

Report to:	EXECUTIVE CABINET
Date:	2 November 2020
Executive Member:	Councillor Warren Bray - Executive Member (Transport and Connectivity)
Reporting Officer:	Jayne Traverse – Director of Growth
Subject:	“GREATER MANCHESTER TRANSPORT STRATEGY 2040, OUR FIVE YEAR DELIVERY PLAN (2020-2025) AND LOCAL IMPLEMENTATION PLANS” - CONTENT AND PUBLICATION ARRANGEMENTS.
Report Summary:	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 Plans. The report considers these documents alongside other planned strategic activities.
Recommendations:	<ul style="list-style-type: none"> (i) 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. (ii) Members are also recommended to approve the publication of the supporting Local Implementation Plans (including Tameside’s) 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
Corporate Plan:	The Greater Manchester 2040 Transport Strategy vision is to have “World class connections that support long-term, sustainable economic growth and access to opportunity for all” fundamentals that underpin the Authority’s aims and aspirations for its Corporate Plan
Policy Implications:	The Strategy focuses on the critical long-term challenges Greater Manchester is facing such as global warming, a rapidly growing and ageing population and the need to improve productivity and reduce poverty and social inequality in our City Region.
Financial Implications: (Authorised by the statutory Section 151 Officer & Chief Finance Officer)	<p>It is important that Members note that the delivery of the strategy including the schemes and initiatives across the borough as stated in appendices one and two will be subject to affordability alongside the Council’s other key priorities over the medium and longer term.</p> <p>As such, each scheme and initiative will be subject to appropriate funding arrangements and will require Member approval in advance of commencement.</p>
Legal Implications: (Authorised by the Borough Solicitor)	<p>Part II of the Transport Act 2000 introduced new requirements for the preparation of local transport plans, replacing transport policies and programmes.</p> <p>Each local transport authority (in this case, the Greater Manchester Combined Authority) must (a) develop policies (“local transport policies”) for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within its</p>

area; (b) carry out its functions so as to implement those policies. Therefore any responsibility to consult lies with the Greater Manchester Combined Authority and not with Tameside Metropolitan Borough Council. Transport means transport required to meet the needs of persons living or working in the authority's area, or visiting or travelling through that area; and those required for the transportation of freight; and include facilities and services for pedestrians. The policies must be contained in the local transport plan.

The local transport authority must keep the plan under review, alter it if it considers it appropriate to do so and may replace it as it thinks fit. In preparing its local transport plan, an authority other than an ITA must consult the Secretary of State as highway or traffic authority, and, in the case of a county council for a two-tier area, the district councils in the county. An ITA must consult local traffic authorities, the Secretary of State, and county and district councils in its area. There are further consultation requirements. After the local transport plan is made or altered, it just has to publish and send copies to the Secretary of State and any others specified in guidance made under s.112(1). Copies must be made available for inspection or supplied on request.

Metropolitan District Councils also have a duty in section 113 of the Transport Act 2000 to carry out its functions so as to implement policies developed by the local transport authority and have regard to local transport plan proposals. TMBC must take into account any policies and guidance announced by the Government with respect to mitigation of, or adaptation to, climate change or otherwise with respect to the protection or improvement of the environment.

TMBC also have a duty to:

- a) cause a copy of their local transport plan to be made available for inspection (at all reasonable hours) at such places as they think fit,
- b) give notice, by such means as they think expedient for bringing it to the attention of the public, as to the places at which a copy of it may be inspected, and
- c) supply a copy of it (or any part of it) to any person on request, either free of charge or at a charge representing no more than the cost of providing the copy.

