



Date of Meeting	16 <sup>th</sup> November 2020
Portfolio	Cabinet Member for Quality of Place
Report Author	Mark Robinson
Public/Private Document	Public

## GM 2040 Transport Delivery Plan/District Local Implementation Plan

### Executive Summary

#### 1. Introduction

- 1.1 Alongside work to prepare a refreshed Greater Manchester Strategy (GMS) and the next version of the Greater Manchester Spatial Framework (GMSF), Transport for Greater Manchester (TfGM) has been working with the GMCA, the ten Greater Manchester councils and the Greater Manchester Mayor to prepare new, and updated, transport strategy documents that cover our entire city-region.
- 1.2 This work includes a refreshed version of our long-term, statutory local transport plan - the Greater Manchester Transport Strategy 2040 - and a final version of Our Five-Year Delivery Plan (2020-2025) which sets out the practical actions planned to deliver the Strategy over the next 5 years. In addition, ten new Local Implementation Plans have also been prepared (one for each Greater Manchester council) setting out transport priorities and smaller interventions to achieve these ambitions at a local level.

### Recommendation

2. Members are asked to provide comments on the report prior to its consideration by Cabinet at its meeting of 19<sup>th</sup> November 2020.
  - 2.1 Members are recommended to endorse the refreshed Greater Manchester Transport Strategy 2040 and the final version of Our Five-Year Delivery Plan for approval by GMCA and publication in November 2020, alongside GMSF.
  - 2.2 Members are also recommended to approve the publication of the supporting Local Implementation Plan as an appendix to Our Five-Year Delivery Plan, acknowledging that these are “live” documents and will be subject to regular review and update as appropriate.

## Reason for Recommendation

3. To provide details of the content and publication arrangements for the refreshed Greater Manchester Transport Strategy 2040, Our Five Year Delivery Plan (2020-2025) and Local Implementation Plan. The report considers these documents alongside other planned strategic activities.

## Key Points for Consideration

### 4. The Greater Manchester Transport Strategy 2040

- 4.1 First published in February 2017, the Greater Manchester Transport

Strategy 2040 (hereafter referred to as the “2040 Transport Strategy”) is our city-region’s statutory transport plan. Over three years after the Strategy was first published, its 2040 Vision - for Greater Manchester to have ‘**World class connections that support long-term, sustainable economic growth and access to opportunity for all**’ – remains highly relevant. The steps that need to be taken to achieve this Vision have evolved significantly, however.

- 4.2 The initial version of the 2040 Strategy made clear that we would ‘review our Strategy on a regular basis to respond to changing trends and new opportunities and priorities’. The Strategy has therefore undergone a ‘light touch’ policy refresh to reflect work undertaken, and the changed context, since 2017.

- 4.3 In particular, the refreshed 2040 Transport Strategy will include reference to: the “Right-Mix” ambition for at least 50% of all journeys to be made by active travel and public transport by 2040; details of the GM Mayor’s ‘Our Network’ plan to create an integrated, modern and accessible transport network; an increased emphasis on the importance of cycling and walking; the climate emergency declared by GMCA and all ten councils; and the development of the GM Clean Air Plan.

- 4.4 The document has also been updated to reflect the contemporary devolution agenda, including publication of the Bus Reform business case and GM Rail Prospectus; ongoing work to develop our 2040 sub-strategies including: Streets for All, City Centre Transport Strategy, Local Bus Strategy, Rapid Transit Strategy, Freight Strategy; and further development of the Greater Manchester Spatial Framework, including the growing emphasis placed on regenerating town centres.

The refreshed 2040 Transport Strategy will be published in early December.

## **Our Five-Year Delivery Plan**

4.5 The long-term approach to planning our transport network, set out in the 2040 Transport Strategy, is underpinned by a series of five-year Delivery Plans. The first Delivery Plan (2016-2017 to 2021-2022) was published in 2017, alongside the 2040 Transport Strategy.

4.6 An updated, draft Delivery Plan was published for consultation – alongside the first version of the GMSF - in January 2019. A final version of this document has now been prepared.

4.7 **Our Five-Year Delivery Plan** sets out the practical actions planned, over the next 5 years, to deliver the 2040 Transport Strategy and achieve the transport ambitions of the GMCA and the Mayor, in parallel with the development of the GMSF. The Delivery Plans have been presented under the following headings

4.8 **Committed transport schemes** – those with funding secured and to be delivered within the next 5 years

Within Rochdale Borough these include the South Heywood Junction 19 link road, Kingsway loop road, upgrade of M60/M62 Simister roundabout and completion of Castleton – Rochdale cycle corridor scheme..

4.9 **Complete business cases** – those transport schemes for which business cases will be completed and funding sought for delivery

These include the extension of South Heywood link road to include M66 Junction 2 and 3 improvements, tram – train Rochdale to Heywood via Castleton, A58 Streets for All package in Heywood and Rochdale town centres, electrification of the Calder Valley rail line, Slattocks rail station, Rochdale station park and ride upgrade and Northern Gateway bus corridor.

4.10 **Develop Options** – those emerging transport schemes for which further feasibility options will be developed in the next five years, including funding for business case development will be sought

These include extension of the Metrolink to Middleton town centre, the extension of the Heywood tram – train to link to Bury town centre via Northern Gateway, more frequent suburban rail services along the Calder Valley rail line, Streets for All improvements within Middleton town centre, upgraded M66 Junction 3 and bus rapid transit links to serve the Northern Gateway.

