

Existing Land Supply and Transport Technical Note



Transport for
Greater Manchester

GMSF Transport Study Technical Note

Existing Land Supply and Transport

Version 2: October 2020

Transport Strategy

Version	Author	Description	Issued	Circulation	Reviewer
0.1	BB/BF	Working draft for comment	11/06/20	Internal Task & Finish Group	MC
1.0	BB/BF	Full draft for comment	30/07/20	Internal Task & Finish Group TSG	MC JP
2.0	BB	Feedback addressed following Transport Strategy Working Group	01/10/20		NK

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Executive Summary

The Greater Manchester Plan for Homes, Jobs and the Environment: The Greater Manchester Spatial Framework 2020 (referred to hereon as GMSF) sets out how the City Region will meet the future needs for housing and employment growth.

The GMSF contains two main categories of development land to meet future housing and employment need. The first is the Existing Land Supply (ELS) and the second is the Allocations. This document discusses the ELS sites alone, using the dataset published in March 2018, provided alongside the GMSF in the January 2019 consultation, and the purpose of this document is to:

- Describe the distribution and quantity of the ELS, including basic phasing and its relationship to existing transport accessibility and car use;
- Identify key growth areas emerging from the ELS;
- Consider the relationship of these growth areas to transport schemes proposed within the Greater Manchester Transport Strategy Delivery Plan; and,
- Form a view as to whether the work programme set out in the 2040 Transport Strategy 5 Year Delivery Plan will adequately support the ELS.

The analysis of the pattern of ELS for Greater Manchester has found that the majority of new housing or office development will come forward in areas that are already well-served by public transport, which means that these sites will be relatively easily accommodated into the existing transport network, without necessarily needing expensive new public transport provision. This does not negate the need for significant investment in our existing public transport network to ensure that it has the capacity and resilience to accommodate future growth.

The more dispersed nature of industry and warehousing, including logistics and distribution locations, that seek large economically competitive locations close to the motorway network is to be expected. The degree of public transport accessibility of these sites varies, and in some locations a more innovative approach to public transport provision may be needed.

Greater Manchester has developed a comprehensive approach to long-term sustainable transport investment, underpinned by the policies and principles of the Greater Manchester Transport Strategy 2040, with a detailed implementation plan set out within the 5-year Delivery Plan 2020-2025.

This includes Greater Manchester's "Right Mix" vision for 2040 which is to improve the GM transport system so that car use can be reduced to no more than 50% of all daily trips. The remaining 50% of trips would be made by sustainable modes public transport, walking and cycling. This is an increase of approximately one million more trips using

sustainable modes each day in GM by 2040. This vision is currently being updated to assess how it can contribute to achieving carbon targets.

The GMSF supports the achievement of the “Right Mix” by placing significant emphasis on delivering growth within the existing land supply, which is, as demonstrated in this report, associated with lower levels of car travel demand and higher levels of public transport accessibility.

This report identifies 12 key clusters of growth emerging from the ELS. These are:

- Atherton Corridor including Hindley and Little Hulton
- Bolton Central
- Carrington / Partington
- Manchester and Salford City Centres
- Kingsway Business Park & Rochdale Central
- Manchester Airport
- Northern Gateway - Heywood
- Oldham Central
- Regional Centre East / Manchester Northern Gateway / Eastlands
- Regional Centre West / Inner Salford / The Quays
- Stockport Central
- Western Gateway / Trafford Centre

Of these, in the first 5 years of the GMSF, growth will be largely concentrated in: Manchester and Salford Combined City Centre; Regional Centre West / Inner Salford / The Quays; and, Atherton Corridor including Hindley and Little Hulton.

A summary of interventions proposed for delivery across Greater Manchester, relevant to the full ELS is presented for each growth cluster.

Transport interventions proposed through the 2040 Transport Strategy 5-year Delivery Plan are broadly consistent with the pattern of potential future development – and there is a clear vision for improving transport within each key growth cluster.

The following key recommendations emerge from the report:

- Continued development of transport proposals and their business cases for interventions in the 2040 Delivery Plan is required to ensure priority interventions are best tailored to support the localised growth clusters identified in this report and the GMSF as a whole.

- As individual development sites come forward through the planning applications process, it will be important to ensure that they support the aspirations of the GMSF, the GM 2040 Transport Strategy including the “Right Mix Vision” and local community, in the delivery and funding of transport infrastructure improvements that help secure sustainable growth.
- To support the key growth clusters identified within this report through the connectivity interventions proposed within the 2040 5-Year Delivery Plan, it will be necessary to adopt a future capital funding arrangement to further develop and deliver interventions. This place-based approach to integrate transport and housing is critical to fulfilling the aims of the GM 2040 Transport Strategy and GMSF. This is referred to within the 2040 5-Year Delivery Plan as the Greater Manchester Infrastructure Programme.
- Continued monitoring and review of Greater Manchester’s existing land supply through periodic updates of this report, as revised existing land supply data is made available, and strategic transport proposals are refreshed and further developed.

1 Introduction

- 1.2 The Greater Manchester Plan for Homes, Jobs and the Environment: The Greater Manchester Spatial Framework 2020 (referred to hereon as GMSF) sets out how the City Region will meet the future needs for housing and employment growth. The plan is about providing the right homes, in the right places, for people across our city region, and creating jobs and improving infrastructure to ensure the future prosperity of Greater Manchester. It focuses on making the most of Greater Manchester's brownfield sites, prioritising growth and development in town centres and other sustainable locations.
- 1.3 The plan, which is expected to be submitted to Government in 2021:
- Sets out how Greater Manchester should develop up until 2037;
 - Identifies the amount of new development that will come forward across the ten Local Authorities, in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused;
 - Supports the delivery of key infrastructure, such as transport and utilities;
 - Protects the important environmental assets across the city region;
 - Allocates sites for employment and housing outside of the existing urban area; and
 - Defines a new green belt boundary for Greater Manchester.
- 1.4 The GMSF contains two main categories of development land to meet future housing and employment need. The first is the Existing Land Supply (ELS) – which is based on the Strategic Housing Land Availability Assessment (SHLAA) dataset – and the second is the Allocations. This document discusses the ELS sites alone – the Allocations are assessed separately.
- 1.5 At the time of producing this report, information pertaining to the GMSF allocations was correct, although further subsequent updates may be made. A comparison of allocation boundaries used in the mapping outputs of this report, with the allocations to be published in 2020, will be provided in appendix 6. Details of the allocations pursued within GMSF 2020 can be found within the respective allocation policy documents.
- 1.6 ELS sites are identified through the ten Local Authority housing and employment land availability assessments. The ELS is continually changing and this report will need to be updated periodically to update ELS data.
- 1.7 The ELS is split into three subcategories, these are: Homes (both houses and apartments); Offices; and Industry and Warehousing.

- 1.8 The purpose of this document is to:
- Describe the distribution and quantity of the ELS, including basic phasing and its relationship to existing transport accessibility and car use;
 - Identify key growth areas emerging from the ELS;
 - Consider the relationship of these growth areas to transport schemes proposed within the Greater Manchester Transport Strategy Delivery Plan; and,
 - Form a view as to whether the work programme set out in the 2040 Transport Strategy 5 Year Delivery Plan will adequately support the ELS.
- 1.9 The ELS discussed in this document is the consultation dataset from January 2019, and so may contain developments that have since been completed. An update to this report will be prepared as and when updated data becomes available.
- 1.10 This report does not consider site viability, deliverability, the likelihood each site is developed, or modelling results. It should be noted that each local authority has only included sites within their SHLAA (particularly in the early years) if they are considered to be deliverable and viable (as per the requirement of the NPPF). As such, it would not be appropriate for this report to consider these aspects.
- 1.11 The analysis is based upon patterns in ELS across the whole of Greater Manchester to reflect the GMSF as a whole, it does not attempt to review the patterns of ELS emerging in each Local Authority area individually.
- 1.12 This document has been prepared as evidence for the GMSF and is part of a suite of documents that examine the implications of the GMSF on transport in GM. The other documents are:
- A series of Allocation Locality Assessments. These assessments examine the likely local impact of Allocations development on the transport network and identifies where mitigation may be needed.
 - GMSF Allocations Strategic Modelling Technical Note. This provides analysis of the potential strategic impact of growth on our transport network in a “policy-off” scenario.
 - GM Transport Strategy 2040 and supporting 5 Year Delivery Plan. These documents together set out our strategic aspirations for transport in GM and articulate our plan for delivery.

- GM Transport Strategy 2040 ‘Right Mix’ Technical Note. This note describes the ‘Right Mix’ transport vision and sets out a pathway to achieving this vision.

Methodology

- 1.13 In order to understand the pattern of development anticipated through the delivery of the ELS, a review of the distribution of existing land supply across Greater Manchester – both through the GMSF plan period (to 2037) and within the first 5 years – has been undertaken in Section 2. The 3 categories of the ELS have been used to aid this review:
- Residential (including units of houses and apartments);
 - Industry and Warehousing floorspace; and
 - Office floorspace.
- 1.14 Each land use type has then been assessed against information on “good public transport accessibility”, denoting areas of high Greater Manchester Accessibility Level (GMAL) scores and close to Metrolink, Bus Rapid Transit services, and frequently served heavy rail stations. Residential land supply is also assessed using residential commuting travel patterns recorded in the 2011 Census. This information is presented in Section 3 of this report.
- 1.15 GIS mapping of the ELS sites has enabled analysis to identify where there are clusters of ELS sites across GM, this set out in Section 4. The delivery of transport improvements to support these clusters of growth will be particularly important in enabling the ELS to come forward sustainably.
- 1.16 Each of the identified clusters has been examined to identify the opportunities to enhance the transport network that are being explored through the 2040 Transport Strategy 5-year Delivery Plan (2020).
- 1.17 A review of the connectivity proposals within the 5-year Delivery Plan (2020) is set out in Sections 5 and 6, to demonstrate the current thinking around transport interventions across Greater Manchester and for each growth cluster.
- 1.18 The document concludes with a set of key recommendations in Section 7.
- 1.19 Any changes made in regarding GMSF allocations, such as their boundaries has no consequence on the analysis or conclusions of the existing land supply presented within this note. However, it is anticipated that as annual updates to Greater Manchester’s existing land supply are made, this note will be updated accordingly. Further detail on supporting policies can be found directly within

Greater Manchester's 2040 Transport Strategy (2020) and Greater Manchester Spatial Framework (2020).

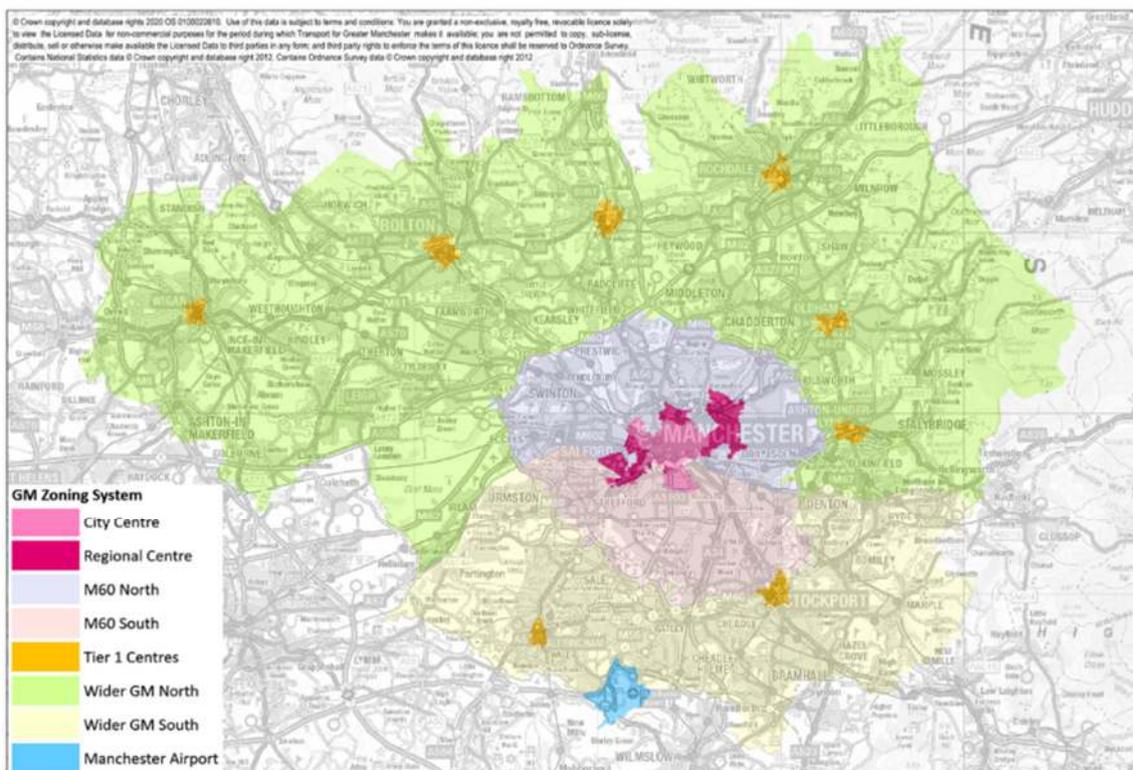
1.20 The following sections set out:

- Section 2: An overview of the ELS
- Section 3: ELS relationship with public transport accessibility and the Right Mix
- Section 4: Key growth areas identified
- Section 5: An introduction to the 2040 Transport Strategy Delivery Plan
- Section 6: The delivery plan proposals for each key growth area
- Section 7: Overall conclusions and recommendations

2 Existing Land Supply (ELS) Overview

- 2.1 This section discusses the distribution and quantity of Existing Land Supply across Greater Manchester. The dataset used within this report was the latest version available at the creation of this report, dated 2018, and published previously alongside the GMSF 2019 Consultation Draft. Further updates to this report will be made as new versions of the dataset are released.
- 2.2 There are three categories: Housing (which is made up numbers of houses and apartments), Offices, which are defined in terms of floorspace (square metres), and Industry and Warehousing, which is also defined in terms of floorspace (square metres).
- 2.3 For the purposes of presenting quantities of development, the developments have been assigned to the zones shown in Figure 1 below:

Figure 1 ELS Zones



- 2.4 The zone system includes a definition of the “Regional Centre” adopted by the 2040 Transport Strategy. This is broadly similar, although not identical to, the “Core Growth Area” set out in the GMSF.

Housing

2.5 The following table (Table 1) shows the quantity of housing units by zone (see Figure 1) in the first five years and the whole plan period.

Table 1 ELS Housing Units

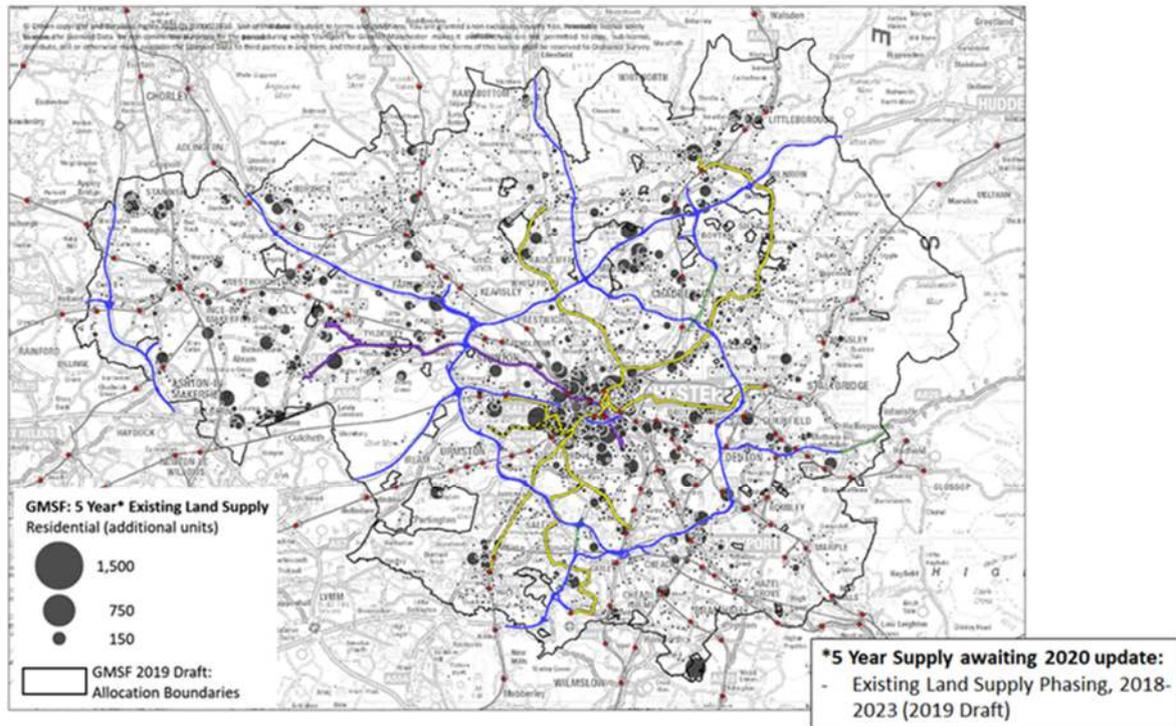
	5 Year Supply	% 5 Year Supply	Plan Period Supply	% Plan Period Supply
Within M60	43,200	62%	102,000	56%
Regional Centre	32,000	46%	70,000	39%
City Centre	25,100	36%	45,900	25%
Regional Centre (excl. CC)	6,900	10%	24,100	13%
Within M60 excl. RC	11,200	16%	32,000	18%
Outside M60	26,300	38%	78,900	44%
GM Tier 1 Centres	3,200	5%	13,300	7%
Wider GM North	18,800	27%	54,500	30%
Wider GM South	4,300	6%	11,100	6%
Grand Total	69,500	100%	180,900	100%

(Numbers may not total exactly due to rounding)

2.6 Over half of the supply across the full plan period is within the M60, with one quarter of the all development in the City Centre. In terms of phasing, just over a third of the development comes in the first five years of the plan.

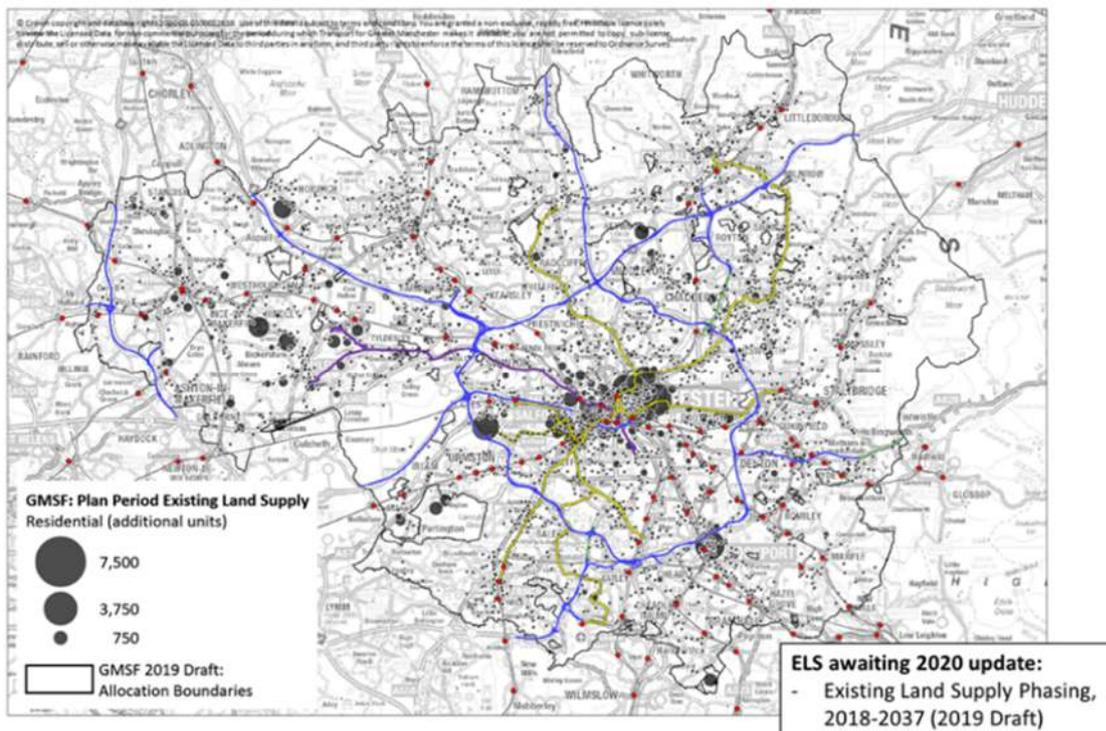
2.7 The following map shows the location of housing developments in the first five years (Figure 2).

Figure 2 ELS Housing Units, first five years



2.8 The following map shows location of housing developments in the whole plan period (Figure 3).

Figure 3 ELS housing, full plan period



Offices

2.9 Table 2 sets out office floorspace in square metres in each zone (see Figure 1) and in the first five years and the full plan period.

Table 2 Office floorspace, square metres

	5 Year Supply	% 5 Year Supply	Plan Period Supply	% Plan Period Supply
Within M60	795,100	78%	2,166,100	77%
Regional Centre	768,100	75%	1,993,000	71%
City Centre	718,400	70%	1,612,000	57%
Regional Centre (excl. CC)	49,700	5%	381,000	14%
Within M60 excl. RC	27,000	3%	173,200	6%
Outside M60	224,800	22%	640,600	23%
Tier 1 Centres	55,800	6%	206,900	7%
Wider GM South	82,500	8%	251,900	9%
Wider GM North	86,500	9%	181,800	7%
Grand Total	1,019,800	100%	2,806,700	100%

(Numbers may not total exactly due to rounding)

2.10 Nearly four fifths of the development is within the M60 over the plan period, with over half of all development within the City Centres.

2.11 The following maps shows the locations of office floorspace in the first five years of the plan (Figure 4) and over the full plan period (Figure 5).