Risk Management:

The initial version of the 2040 Strategy noted that it would be updated on a regular basis and has now undergone a "light refresh" as part of the strategy update. An updated, draft of "Our Five-Year Delivery Plan" was published for consultation in January 2019. Feedback and emerging policies and strategies at a national and local level have been included in this final version. The Tameside Local Implementation is included for approval and publication by Members

Background Information:

The background papers relating to this report can be inspected by contacting Jeff Upton or Nigel Gilmore



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1 INTRODUCTION

- 1.1 Alongside work to prepare a refreshed Greater Manchester Strategy (GMS) and 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 the entire city-region.
- 1.2 Sitting alongside the GMSF, the documents set out the transport interventions to achieve a vision for the city region, supporting economic growth and transition to a fully integrated and sustainable high capacity transport system across Greater Manchester. At the same time, consultation on a Clean Air Plan will seek views about how Greater Manchester plans to tackle air pollution, demonstrating a co-ordinated approach to the future vision for the city region.
- 1.3 This transport strategy documents themselves include a refreshed version of the 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 including Tameside).

2 THE GREATER MANCHESTER TRANSPORT STRATEGY 2040

- 2.1 First published in February 2017, the Greater Manchester Transport Strategy 2040 is the 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*”¹ remains highly relevant. The steps that need to be taken to achieve this Vision, however, have evolved significantly.
- 2.2 The initial version of the 2040 Strategy made clear that a “*review our Strategy on a regular basis to respond to changing trends and new opportunities and priorities*”² would be made. The Strategy has therefore undergone a ‘light touch’ policy refresh to reflect work undertaken, and the changed context, since 2017.
- 2.3 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 (making journeys by physically active means, such as walking or cycling) 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 physical benefits of cycling and walking, the climate emergency declared by GMCA and all ten councils and the development of the GM Clean Air Plan.
- 2.4 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 2040 sub-strategies including:
- Streets for All
 - City Centre Transport Strategy
 - Local Bus Strategy
 - Rapid Transit Strategy
 - Freight Strategy and

¹ <https://tfgm.com/2040>

² [Greater Manchester Transport Strategy 2040 Executive Summary](#)

- Further development of the Greater Manchester Spatial Framework, including the growing emphasis placed on regenerating town centres.

2.5 The refreshed 2040 Transport Strategy will be published in early November. A link to the current draft version is available <https://www.tameside.gov.uk/TamesideMBC/media/Planning/GM-Transport-Strategy-2040-refresh-final-draft.pdf>

3 “OUR FIVE-YEAR DELIVERY PLAN”

3.1 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)³ was published in 2017, alongside the 2040 Transport Strategy.

3.2 In parallel, with the GMSF consultation in early 2019, a light-touch consultation on the GM Transport Strategy 2040 Draft Delivery Plan was undertaken via a dedicated email address. There was no formal consultation website or questionnaire, as the focus for the public consultation was the GMSF document. From a transport perspective the comments on the GMSF connectivity chapter were of particular relevance to the Delivery Plan.

3.3 A final version of this document, including consultation feedback has now been prepared. “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 and at the same underpinning the GMSF policies and strategies. 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.

3.4 The Delivery Plan also helps to inform the continued development of the Greater Manchester Infrastructure Programme (GMIP)⁴. It provides details of GM’s updated transport asks of government when it comes to funding, powers and functions.

3.5 “Our Five-Year Delivery Plan” also 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 also provides updates on Clean Air Plan proposals, Streets for All scheme delivery, the Bee Network and measures to support bus and rail reform.

3.6 The Plan will be published in support of the GMSF consultation in early November. A link to the current draft version is available https://www.tameside.gov.uk/TamesideMBC/media/Planning/Delivery-Plan-2020-2025_V2-1_Issued_191020.pdf

³ [Delivery Plan 1 2016/2017 - 2020/21](#)

⁴ [Greater Manchester Infrastructure Programme](#)

4 LOCAL IMPLEMENTATION PLANS

4.1 “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 LIPs are designed to:

- Complement the 2040 Transport Strategy and “Our Five Year Delivery Plan”, providing details of how their outcomes will be achieved locally in each council area, 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 centre masterplans, GM Clean Air Plan, GMSF);
- Summarise key local transport issues and opportunities in each local authority, providing an added layer of local detail that is not provided in the 2040 Transport Strategy document.
- Focus on neighbourhood and town centre spatial themes, to complement the strategic focus of the Greater Manchester Transport Strategy 2040 document;
- Set out a programme of priority local transport related minor works interventions for the next five years (including infrastructure, services and behaviour change work);
- Provide the basis against which future local transport minor works funding can be allocated to Districts for local delivery.