4.11 It is worth noting there will be flexibility in timings of schemes as the availability of external or private sector funding opportunities may lead to changes in the prioritisation or delivery of schemes.

4.12 Together, these documents offer an integrated approach to transport and land use planning, by identifying the strategic transport interventions required to deliver the scale of growth set out in the GMSF.

4.13 The Delivery Plan also helps to inform the continued development of the

Greater Manchester Infrastructure Programme (GMIP). It provides details of GM's updated transport asks of government when it comes to funding, powers and functions. The Delivery Plan is aligned with the National Infrastructure Commission's recommendation for multi-year infrastructure funding settlements to city-regions.

- 4.14 Our Five-Year Delivery Plan supports the implementation of “**Our Network**”, a ten-year plan to create an integrated, modern and accessible transport network for Greater Manchester. It brings together different modes of public transport - bus, tram, rail, tram-train - and cycling and walking, in an integrated, easy-to-use system with seamless connections, and simplified ticketing and fares. The Delivery Plan document also provides updates on Clean Air Plan proposals; Streets for All scheme delivery; the Bee Network and measures to support bus and rail reform.
- 4.15 Our Five-Year Delivery Plan will be published in support of the GMSF consultation in early December.

### **Local Implementation Plans**

- 4.16 Our Five-Year Delivery Plan is supported by ten Local Implementation Plans (LIPs) covering the period 2020 to 2025. Each of the ten councils that make up Greater Manchester has its own LIP. The Rochdale Borough LIP is designed to replace our 2014 Borough Transport Strategy and provide a basis for the Council/GMCA to seek funding for future transport schemes. The Rochdale LIP will therefore:
- Complement the 2040 Transport Strategy and Our Five Year Delivery Plan, providing details of how their outcomes will be achieved locally in the Borough, focusing particularly on supporting local trips within neighbourhoods and to local centres;
  - Support wider GM and council strategy and policy documents (e.g. Local Plans, Town Centres, Rochdale Station Gateway and Rail Corridor Masterplans, as well as the GM Spatial Framework and GM Clean Air Plan);
  - Summarise key local transport issues and opportunities, providing an added layer of local detail that is not provided in the 2040 Transport Strategy document.
- 4.17 The District LIPs will be included in an appendix to the final version of Our Five-Year Delivery Plan. They will be ‘live’ documents for a period of time, and will be updated as councils develop and publish transport plans and strategies, or as new schemes are developed or delivered.
- 4.18 A Rochdale Borough LIP has therefore been prepared to support the 2040 Delivery Plan and Right Mix targets and is appended to this report. Work has taken place to best align the document with external funding opportunities and with our Council economic development and transport strategies, including our Growth Plan, Rail Corridor Strategy and Town

Centre Masterplans, with the objective of encouraging walking and cycling as a natural choice for neighbourhood trips of less than two kilometres. The LIP will support our work to become carbon neutral, promote healthier lifestyles, cleaner air and use of more sustainable modes of travel. Within the LIP is a more detailed Implementation Map of the Borough's transport schemes and programmes to be delivered across the Borough over the next 5 years. These include not only the major schemes with funding, or for which funding will be sought as listed above, but many smaller localised schemes which will be important to the successful delivery of the objectives in the 2040 Transport Strategy and Delivery Plan.

- 4.19 These include development of Active Travel Neighbourhoods – to implement walking/cycling plans around schools, rail and Metrolink stations, Town Centres, deliver new or expanded park and ride around all railway stations and investment at these stations and improvements to local bus services. The LIP also includes planned maintenance programmes such as the enhancement of Queens Park Bridge, proposals for the implementation of HGV restriction measures such as within Heywood and Castleton centres as well as develop options to address congestion at pinch point such as Milnrow/Elizabethan Way and along the A58 through the Roch Valley and around Rochdale town centre. The LIP also proposes the joining up of existing and planned cycle links to create a Borough wide Bee Network of routes linking neighbourhoods with town centres, rail and tram stations, colleges and major employment sites. In addition to transport funding, it is hoped to secure contribution to the network from localised developments.

#### **Alternatives Considered**

- 4.20 The 2040 Transport Strategy and Delivery Plans, alongside the GMSF, will help articulate to residents and Government how we will deliver sustainable economic growth. It will also identify transport improvements which will need to take place to support those strategic growth locations. Together, these documents offer an integrated approach to transport and land use planning, by identifying the strategic transport interventions required to deliver the scale of growth set out in the GMSF.
- 4.21 At a local level, it is also hoped that the LIP will enable us to better articulate the transport and minor interventions that need to be delivered or developed in the short term, to support the likes of our Growth Plan, Rail Corridor Strategy and Town Centre plans as well as Right-Mix and Carbon Reduction targets. It will also be helpful when it comes to setting out a programme of priority local transport and minor works interventions for the next five years, and will help to provide a basis against which future local transport and minor works funding is allocated for local delivery, as well as support bids for other non GM funding.
- 4.22 To not approve these documents could result in the loss of significant future external funding opportunities for the Borough.

<b>Costs and Budget Summary</b>
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5. There are no costs implications arising from the recommendations in this report. It is considered the documents offer the opportunity to attract significant investment and external funding for future transport infrastructure projects across the Borough.

<b>Risk and Policy Implications</b>
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6. There are no risk implications arising from the report.

<b>Consultation</b>
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7. There is no specific statutory consultation required on these transport documents. However, they will be published alongside the GMSF plan to support the next round of public consultation on the document.

<b>Background Papers</b>	<b>Place of Inspection</b>
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