Figure 4 ELS Office floorspace, first five years

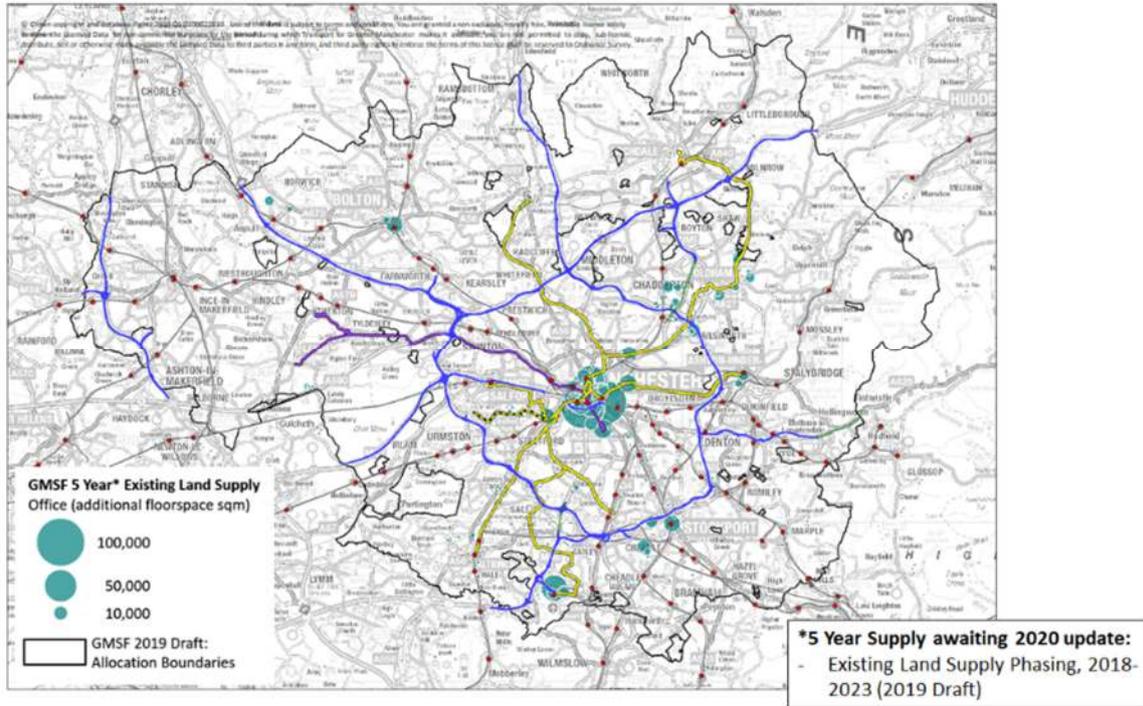
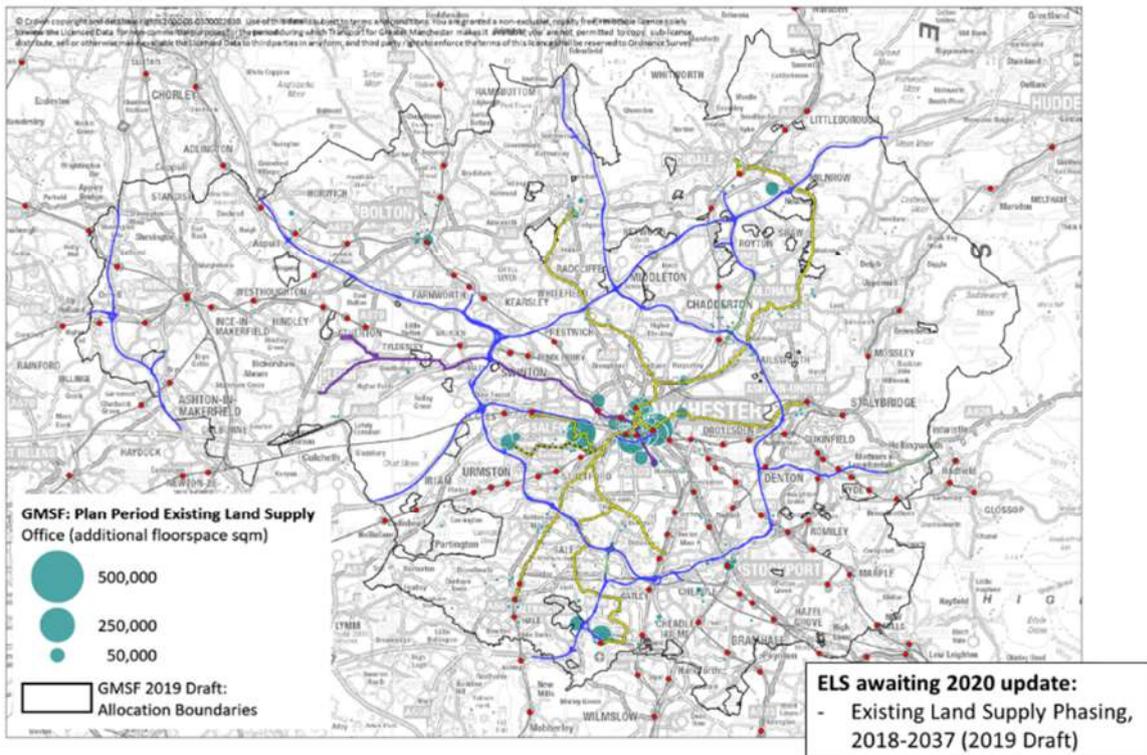


Figure 5 ELS Office floorspace, full plan period



Industry and Warehousing

2.12 Table 3 shows the amount of ELS floorspace for industry and warehousing by zone (see Figure 1) and in the first five years and the full plan period.

Table 3 ELS Industry and Warehousing floorspace, sqm

	5 Year Supply	% 5 Year Supply	Plan Period Supply	% Plan Period Supply
Within M60	89,300	11%	411,700	16%
Regional Centre	6,200	1%	123,100	5%
City Centre	5,100	1%	122,000	5%
Regional Centre (excl. CC)	1,100	0%	1,100	0%
Within M60 excl. RC	83,100	10%	288,600	11%
Outside M60	720,100	89%	2,215,700	84%
Tier 1 Centres	26,000	3%	50,800	2%
Wider GM South	107,400	13%	658,600	25%
Wider GM North	586,600	72%	1,506,300	57%
Grand Total	809,300	100%	2,627,500	100%

(Numbers may not total exactly due to rounding)

2.13 Industry and Warehousing development is focused outside the M60, with over four fifths of the development in the plan period. Almost all of the development contained outside the M60 is outside tier 1 centres.

2.14 Figure 6 shows the distribution of ELS Industry and Warehousing floorspace in the first five years. Figure 7 shows the distribution of ELS Industry and Warehousing floorspace in the full plan period.

Figure 6 ELS Industry and Warehousing, first five years

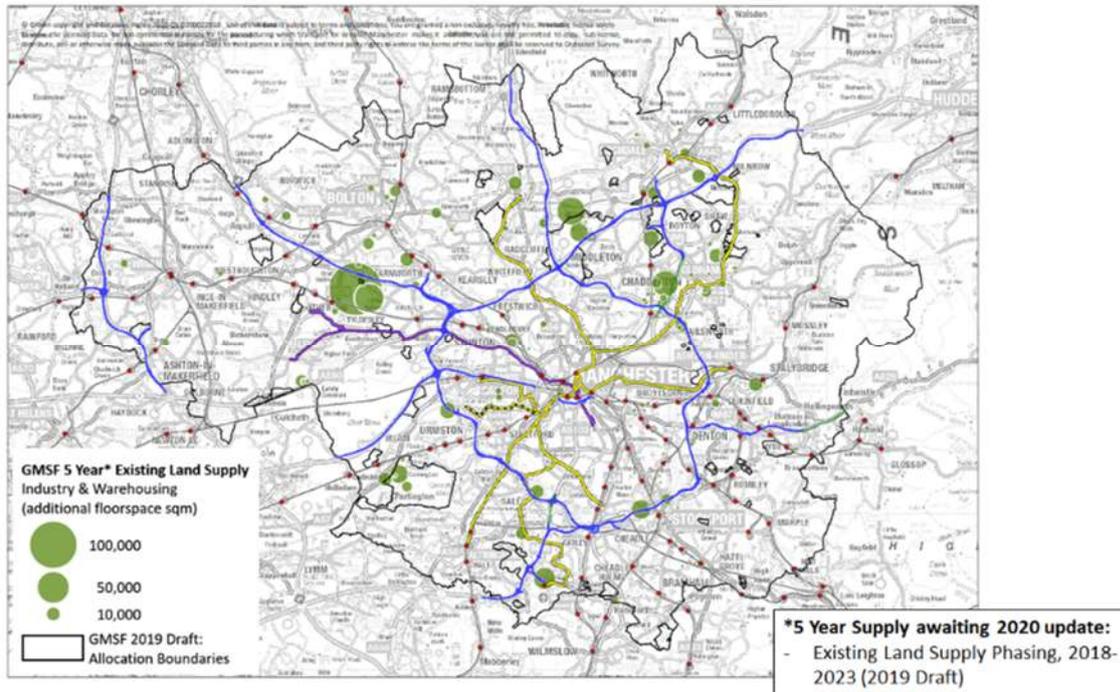
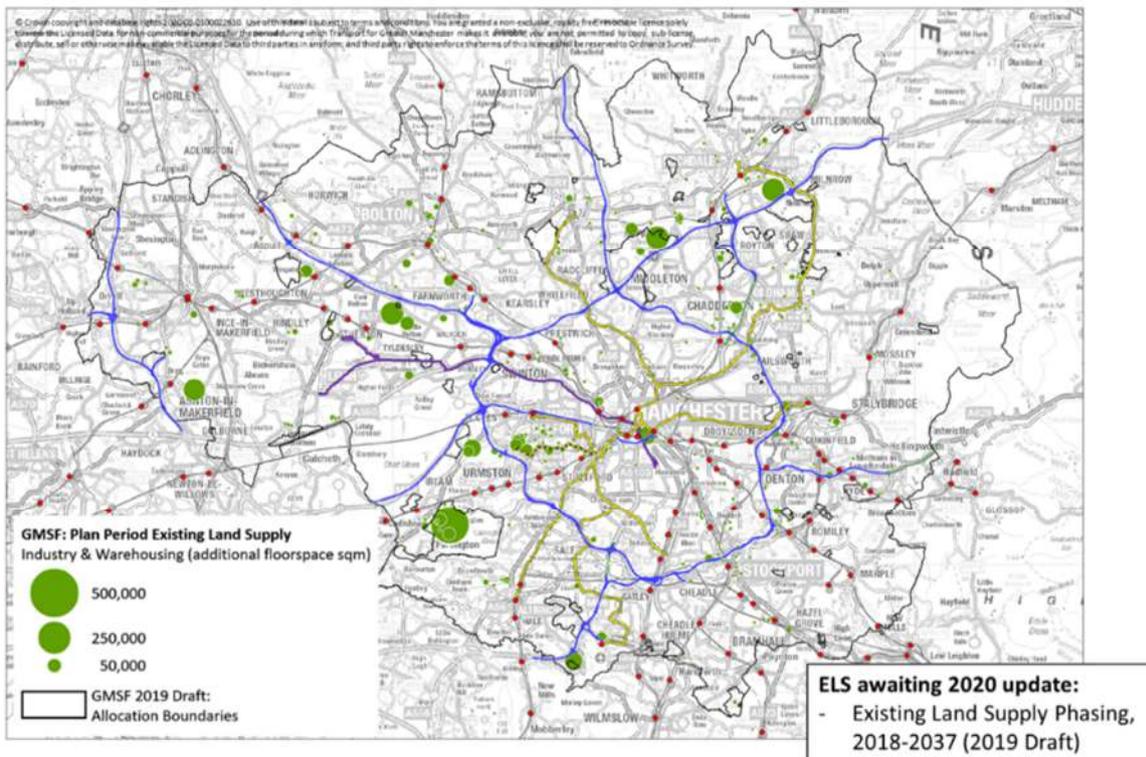


Figure 7 ELS Industry and Warehousing, full plan period



3 Existing Land Supply – Public Transport Accessibility and the Right Mix

- 3.1 Greater Manchester’s “Right Mix” vision for 2040 is set out in the Greater Manchester 2040 Transport Strategy.
- 3.2 The right mix vision is to improve the GM transport system so that car use can be reduced to no more than 50% of all daily trips. The remaining 50% of trips would be made by sustainable modes public transport, walking and cycling. This is an increase of approximately one million more trips using sustainable modes each day in GM by 2040.
- 3.3 GM’s focus therefore is planning for a sustainable form of growth, and investing in sustainable travel, without creating new highway capacity unless necessary to deliver wider strategic or local benefits.
- 3.4 The right mix approach requires a focus of development, wherever possible, in locations that are well served by public transport and which enable walking and cycling for short trips.
- 3.5 The GMSF supports the achievement of the “Right Mix” by placing significant emphasis on delivering growth within the existing land supply, which is, as demonstrated in this report, associated with lower levels of car travel demand and higher levels of public transport accessibility. The analysis below reviews the plan as a whole.

Existing Land Supply within areas of lower car travel demand

- 3.6 The distribution of residential supply, grouped by quintile areas of car travel to work, per resident worker (Census Journey to Work, 2011, MSOA derived) is shown in Table 4.

Table 4 Residential supply within areas of greatest and least car travel to work (journey to work quintile)

Housing Units Within:	5 Year Supply	% 5 Year Supply	Plan Period Supply	% Plan Period Supply
1 - Areas of Greatest Car Travel	8,100	12%	19,900	11%
2	5,400	8%	17,900	10%
3	6,100	9%	19,800	11%
4	17,400	25%	41,700	23%
5 - Areas of Least Car Travel	32,500	47%	81,600	45%
Grand Total	69,500	100%	180,900	100%

(Numbers may not total exactly due to rounding)

- 3.7 Across Greater Manchester, the majority of ELS housing is concentrated within areas of lowest car travel demand, as a proportion of all distance travelled to work recorded in the 2011 census.
- 3.8 The concentration of housing growth in areas where there is less propensity for car travel would indicate that development will generate less additional traffic than would be case if sites were in areas with greatest levels of car travel. It suggests that many of these locations are areas where public transport, cycling and walking are already readily available or adopted by the community because they are preferable to car use. We would anticipate the new developments in these areas would reflect the patterns of travel already present in those areas and would be more sustainable as a result.
- 3.9 Further information on these categories can be found in Appendix 1, Car Trip Km per Resident Worker.

Existing Land Supply in areas with good public transport accessibility

- 3.10 A measure of public transport accessibility has been created, as set out in Appendix 2.

Table 5 Residential supply – housing units

Housing Units	5 Year Supply	% 5 Year Supply	Plan Period Supply	% Plan Period Supply
Good PT accessibility	55,300	80%	139,900	77%
Not good PT accessibility	14,200	20%	41,000	23%
Grand Total	69,500	100%	180,900	100%

(Numbers may not total exactly due to rounding)

- 3.11 77% of residential units are in areas of good public transport accessibility.

Table 6 Employment floorspace – office

Office (sqm.)	5 Year Supply	% 5 Year Supply	Plan Period Supply	% Plan Period Supply
Good PT accessibility	952,100	93%	2,649,900	94%
Not Good PT accessibility	67,700	7%	156,800	6%
Grand Total	1,019,800	100%	2,806,700	100%

(Numbers may not total exactly due to rounding)

- 3.12 94% of office floorspace is within areas of good public transport accessibility.

Table 7 Employment floorspace – industry and warehousing

Industry & Warehousing (sqm.)	5 Year Supply	% 5 Year Supply	Plan Period Supply	% Plan Period Supply
Good PT accessibility	266,900	33%	1,074,700	41%
Not good PT accessibility	542,400	67%	1,552,800	59%
Grand Total	809,300	100%	2,627,500	100%

(Numbers may not total exactly due to rounding)

- 3.13 41% of industry and warehousing floorspace fall within areas of good public transport accessibility.
- 3.14 The majority of new housing or office development will come forward in areas that are already well-served by public transport, which means that these sites will be relatively easily accommodated into the existing transport network, without necessarily needing expensive new public transport provision. This does not negate the need for significant investment in our existing public transport network to ensure that it has the capacity and resilience to accommodate future growth. In some locations, the additional demand created by new development in areas with good public transport will serve to bolster the viability of public transport services and could create the market conditions that encourage further enhancements to services.
- 3.15 The nature of industry and warehousing, including logistics and distribution locations, that seek large economically competitive locations close to the motorway network is to be expected. The degree of public transport accessibility of these sites varies, and in some locations a more innovative approach to public transport provision may be needed.
- 3.16 While the analysis above reviews the plan as a whole, there are some significant clusters of growth where the distribution of land supply relative to public transport accessibility of existing car travel patterns differ from the average. Individual key growth areas are identified in section 4, and their location specific existing and future accessibility reviewed in section 6.

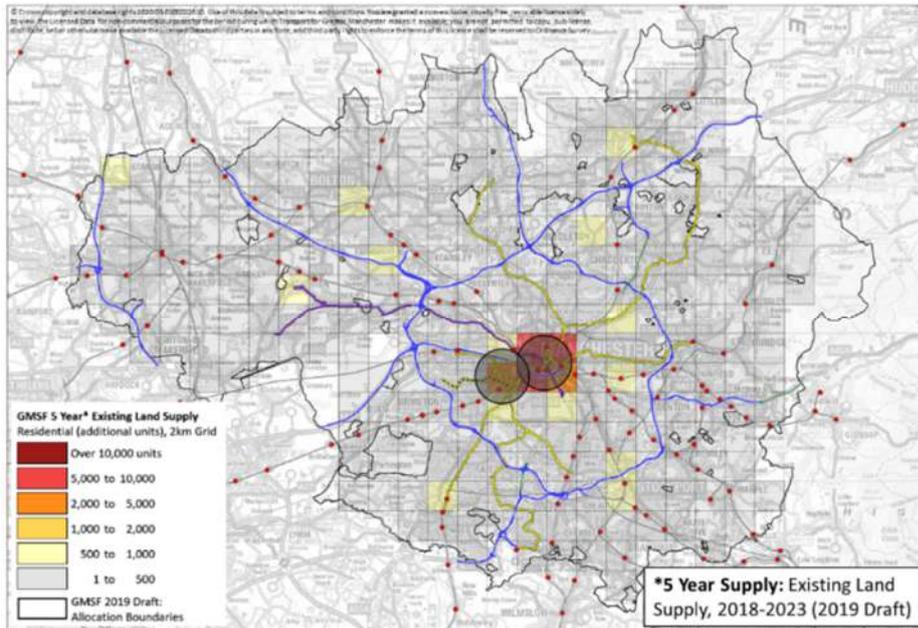
4 Identifying Key Growth Areas

- 4.1 Following the review of the distribution of the Existing Land Supply data from 2019, the following section highlights the most significant clusters of housing units, office floorspace, and industry and warehousing floorspace across Greater Manchester. A check on both the full plan period, and the first 5 years is conducted. A density threshold of above 2,000 additional residential units within a 2km square grid, or where over 50,000 square metres of employment floorspace within 2km square, including evidence of clustering with several adjacent squares has been deployed.
- 4.2 The limitations of a rigid distribution of a grid-square analysis are appreciated whereby a site may fall beyond a grid boundary and not be well reflected within such a density analysis. For example, where an area considered largely homogeneous such as a defined town centre, could straddle several grid squares. A further check of Greater Manchester's key town centres has been conducted (detailed in Appendix 4) to account for this.

Housing

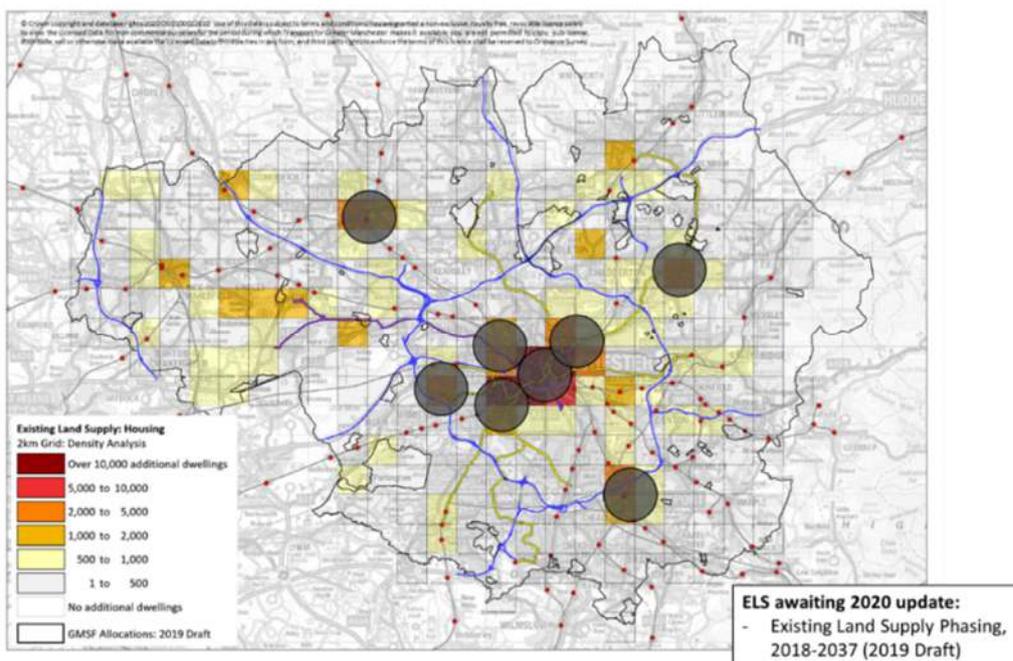
- 4.3 Housing supply within the first 5 years is most concentrated within the city centre, including parts of Salford and Trafford. There is also a lesser, but still significant clustering of supply including parts of the wider regional centre to the west such as Salford Quays.

Figure 8 ELS Housing growth areas, first five years



4.4 Over the full plan period, the city centre continues to expand outward into the regional centre, while further significant densities are apparent within Bolton, Oldham and Stockport town centres. There is also significant density of residential supply within the western Regional Centre within the area of Trafford Park, an area currently devoted to employment.