4.2 It is also hoped that the LIPs will enable authorities to better express and describe the local transport and minor works interventions that need to be delivered or developed in the short term, to support Right-Mix and Carbon Reduction targets. They are also 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.

4.3 The 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. A link to the current draft version including the Tameside LIP is available <https://www.tameside.gov.uk/TamesideMBC/media/Planning/Tameside-GMTS2040-Implementation-Plan-15-10-20.pdf>

5 TAMESIDE OWN LOCAL IMPLEMENTATION PLAN

5.1 Alongside the other district Local Implementation Plans (LIP), Tameside’s own plan sets out its transport priorities for the next five years, as part of the Greater Manchester Transport Strategy 2040 5-Year Delivery Plan (2020-2025). Each plan is considered “live” meaning that while the wider delivery plan tends to consider large, medium and long-term future initiatives, the LIP is mainly focussed on local neighbourhood and town-level priorities and interventions to support the broader economic vision and other related benefits to be delivered across Tameside. Within the Tameside Local Implementation



Plan, a summary of **Tameside Strategic Schemes** contained within the “Our Five-Year Delivery Plan” (2020-2025) are **reproduced below at Map 1 with further details provided at Appendix 1**. Appendix 1 generally excludes GM wide initiatives such as Bus reform, Metrolink and heavy rail improvements

- 5.2 Tameside’s own Corporate Plan has helped to inform the key outcomes, included within the LIP that the Authority would wish to see achieved by 2025 as noted below.
- **Outcome 1:** At a local level by increasing the number of neighbourhood journeys (under 2km) made by foot and by bike in Tameside.
 - **Outcome 2:** Enhanced connections to, from and within Tameside’s town centres, employment sites and key destinations by foot, bike, and public transport to support regeneration.
 - **Outcome 3:** Streets in Tameside will be clean, green and relieve local communities from the impacts of congestion.
 - **Outcome 4:** Streets in Tameside are safe, well maintained and in good condition for all people who live in or travel within Tameside and current and future assets are looked after
- 5.3 Outcome 1 means that Tameside needs to deliver street improvements that create attractive, safe neighbourhoods that are pleasant for people to spend time in and encourage more local trips by foot or by bike rather than by private car. Helping to support healthy lifestyles and reduce carbon emissions whilst providing better access to facilities, services and retail are crucial for the success of this initiative.
- 5.4 Tameside Council are working closely with TfGM to deliver these improvements through the delivery of the Bee Network and the GM Local Cycling and Walking Infrastructure Plan. The Emergency Active Travel Fund (EATF) launched by Government in May 2020 has enabled Tameside to move forward with implementation of a number of interventions to support active travel.
- 5.5 A third of households in Tameside have no access to a car and depend on active modes and the public transport network to make their everyday journeys. Deficiencies on the network can have a severe impact on access to opportunities and quality of life. For Outcome 2 this means that during the next 5 years Tameside needs to create Streets for All in Tameside’s town centres through improvements to the public realm and design of our streets, which focus more on the needs of people rather than vehicles.
- 5.6 At the same time the three strategic Greater Manchester Spatial Framework allocations within Tameside need to be connected to the wider-city region by public transport and have enhanced active travel connections to the rapid transit network. Interventions needed for these sites will be identified through the GMSF process.
- 5.7 For Streets in Tameside to be clean, green and relieve local communities from the impacts of congestion, means reducing the impacts of roads and motor traffic to help realise our environmental, carbon, economic and quality of life objectives, as well as achieving our Right Mix targets as part of Outcome 3. To achieve this, Tameside Council will deliver interventions that accelerate the uptake of low emission vehicles and tackle congestion hotspots that do not create an attractive and safe environment for people walking and cycling, delay bus services and create air pollution.
- 5.8 To ensure streets in Tameside are safe, well maintained and in good condition for all people who live in or travel in the borough to ensure current and future assets are looked after, means continuing to invest in maintaining such assets for all road users as part of Outcome 4, from fixing footways, crossings and potholes at the neighbourhood level to essential maintenance to structures on Tameside’s Key Road Network.
- 5.9 TfGM through the Greater Manchester Combined Authority do not intend to formally consult on these evolving transport strategies and the LIPs. It is intended to publish the

