Greater Manchester Transport 2040: Pursuing Innovative MaaS and Freight Solutions

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Chief Executive, Transport for Greater Manchester
A new long-term strategic context for GM

our
people
our
place

The Greater Manchester Strategy

Places  People  Assets
Transport Vision

World class connections that support long-term, sustainable economic growth and access to opportunity for all.
SUPPORTING SUSTAINABLE ECONOMIC GROWTH

AN INCREASE IN EMPLOYMENT

+199,700 JOBS

2011: 1.25 MILLION
2035: +1.4 MILLION

SUPPORTING POPULATION GROWTH

1991: 2.4M
2011: 2.68M
2040: 3M+

RAPIDLY INCREASING POPULATION 3 MILLION + BY 2040

REQUIRING AT LEAST 227,000 MORE HOMES

2011 DWELLINGS 1.2 MILLION
2040 DWELLINGS +1.4 MILLION

+600,000 MORE TRIPS ON OUR TRANSPORT NETWORKS EVERYDAY BY 2035
A new approach to planning for different modes

Bus, Rail and Metrolink:
A fully integrated public transport system, with high capacity for passengers and freight, that offers an attractive choice to support a rapidly growing City Region.

Highways:
A reliable and resilient multi-modal highway network that supports both efficient movement of people and goods to, from and across Greater Manchester, and high quality urban environments.

Walking and cycling:
A comprehensive network of on and off-road walking and cycling routes linking homes to key local destinations and for leisure.

Cashless personal travel accounts
Car clubs / cycle hire
Real-time information and journey planning tools
Comprehensive travel choices programmes
Greater Manchester wayfinding system
Managing Freight & Logistics
Growth in Light Goods Vehicle Kilometres (millions)

Traffic Attributable to:
- Light Good Vehicles, has **risen 62%**
- Other Goods Vehicles including HGV’s, **declined over 26%**
Air Quality

- Introducing localised freight priority at traffic signal junctions
- Detector card identifies heavy freight vehicles, triggering green extension
- Installation of Air Quality Sensors
Safety

- Installation of Trixi Mirrors
- Kerb segregation for cyclists
- 1200 commercial vehicles on Urban Safe Driving Course
- CLOCS accreditation required on TfGM construction procurement
- Sharing weigh-in-motion data with vehicle licensing authorities to reduce the number of overladen trucks
Mobility as a Service
MaaS Proof of Concept (PoC)

**Aim:**
To provide a robust **case for MaaS** in Greater Manchester, that meets our strategic goals.

<table>
<thead>
<tr>
<th><strong>TfGM MaaS Proof of Concept</strong></th>
<th><strong>JOURNEY PLANNING</strong></th>
<th><strong>MULTI-MODAL TRAVEL</strong></th>
<th><strong>EASY WAYFINDING</strong></th>
<th><strong>REAL TIME INFORMATION</strong></th>
<th><strong>RE-ROUTING</strong></th>
<th><strong>INTEGRATED TICKETING</strong></th>
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</thead>
<tbody>
<tr>
<td>Preference based planning</td>
<td>Flexible</td>
<td>Informed</td>
<td>Updated</td>
<td>Avoid delays</td>
<td>Board and go</td>
<td>Travel card covered all buses, trams, Local Link (DRT) and car share.</td>
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<tr>
<td>Range of information sources used</td>
<td>Ability to utilize 7 travel modes</td>
<td>Map links for easy wayfinding</td>
<td>Notified of any delays on route</td>
<td>Alternative journey plans created</td>
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PoC Key Findings

73% of journeys included 2 or more transport modes

21% of participants are more willing to use active travel modes, post PoC.

26% of participants more willing to use public transport, post PoC.

Integrated ticketing and real time updates are the favourite functionalities from users.

Real time updates & re-routing, easy wayfinding, and journey planning helped to reduce travel related stress

Commercially sensitive (do not share without prior approval from Atkins and TIGM)
Thank you

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Chief Executive, Transport for Greater Manchester

www.tfgm.com/2040