

Report to:	EXECUTIVE CABINET
Date:	24 April 2024
Executive Member:	Councillor Jan Jackson, Executive Member (Planning, Transport and Connectivity)
Reporting Officer:	Julian Jackson, Director of Place Nicola Elsworth, Assistant Director Investment, Development and Housing
Subject:	TAMESIDE LOCAL TRANSPORT STRATEGY PREPARATION
Report Summary:	The report sets out the requirement for and benefits of a Local Transport Strategy for Tameside and seeks approval to commence its preparation.
Recommendations:	That Executive Cabinet be recommended to: <ul style="list-style-type: none"> (i) Approve the preparation of a Tameside Local Transport Strategy. (ii) Allocate £0.075m from earmarked reserves to fund the preparation of a Tameside Local Transport Strategy. (iii) Enable to the Director of Place to manage the process for procurement and preparation of the Strategy.
Corporate Plan:	Key aims of the Corporate Plan are to ensure modern infrastructure and a sustainable environment that works for all generations and future generations. The preparation of the Tameside Local Transport Strategy will deliver against these aims by supporting future investment in modern infrastructure and a sustainable environment.
Policy Implications:	The proposed Tameside Local Transport Strategy will support the policy aims of the Council's Corporate Plan, proposals within Places for Everyone agreed at Council 20 July 2021, the Tameside Inclusive Growth Strategy 2021, Tameside Climate Change & Environment Strategy, the Council's growth priorities agreed at Council February 2020, the Council's Unitary Development Plan and the emerging Homes, Spaces, Places, plan.
Financial Implications: (Authorised by the statutory Section 151 Officer & Chief Finance Officer)	<p>In order to ensure the preparation of a robust, evidence based strategy it will be necessary to commission external resource and professional advice. It is envisaged, that having a longer term Transport strategy in place will enable the Council to attract significant external grant funding opportunities in future years as outlined in Section 2.5.</p> <p>The estimated cost of external support is £0.075m. This is based on costs incurred by other Greater Manchester authorities who have either recently completed their local transport strategies or are in the process of developing them.</p> <p>It is proposed that this is funded from Place directorate reserves that have been previously identified for transport related works and growth strategies. There is currently £0.286m earmarked for this purpose.</p>

**Legal Implications:
(Authorised by the
Borough Solicitor)**

At this stage there are no legal issues immediately arising from the report as the report is seeking approval to prepare a Tameside Local Strategy which is a requirement by the Department of Transport and which will additionally provide the significant benefits outlined in the report

In addition, the report seeks the approval of an earmarked budget to fund the preparation of the strategy as external support will be required to provide both the capacity and necessary expertise. The procurement of such external support will have to comply with the Public Procurement Regulations and Council Procedure Rules. It is noted in the report that STaR Procurement will be utilised to ensure that a compliant procurement process is undertaken, subject to approval of funding.

Risk Management:

Risks associated with the work are set out at Section 4.

Access to Information:

Not confidential

Background Information:

The background papers relating to this report can be inspected by contacting Mike Reed, Head of Major Programmes.



Telephone: 07974 111 756



e-mail: mike.reed@tameside.gov.uk

1. INTRODUCTION

- 1.1 The preparation of a Tameside Local Transport Strategy will set out how the Council will meet its ambitions over the next 15-20 years to develop an integrated transport network that will support the provision of modern infrastructure and a sustainable environment across the Borough.
- 1.2 Greater Manchester (GM) transport strategy documents prepared by Transport for Greater Manchester (TfGM) were approved by Tameside Council Executive Cabinet on 2 November 2020, including, a refreshed version of the long-term, statutory local transport plan (LTP), the GM Transport Strategy 2040; a final version of Our Five-Year Transport Delivery Plan (2021-2026); and ten new Local Implementation Plans (one for each GM council). These documents were approved by the Greater Manchester Combined Authority (GMCA) in January 2021.
- 1.3 The Department for Transport (DfT) has asked all local authorities and combined authorities to update their LTPs. As part of this process, GM and TfGM have commenced the process of renewing the GM vision for transport and are engaging with stakeholders to develop the refreshed GM Transport Strategy 2040. This refresh will take account of the fact that GM and its transport network are in a different position compared to when the LTP was first published in 2017. New opportunities have emerged through the development of the Bee Network and new powers devolved to GM in the Trailblazer Deal. At the same time, new challenges have arisen, like the current impacts of the COVID-19 pandemic on travel patterns.
- 1.4 The GM Transport Strategy 2040 is supported by the GM Transport Delivery Plan and ten Local Implementation Plans (LIPs), one for each GM District, covering the period 2020 to 2025; Tameside Council approved its own LIP in November 2020. The LIPs are designed to complement the GM 2040 Transport Strategy providing details of how the outcomes within it will be achieved locally in each Council area; support wider GM and Council strategy and policy documents; summarise key local transport issues and opportunities; focus on neighbourhood and town centre spatial themes; set out a programme of priority local transport interventions; and provide the basis against which future local transport funding can be allocated for local delivery. The LIPs have been utilised to date in setting out a programme of priority local transport projects funded via the City Regional Sustainable Transport Strategy (CRSTS) for the period 2022 to 2027.