documents in November 2020. As a general strategy refresh and acknowledging the “live” status of the LIP’s, any transport related feedback and other commentary from the wider forthcoming GMSF consultation will be considered for inclusion as appropriate.

5.10 A series of suggested local initiatives underpinning the four Outcomes noted above is set out at **Appendix 2.**

6 RECOMMENDATIONS

6.1 As set out at the front of the report.

**APPENDIX 1:
TAMESIDE STRATEGIC SCHEMES**

In the next five years, we are committed to delivering....	
Mottram Moor and A57(T) to A57 Link Roads	As part of the wider Trans-Pennine Upgrade, to reduce journey times and improve reliability between the Greater Manchester and Sheffield City-Regions
Mayor's Challenge (Walking & Cycling) Fund (Tranche 1-6)	<ul style="list-style-type: none"> • Active Neighbourhoods delivery in Tameside. • Major junction improvement for cycling and walking to facilitate the Bee network • Bee Network delivery in Ashton town centre, Busy Beeway delivery on the A57 corridor between Denton and Hyde
In the next five years, we aim to complete business cases for early delivery of	
Mayor's Challenge (Walking & Cycling) Fund Tranche 6	Park Bridge - NCN 626 - Ashton under Lyne New cycling and walking bridge
Mottram Road, Stalybridge	Walking & Cycling - Bee Network delivery in Stalybridge
Manchester Road Link Bridge	New cycling and walking bridge over Manchester Road and Metrolink in Audenshaw
Streets for All and Bus Corridor upgrade	To improve reliability and speed of buses between Manchester City Centre – Hattersley.
Quality Bus Transit on key bus corridors	Whole-route upgrade of the Rochdale-Oldham-Ashton bus corridor
Godley Green and Hattersley pedestrian/ cycle bridge connection	To support the development of the Godley Green allocation.
A560 Stockport Road/ Mottram Old Road Travel Corridor, Hattersley	Reducing former trunk road to single carriageway, with improvements to walk, cycle, and public realm, reducing severance in Hattersley
Streets for All – Hyde Town Centre	Streets for All approach to improving public realm, walking and cycling links, and reducing traffic within Hyde Town Centre. To link with masterplan work currently being undertaken in Hyde.
In the next five years, we will develop options for	
Quality Bus Transit on key bus corridors: Ashton-Stockport	Whole-route upgrade of the Ashton - Stockport bus corridor
Metrolink extension to Stalybridge	To provide communities east of Ashton with an alternative rapid transit option into the Regional Centre.
New Stalybridge town centre transport interchange	Provision of a new transport interchange in Stalybridge.
Metro/ tram-train from Manchester to Glossop	To provide much greater capacity and frequency on the Glossop corridor
Beyond this five year Delivery Plan, we will investigate	
Rapid transit corridor Ashton-Oldham and Stockport to Ashton	To provide a more attractive alternative to the car for orbital journeys between these key centres.

