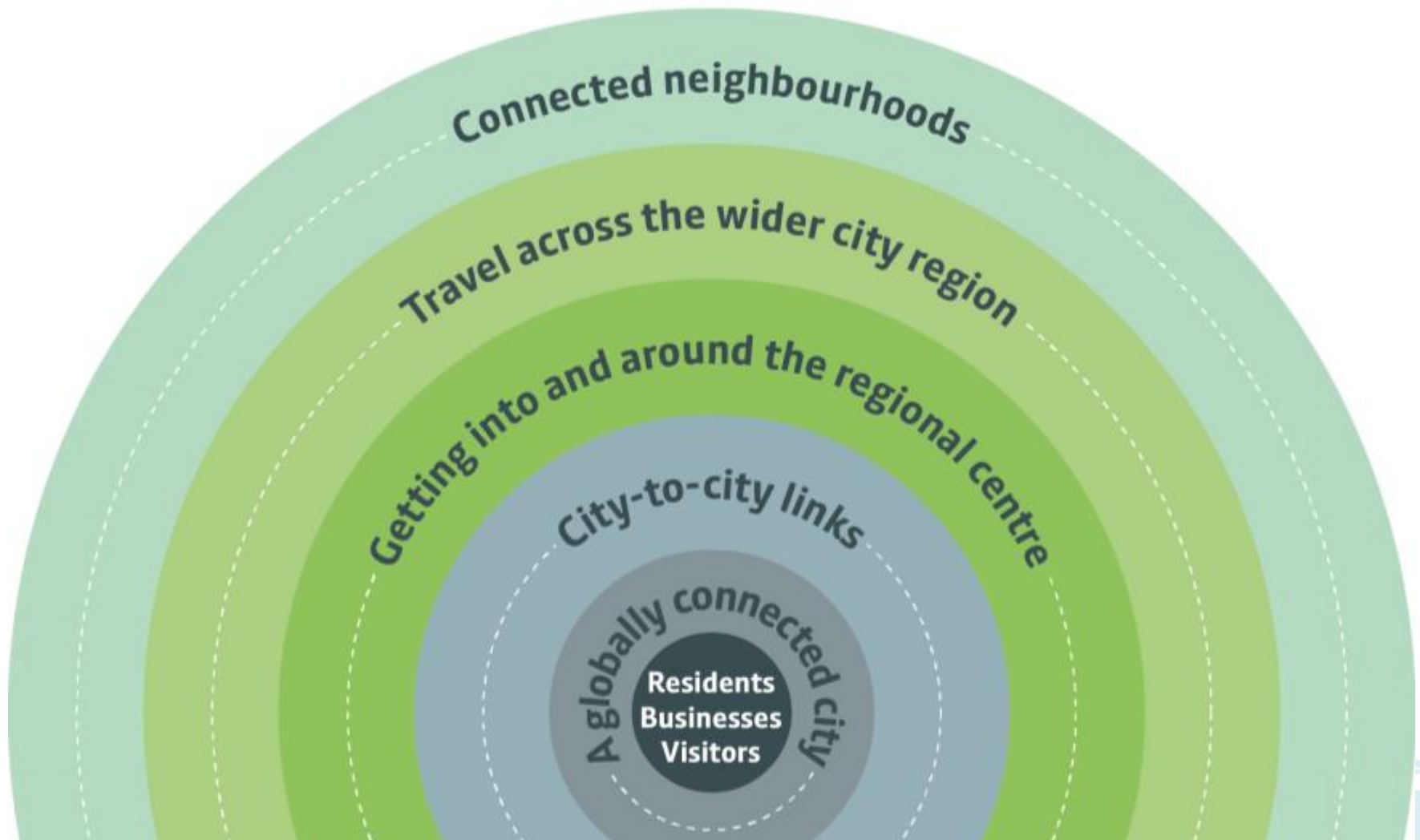


Places



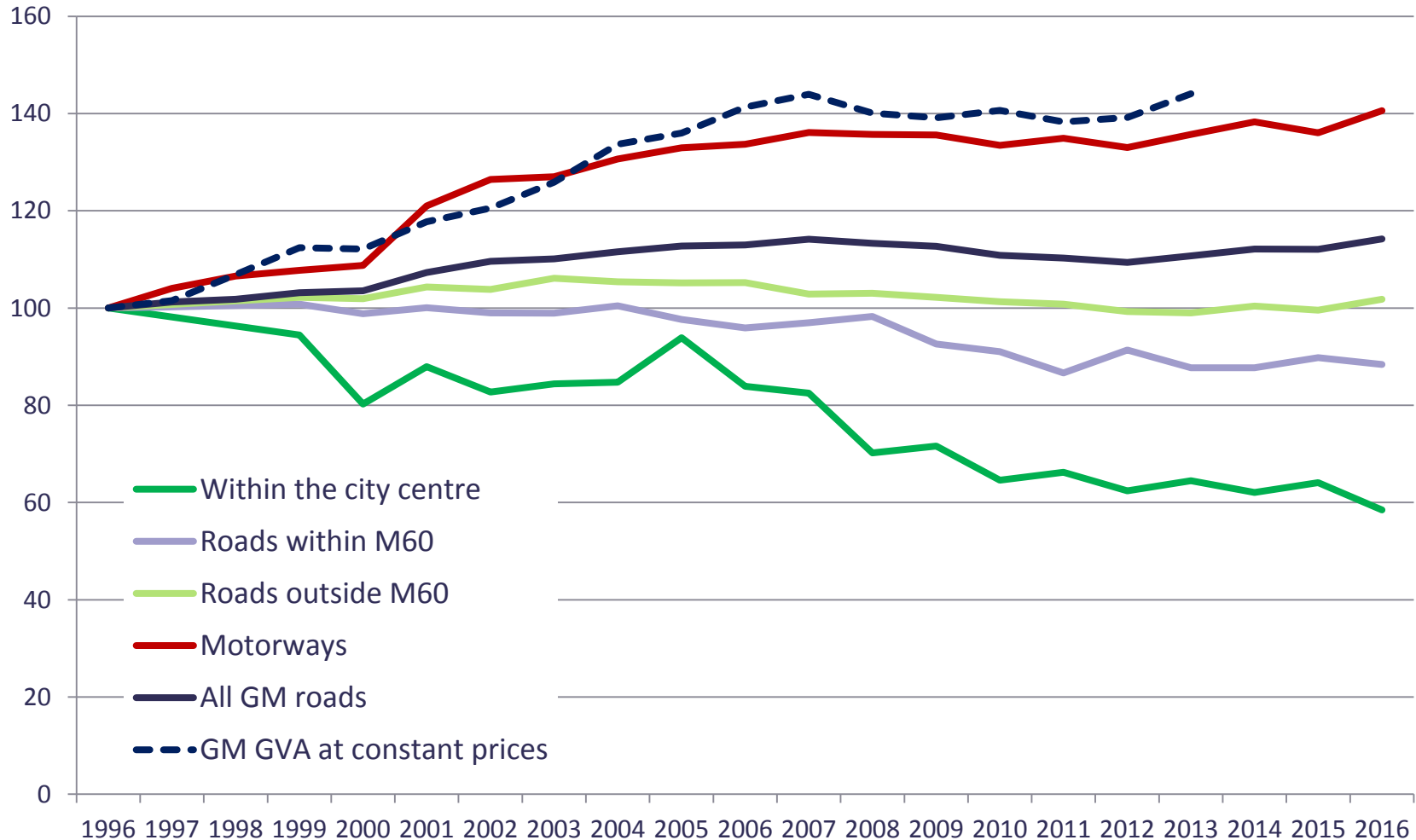
Seamless journeys

Our Spatial Themes

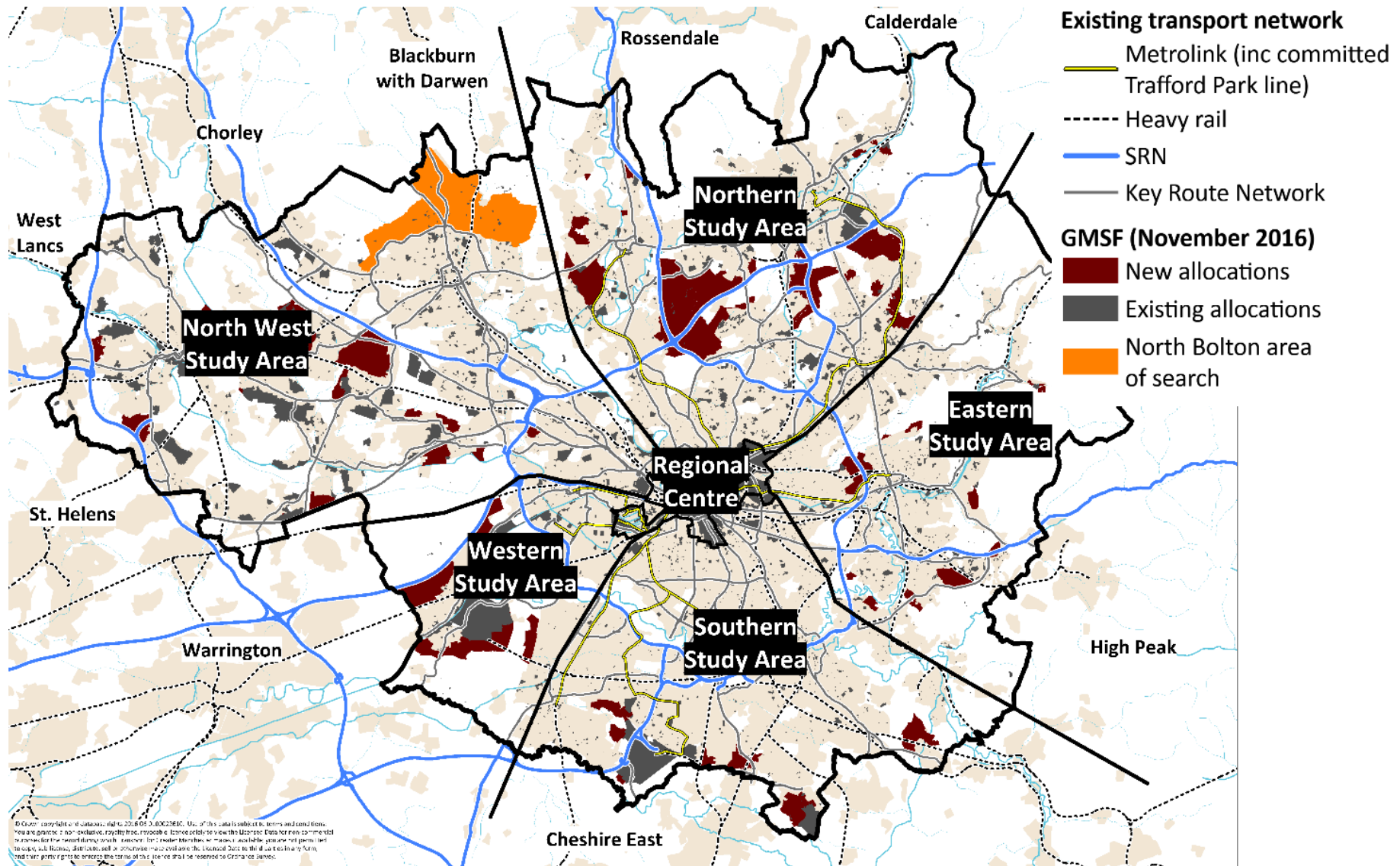


Traffic Trends Vary Significantly Across the Network