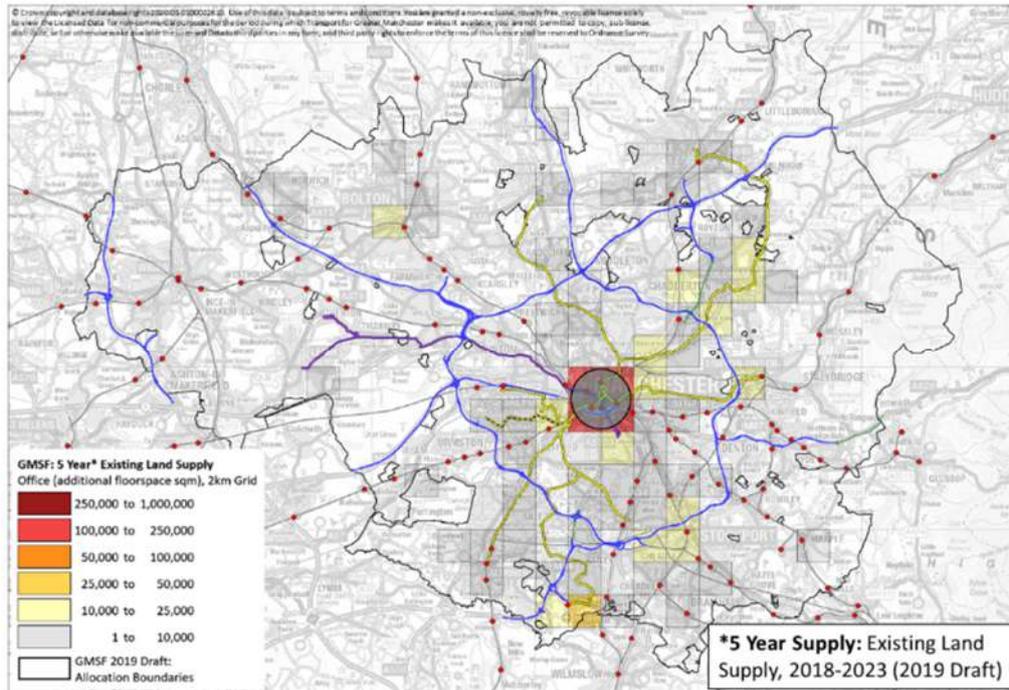
Figure 9 ELS Housing growth areas, full plan period



Offices

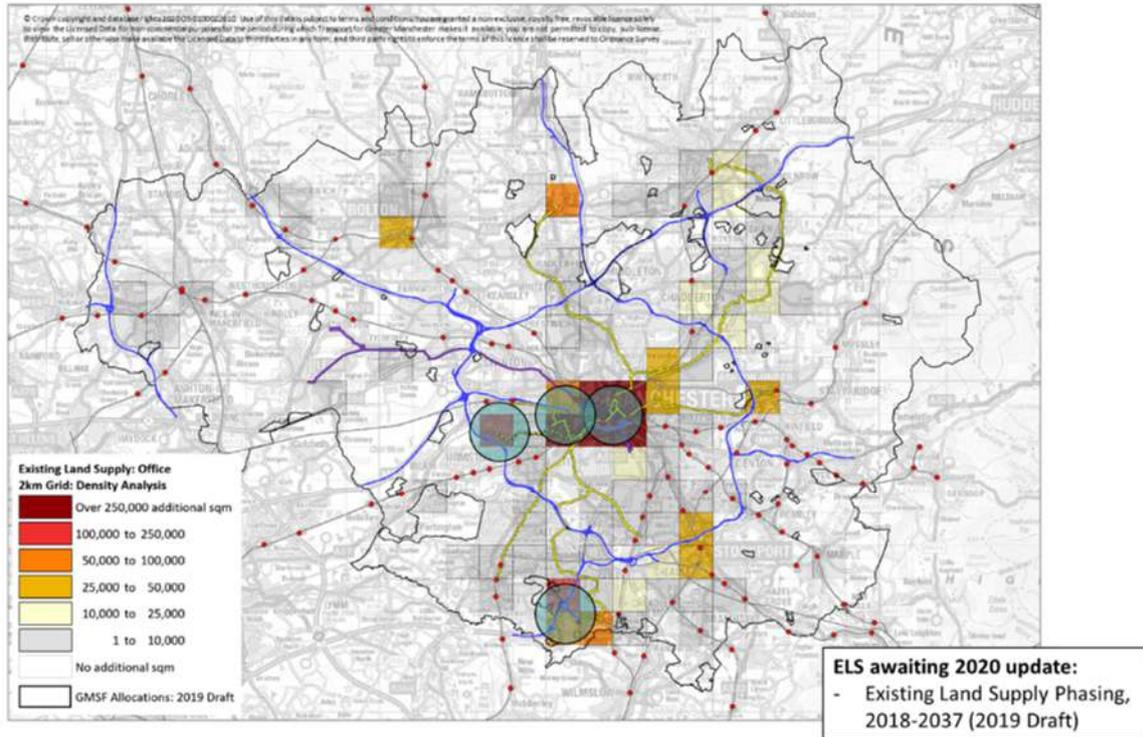
- 4.5 Within the first 5 years of the plan period, future office supply is most significantly concentrated within the areas approximately considered the city centres of Manchester and Salford.

Figure 10 ELS Office growth areas, first five years



- 4.6 Over the full plan period, while the same city centre area continues to densify, significant clusters also emerge west of the city centre including an approximate area near Salford Quays and the Trafford Centre. Furthermore, an area in the south Greater Manchester, potentially including developments around Manchester Airport and Wythenshawe Hospital at the border of Manchester and Trafford, is apparent.

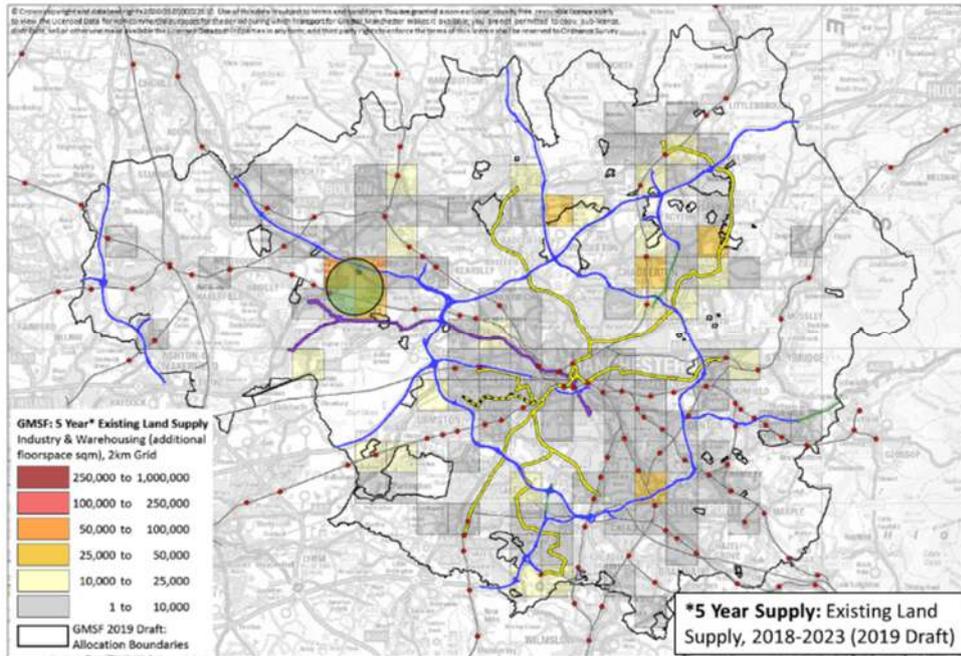
Figure 11 ELS Office growth areas, full plan period



Industry and Warehousing

- 4.7 Industry and Warehousing floorspace supply is less concentrated over the first 5 years of the plan period, although a notable cluster is apparent adjacent to the M61 corridor straddling Bolton and Wigan.

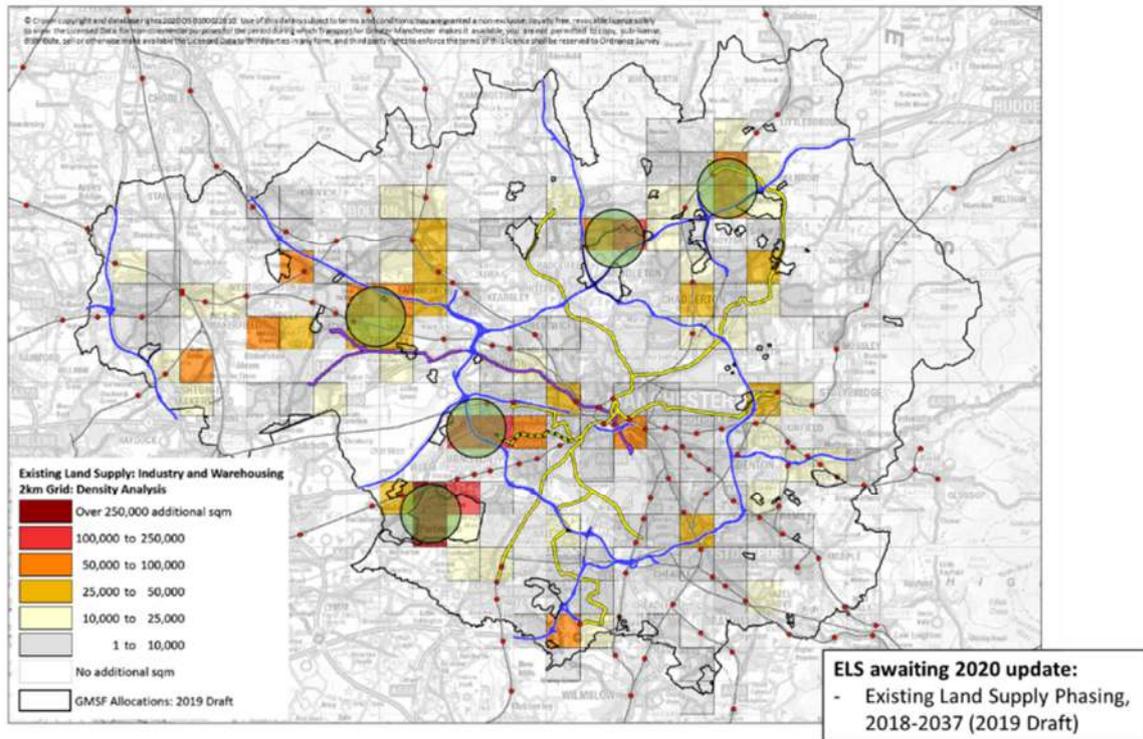
Figure 12 ELS Industry and Warehousing growth areas, first five years



4.8 The most significant density increases in industry and warehousing supply are apparent in the southwest of Greater Manchester near Carrington and Partington. Furthermore, the clustering identified around the M61 corridor within the first 5 years continues to densify.

4.9 Other significant clusters emerge near the Strategic Road Network, including parts of Bury and Rochdale near the M62 southwest of Heywood, south of Rochdale town centre adjacent to the M62 around Kingsway, the western side of the M60 surrounding Trafford park on the border between Salford and Trafford.

Figure 13 ELS Industry and Warehousing growth areas, full plan period



Identification of growth areas

- 4.10 Following a review of clusters of growth across residential, office, and industry and warehousing land supply, within the full plan period, and an additional priority check of the first 5 years, a number of key growth areas have been identified for further focus. These growth areas have been identified for the purpose of this study only – they should be considered as approximate locations, with study area boundaries to be refined through further study and agreement with appropriate stakeholders.
- 4.11 The following maps simply summarises the collation, including an indication where there should be particular attention given to the volume of development phased for delivery within the first 5 years of the plan period, circled in red. These areas of near-term priority include the areas described as the “City Centre” (including both Salford and Manchester), “Regional Centre West” (including parts of Trafford and Salford), and “Atherton Corridor including Hindley and Little Hulton” (including parts of Bolton and Wigan, on the edge of Salford).

Figure 14 ELA Overlapping growth area collation, full plan period

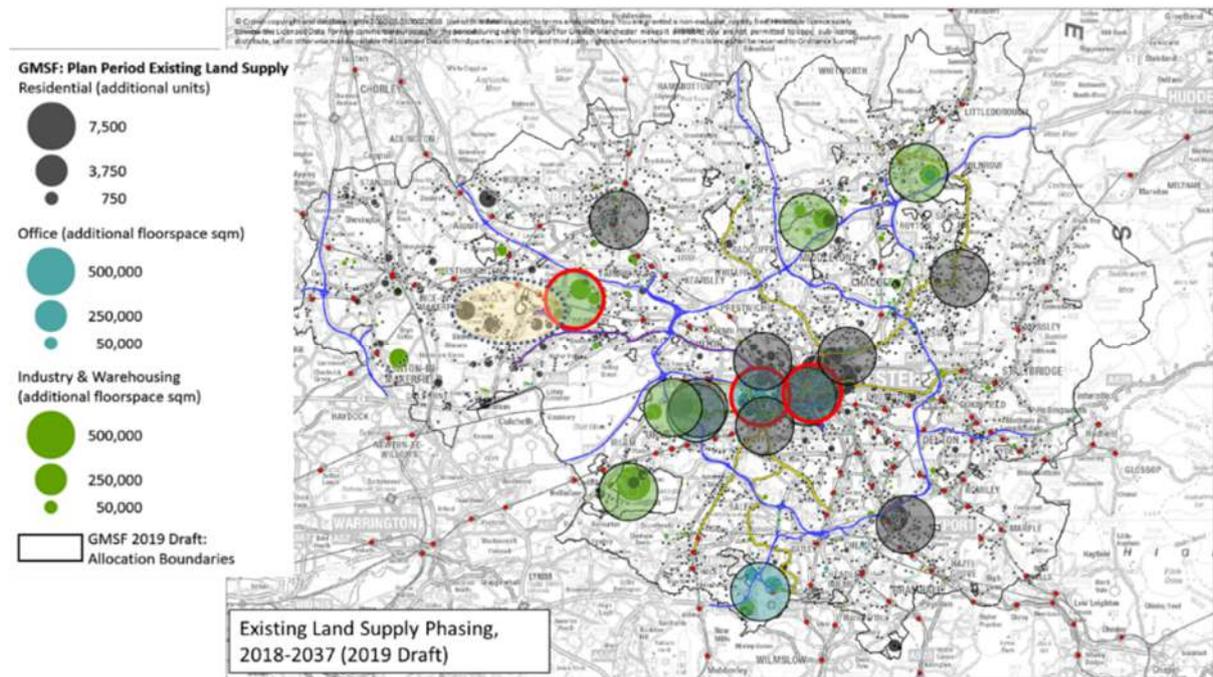
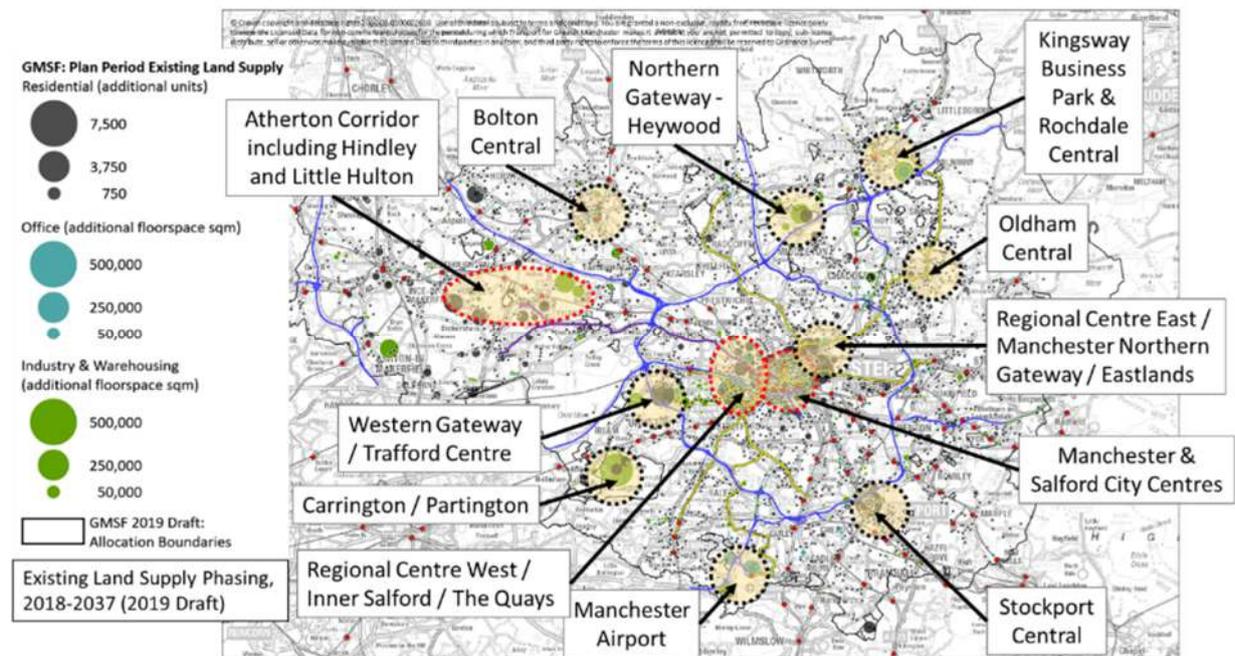


Figure 15 ELS Refined growth area summary, full plan period



4.12 The following table lists each of these areas to be taken forward for further analysis, including an indication of growth clusters that may emerge over the first 5 years of the plan period.

Table 8 Summary list of identified growth areas

	Plan Period Growth Cluster	Growth clusters emerging within first 5 years
1	Atherton Corridor including Hindley and Little Hulton	Yes
2	Bolton Central	
3	Carrington / Partington	
4	Manchester and Salford City Centres	Yes
5	Kingsway Business Park & Rochdale Central	
6	Manchester Airport	
7	Northern Gateway - Heywood	
8	Oldham Central	
9	Regional Centre East / Manchester Northern Gateway / Eastlands	
10	Regional Centre West / Inner Salford / The Quays	Yes
11	Stockport Central	
12	Western Gateway / Trafford Centre	

5 Greater Manchester 2040 Transport Strategy Delivery Plan

- 5.1 Greater Manchester has developed a comprehensive approach to long-term sustainable transport investment, underpinned by the policies and principles of the Greater Manchester Transport Strategy 2040, with a detailed implementation plan set out within the 5-year Delivery Plan 2020-2025. A mapped summary of the proposed place-specific schemes are provided within this chapter.
- 5.2 Beyond these mapped interventions, there are also a range of GM-wide interventions for delivery, which would provide travel benefits to support the whole land supply, and any clustering of potential future demand growth. This includes wide ranging interventions from the delivery of Emergency Active Travel measures to support social distancing as part of the Covid-19 recovery, to a proposed GM-wide bus franchising scheme (should any decision be taken to introduce franchising) and associated infrastructure, clean air plan, or integrated fares and ticketing standards. Each of these interventions will provide opportunities for the growth clusters explored in chapter 6.
- 5.3 Greater Manchester is also looking to secure further devolved regulatory powers to create and efficiently manage a cleaner, more efficient and integrated transport network, beyond the additional interventions proposed. These requests can also be found within the Delivery Plan.
- 5.4 The following images show each map and corresponding category of interventions within the 2040 Transport Strategy 5-year Delivery Plan, excluding cycling and walking schemes. Map 1 shows commitments for delivery in the next five years, map 2 represents schemes for business case development and potential early delivery, while map 3 includes longer-term schemes which will undergo options development.

Figure 17 Map 2 of the Delivery Plan: Business Case Development

MAP 2

In the next five years, we aim to complete business cases for early delivery of...

These interventions are those with potential to be delivered by 2025.

Subject to funding and business case approval

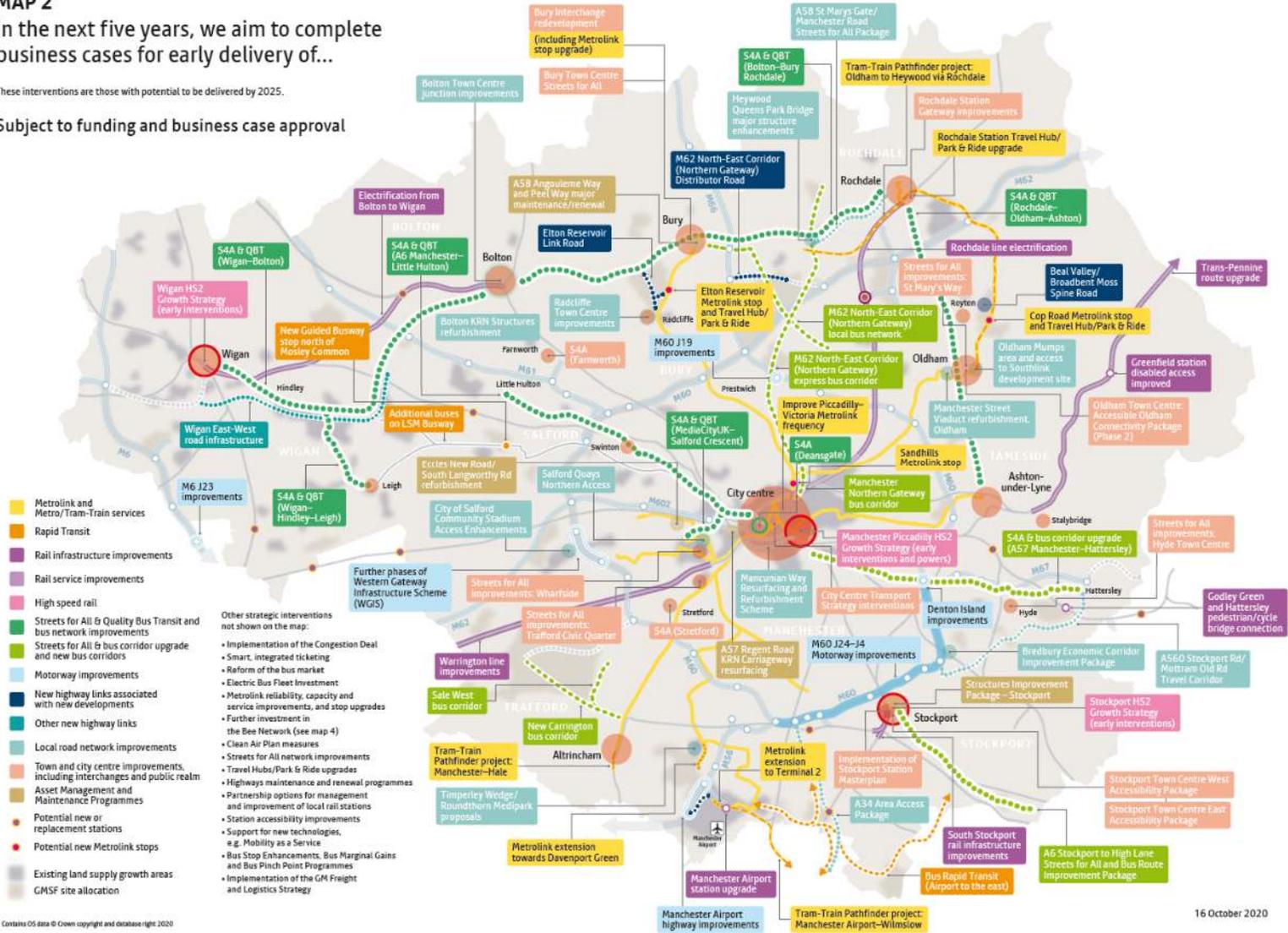


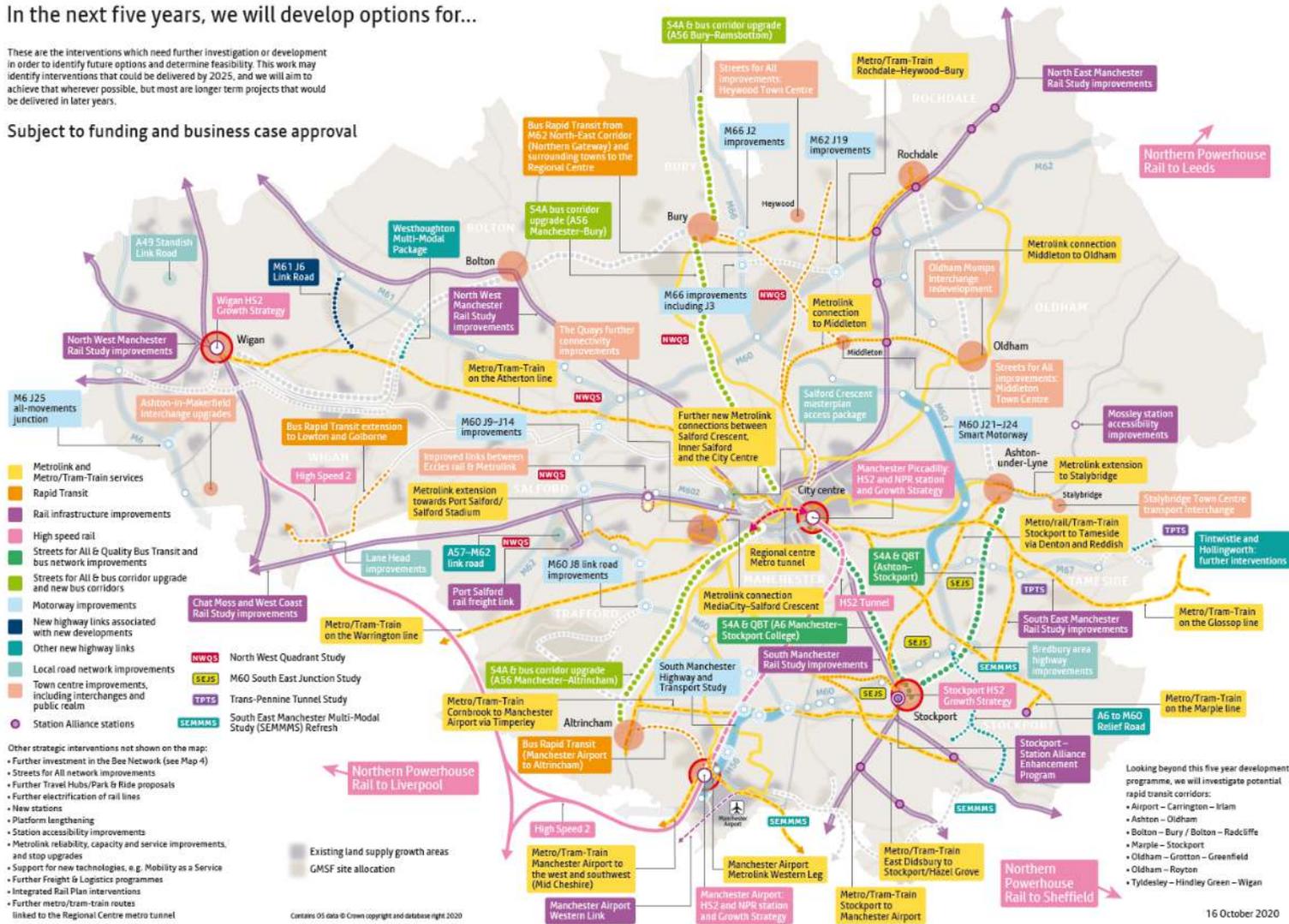
Figure 18 Map 3 of the Delivery Plan: Options Development

MAP 3

In the next five years, we will develop options for...