2. TAMESIDE LOCAL TRANSPORT STRATEGY

- 2.1 There is an identified need to prepare a Tameside Local Transport Strategy to provide a clear strategy for transport within Tameside that supports the wider GM vision and incorporates a robust pipeline of priority local transport interventions for future funding opportunities. This Strategy will inform the formal update of the Tameside LIP as part of the new GM Transport Delivery Plan 2027-32.
- 2.2 The Tameside Local Transport Strategy will be prepared in alignment with the work to refresh the GM Transport Strategy 2040 and its supporting sub-strategies and policies, including the aspiration for half of all journeys to be made by active and sustainable transport modes by 2040 and the delivery of a joined-up London-style public transport system - the Bee Network. The Bee Network seeks to transform how people travel in and around GM.
- 2.3 The Local Transport Strategy will set out a long term vision for Tameside to create an attractive, well-connected Borough that supports economic growth and helps to reduce deprivation with a modern and efficient transport network. The Local Transport Strategy will support the ambitions for inclusive growth, investment and development across the Borough over the next 20 years, whilst also helping to tackle issues around air quality and climate

change. It will identify the transport challenges and opportunities specific to Tameside, whilst complementing the refreshed GM Transport Strategy 2040 and set out a robust pipeline of future interventions and projects helping to attract additional investment to deliver the sustainable transport infrastructure we need. The Local Transport Strategy will therefore support the long-term ambitions for the delivery of significant investment in sustainable modes of transport and longer-term transport interventions needed to support sustainable strategic growth identified in the Places for Everyone Joint Development Plan Document being delivered across nine GM authorities. The strategy will also support the delivery of further sustainable growth that would come forward over the next 15 years through progress on the Homes Spaces Places element of the local plan.

- 2.4 The LIP sets out the GMTS 2040 and GM Delivery Plan 2021-26 within the context of the Districts. The Local Transport Strategy will be a strategic plan for the development of transport within Tameside, outlining how transport will contribute to and support the longer-term aspirations of the Borough. Whilst the Council is committed to achieving the objectives of the GMTS 2040 and actions within the GM Delivery Plan 2021-26, Tameside has its own unique transport challenges that need to be addressed. The Local Transport Strategy will complement the LIP but also help to identify the specific local interventions needed to address these challenges and make the case for future transport investment.
- 2.5 The Local Transport Strategy will be an important component in securing external grant funding for transport infrastructure. In 2022 GM secured over £1 billion from the first City Region Sustainable Transport Settlement (CRSTS1) to invest in transport infrastructure over the five-year period up to March 2027. In October 2023, the Government announced the CRSTS2 fund from which GM could potentially receive around £2.5 billion for the period April 2027 to March 2032. It is important to note that the identification of a robust project pipeline for Tameside via the Local Transport Strategy with clear investment priorities will be critical in ensuring that external grant funding is secured. In CRSTS Round 1 Tameside secured c£15m for district specific transport projects; this equated to 4.3% of the £349m allocated to district specific transport projects across GM and the lowest of any GM district. It is anticipated that CRSTS2 allocations will be finalised at Greater Manchester level for submission to Government in 2025.

3. NEXT STEPS

- 3.1 In order to ensure the preparation of a robust, evidence based strategy it will be necessary to bring in additional resource, capacity and professional advice. The Council will utilise its own internal capacity and expertise to facilitate the preparation of the Tameside Local Transport Strategy but it will be necessary to procure specialist support.
- 3.2 The procurement of specialist support will be undertaken via STAR procurement to ensure the most appropriate and compliant route to market that ensures value for money is secured. An internal Council cross service working group will be established to focus on the coordination and development of the Local Transport Strategy led by the Place Directorate. In the preparation of the detailed strategy it will be necessary to consult with Elected Members and a range of local stakeholders.
- 3.3 Subject to approval of this report the Council will commence the work required to prepare a robust Local Transport Strategy. Further updates will be provided as the Strategy is prepared.

4. RISK MANAGEMENT

- 4.1 The main project risks associated with work have been identified in the table below.

Risk Area	Detail	RAG Rating	Mitigation	RAG Rating
Procurement	Lack of capacity in the consultancy sector to undertake the work.	Yellow	Early engagement with TfGM and STaR procurement to understand the most appropriate procurement routes.	Green
Financial	Inability to secure external capital funding in absence of a Tameside Local Transport Strategy	Red	Preparation of a robust Tameside Local Transport Strategy will provide a clear pipeline for future funding opportunities.	Yellow
Programme	Lack of resource capacity to undertake workstreams in line with expectations.	Red	Internal resource has been identified to meet expectations in addition to external support to be procured.	Yellow

5. CONCLUSION

- 5.1 The preparation of a Tameside Local Transport Strategy will support the delivery of the Council's strategic priorities and growth ambitions as set out in Places for Everyone, the Tameside Corporate Plan, the Tameside Inclusive Growth Strategy, the Tameside Climate Change & Environment Strategy and the emerging Homes, Spaces, Places, Plan. It will provide a clear strategy for transport within Tameside and incorporate a robust pipeline of priority local transport interventions for future funding opportunities.

6. RECOMMENDATIONS

- 6.1 As set out at the front of the report.