Annual motor vehicle kilometres index and GM GVA



Integrated transport and land-use planning

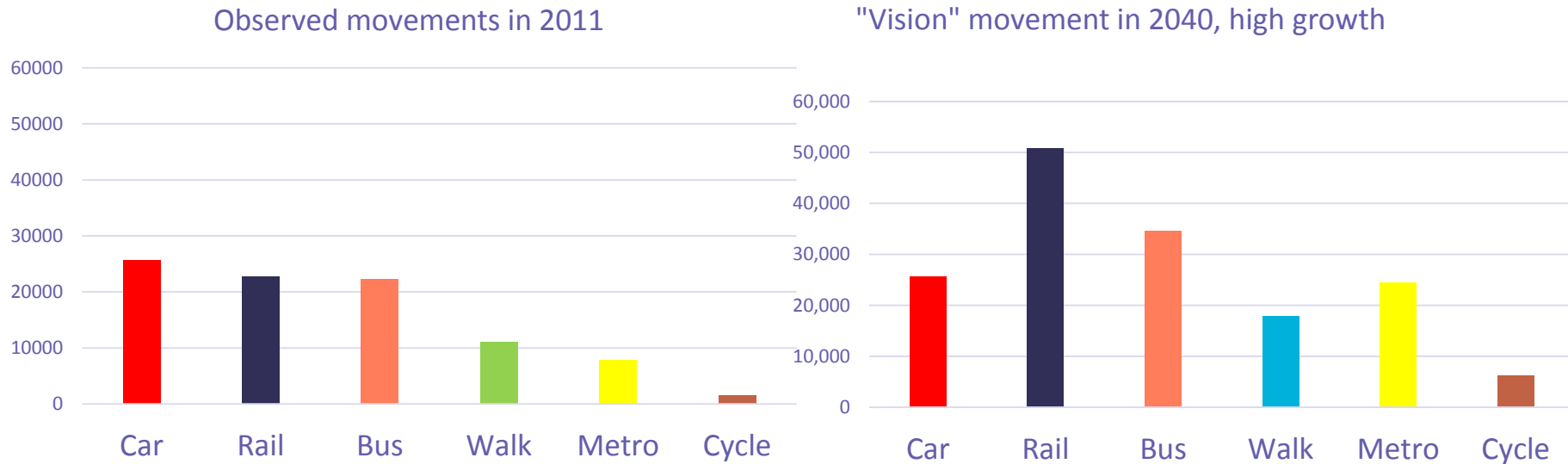


Vision-led modelling for GMSF

- 4 broad scenarios are being tested using TfGM Strategic Model:
 - Current Day Conditions
 - A Future Year “DfT Methodology” Scenario
 - A Future Year “Continuation of Recent Investment & Policies” Scenario
 - A Future Year “GMS Vision” Scenario