These are the interventions which need further investigation or development in order to identify future options and determine feasibility. This work may identify interventions that could be delivered by 2025, and we will aim to achieve that wherever possible, but most are longer term projects that would be delivered in later years.

Subject to funding and business case approval



16 October 2020

- 5.5 A mapped summary of these interventions within each local authority within Greater Manchester is provided within Appendix 5. Further detail regarding local outcomes and priorities, including detailed local priorities as well as walking and cycling proposals, can be found within the respective Local Implementation Plan annexes of the 2040 Transport Strategy 5-Year Delivery Plan.
- 5.6 The following section sets out, for each key growth area, an overview of the delivery plan schemes in the area.
- 5.7 The aim is to identify the type of interventions that may be needed in the area to support the ELS development. It is not, however, considered to be a definitive list. It is likely that these interventions will change over time – especially as new evidence emerges through the planning application process which identifies further mitigation on a site-by-site basis, or as detailed investigations demonstrate the efficacy of interventions or packages of interventions.

6 Key Growth Areas – Delivery Plan Proposals

6.1 The following sections aim to identify the interventions within the 2040 Transport Strategy Delivery Plan that specifically relate to the area of growth. It is important to recognise that there are also a large number of interventions within the plan that will benefit all travellers. These include, but are not limited to, within the first five years of the delivery plan:

- Implementation of the Congestion Deal
- Walking and Cycling improvements through the Mayor's Challenge Fund
- Additional Metrolink vehicles
- Implementation of the GM Freight and Logistics Strategy
- Behaviour change programmes
- Development of a Clean Air Plan

6.2 Furthermore, business cases will be developed on:

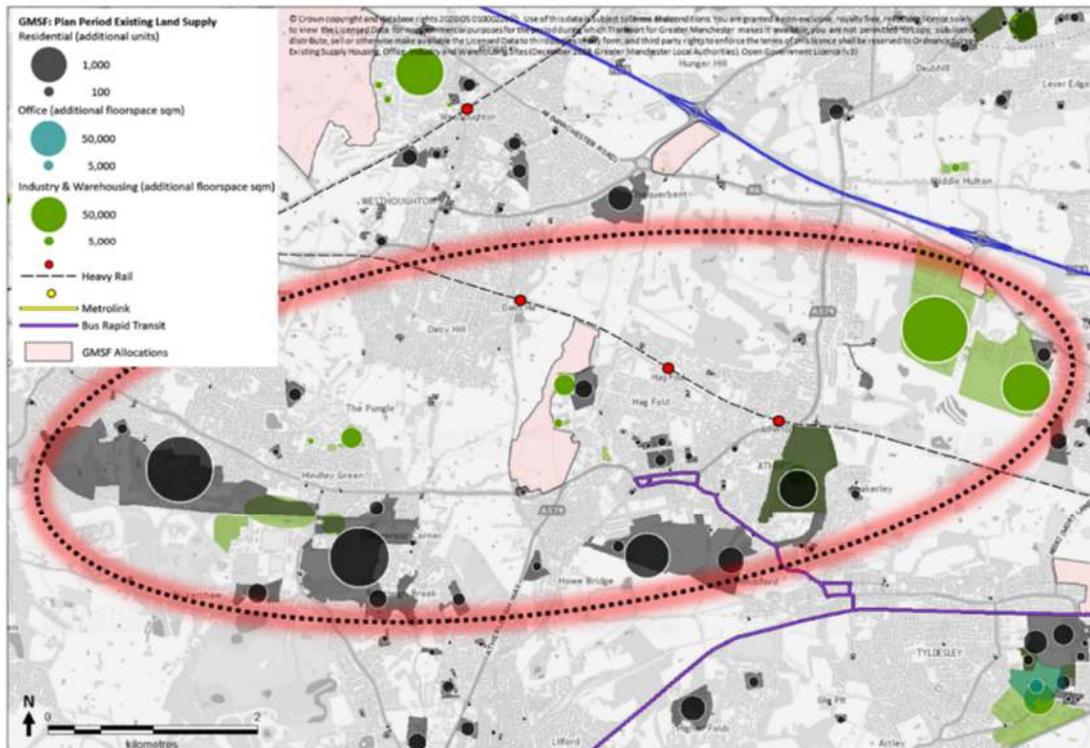
- Smart, integrated ticketing
- Reform of the bus market
- Further cycling and walking investments
- Streets for All network improvements
- New stations
- Improvements to local bus services

6.3 And options will be developed for:

- Further electrification of rail lines
- Platform lengthening
- Support for new technologies such as Mobility as a Service

Atherton Corridor including Hindley and Little Hulton

Figure 22 Atherton Corridor including Hindley and Little Hulton



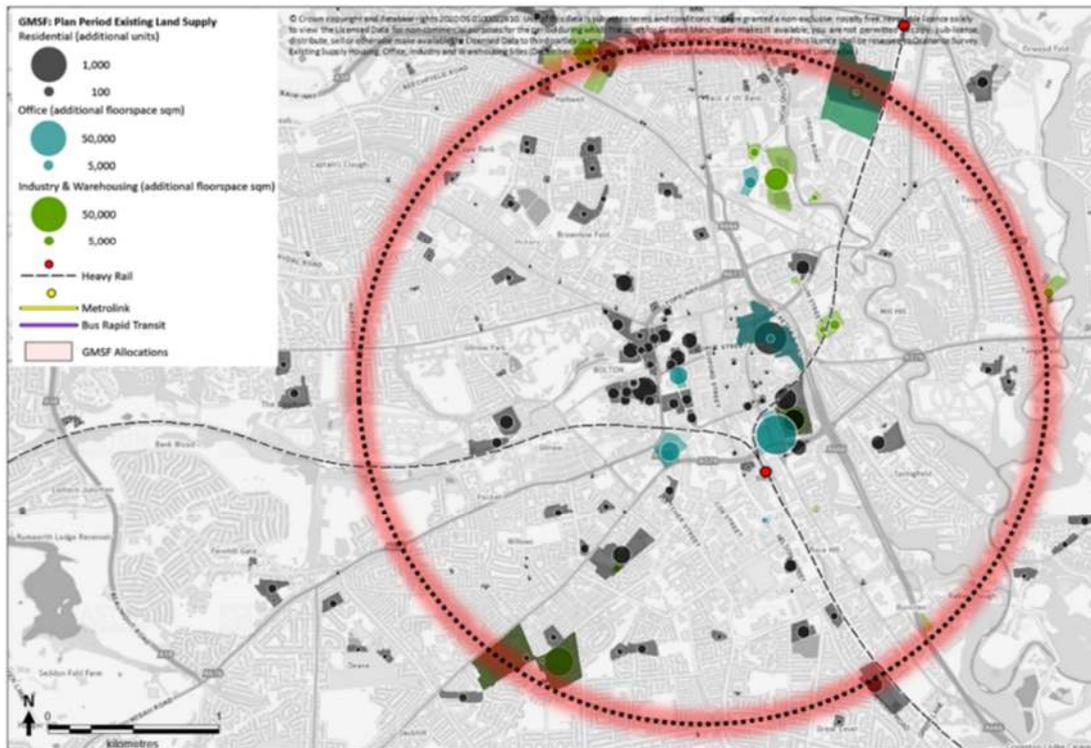
- 6.4 The area includes Hindley and Atherton within Eastern Wigan to the west, and sites in southern Bolton adjacent to Little Hulton in the East, on the border with Salford. The area is situated surrounding the Manchester to Wigan via Atherton rail corridor, and contained between the M61 and A580 East Lancashire Road highway corridors.
- 6.5 A significant proportion of the existing land supply within this area is residential, dominated by several large sites surrounding Atherton and Hindley, and amounts to approximately: 6,400 units spread across 69 sites through the plan period, with over 1,100 anticipated within the first 5 years.
- 6.6 Employment supply is particularly concentrated to the northeast of the cluster, around Logistics North on the edge of Little Hulton. Over 225,000 square metres of Industry and Warehousing is allocated across the plan period, with over 190,000 square metres planned within the first 5 years.
- 6.7 This area also includes GMSF allocations West of Gibfield, a mixed residential led scheme including homes and employment floorspace, and Bewshill Farm, an extension of the existing and proposed Industry and Warehousing sites of the Logistics North development.

- 6.8 The eastern half of this area is well served by existing strategic highway and public transport links. To the north where significant logistics and warehousing supply is earmarked, the M61 corridor provides excellent connectivity into the national motorway network at junction 4.
- 6.9 Heavy rail services between Manchester and Wigan are provided through the centre of the cluster, including the stations of Daisy Hill, Hag Fold and Atherton. Interchange at Hindley allows rail access between Bolton Town Centre and Atherton, approximately 4 services per hour are provided in the weekday AM peak, with an average rail journey time of less than 30 minutes to the regional centre. First services arrive into Manchester at 6.45am, and last services depart from Manchester at 23:15. A less frequent service of 2 trains per hour in the AM peak is provided from Hag Fold.
- 6.10 Toward the south, this is complimented by bus rapid transit services utilising the Leigh-Salford-Manchester Busway, joining the nearby A580 corridor. From Atherton, passengers can access the regional centre, including a direct connection to Manchester Royal Infirmary, within approximately 1 hour, with 2 services per hour during the AM peak.
- 6.11 Local bus services throughout the area provide connections to local centres including Wigan and Bolton within approximately 30 minutes and Leigh within 15 minutes from Atherton. Local Link provides demand responsive transport for existing residential areas stretching between Atherton to Westhoughton.
- 6.12 Existing significant cycling networks are limited within the area, although National Cycle Network route 55 provides a traffic free connection serving the communities of Hindley, Atherton and Tyldesley between Wigan and Monton in Salford.
- 6.13 The western half of this cluster is not currently served by major strategic public transport or highway connections, with public transport services predominantly provided by local bus services. A number of interventions set out for further detailed development in the Delivery Plan have the potential to radically transform the connectivity of this area.
- 6.14 Detail on Greater Manchester's proposals for a comprehensive walking and cycling network can be found within the Delivery Plan and Local Implementation Plans. The Local Implementation Plans are live documents and will be updated periodically. Active travel interventions with commitment for delivery relevant to the growth cluster include schemes such as:
- Active Neighbourhoods in Leigh and Atherton
- 6.15 Committed schemes within Map 1 of the delivery plan, include:

- Daisy Hill access for all improvements and bridge deck replacement
- 6.16 The area has several schemes on Map 2 of the delivery plan, for which business cases will be developed for early delivery supporting near-term growth:
- Additional buses on the LSM busway
 - Streets for All & Quality Bus Transit (Wigan - Bolton)
 - Streets for All & Quality Bus Transit (A6 Manchester – Little Hulton)
 - Potential New Station: Little Hulton
 - Wigan East-West road infrastructure
 - Electrification from Bolton to Wigan
- 6.17 The area has further schemes on Map 3 for which options will be developed with a view to longer term delivery:
- Metro/Tram-Train on the Atherton line
 - Westhoughton Multi-Modal Package

Bolton Central

Figure 19 Bolton Central



- 6.18 This area is loosely defined as 2km from Bolton town (town hall). Including Bolton town centre, and adjacent suburbs within the A58, it stretches north toward Astley Bridge, and southwest toward Daubhill.
- 6.19 Residential supply is almost approximately 4,700 units within the plan period, of which 1,000 is within the first 5 years. Spread across 130 individual sites, the majority of supply is concentrated close to the town centre.
- 6.20 Employment supply includes almost 58,000 square metres of office floorspace (21,000 in the first 5 years), largely concentrated within the town centre. This is limited to 7 unique sites. Industry and Warehousing floorspace of approximately 70,000 square metres (22,000 in the first 5 years) is distributed across 12 sites located to similar existing uses, away from the town centre. Areas include Tongue and the valley surrounding the River Tongue (northeast), Daubhill (south), and Halliwell Business Park at the edge of the 2km buffer (northwest).
- 6.21 As one of Greater Manchester key town centres, Bolton town centre acts as a hub of services and opportunities of Bolton Metropolitan Borough. The centre of Bolton contains significant space prioritised to enhance the sense of place

encouraging walking around the largest trip attractors of Bolton's town centre, including leisure and employment locations.

- 6.22 A modern and secure cycle storage facility is provided alongside the recently completed transport interchange. Traffic free cycle corridors facilities penetrating the town centre are limited, although there are significant continuous cycling corridors that stop slightly short of the town centre including the National Cycle Network route 55 to the south, and Regional Route 80 Middlebrook Way to the west. Other existing cycle facilities are currently on-highway and at times discontinuous.
- 6.23 Local bus services converge alongside Bolton rail station at the recently delivered multi-modal transport interchange, including high quality secure cycle hub facilities. These provide frequent services between Greater Manchester's key town centres such as Wigan, Bury and Rochdale, as well a range serving a range of intermediary destinations across the wider city-region.
- 6.24 The adjacent and directly connected heavy rail station provides radial services to Manchester and Salford City Centre, orbital services to the GM key town centre of Wigan, and national services to destinations including Southport, Preston, Blackpool and Edinburgh, serving intermediate stations in between. Manchester City Centre is accessible within approximately 20 minutes, with approximately 7 services per hour arriving in the city centre from Bolton, during the AM peak. Early morning and late-night services are also provided, as well as direct services to Manchester Airport.
- 6.25 Bolton is well served by high quality Local Road Network links, with good access to the national Strategic Road Network to the southwest on the M61. The A6, a major north-south trunk road, passes to the west through a range of local centres before passing through Greater Manchester's Regional Centre.
- 6.26 Detail on Greater Manchester's proposals for a comprehensive walking and cycling network can be found within the Delivery Plan and Local Implementation Plans. The Local Implementation Plans are live documents and will be updated periodically. Active travel interventions with commitment for delivery relevant to the growth cluster include schemes such as:
- Bolton Town Centre – Phase 1
 - B6226 Parallel Walking and Cycling Quiet Route
- 6.27 The area also has a confirmed scheme which addresses localised highway network issues in the area (map 1 of the delivery plan):
- Salford Bolton Network Improvements

6.28 There is also a collection of schemes will improve conditions for sustainable modes of travel in the area and for which business cases will be developed for potential early delivery (map 2 of the delivery plan):

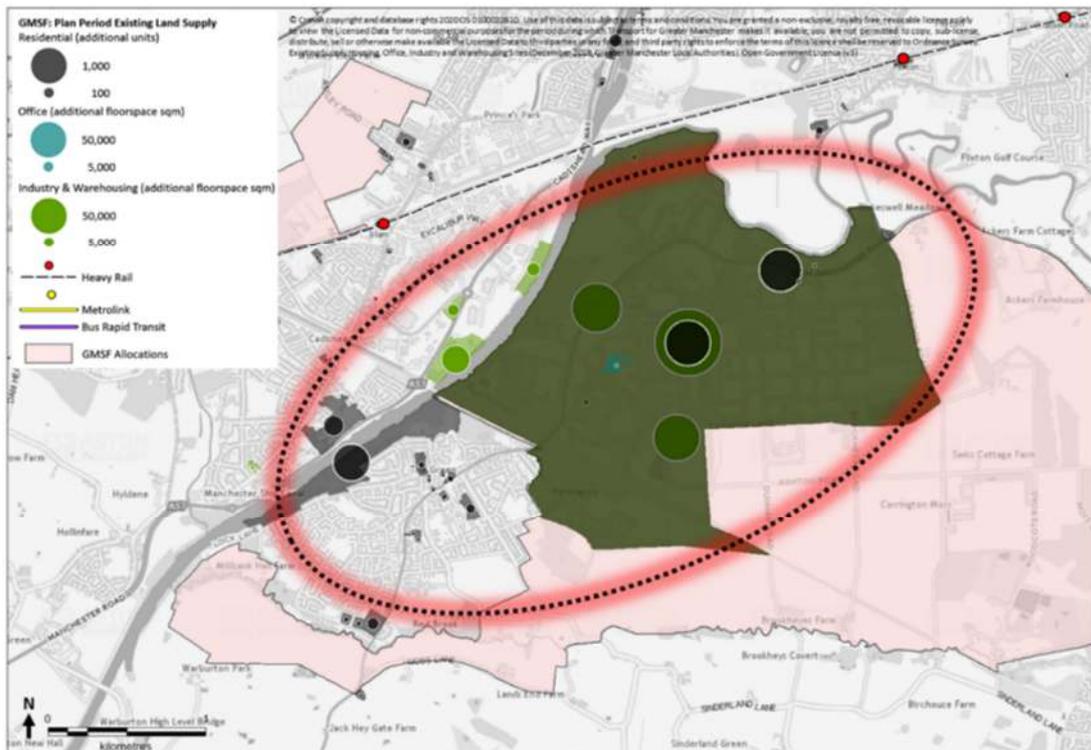
- Bolton Town Centre junction improvements
- Bolton KRN Structures refurbishment
- Electrification from Bolton to Wigan
- Streets for All & Quality Bus Transit (Bolton – Bury - Rochdale)
- Streets for All & Quality Bus Transit (Wigan - Bolton)

6.29 Over the longer term, the area would benefit from potential rail improvement schemes as options are developed to address efficiency and capacity across the network (map 3 of the delivery plan).

- Electrification from Bolton to Wigan
- North West Manchester Rail Study improvements

Carrington / Partington

Figure 20 Carrington / Partington

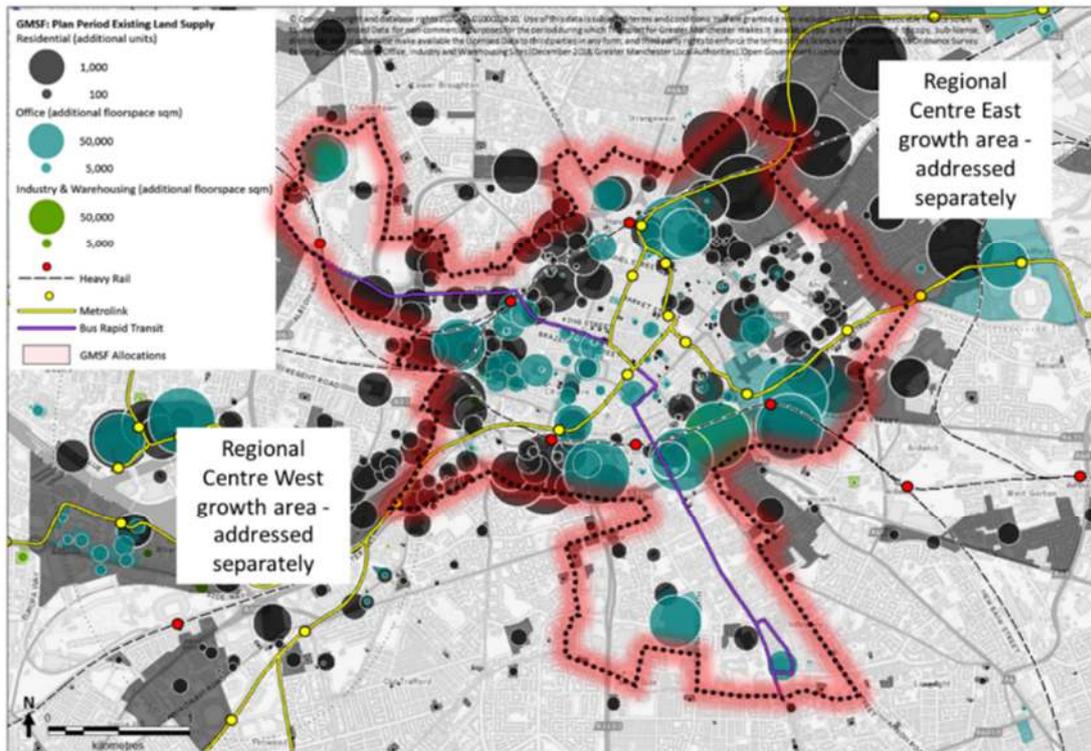


- 6.30 This cluster of development lies largely within Trafford, adjacent to the Manchester Ship Canal and River Mersey in Trafford, southwest Greater Manchester. The existing land supply of Carrington is concentrated largely around the redevelopment of existing brownfield sites adjacent to the settlement of Partington, but there are also adjacent residential sites within Partington. While there is some land supply north of the Manchester Ship Canal at Cadishead, falling within this approximate definition, there are no crossings within the immediate vicinity, and Partington and Cadishead are severed except for a single pedestrian connection across the ship canal.
- 6.31 Predominantly an employment location for industry and warehousing use, over 435,000 square metres are identified across the plan period (43,000 within the first 5 years), with a negligible supply of office floorspace.
- 6.32 Residential supply is earmarked for approximately 2,500 units across the plan period (~250 within the first 5 years) across 15 sites, some of which are within the existing residential area of Partington.
- 6.33 This area also sits within a wider expansion of Carrington through the GMSF allocation, surrounding the existing supply to the south and west.
- 6.34 As a largely former industrial location, permeability across the cluster is currently limited, although this will be addressed through detailed master planning work associated with the development due to be delivered. Within the existing settlement of Partington, a range of local facilities are accessible in the centre, within walking distance of existing residential neighbourhoods.
- 6.35 A range of local bus services serve the local centre of Partington, provide connections to the Trafford Centre, Manchester City Centre (via Flixton, Urmston and Stretford), Warrington and Altrincham.
- 6.36 There are no existing rapid transit connections within the area, with the nearest opportunities to join Greater Manchester's rapid transit network in Flixton to the north west, or the Altrincham Metrolink corridor in the west.
- 6.37 The local highway network within the cluster is limited, though the A6144 Manchester Road leads directly to junction 7 of the M60, providing access to the UK's Strategic Road Network. The nearest crossing of the Manchester Ship Canal is via the Warburton toll bridge to the south west, allowing access to the A57, providing connectivity to Warrington and junction 21 of the M6. The nearest crossing of the Manchester Ship Canal to the north east is the M60 or A57 Salford Western Gateway, adjacent to the Trafford Centre.