APPENDIX 2

LOCAL IMPLEMENTATION PLAN: SUGGESTED LOCAL INITIATIVES

Outcome 1: At a local level by increasing the number of neighbourhood journeys (under 2km) made by foot and by bike in Tameside

EATF Schemes	Tranche 1 of EATF schemes in Tameside includes 'pop up' cycle lanes along the A635 Manchester Road and two road closures near Stalybridge in residential areas to open the streets up for people and remove rat running traffic.
Hyde to Mottram/ Hollingworth	A Highways England funded cycle scheme providing a safe cycle route linking Hyde town centre to Mottram and Hollingworth along the A57 Corridor.
Parklets / Pocket Parks	Using public engagement to identify potential locations for parklets and pocket parks, which could provide seating, greenery and cycle parking and enhance a variety of street types to increase dwell time and work for people rather than vehicles.
GMSF walking and cycling improvements	Improvements to walking and cycling connections, including Public Rights of Way, bounding or near to the GMSF Allocations

Outcome 2: Enhanced connections to, from and within Tameside's town centres, employment sites and key destinations by foot, bike, and public transport to support regeneration

Streets for All – Hyde Town Centre	The development of a business case for a Streets for All approach to improving public realm, walking and cycling links, and reducing traffic within Hyde Town Centre. To link with masterplan work currently being undertaken in Hyde.
Streets for All – Town Centres	The development of options for a Streets for All approach to improving public realm, walking and cycling links, and reducing traffic within Ashton-under-Lyne, Stalybridge, Droylsden and Denton. To link with masterplan work to be undertaken in these towns.
Walking and Cycling connectivity to rapid transit networks	To provide improved access to rapid transit networks by active travel modes from the surrounding residential, employment and retail areas.
Masterplans	Town centres for which masterplans are under development include Ashton-under-Lyne, Stalybridge, Hyde, Droylsden and Denton.
Park & Ride	To provide better access to public transport through Travel Hub/ Park & Ride facilities. These locations will serve the Ashton Moss West GMSF site and will help to improve access to the Regional Centre and the wider GM area.
Extension of bus services to GMSF sites	The development of new, extended and enhanced bus services and infrastructure to serve the GMSF sites.

Outcome 3: Streets in Tameside will be clean, green and relieve local communities from the impacts of congestion

Air Pollution Reduction Actions	Measures to reduce emission of pollutants in areas that are expected to exceed or are at risk of exceeding air quality thresholds.
Behaviour Change	Introduction of Car Clubs, cycle training, publicity etc. to positively influence and reduce car usage. Increasing the number of people making active journeys is essential to responding to the numerous health issues and low level of physical activity within the Borough.

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LOCAL IMPLEMENTATION PLAN: SUGGESTED LOCAL INITIATIVES

New junctions to access the strategic development sites across the borough	<ul style="list-style-type: none"> ● Alexandria Drive and Lord Sheldon Way access junctions to Ashton Moss West. The creation of two new access points along the ● A560 Mottram Old Road for Godley Green.
Improvements to local junctions to mitigate traffic associated with potential GMSF developments	A number of junctions on the local road network have been identified through the GMSF Locality Assessments requiring improvements to accommodate the generated traffic from potential allocations
A635 Manchester Road/ B6390/ Audenshaw Road/ Ashton Hill Lane junction, Audenshaw.	Improvements to these linked junctions to reduce peak hour traffic congestion.
A670 Mossley Road Corridor, Ashton	Package of Streets for All measures on the A670 Mossley Road area in Ashton
A627 Oldham Road/ A6043 Wellington Road junction, Ashton	Major junction improvements to reduce significant traffic vehicular and tram congestion issues including improved cycle crossing provision.
Outcome 4: Streets in Tameside are safe, well maintained and in good condition for all people who live in or travel within Tameside and that current and future assets are looked after	
Pothole Repair	Local walking / cycling investment plans to improve active Delivery of Central Government Pothole funding programme.
Structures Maintenance	Continued investment in structures using the Bridges Asset Management system and inspections. The Medlock Valley Flood Scheme includes the replacement of the Bardsley Bridge, Oldham Road, over the River Medlock, culver refurbishment and retaining wall replacement.
Hattersley Viaduct Refurbishment and Widening	Refurbishment of Hattersley Viaduct which requires major works to ensure its long term continued use and additionally to widen the structure to provide segregated cycle and pedestrian facilities across it.