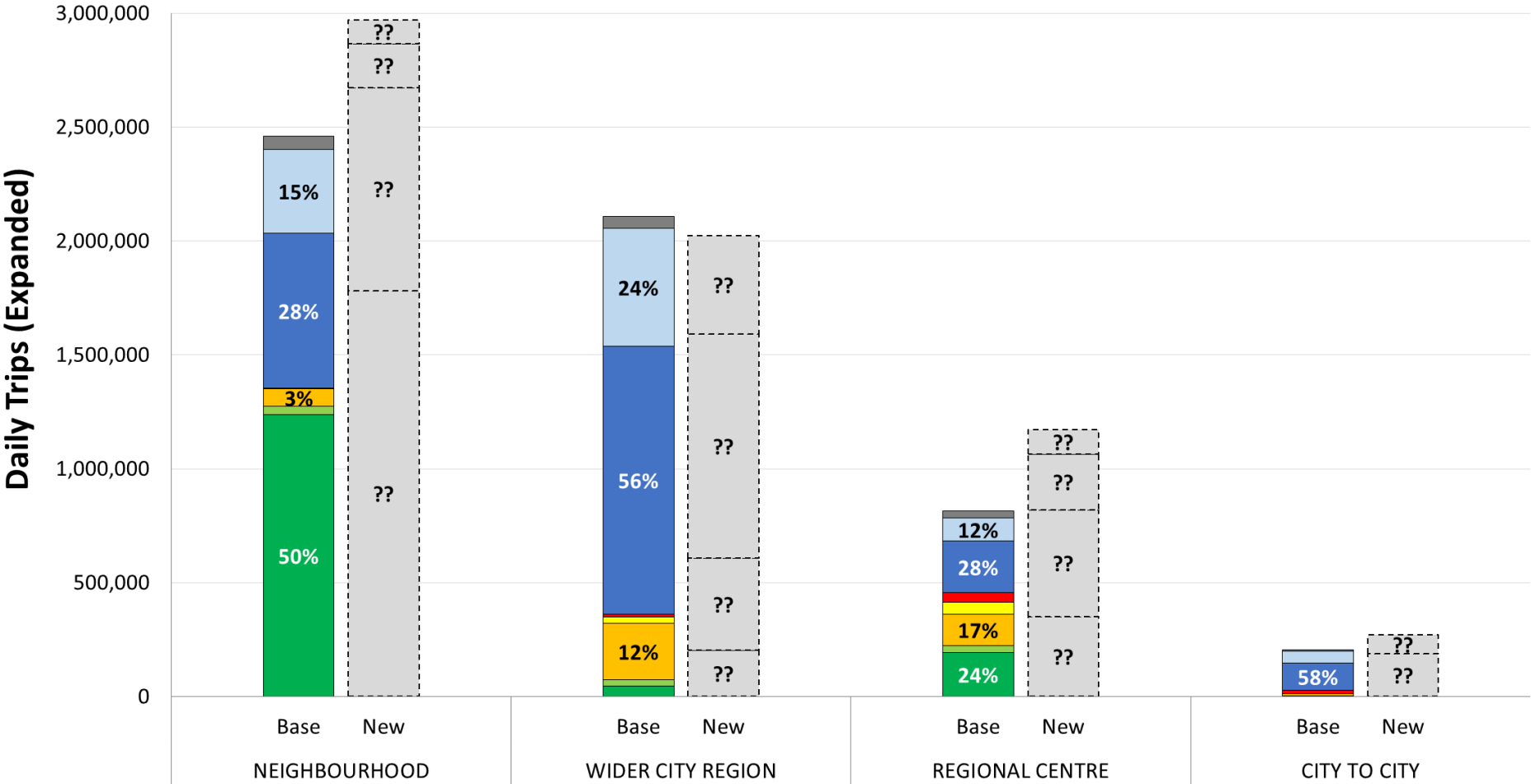
AM Peak inbound travel across the Manchester City Centre cordon in 2011 and 2040



Peak-period car travel to the city centre will need to remain constant with all growth accommodated by other modes.



Quantifying our Vision



Key Challenges

- Agreeing how we validate the vision and adapting our toolkit– evolution rather than revolution?
- Building local multi-sector consensus
- Building consensus with Government and national agencies
- Developing better insight into the drivers of future travel demand





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Thank you
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