- 6.38 A historic crossing of the Manchester Ship Canal did provide a connection to the adjacent settlement of Cadishead from Partington, although this is now closed and remains inaccessible.
- 6.39 Detail on Greater Manchester's proposals for a comprehensive walking and cycling network can be found within the Delivery Plan and Local Implementation Plans. The Local Implementation Plans are live documents and will be updated periodically. There is a significant local priority to deliver a new active travel crossing of the Manchester Ship Canal utilising the disused Cadishead Viaduct (Trafford Greenway / Cheshire Lines Connection).
- 6.40 The area has one confirmed scheme to facilitate development in the ELS (map 1 of the delivery plan):
- Carrington Relief Road
- 6.41 The area would also benefit from a bus improvement package that are linked both to the growth in the ELS and the associated New Carrington Allocation. A more detailed business case will be developed for this scheme with a view to early delivery (map 2 of the delivery plan):
- New Carrington bus corridor
 - Sale West bus corridor
- 6.42 The area has a scheme for which options will be developed alongside the New Carrington GMSF Allocation (map 3 of the delivery plan):
- M60 J8 link road improvements

Manchester and Salford City Centres

Figure 21 Manchester and Salford City Centres



- 6.43 The combined city centres of Manchester and Salford are defined above, consistent with the boundary of the Draft City Centre Transport Strategy to 2040, released for consultation in autumn 2020, following a conversation in 2018. While a summary of the area is provided below, it is recommended to source further detail from the strategy specifically. The document provides information on the context, ambitions and proposals to support the potential for 100,000 more jobs and 50,000 more homes across the city centre, while leading efforts for Greater Manchester to become a zero-carbon city-region by 2038 through an ambitious sustainable mode share aim consistent with the Greater Manchester 2040 Transport Strategy 'Right Mix' vision.
- 6.44 Stretching south to include the university corridor of Oxford Road to the Manchester Royal Infirmary, northwest to include the University of Salford and east including the residential communities of Ancoats, the area includes some the highest density of residents and employees within Greater Manchester. This area sits between adjacent additional identified clusters of the Regional Centre East and Regional Centre West. Much of the additional development falls on sites at the edge of the city centre as it has expanded outward, often outside the Manchester Salford Inner Ring Road.

- 6.45 There are approximately 50,000 residential units identified across the plan period, of which 25,000 are due within the first 5 years. These are spread across approximately 240 sites, and the majority of which are likely to be apartments or higher density houses.
- 6.46 Employment supply is focused on office supply. There is over 1.5 million square metres of office floorspace identified across the plan period, and almost 720,000 square metres of this is due within the first 5 years. Despite the focus on high density office space, there is still a significant supply of industry and warehousing floorspace, and over 120,000 square metres is earmarked through the plan period, although only 5,000 square metres is anticipated within the first 5 years.
- 6.47 Benefitting from a small, dense core, the majority of which is in a 2km catchment, a wide range of trip attractors, public transport hubs, and residential neighbourhoods are accessible within a distance accessible by walking. Significant parts of the city centre have prioritised place-based improvements to deliver pedestrianisation surrounding major retail and nightlife, public transport, and employment areas to minimise the need to travel by private vehicle within the city centre.
- 6.48 Recent programmes have delivered new or upgraded traffic segregated cycling corridors in both Manchester and Salford, including along existing canal alignments, as well as dedicated corridors such as Oxford Road serving student populations within and to the south of the city centre.
- 6.49 The city centre itself acts as a hub of pan-northern transport services, with high capacity, frequent rail services to cities across the United Kingdom converging within Manchester Victoria and Manchester Piccadilly stations. Coach travel also provides affordable and frequent travel from major hubs including Shudehill and Chorlton Street bus station.
- 6.50 The city centre also acts as the hub of Greater Manchester's Metrolink network, suburban rail services, bus rapid transit services and conventional local bus services. High quality rapid transit services link each of Greater Manchester's key town centres, and Manchester Airport, to the city centre via radial connections. These also serve a selection of smaller local centres along these radial corridors. The rest of Greater Manchester's local centres, including orbital links between them, are largely served by local bus services.
- 6.51 The previous City Centre Transport Strategy, adopted in 2010 guided a range of modern, transformative interventions which have encouraged and will continue to enable growth in the near-term. Schemes such as Metrolink's Second City Crossing, Oxford Road bus and cycle corridor, the redevelopment of St Peter's Square and the Ordsall Chord are examples showcasing the strong track-record

of achievement to be built on by the recently published Draft City Centre Transport Strategy to 2040.

6.52 There are a range of committed transport interventions for the city centre to be delivered within the next 5 years. These projects have significant funding allocated, with the case for change made (although final funding arrangements and approval of business cases may still be needed). The main committed proposals include:

- Albert Square Redevelopment
- New Bailey, Salford – public realm, bus and environmental improvements
- Great Ancoats Street corridor and crossing improvements
- Rail network connectivity and capacity enhancements including Salford Central Rail Station upgrade and Castlefield rail corridor (Piccadilly platforms 15 and 16)
- Higher frequency Metrolink services facilitated by 27 additional vehicles
- Expansion of the EV charging network and car club EVs
- Innovation pilots of new technologies such as a connected and autonomous vehicle trial and e-scooter trial at Salford University
- New and enhanced city centre Bee Network, including: Northern Quarter cycle route including Stevenson Square; Chapel Street East; Manchester-Chorlton cycle route; Rochdale Canal towpath upgrade; Northern and Eastern Gateway Bee Network (Ancoats and New Islington); Salford City Centre Package including St. Johns to New Bailey Bridge, Ordsall Riverside Connection, Oldfield Road Corridor, Chapel Street/Trinity Way, Brought Cycleway Enhancements; Mancunian Way and Princess Roundabout improvements; and Emergency Active Travel fund measures in response to Covid-19.

6.53 Beyond these committed interventions there are also a range of proposals to complete business cases for early delivery:

- City centre bus routing and terminus early improvements
- A56 Quality Bus Transit corridor (Manchester to Bury)
- A6 Quality Bus Transit corridor (Manchester to Stockport College)
- A6 Quality Bus Transit corridor (Manchester to Little Hulton)
- Zero emission and noiseless buses
- City centre cycle triangle
- City centre bike hire scheme

- Deansgate “Streets for all” with removal of motor traffic
- Whitworth Street “Streets for All”
- City centre wayfinding improvements
- Pedestrian priority zones
- Ancoats Green Travel Hub
- Piccadilly High Speed 2 and Northern Powerhouse Rail early interventions

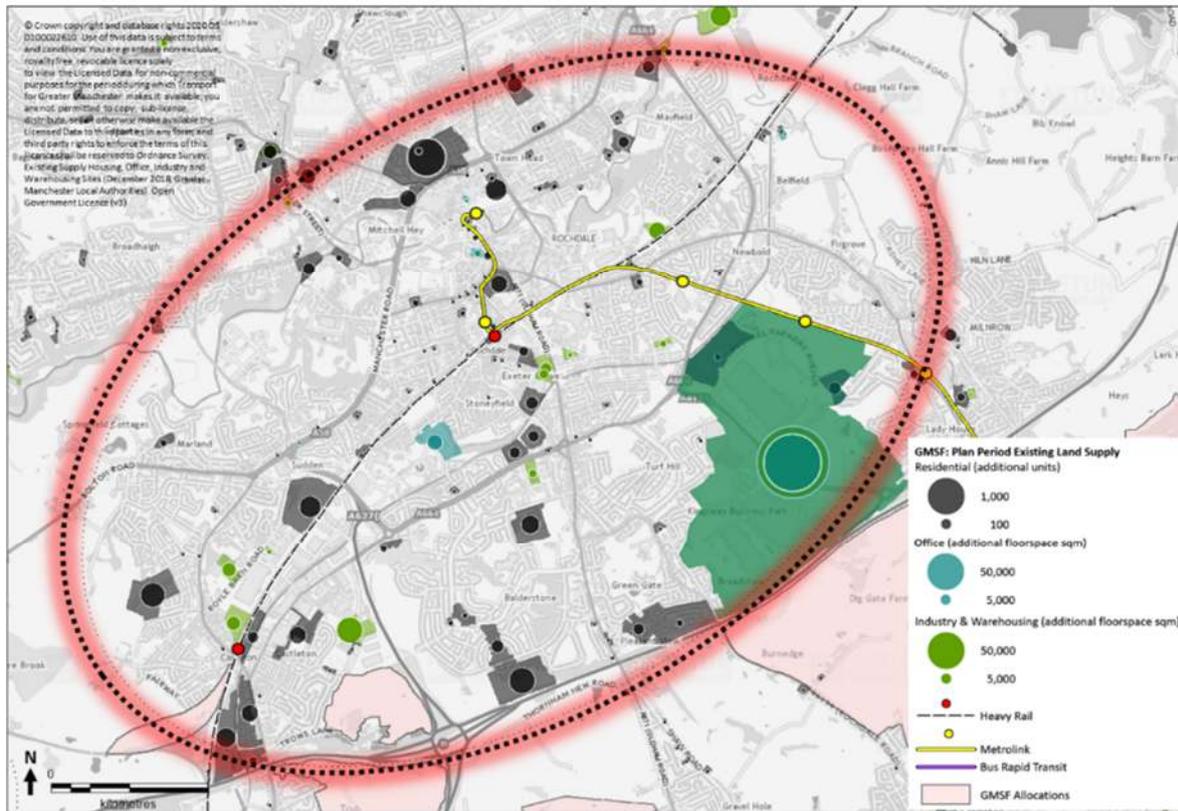
6.54 Furthermore, the main proposals under option development for longer-term delivery include:

- Further innovation trials
- City centre bus routing and terminus later improvements
- Further Quality Bus Corridor improvements
- New bus and coach station at Piccadilly
- Metrolink/tram-train capacity enhancements
- New Metrolink connections between Salford and city centre
- City centre metro tunnel
- Piccadilly High Speed 2 and Northern Powerhouse Rail later interventions
- High Speed 2 and Northern Powerhouse Rail

6.55 Detail on Greater Manchester’s proposals for a comprehensive walking and cycling network can be found within the Delivery Plan and Local Implementation Plans. The Local Implementation Plans are live documents and will be updated periodically.

Kingsway Business Park & Rochdale Central

Figure 22 Kingsway Business Park & Rochdale Central



- 6.56 Kingsway Business Park & Rochdale Central includes the town centre of Rochdale, stretching toward the south including land supply at Kingsway Business Park and the northeast of Castleton. It includes the local neighbourhoods immediately surrounding Rochdale Town Centre, as well as nearby areas such as Belfield, Newbold, Balderstone, Firgrove and Castleton. The area is loosely focused around the convergence of the Calder Valley rail corridor and Rochdale Metrolink lines, at the town centre, bounded to the south by the M62.
- 6.57 This cluster is composed of several smaller hotspots of land supply. A significant location for industry and warehousing of approximately 173,000 square metres across the plan period (35,000 in the first 5 years) including a continued expansion of the existing elements of Kingsway Business Park which makes up the bulk of the supply. Office supply includes approximately 63,000 square metres across the plan period, of which 56,000 square metres are due to come forward within the Kingsway development. There is very limited office supply within the first 5 years, however.

- 6.58 There are a range of residential sites within the cluster. There are approximately 3,500 units earmarked across the plan period, while around 1,400 units are planned for delivery within the first 5 years of the plan period. Of the 110 individual sites across the cluster, many of these are located within accessible walking distance to well-served rail stations, Metrolink stops, or frequent local bus services.
- 6.59 This area also contains further potential growth to be allocated through the GMSF, including the allocations of Castleton Sidings and Trows Farm..
- 6.60 Kingsway Business Park & Rochdale Central is well served by local and strategic highway and public transport connections. The town centre of Rochdale acts as a hub for local, city-region, and wider city-to-city travel.
- 6.61 Extensive walking permeability is provided through the cluster with a well-developed local highway network, and where severance exists within more sparsely developed areas, such as adjacent to the M62, there are numerous public rights of way via bridges to enable permeability. Within the cluster, traffic segregated cycling facilities are provided as part of the existing National Cycling Network. The National Cycle Network Route 66, provides a traffic free alignment along the Rochdale Canal, linking to nearby towns along the Calder Valley such as Castleton within the southwest of the cluster, to destinations beyond such as Littleborough to the north east. Opportunities are available to continue onward toward larger destinations such as Greater Manchester's Regional Centre via traffic free or quiet routes. A mixture of on and off carriageway cycling facilities are provided across the cluster, cycle parking at fixed track stations, and significant cycle hubs at Rochdale interchange and Rochdale rail station.
- 6.62 A Metrolink corridor provides access from Rochdale town centre, via Kingsway, providing frequent orbital connections toward Oldham town centre in the south, within onward connections to Manchester. Interchange opportunities with national rail services are provided at Rochdale rail station. Here, Manchester City Centre is accessible within approximately 20 minutes. Prior to Covid, 6 services an hour in the AM and PM peaks served Rochdale Railway Station. Services cross the Greater Manchester city region, serving intermediary stations including the settlements along the Calder Valley Line corridor, such as Castleton station within the southwest of the cluster, and stations outside the cluster such as Mills Hill, Smithy Bridge and Littleborough, with onward stopping services or faster direct connections available to Leeds, Clitheroe, Blackburn, Chester and East Coast Ports.
- 6.63 In the centre of Rochdale, the Metrolink and Bus interchange provides onward frequent local bus services to nearby centres, including orbital connections to Bury, Bolton, Oldham and Ashton-under-Lyne, also serving smaller intermediary

centres. Connections beyond Greater Manchester are provided to towns including Todmorden and Accrington and Halifax.

- 6.64 Kingsway Business Park and the surrounding area is also served by Local Link, providing demand responsive public transport services to local employees and residents, including during early mornings and late evenings when conventional local bus services may be limited.
- 6.65 The Local Road Network is well developed provided by the A6193 running through the development cluster. Access to the Strategic Road Network is available to the southwest of the cluster at junction 20 of the M62/A627(M) and junction 21 of the M62, immediately east of the cluster, providing pan-northern connectivity between Liverpool, Manchester and Leeds.
- 6.66 Detail on Greater Manchester's proposals for a comprehensive walking and cycling network can be found within the Delivery Plan and Local Implementation Plans. The Local Implementation Plans are live documents and will be updated periodically. Active travel interventions with commitment for delivery relevant to the growth cluster include schemes such as:
- Castleton Local Centre Corridor
 - Castleton Phase 2
- 6.67 A range of schemes are identified within the 5-year delivery plan which will further support travel within the area. Committed schemes (Map 1) include:
- Kingsway Business Park Northern Loop
 - Calder Valley Line Rail Service Improvements
 - M62 J20-J25 Smart Motorway
- 6.68 There are also several schemes for which business cases will be developed as an immediate response to the growth potential of the area (map 2 of the delivery plan):
- Tram-train Pathfinder North: Oldham to Heywood via Rochdale
 - Rochdale Station Gateway Improvements
 - Rochdale Station Travel Hub/Park & Ride upgrade
 - A58 St Marys Gate/Manchester Road Streets for All Package
 - Streets for All & Quality Bus Transit (Bolton-Bury-Rochdale)
 - Streets for All & Quality Bus Transit (Rochdale-Oldham-Ashton)
 - Restore your Railways: Bury-Heywood-Rochdale

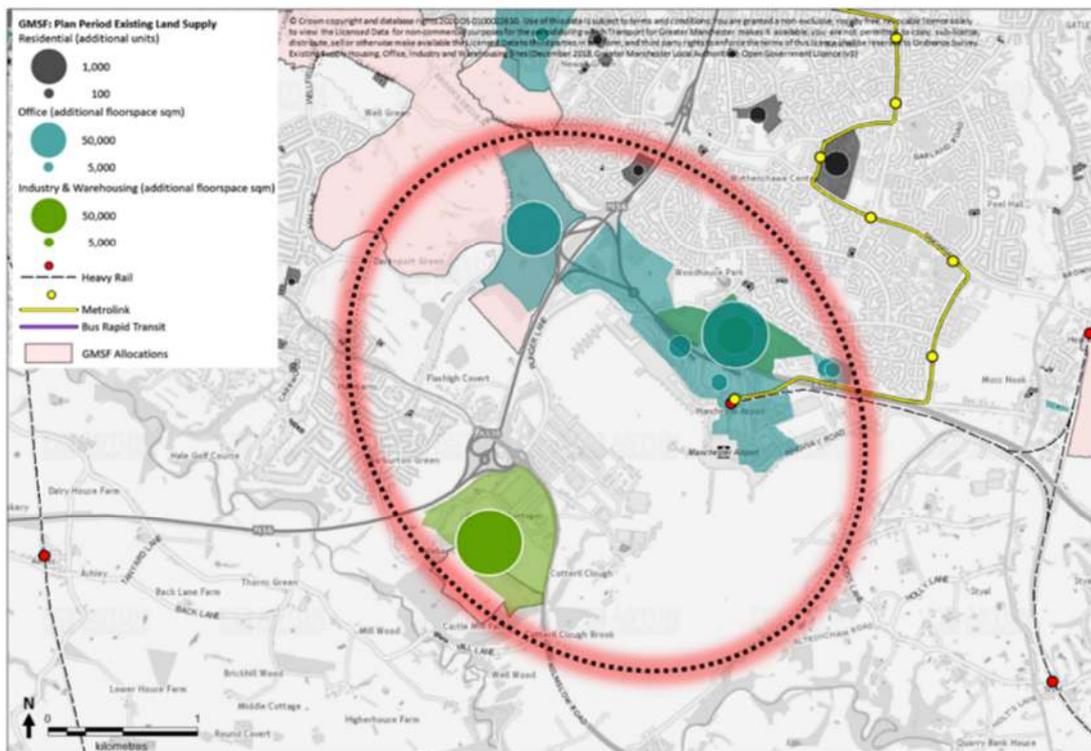
- Rochdale Line Electrification

6.69 Further investigation into a number of ambitious options is also on-going or planned (map 3 of the delivery plan):

- Metro/tram-train services (Rochdale-Heywood-Bury)
- North East Manchester Rail Study improvements

Manchester Airport

Figure 23 Manchester Airport



6.70 Located at the southern edge of Greater Manchester, close to the boundary with Cheshire East, this growth cluster includes the existing Manchester Airport, and the adjacent development sites that form Manchester Airport City, with development sites located close to the M56. This area lies largely within the City of Manchester, though includes parts of Trafford to the west.

6.71 Residential supply within this area is negligible. Several small sites are located within the existing urban area south of Wythenshawe of less than 100 homes across the plan period, all within the first 5 years.

- 6.72 Employment supply is the focus of this growth cluster. Over 200,000 square metres of office space are identified across the plan period, 60,000 square metres of which is within the first 5 years. Furthermore, almost 115,000 square metres of Industry and Warehousing floorspace is identified for the plan period, 30,000 within the first 5 years.
- 6.73 This area also includes future development land being allocated through the GMSF. The northwest of the cluster includes the GMSF allocations of Timperley Wedge and Roundthorn Medipark Extension, while the southwest includes the Global Logistics allocation. Further details of these including their potential transport impacts can be found within the respective locality assessments.
- 6.74 As one of the most significant UK airports outside of London, Manchester Airport is increasingly well-served by both local and strategic active travel, public transport and highway links.
- 6.75 Within the airport vicinity, significant cycling corridors are provided by a mix of on-highway and traffic-free infrastructure, including the Manchester Airport Orbital Cycleway, joining trip attractors within the main airport and to the south, with residential communities in the north such as Wythenshawe Baguley and Northenden, and to the east in Stockport such as Heald Green, continuing as NCN route 558, to Cheadle and Stockport town centre. Additional traffic-free infrastructure is provided for active travel connections by the adjacent residential communities within Wythenshawe.
- 6.76 The ground transport interchange within the Airport provides access to local and strategic public transport services. Manchester City Centre can be accessed by heavy rail within approximately 20 minutes, with approximately 5 services per hour provided in the AM peak, with early morning to late night services, with direct connections to settlements across the UK including Chester, Liverpool, Blackpool, York and as far as Edinburgh, with further interchange opportunities at Manchester Piccadilly station.
- 6.77 This is complimented further by direct connections to Greater Manchester's Metrolink network, providing additional capacity, frequency and service operating hours (including early morning services to support shift workers and travellers) to Manchester Airport, serving nearby communities such as Wythenshawe and its transport interchange.
- 6.78 Local bus and national coach services are also provided serving destinations both within the Airport vicinity such as the World Freight Terminal, across the city-region with orbital links to Stockport, and radial links through Manchester to Manchester City Centre. Along with frequent bus services to destinations beyond Greater Manchester such as Buxton, national coach services also provide affordable city-to-city links across the United Kingdom. Demand

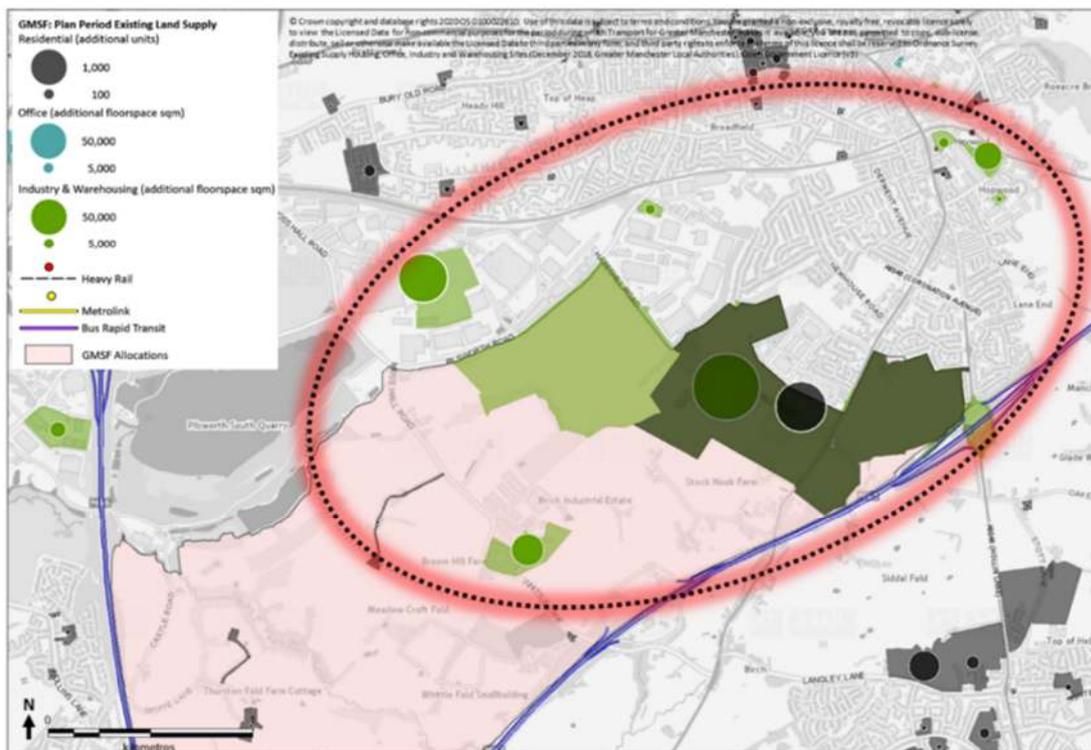
responsive public transport services are also provided by Greater Manchester's Local Link service, providing access to nearby residential areas of east Trafford, south Manchester and west Stockport.

- 6.79 Highway links are well developed, with the cluster's proximity to M56 junctions 5 and 6 to join the Strategic Road Network, and served by quality local highway access utilising the Manchester Airport Relief Road (A555 and A6), joining local highway corridors such as the A34 and A6.
- 6.80 It is also anticipated that the area will eventually become a focus for HS2 with the proposed station on the western side of the M56.
- 6.81 Detail on Greater Manchester's proposals for a comprehensive walking and cycling network can be found within the Delivery Plan and Local Implementation Plans. The Local Implementation Plans are live documents and will be updated periodically.
- 6.82 The area has one confirmed scheme that has been developed to help improve the efficiency of the SRN in the vicinity of the airport (map 1 of the delivery plan):
- M56 J6-J8 Smart Motorway
- 6.83 There are also several schemes for which business cases will be developed as an immediate response to the growth potential of the area (map 2 of the delivery plan):
- Manchester Airport highway improvements
 - Manchester Airport station upgrade
 - Metrolink extension to Terminal 2
 - Metrolink extension towards Davenport Green
 - Tram-train Pathfinder project: Manchester Airport-Wilmslow
 - Bus Rapid Transit (Airport to the east)
- 6.84 Further investigation into a number of ambitious options is also on-going or planned collaboratively with the airport authorities, local authorities, TfGM, Highways England, Network Rail and HS2 Ltd, (map 3 of the delivery plan):
- Manchester Airport Metrolink Western Leg
 - Manchester Airport Western Link
 - Metro/Tram-Train Manchester Airport to the west and southwest (Mid Cheshire)

- Metro/Tram-Train Cornbrook to Manchester Airport via Timperley
- Manchester Airport: HS2 and NPR station and Growth Strategy
- High Speed 2
- HS2 Tunnel
- Bus Rapid Transit (Manchester Airport to Altrincham)
- South Manchester Highway and Transport Study
- SEMMMS

Northern Gateway - Heywood

Figure 24 Northern Gateway



6.85 The existing land supply cluster described as Northern Gateway - Heywood, represents sites already allocated within local plans, that form the early phases of Greater Manchester’s wider Northern Gateway allocation being developed through the GMSF. This cluster of existing land supply skirts the southwest edge of Heywood, close to junction 19 of the M62, within the metropolitan borough of Rochdale.

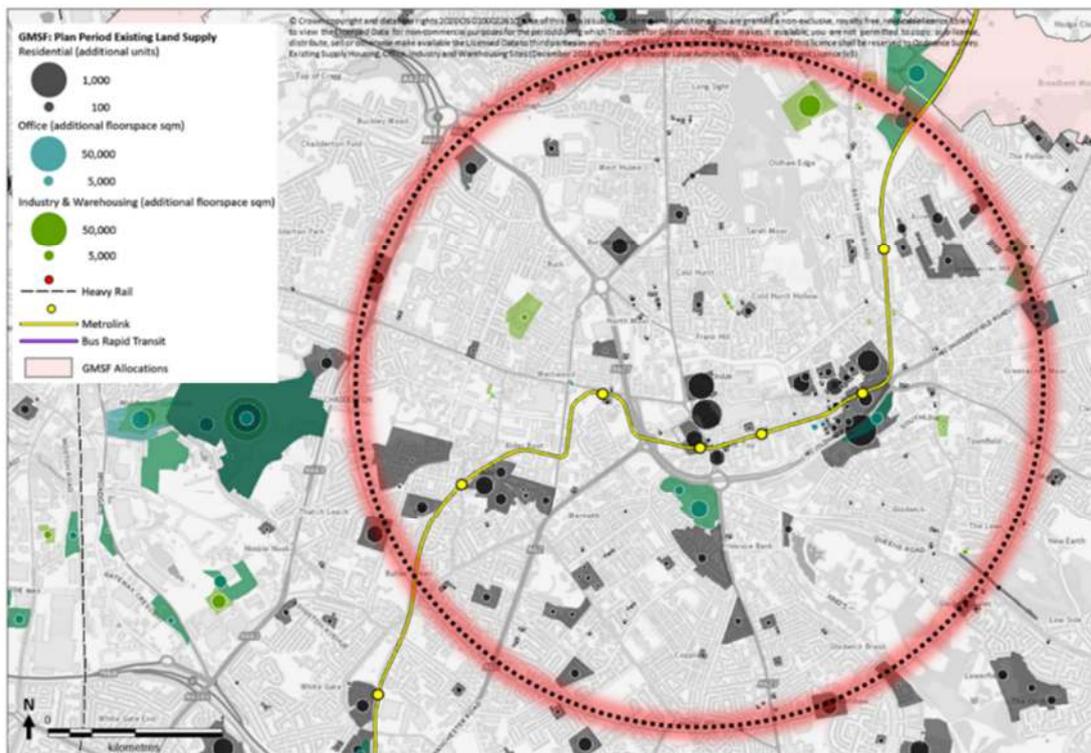
- 6.86 Employment supply is focussed upon Industry and Warehousing floorspace, approximately 230,000 square metres across the plan period, almost 70,000 within the first 5 years. No office floorspace is identified within the plan period.
- 6.87 A substantial volume of new homes are also located within this identified cluster, including approximately 1,000 residential units across the plan period (300 within the first 5 years). These are located adjacent to the existing residential area of Hopwood, south of Heywood.
- 6.88 Further detail on the wider Greater Manchester Northern Gateway including transport implications can be found within the GMSF and respective locality assessments.
- 6.89 Traffic free walking and cycling access of large sites in the cluster is relatively limited due to the limited existing highway network. Footways are provided on local highways. Where cycle lanes exist on A6045 Manchester Road these are painted and on-carriageway. There are a range of public rights of way across land presently used for agriculture.
- 6.90 Public transport services are predominantly conventional local bus services, largely centred around Heywood within the northeast of the cluster, along the A58 (east-west) and A6046 (north-south) corridors. Orbital movements between the key centres of Bolton, Bury and Rochdale are provided. Radial connections into Manchester City Centre are also provided including routing via Rochdale Road including sections of bus priority. Intermediary destinations such as Middleton are accessible. Demand responsive transport is provided throughout the area by Greater Manchester's Local Link service, linking future development locations cluster and the settlements surrounding Heywood.
- 6.91 The rail alignment to the north of the cluster is currently only used for tourist-oriented services as part of the East Lancashire Railway.
- 6.92 The cluster is well located in relation to access to the UK's Strategic Road Network, adjacent to M62 junction 19, providing immediate east-west connectivity across the north of England, and close to elements of the SRN contained within Greater Manchester such as the M60, M66 and A627 (M). This has already been upgraded to a Smart Motorway. The adjacent Local Road Network provides immediate north-south connections between Heywood immediately to the northeast, where the A58 provides an orbital connection to the key town centres of Bury and Rochdale, Middleton to the southeast, and Manchester city centre to the southwest.
- 6.93 Detail on Greater Manchester's proposals for a comprehensive walking and cycling network can be found within the Delivery Plan and Local

Implementation Plans. The Local Implementation Plans are live documents and will be updated periodically.

- 6.94 Committed schemes for the area (map 1 of the delivery plan) include:
- South Heywood Link Road
- 6.95 The inclusion of the Northern Gateway sites as allocations in the GMSF offer the potential for improvement to public transport in the area. In particular, business case work will progress on an express bus corridor and local bus network improvements. The area has seven schemes for which business cases will be developed for early delivery (map 2 of the delivery plan):
- A58 St Marys Gate/Manchester Road Streets for All Package
 - Heywood Queens Park Bridge major structure enhancements
 - M62 North-East Corridor (Northern Gateway) Distributor Road
 - M62 North-East Corridor (Northern Gateway) local bus network
 - M62 North-East Corridor (Northern Gateway) express bus corridor
 - Tram-train Pathfinder project: Oldham to Heywood via Rochdale
 - Streets for All & Quality Bus Transit (Bolton – Bury – Rochdale)
- 6.96 The area has two schemes for which options will be developed in conjunction with strategic partners (map 3 of the delivery plan):
- Bus Rapid Transit from M62 North-East Corridor (Northern Gateway) and the surrounding towns to the Regional Centre
 - Manchester Northwest Quadrant Study (Highways England)
 - M62 J19 improvements
 - Metro/Tram-Train Rochdale-Heywood-Bury
 - Streets for All improvements: Heywood Town Centre

Oldham Central

Figure 25 Oldham Central



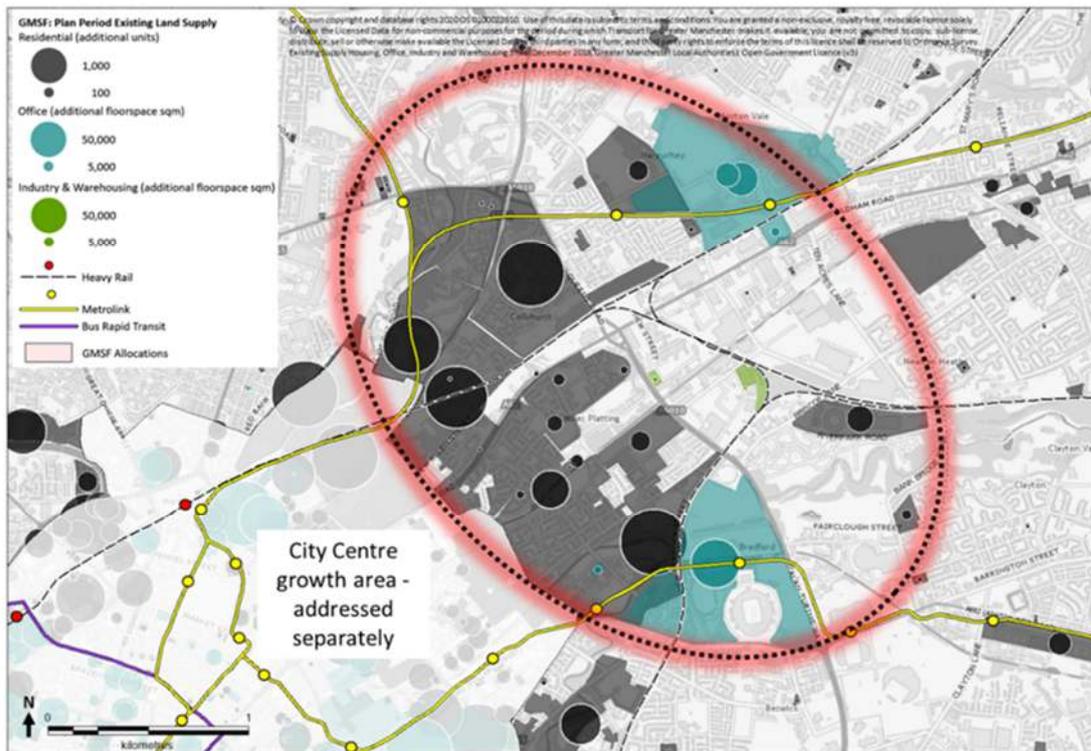
- 6.97 This area includes Oldham town centre and its adjacent suburbs, within 2km of the town centre (town hall), including Long Sight and Coldhurst to the north, Freehold in the west, Hathershaw to the south and Derker to the east.
- 6.98 Residential supply includes approximately 4,300 units across 145 individual sites within the plan period and almost 900 of these anticipated within the first 5 years. The greatest concentration of these are within Oldham town centre, close to Oldham Mumps.
- 6.99 Employment supply includes approximately 27,000 square metres of office space across 10 sites and 37,000 square metres of industry and warehousing across 15 sites, all of which are anticipated for delivery within the first 5 years.
- 6.100 As one of Greater Manchester key town centres, Oldham town centre acts as a hub of services and opportunities of Oldham Metropolitan Borough. The centre of Oldham contains significant space prioritised to enhance the sense of place encouraging walking around the main trip attractors of Oldham's town centre, including leisure and employment locations, with retail premises clustered within and around Spindles Shopping Centre and Union Street.

- 6.101 Significant investment has been made in recent years to improve the walking and cycling environment, addressing the severance of the local road network to provide off-carriageway links across the adjacent A62, at Union Street, King Street and Prince Street. This ensures that developments planned south of A62 have safe and attractive options to easily access the town centre by active travel. Traffic free active travel corridors are also available connecting the town centre with local centres to the east (including Lees and Grotton) and to the south (including a traffic-free corridor along NCN 626 route toward Ashton-under-Lyne).
- 6.102 Local bus services converge at Oldham Central bus station with modern facilities of significant service capacity provided at West Street and Cheapside, adjacent to existing major employment trip attractors, and a short walk from the Metrolink line. These provide frequent affordable public transport services to Greater Manchester's other key town centres such as Ashton-under-Lyne, Rochdale, as well a range serving a range of intermediary and smaller town centre destinations and Manchester City Centre.
- 6.103 Metrolink services have been delivered through the heart of Oldham town centre, providing frequent and reliable rapid transit services to Rochdale in the north, and the regional centre and beyond in the south west, both within approximately 25 minutes journey time. Much of the existing land supply is clustered immediately adjacent to these stops. Interchange to national heavy rail networks is then possible at both Rochdale and Manchester Victoria rail stations, providing onward city-to-city public transport connectivity.
- 6.104 Oldham is well served by high quality Local Road Network links. The A62/A627 reduces the dominance of traffic within the town centre, providing direct orbital connections to Ashton-under-Lyne, radial links through to Manchester City Centre, and nearby access to the Strategic Road Network through both junction 1 of the A627 (M) (joining M62 junction 20) and M60 J22.
- 6.105 Detail on Greater Manchester's proposals for a comprehensive walking and cycling network can be found within the Delivery Plan and Local Implementation Plans. The Local Implementation Plans are live documents and will be updated periodically. Active travel interventions with commitment for delivery relevant to the growth cluster include schemes such as:
- Oldham foot/cycle bridge refurbishments
 - Oldham Town Centre Improvements
 - Park Road Town Centre Connection (NCN 626)
- 6.106 The area is served by the following committed schemes (map 1 of the delivery plan):

- Metrolink capacity improvements (Shaw and Crompton - East Didsbury)
 - Oldham Town Centre: Accessible Oldham Connectivity Package (Phase 1)
 - Oldham Way KRN Structures Refurbishment
- 6.107 The area has several schemes for which business cases will be developed (map 2 of the delivery plan):
- Oldham Town Centre: Accessible Oldham Connectivity Package (Phase 2)
 - Streets for All & Quality Bus Transit (Rochdale – Oldham – Ashton)
 - Oldham Mumps area and access to Southlink development site
 - Manchester Street Viaduct refurbishment, Oldham
 - Streets for All improvements - St Mary's Way
- 6.108 The area has 2 schemes for which options will be developed (map 3 of the delivery plan).
- Metrolink connection Middleton to Oldham
 - Oldham Mumps interchange redevelopment

Regional Centre East / Manchester Northern Gateway / Eastlands

Figure 26 Regional Centre East / Manchester Northern Gateway / Eastlands



- 6.109 Immediately to the east of the combined city centres of Manchester and Salford, within Manchester, is identified for continued significant expansion of residential and office land uses. This area loosely skirts the eastern edge of the city centre, including Collyhurst in the North, Etihad Campus in the south and Central Park in the east.
- 6.110 Residential supply includes over 10,000 homes across the plan period on 32 sites, and approximately 650 of these identified for delivery within the first 5 years. This includes the significant new residential area of Manchester Northern Gateway located within the northern area of the cluster, some of which is also within the adjacent area defined as the city centre.
- 6.111 Employment supply is almost entirely dedicated to office floorspace, 88,000 square metres across the plan period, 35,000 square metres identified for delivery within the first 5 years. Locations are concentrated around the existing Etihad Campus to the South, and Central Park to the north. Industry and Warehousing land supply within the area is negligible, located on 2 small sites providing less than 1,000 square metres of additional floorspace across the plan period (all within the first 5 years).

- 6.112 Due to the proximity to Manchester city centre, this area is excellently served by both radial and orbital active travel, public transport, and general highway corridors – with ease in travelling in a radial pattern from the city centre to the southwest.
- 6.113 Significant walking and cycling corridors are provided through traffic-free infrastructure serving shorter and longer trips. The Ashton and Rochdale canals cater for off-highway radial movements, while the Alan Turing Way provides segregated cycling infrastructure for orbital trips, and form part of the National Cycle Network routes 60 and 66, and regional route 86. Stretches of on-highway cycling infrastructure are also provided across the area, ranging from segregated sections to painted lanes.
- 6.114 Extensive, frequent and reliable rapid transit is provided through the growth cluster with 3 Metrolink corridors converging in the city centre, serving the key town centres of Bury, Oldham, Rochdale, and Ashton-under-Lyne, with availability from early morning to late evening. Furthermore, interchanging with other services within Manchester City Centre provides city-to-city connections and access to the wider-city region. Travelling between these corridors can be done through interchanging between services within the city centre.
- 6.115 Local bus services permeate the area, providing radial and orbital connections across the cluster. Significant, well-served corridors (including stretches of priority measures) from north to south, include Rochdale Road, Oldham Road, Ashton New Road. This area is also served by demand responsive transport through Greater Manchester’s Local Link service, allowing travel across East Manchester.
- 6.116 Detail on Greater Manchester’s proposals for a comprehensive walking and cycling network can be found within the Delivery Plan and Local Implementation Plans. The Local Implementation Plans are live documents and will be updated periodically. Active travel interventions with commitment for delivery relevant to the growth cluster include schemes such as:
- Manchester – Rochdale Canal Towpath
 - Metrolink Bury Line Cycle Parking
 - Northern and Eastern Gateway Bee Network (Ancoats and New Islington);
- 6.117 The area has the following confirmed schemes (map 1 of the Delivery Plan):
- MSIRR: Great Ancoats Street improvements
 - Metrolink Capacity Improvements: Shaw and Crompton - East Didsbury

6.118 The following interventions will be progressed for business case development and associated early delivery (map 2 of the Delivery Plan):

- Sandhills Metrolink Stop
- Manchester Northern Gateway bus corridor

6.119 Options will be developed in the plan period of the delivery plan (map 3) for the following schemes:

- Bus Rapid Transit from M62 North-East Corridor (Northern Gateway) and surrounding towns to the Regional Centre

6.120 In addition, many of the services and interventions noted within the city centre growth cluster, and expressed in more detail within the draft City Centre Transport Strategy, are equally relevant to this cluster given the proximity, and should be considered alongside the specific information presented above.

Regional Centre West / Inner Salford / The Quays

Figure 27 Regional Centre West / Inner Salford / The Quays



6.121 This area encompasses a loosely defined area stretching from Pendleton in the north, Trafford Bar in the south, and MediaCityUK and Ordsall to the west and east. Immediately to the east is the city centre of both Salford and Manchester,

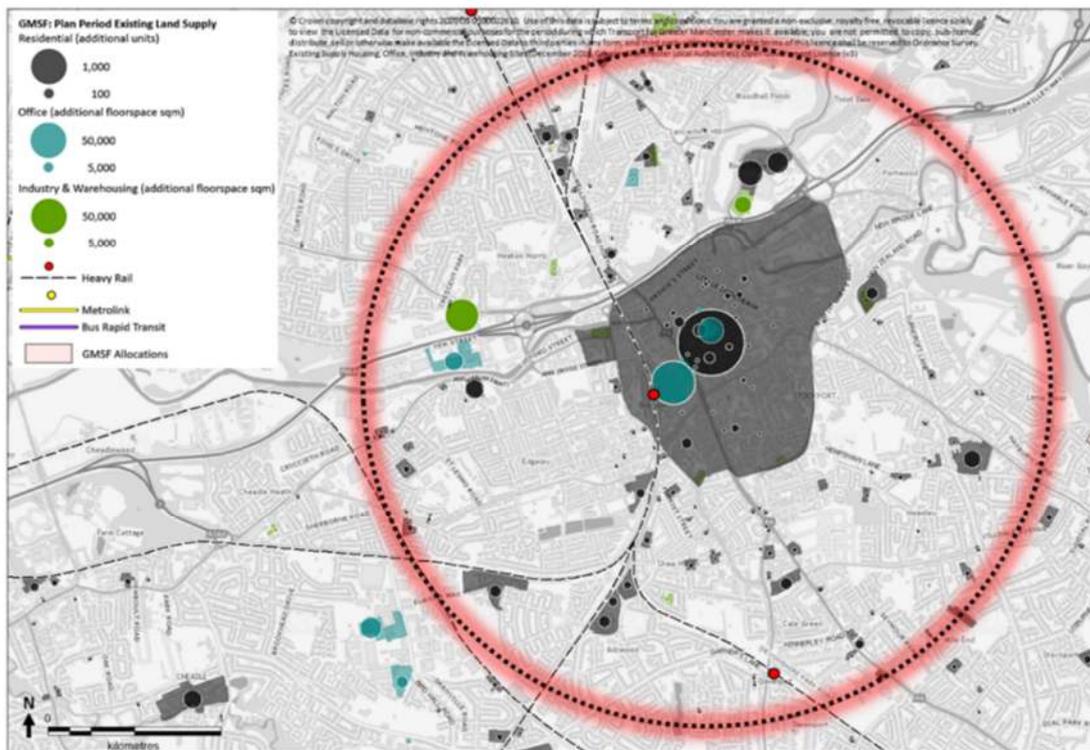
identified as a separate growth cluster, noted in 6.43, and noted on the map. Many of the services and interventions noted within the city centre growth cluster and expressed in more detail within the draft City Centre Transport Strategy, are equally relevant to this cluster, and should be considered alongside the information presented here.

- 6.122 The existing land supply in the area is predominantly residential and amounts to approximately: 20,000 housing units spread across over 90 sites through the plan period, with 8,500 units of these anticipated within the first 5 years. The majority of residential supply is likely to be apartments.
- 6.123 There is also a considerable employment land supply, predominantly of office use. Approximately 330,000 square metres of office floorspace across 15 sites is allocated across the plan period, of which 15,000 is anticipated within the first 5 years. Industry and Warehousing supply is limited to approximately 7,000 square metres across 5 sites within the plan period, with approximately 1,000 square metres within 5 years.
- 6.124 The area is well served by public transport, with excellent penetration of Metrolink offering high-quality, high-frequency services into the city centre and across GM, with the area served by both the longstanding Eccles corridor and recently opened Trafford Park line.
- 6.125 Development proposals are largely clustered close to existing rapid transit connections. To the north, Pendleton is located around a significant convergence of local bus services, Vantage Bus Rapid Transit, and heavy rail services at Salford Crescent. To the east, residential development in Ordsall close to the Manchester Ship Canal is served by active travel connections to the regional centre and crossing of the Manchester Ship Canal allowing access to Metrolink services at Cornbrook.
- 6.126 Clustering of office development to the southwest of the area is served by the newly opened Trafford Park line, while Salford Quays/Media City is served by the Eccles line. The area is characterised by strong radial routes originating/terminating within the city centre to the east. While there are relatively limited orbital/north-south opportunities for public transport, a range of interventions proposed within the Delivery Plan are proposed to address this.
- Detail on Greater Manchester’s proposals for a comprehensive walking and cycling network can be found within the Delivery Plan and Local Implementation Plans. The Local Implementation Plans are live documents and will be updated periodically. Active travel interventions with commitment for delivery relevant to the growth cluster include schemes such as: Ordsall Filtered Neighbourhood
 - Trafford Road

- Wharfside Way Moss Road
 - Liverpool Street Corridor
 - Trafford Seymour Grove
 - Salford Innovation Triangle
- 6.127 The confirmed infrastructure schemes (map 1 of the Delivery Plan) relevant to the growth area are as follows:
- Trafford Road junction improvements
 - Parkway Park & Ride
- 6.128 The second set of schemes (map 2 of the Delivery Plan) are to have business cases developed in the first five years of the plan:
- A57 Regent Road KRN Carriageway resurfacing
 - Eccles New Rd/South Langworthy Rd refurbishment
 - Streets for All & Quality Bus Transit (MediaCityUK-Salford Crescent).
 - Salford Quays Northern Access
 - Streets for All improvements: Wharfside
- 6.129 And the delivery plan has further schemes for which options will be developed in the first period of the delivery plan (map 3):
- The Quays further connectivity improvements
 - Metrolink extension towards Port Salford/Salford Stadium
 - Metrolink connection MediaCity-Salford Crescent
 - Further new Metrolink connections between Salford Crescent, Inner Salford and the City Centre
 - Salford Crescent masterplan access package

Stockport Central

Figure 28 Stockport Central



- 6.130 This area includes Stockport town centre and its adjacent suburbs, within 2km of the town centre (town hall), including Heaton Norris to the north, Edgeley in the west, Davenport to the south and Offerton to the east.
- 6.131 Residential existing land supply is largely concentrated within Stockport town centre, with approximately 6,000 homes within the plan period, 1,700 of which are identified for delivery within the first 5 years. This is spread across 138 sites, although the largest site will include a range of specific parcels.
- 6.132 Employment land supply includes over 62,000 square metres of office space, similarly concentrated within Stockport town centre and around Stockport rail station. Over 25,000 square metres is identified for delivery within the first 5 years. Industry and Warehousing supply includes 33,000 square metres across the plan period, all of which is anticipated within the first 5 years. These are smaller sites, several located close to the strategic road network.
- 6.133 Building on the successful track record by Stockport Council to improve the offer in residential, retail, leisure, office and industrial in and around the Town Centre, GM Mayor Andy Burnham announced his first Mayoral Development Corporation (MDC) in Stockport Town Centre West in September 2019. This is a

truly integrated place-based solution for revitalising town centres across the UK bringing forward new models of investment and partnership.

- 6.134 Town Centre West will drive economic growth, putting positive place-making at its heart to deliver improved public service outcomes, creating the economic conditions for a sustainably funded Council, and achieving a positive net impact for public finances.
- 6.135 It will deliver a new community of up to 3,500 homes and up to 100,000sqm of commercial space over the next 15-20 years. These form part of the development of the wider town centre itself, where a total of up to 5,000 homes will be delivered. The MDC area of over 50 acres, which is to the west of the Town Centre, will not only deliver significant regeneration on low density brownfield land providing a new community to support the town centre but also addresses the repurposing of town centres which can act as a model for other GM towns and beyond. Its initial four year pipeline of 1,000 new homes has already started to deliver an improved Town Centre Living standard.
- 6.136 The MDC will form the basis for an affordable urban community and will focus on innovation and sustainability as two of its guiding principles. Its focus on these principles is no better encapsulated than in the Interchange scheme which will deliver a new future-ready Transport Interchange connecting rail, buses, walking and cycling in the town centre together with a 196 new homes sited in a new two acre green park and access down to the River Mersey.
- 6.137 Stockport town centre, and the area immediately adjacent is well served by strategic highway and public transport corridors with a range of good walking and cycling links to nearby settlements.
- 6.138 Stockport is well served by the strategic road network due to its close proximity to the M60 motorway. The A6, a major north-south route, passes through the town centre and on to Manchester city centre.
- 6.139 Through the Town Centre Access Plan, a programme of improvements have been made to improve cycling and walking accessibility in and around the town centre in recent years. Modern and secure cycle storage facilities are located in the town centre and at the train station. Cycling and walking routes are a mixture of on-highway and off highway routes, including the Trans Pennine Trail which passes through the town centre.
- 6.140 Stockport train station is a regional hub station on the West Coast Mainline, with services operating to Manchester, London, the south and the midlands, in addition to local services across the Northern and Trans Pennine networks. Manchester City Centre is accessible within approximately 8 minutes.

- 6.141 Heavy rail services providing an excellent ‘turn-up-and-go’ service to Manchester city centre from Stockport station within 15 minutes. Frequent services to centres emanating radially from the city centre in a south-easterly direction are provided, although orbital rail services between radial corridors are limited toward Altrincham in the west.
- 6.142 Local bus services operate from the nearby Bus Station, with work underway to deliver a new integrated bus Interchange with improved cycling and walking links to the train station via a new bridge.
- 6.143 Orbital public transport services are predominantly provided via bus links, with Stockport bus station provides a hub for bus trips both locally and across the wider-city region. Bus priority measures are more prevalent on the radial links.
- 6.144 A wide range of trip attractors are accessible within walking distance both within and around Stockport town centre, although active travel trips to the areas adjacent to the town centre are somewhat impacted by the severance caused by busy highway corridors including the A6 and M60, rail corridors, and River Mersey.
- 6.145 Detail on Greater Manchester’s proposals for a comprehensive walking and cycling network can be found within the Delivery Plan and Local Implementation Plans. The Local Implementation Plans are live documents and will be updated periodically. Active travel interventions with commitment for delivery relevant to the growth cluster include schemes such as:
- Brinnington - Stockport town centre link
 - Stockport Interchange
 - Thompson Street Bridge
 - GM National Cycle Network Upgrade
- 6.146 The area has three confirmed schemes (map 1 of the delivery plan):
- Stockport Town Centre Structure Enhancements
 - Stockport Interchange redevelopment
 - Stockport Town Centre Access Plan
 - Hope Valley Line Upgrade
- 6.147 The area has several schemes for which business cases will be developed (map 2 of the delivery plan):
- Stockport Town Centre West Accessibility Package

- Stockport Town Centre East Accessibility Package
- Stockport HS2 Growth Strategy (early interventions)
- South Stockport rail infrastructure improvements
- Implementation of Stockport Station Masterplan
- A6 Stockport to High Lane Streets for All and Bus Route Improvement Package
- M60 J24-J4 Motorway Improvements
- Structures Improvement Package - Stockport

6.148 The area has several schemes for which options will be developed (map 3 of the delivery plan).

- A6 to M60 Relief Road
- M60 South East Junction Study
- Metro/Tram-Train East Didsbury to Stockport/Hazel Grove
- Metro/Tram-Train Stockport to Manchester Airport
- Metro/rail/Tram-Train Stockport to Tameside via Denton and Reddish
- SEMMMS
- South Manchester Rail Study improvements
- Stockport HS2 Growth Strategy
- Stockport – Station Alliance Enhancement Program
- Streets for All & Quality Bus Transit (Ashton – Stockport)
- Streets for All & Quality Bus Transit (A6 Manchester – Stockport College)

Western Gateway / Trafford Centre

Figure 29 Western Gateway / Trafford Centre



- 6.149 The area loosely defined as Western Gateway / Trafford Centre is located on both sides of the Manchester Ship Canal, near M60 junctions 10 and 11, and includes sites surrounding the Trafford Centre to the east and Port Salford to the west. The area is currently dominated by employment activities and leisure trip attractors.
- 6.150 The majority of the land supply is focussed on employment use. Industry and Warehousing supply dominates future employment growth, and approximately 270,000 square metres of floorspace is identified across the plan period, of which 17,000 is identified for the first 5 years. This is particularly concentrated within the existing Port Salford development between the A57 and Manchester Ship Canal. Office floorspace includes 100,000 square metres (all beyond the first 5 years) close to the Trafford Centre.
- 6.151 Residential supply is also earmarked with approximately 3,000 units envisaged across the plan period (largely beyond the first 5 years). This is dominated by a single site at Trafford Waters, located between the Trafford Centre and the Manchester Ship Canal.

- 6.152 The area of Port Salford is also identified for further future employment supply through the GMSF, with an additional extension of Port Salford, between the A57 and M62, to the northwest of the area. The transport impacts of this proposal are addressed within the respective locality assessment.
- 6.153 Western Gateway is increasingly served by a wide range of strategic transport opportunities.
- 6.154 While the active travel environment of the area is dominated by larger highways associated with severance, many junctions provide extensive walking and cycling crossing facilities, and a range of off-carriageway infrastructure is provided, whether through shared foot/cycleway space, segregated cycling lanes or traffic free routes. The nearby Bridgewater Canal (to the east of the cluster) provides a continuous active travel corridor toward destinations in the east such as Manchester City Centre, and the south such as Altrincham. While on crossing the Manchester Ship Canal to the north, provides traffic-free access to local centres including Patricroft and Monton. A newly opened local highway crossing of the ship canal provides off-carriageway walking and cycling access between sites within the east and west of the cluster, and a traffic-free route is provided adjacent to the A57 toward the town of Irlam.
- 6.155 While this area is severed by the Manchester Ship Canal (MSC), it provides a rare water-based link through to the Port of Liverpool, allowing freight traffic to avoid strategic highway networks to access Greater Manchester when utilising the expanding wharves on the MSC. Alongside the nearby rail corridors, this provides a unique opportunity for a tri-modal logistics interchange with access to the Port of Liverpool and the Atlantic Gateway.
- 6.156 The area has recently benefited from significant public transport investment through the delivery of the Trafford Park Metrolink line, providing new frequent and reliable rapid transit connections from the eastern side of this cluster, across Greater Manchester's Metrolink network. The opportunity to interchange with national rail networks is provided within Manchester City Centre, accessible within approximately 30 minutes journey time.
- 6.157 A bus interchange is also provided adjacent to the Intu Trafford Centre, a short walk from the Metrolink terminus, providing frequent and affordable public transport access. This includes destinations to key town centres and intermediary destinations, both within and beyond Greater Manchester, fulfilling both orbital and radial movements, such as Altrincham, Wigan, Bolton, Stockport and Warrington. A range of services provide access to Manchester City Centre.
- 6.158 This area benefits from excellent access to the UK's Strategic Road Network via M60 junctions 10 and 11, with east-west connectivity provided further north at

M62 junction 12. Significant local highway improvements have been completed within the area recently, including an additional crossing of the Manchester Ship Canal parallel to the M60 crossing. This provides highway and active travel access between existing extensive employment activity and associated public transport services in the east of this cluster, with emerging development of Port Salford to the west, and onward links via the A57 to residential communities of Irlam.

6.159 Detail on Greater Manchester's proposals for a comprehensive walking and cycling network can be found within the Delivery Plan and Local Implementation Plans. The Local Implementation Plans are live documents and will be updated periodically. Active travel interventions with commitment for delivery relevant to the growth cluster include schemes such as:

- Barton Aqueduct

6.160 The area has schemes for which business cases will be developed (map 2 of the delivery plan):

- Further phases of Western Gateway Infrastructure Scheme (WGIS)
- City of Salford Community Stadium Access Enhancements

6.161 The area has a scheme for which options will be developed (map 3 of the delivery plan):

- Metrolink extension towards Port Salford / Salford Stadium
- A57-M62 Link Road (and potential new junction on the M62)
- Port Salford rail freight link
- Manchester North West Quadrant Study (Highways England)

7 Conclusions and Recommendations

- 7.1 This report demonstrates that Greater Manchester's existing residential and office land supply is focused within existing urban areas, characterised by good public transport accessibility where there is the greatest opportunity to encourage more sustainable travel behaviours.
- 7.2 This is a desirable pattern of development for accommodating growth within Greater Manchester – but it will require significant investment in our existing public transport network to ensure that it has the capacity and resilience to accommodate future growth. This pattern of development helps meet growth requirements, while minimising the challenging circumstances associated with high levels of growth in locations outside of the existing urban area.
- 7.3 The pattern of existing land supply for industry and warehousing uses is more widely dispersed reflecting the land-use demands of the industry. Improving the sustainable/good public transport accessibility of these sites will need to make the best use of innovative transport solutions, such as car sharing and demand responsive transport.
- 7.4 Transport interventions proposed through the 2040 Transport Strategy 5-year Delivery Plan are broadly consistent with the pattern of potential future development – and there is a clear vision for improving transport within each key growth cluster. There is an emphasis on schemes serving existing or expanding communities, alongside some innovative solutions for more challenging locations.
- 7.5 These transport improvements are reliant upon a coordinated approach to public sector infrastructure investment that balances the policies set out in the Greater Manchester Strategy. It is expected that contributions from developers will complement, and be coordinated with, public sector funding. However, longer-term funding certainty is required to plan this next generation of transport infrastructure, akin to an approach adopted to deliver the previous Greater Manchester Transport Fund. Critical to this process will be Greater Manchester's ability to secure a long-term infrastructure funding package from Central Government. Further detail on the proposed future capital funding programme to support the GMSF and associated ELS, the Greater Manchester Infrastructure Programme (GMIP), can be found within the 2040 5-Year Delivery Plan. GMIP is based around the following themes to support the ELS:
- Place-based approach to integrate transport and housing development and delivery
 - Strategic investment packages to deliver at scale and pace

- Strong governance to manage and deliver with flexibility
- 7.6 The existing land supply is monitored and reviewed on an annual basis by each Local Authority, and it will be important to ensure monitoring also ensures a coordinated approach to transport investment. As part of the evidence base of the GMSF and 2040 Transport Strategy, this report should be updated periodically as revised land supply data is available to ensure Greater Manchester’s transport evidence base remains well aligned to its land supply to maintain focus on achieving Greater Manchester’s right mix vision.
- 7.7 The evidence within this report supports the inclusion of policies within the GMSF that encourage higher density development within areas most accessible by public transport, or within existing town centres, as these locations are often characterised by an availability of local services to encourage shorter trips. Although it is difficult to quantify, these policies support the viability of the GMSF as a whole – as well as helping to achieve sustainable growth.

Recommendations

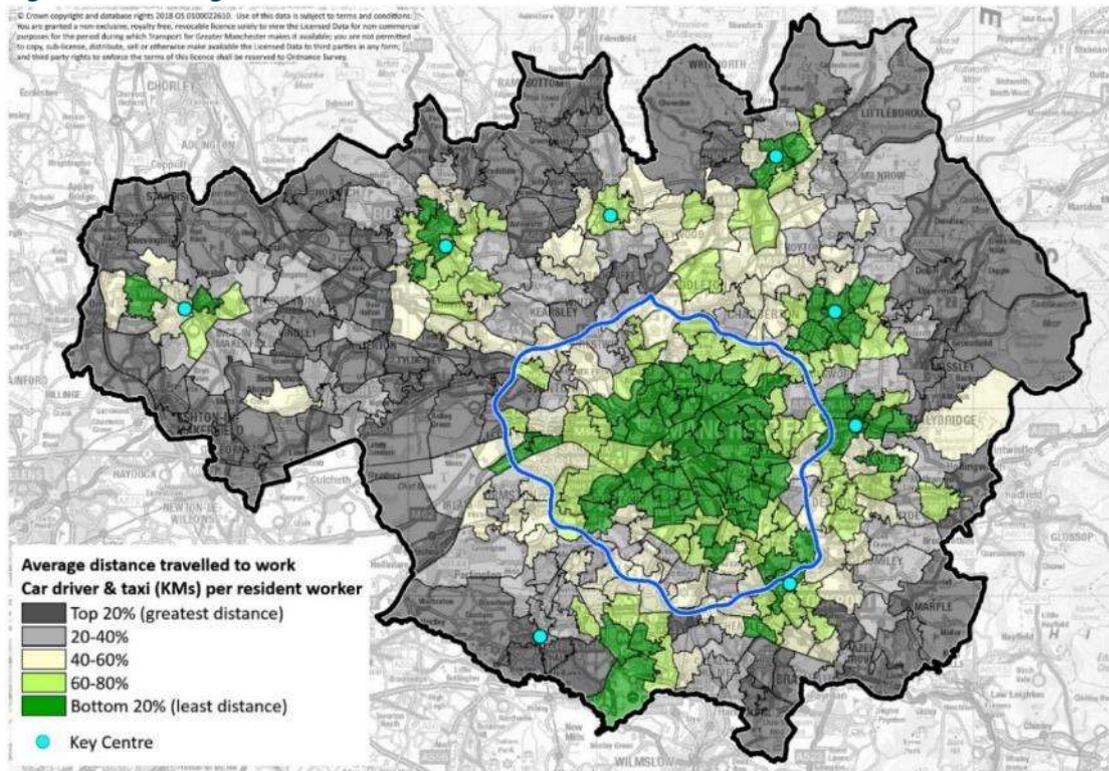
- 7.8 The following key recommendations emerge from the report:
- Continued development of transport proposals and their business cases for interventions in the 2040 Delivery Plan is required to ensure priority interventions are best tailored to support the localised growth clusters identified in this report and the GMSF as a whole.
 - As individual development sites come forward through the planning applications process, it will be important to ensure that they support the aspirations of the GMSF, the GM 2040 Transport Strategy (including the “Right Mix Vision”) and local community, in the delivery and funding of transport infrastructure improvements that help secure sustainable growth.
 - To support the key growth clusters identified within this report through the with the connectivity interventions proposed within the 2040 5-Year Delivery Plan, it will be necessary to adopt a future capital funding arrangement to develop and deliver interventions. This place-based approach to integrate transport and housing is critical to fulfilling the aims of the GM 2040 Transport Strategy and GMSF. This is referred to within the 2040 5-Year Delivery Plan as the Greater Manchester Infrastructure Programme.
 - Continued monitoring and review of Greater Manchester’s existing land supply through periodic updates of this report, as revised existing land supply data is made available, and strategic transport proposals are refreshed and further developed.

Appendix 1: Car Trip Km Per Resident Worker

A calculation has been made of the relative proportion of distance travelled to work by car vs. other modes made by residents of different areas of GM, grouped into quintiles of highest to lowest volumes of car travel.

The calculation is derived from 2011 Census origin/destination/modal data (MSOA level). Straight-line distances of mappable journey-to-work, by mode, were aggregated. Each GM MSA's proportion of car-trip km (defined as car driver and taxi), vs. total trip km, were compared against one another by rank, and grouped into quintiles. This demonstrated the relatively low proportions of car travel associated with some of GM's most accessible locations (regional centre, and key town centres with the exception of Altrincham).

Figure 30 Average distance travelled to work



Appendix 2: Greater Manchester's Public Transport Accessibility Tool

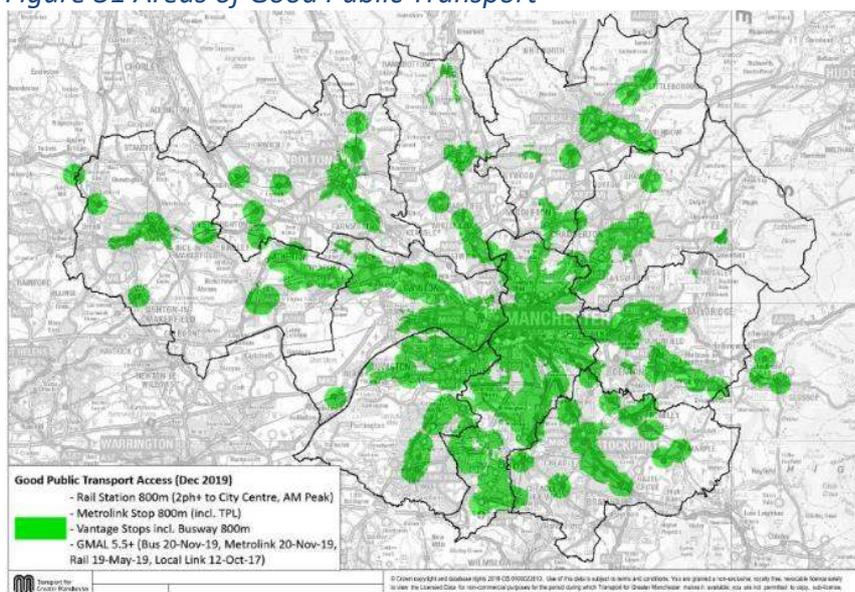
Areas of good public transport accessibility within GM have been defined in order to help monitor change over time and to inform policy decisions.

The measure uses a modified GMAL (GM's public transport accessibility tool, which considers the breadth and frequency of services available). The additional emphasis beyond GMAL, to include the use of layers denoting Metrolink, Bus Rapid Transit and Heavy Rail Stations of high frequencies, provides an extra weighting in recognition of the competitive journey time and passenger experience that these core rapid transit services consistently provide throughout the day, which is not currently factored into GMAL. Further information on the definition of GMAL can be found at:

<https://odata.tfgm.com/opendata/downloads/GMAL/GMAL%20Calculation%20Guide.pdf>

This was derived following an analysis of census data that demonstrated these elements were supportive in reducing car driver mode share for journeys to work against the GM average, or offered good scope for more easily improved public transport services in future (e.g. where a reasonable level of demand already exists). This layer was last updated in December 2019 and represents an effective representation of Greater Manchester's public transport network during a stable period in advance of changes associated with Covid-19. Public transport services have been under continuous review subject to the requirements of demand, social distancing and funding since March-2019. There have been a range of changes made regarding service frequencies across public transport networks, and while there was an initial reduction in services, much of this has now been restored, and this would still represent areas best served by public transport.

Figure 31 Areas of Good Public Transport



Appendix 3: Growth Cluster Summary Figures

Cluster	Residential			Office			Industry and Warehousing		
	Sites	5 Year (units)	Plan Period (units)	Sites	5 Year (sqm)	Plan Period (sqm)	Sites	5 Year (sqm)	Plan Period (sqm)
1. Atherton Corridor including Hindley and Little Hulton	69	1,115	6,441	0	0	0	13	192,438	226,527
2. Bolton Central	130	1,005	4,665	7	20,932	58,043	12	22,514	70,160
3. Carrington / Partington	15	253	2,429	1	398	398	9	43,229	437,428
4. Manchester & Salford City Centres	241	25,164	49,755	76	718,500	1,612,126	7	5,078	122,028
5. Kingsway & Rochdale Central	110	1,440	3,566	6	445	62,799	12	35,539	173,646
6. Manchester Airport	6	93	93	6	60,421	208,542	2	30,000	114,342
7. Northern Gateway - Heywood	8	307	1,043	0	0	0	7	69,007	229,547
8. Oldham Central	145	878	4,311	10	27,418	27,418	15	36,968	36,968
9. Regional Centre East / Manchester Northern Gateway / Eastlands	32	649	10,732	5	35,179	88,179	2	815	815
10. Regional Centre West / Inner Salford / The Quays	91	8,104	18,331	15	14,741	331,745	5	1,109	7,032
11. Stockport Central	138	1,703	6,025	5	25,277	62,727	12	33,448	33,448
12. Western Gateway / Trafford Centre	2	0	3,038	3	0	100,636	7	17,000	271,786
Total	987	40,711	110,429	134	903,311	2,552,613	103	487,145	1,723,724

Appendix 4: Supply Check of GM Key Town Centres

Due to the rigid boundaries of a grid-square analysis, an additional comparison of existing land supply has been conducted across Greater Manchester's 8 key town centres, using a consistent 2km buffer from a centroid point defined as the town hall. Manchester and Salford are separated from these results, recognising their respective city centres already include Greater Manchester's most significant clustering of existing land supply across the 5-year and full plan period.

Town Centre	Overall Rank	Residential (units)			Office Floorspace (sqm)			I&W Floorspace (sqm)			Total Score
		5 Year	Plan Period	Rank	5 Year	Plan Period	Rank	5 Year	Plan Period	Rank	
Bolton	1	1,005	4,665	2	20,932	58,043	2	22,514	70,160	1	5
Bury	6	597	1,424	7	323	57,493	3	13,859	15,859	8	18
Oldham	3	878	4,311	3	27,418	27,418	5	36,968	36,968	3	11
Rochdale	6	1,033	2,592	5	370	6,606	7	10,800	21,890	6	18
Stockport	2	1,703	6,025	1	25,277	62,727	1	33,448	33,448	4	6
Ashton-under-Lyne	4	277	1,097	8	10,675	37,240	4	14,444	53,404	2	14
Altrincham	5	1,041	1,442	6	5,168	10,351	6	585	31,625	5	17
Wigan	8	688	3,098	4	0	1,768	8	0	16,800	7	19

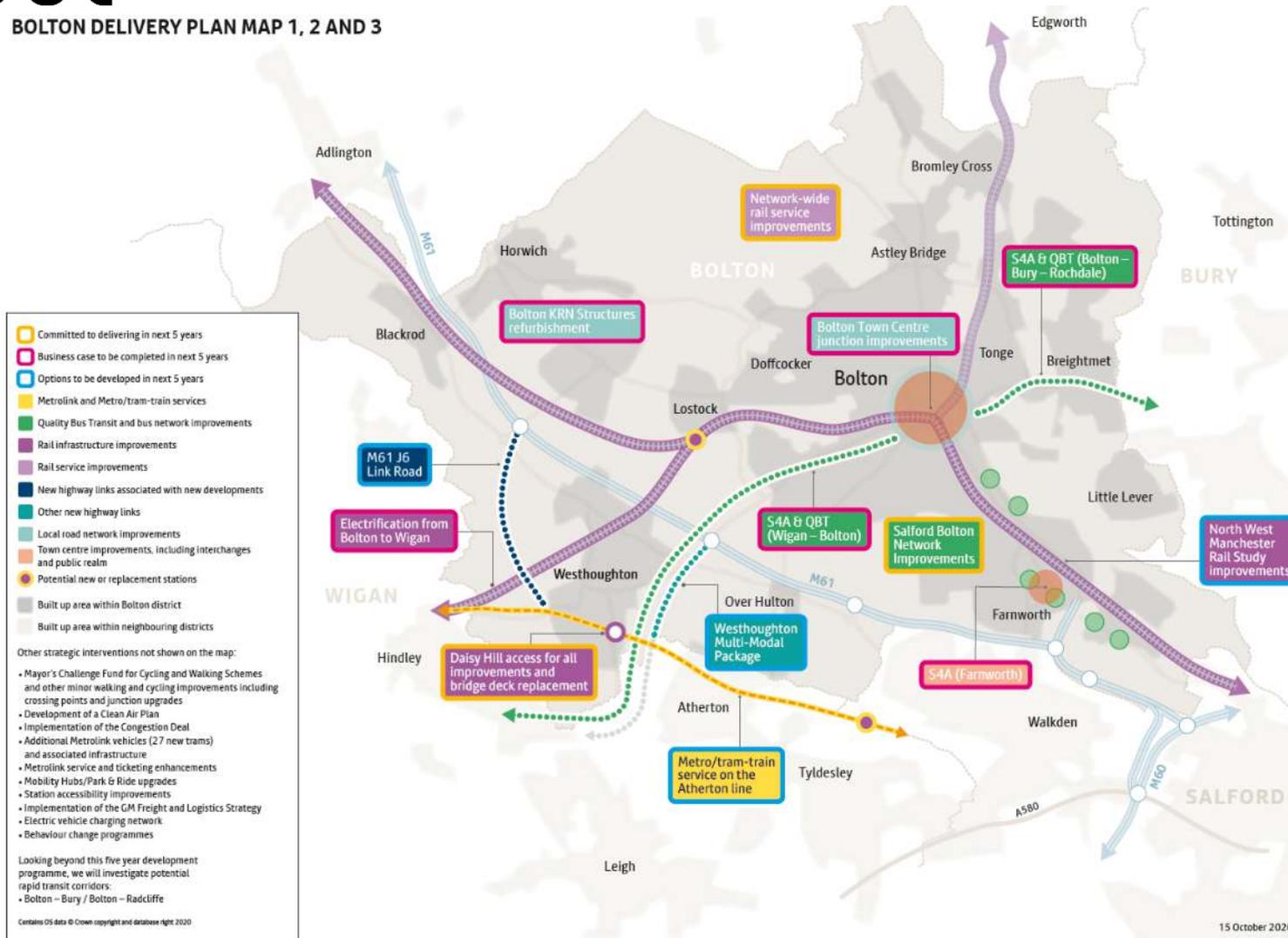
Appendix 5: Local Authority Delivery Plan Summaries: Implementation Plan Annexes of the 2040 Transport Strategy: 5-Year Delivery Plan

The following material is sourced from the Local Implementation Plans of each of the Greater Manchester local authorities as provided alongside the Greater Manchester Spatial Framework in autumn 2020. These documents are considered 'live', and further updates to these documents including changes to the maps, will be made as further localised development work is completed. Beyond these local summaries of the delivery plan, additional maps are also provided for cycling and walking improvements, and local priorities. Further detail on these should be sourced from the respective implementation plan.

Transport for Greater Manchester

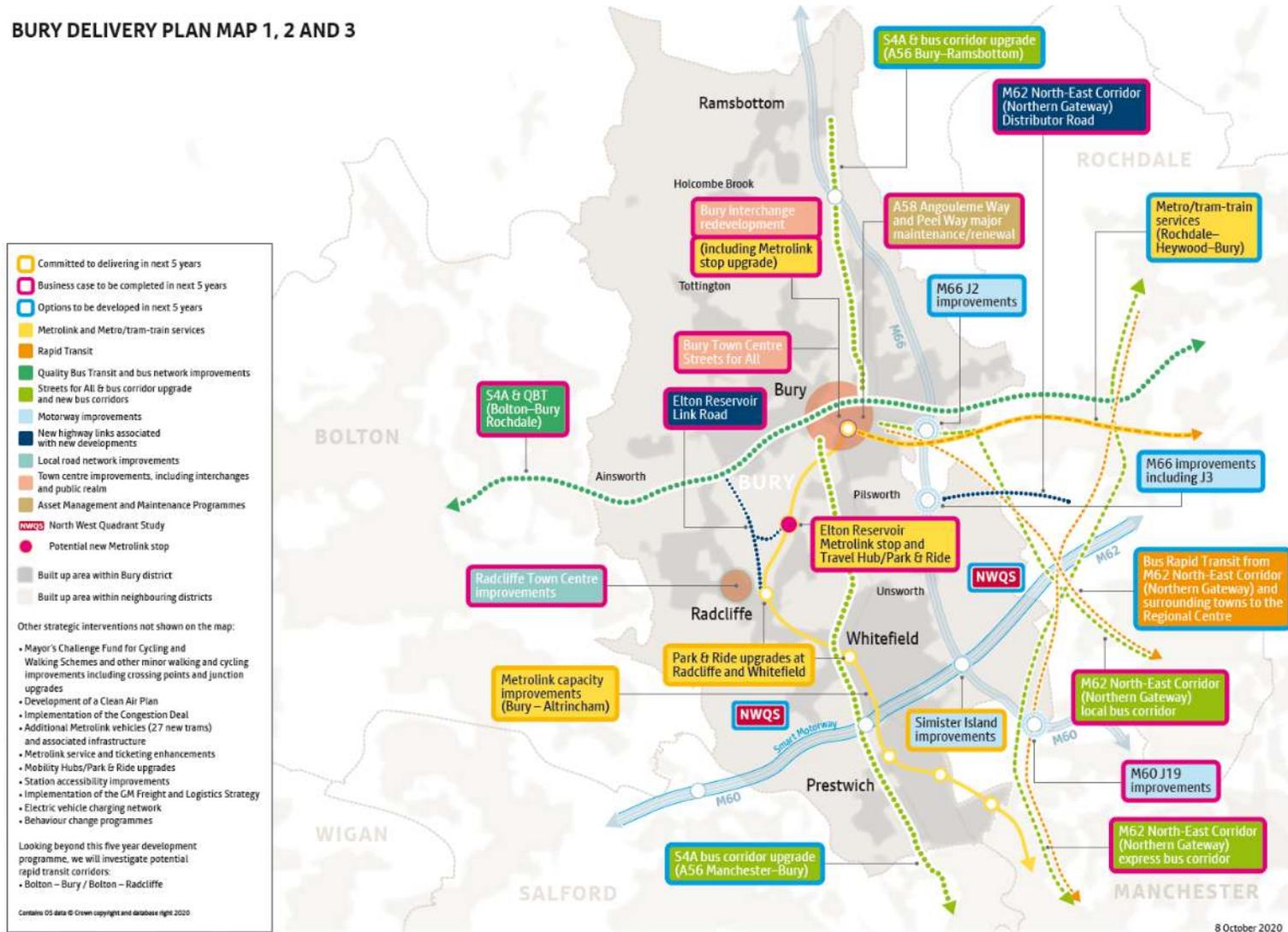
Bolton - Delivery Plan Map

BOLTON DELIVERY PLAN MAP 1, 2 AND 3



Bury – Delivery Plan Map

BURY DELIVERY PLAN MAP 1, 2 AND 3



8 October 2020

Manchester – Delivery Plan Map

MANCHESTER DISTRICT DELIVERY PLAN MAP 1, 2 AND 3

Legend:

- Committed to delivering in next 5 years
- Business case to be completed in next 5 years
- Options to be developed in next 5 years
- Metrolink and Metro/tram-train services
- Rapid Transit
- Streets for All & bus corridor upgrade and new bus corridors
- Quality Bus Transit and bus network improvements
- Rail infrastructure improvements
- Rail service improvements
- High Speed Rail
- Motorway improvements
- New highway links associated with new developments
- Local road network improvements
- Town centre improvements, including interchanges and public realm
- Asset Management and Maintenance Programmes
- Potential new or replacement stations

SEMMMS South East Manchester Multi-Modal Study (SEMMMS) Refresh

- Built up area within Manchester district
- Built up area within neighbouring districts

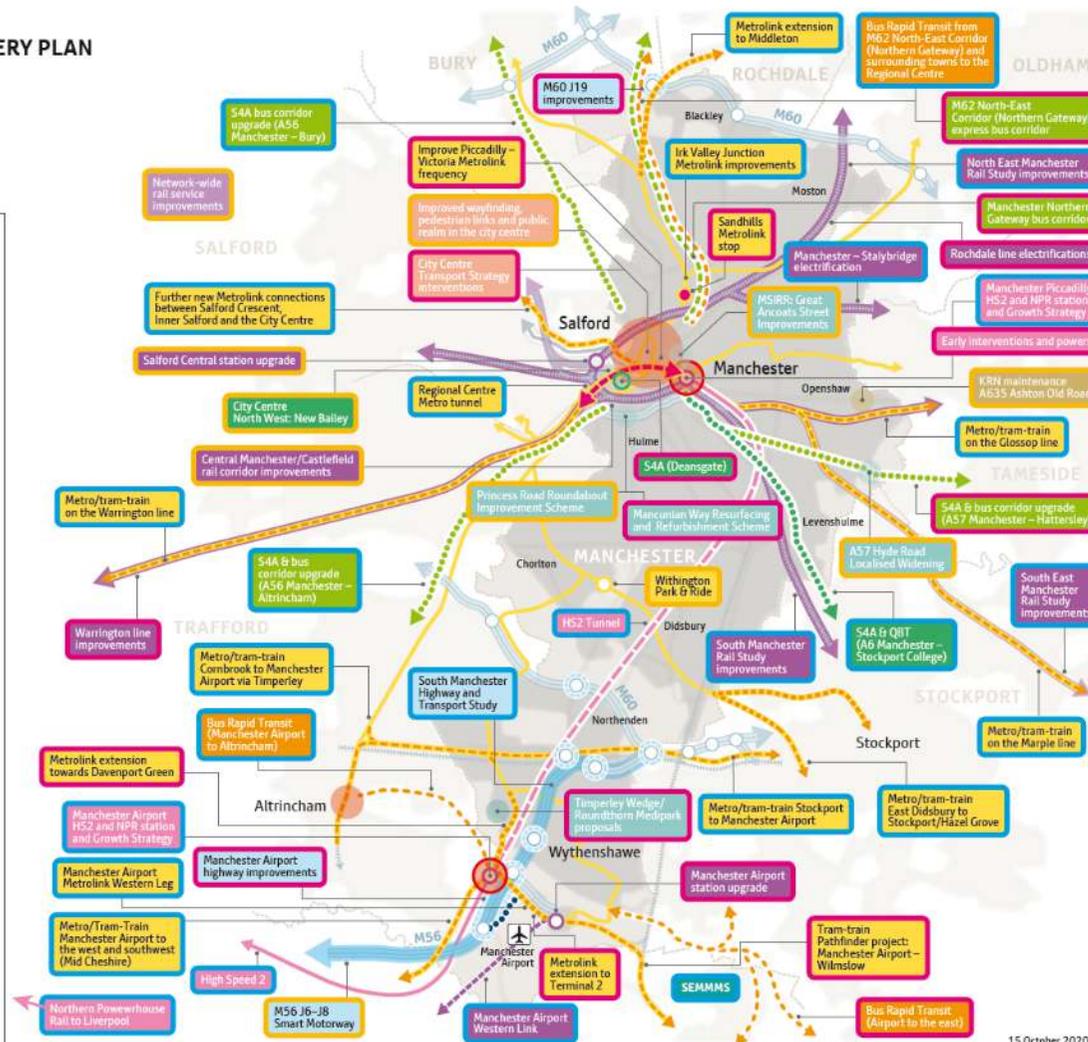
Other strategic interventions not shown on the map:

- Mayor's Challenge Fund for Cycling and Walking Schemes and other minor walking and cycling improvements including crossing points and junction upgrades
- Development of a Clean Air Plan
- Implementation of the Congestion Deal
- Additional Metrolink vehicles (27 new trams) and associated infrastructure
- Metrolink service and ticketing enhancements
- Mobility Hubs/Park & Ride upgrades
- Station accessibility improvements
- Implementation of the GM Freight and Logistics Strategy
- Electric vehicle charging network
- Behaviour change programmes

Looking beyond this five year development programme, we will investigate potential rapid transit corridors:

- Airport – Carrington – Irton

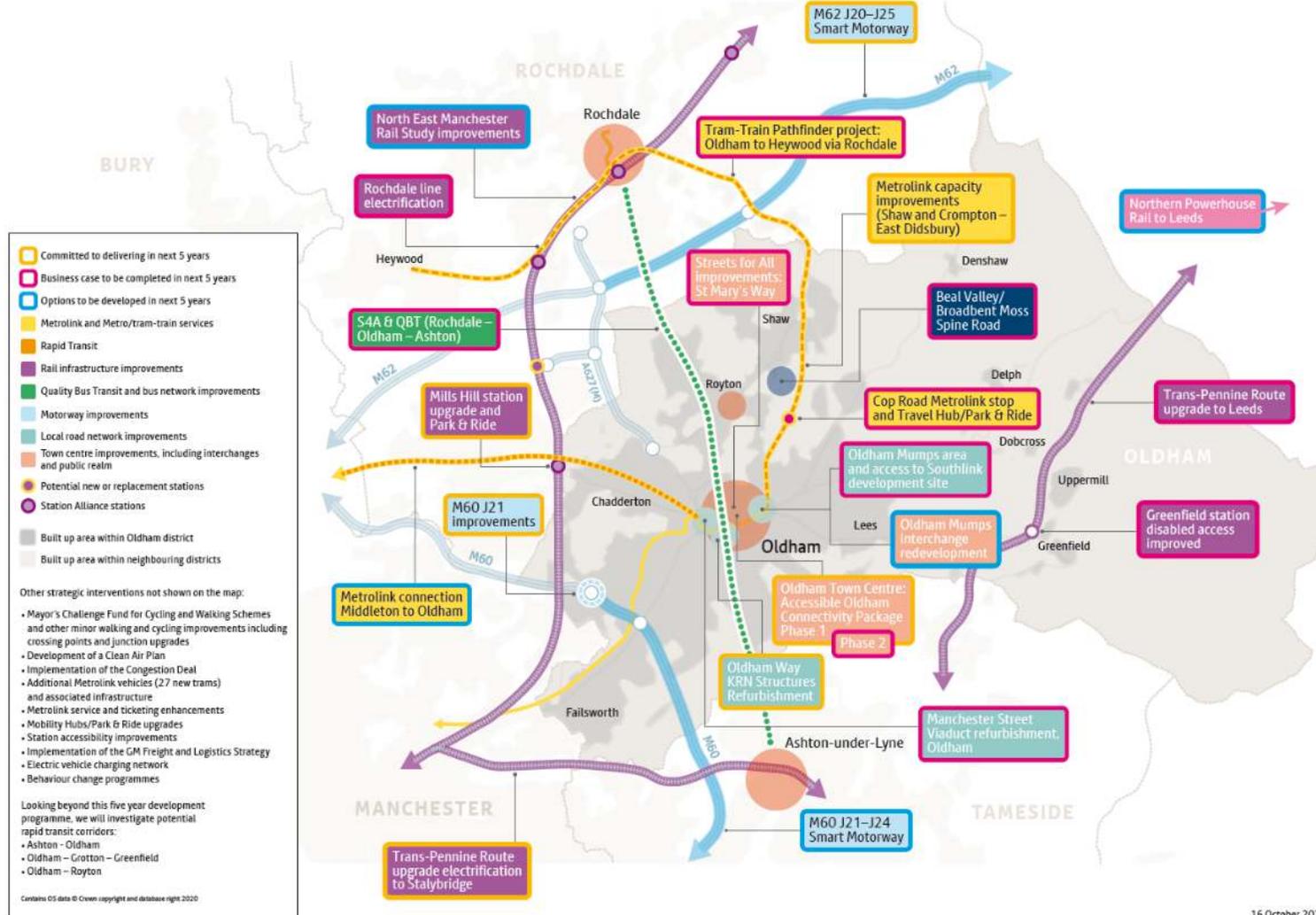
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15 October 2020

Oldham – Delivery Plan Map

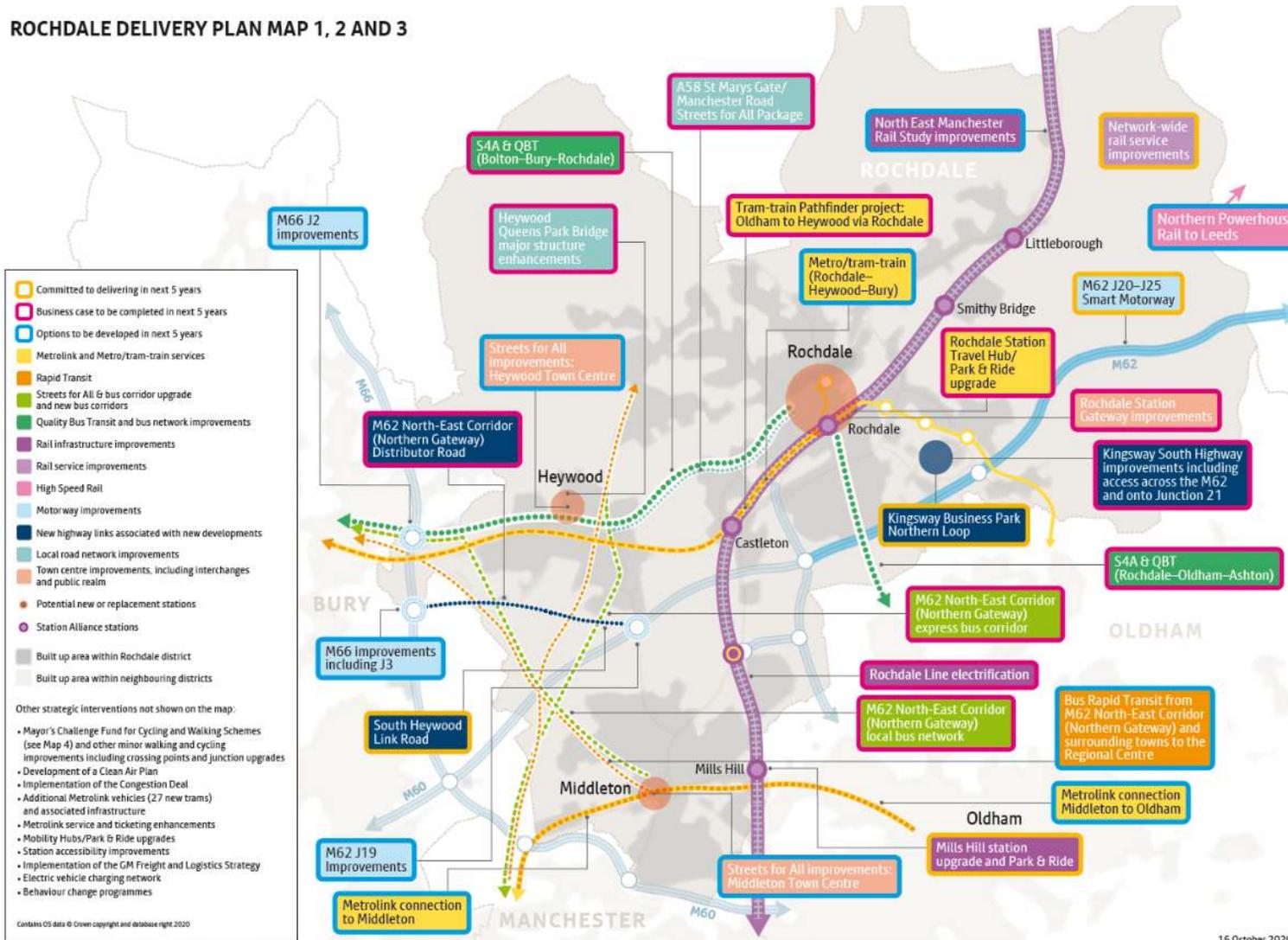
OLDHAM DELIVERY PLAN MAP 1, 2 AND 3



16 October 2020

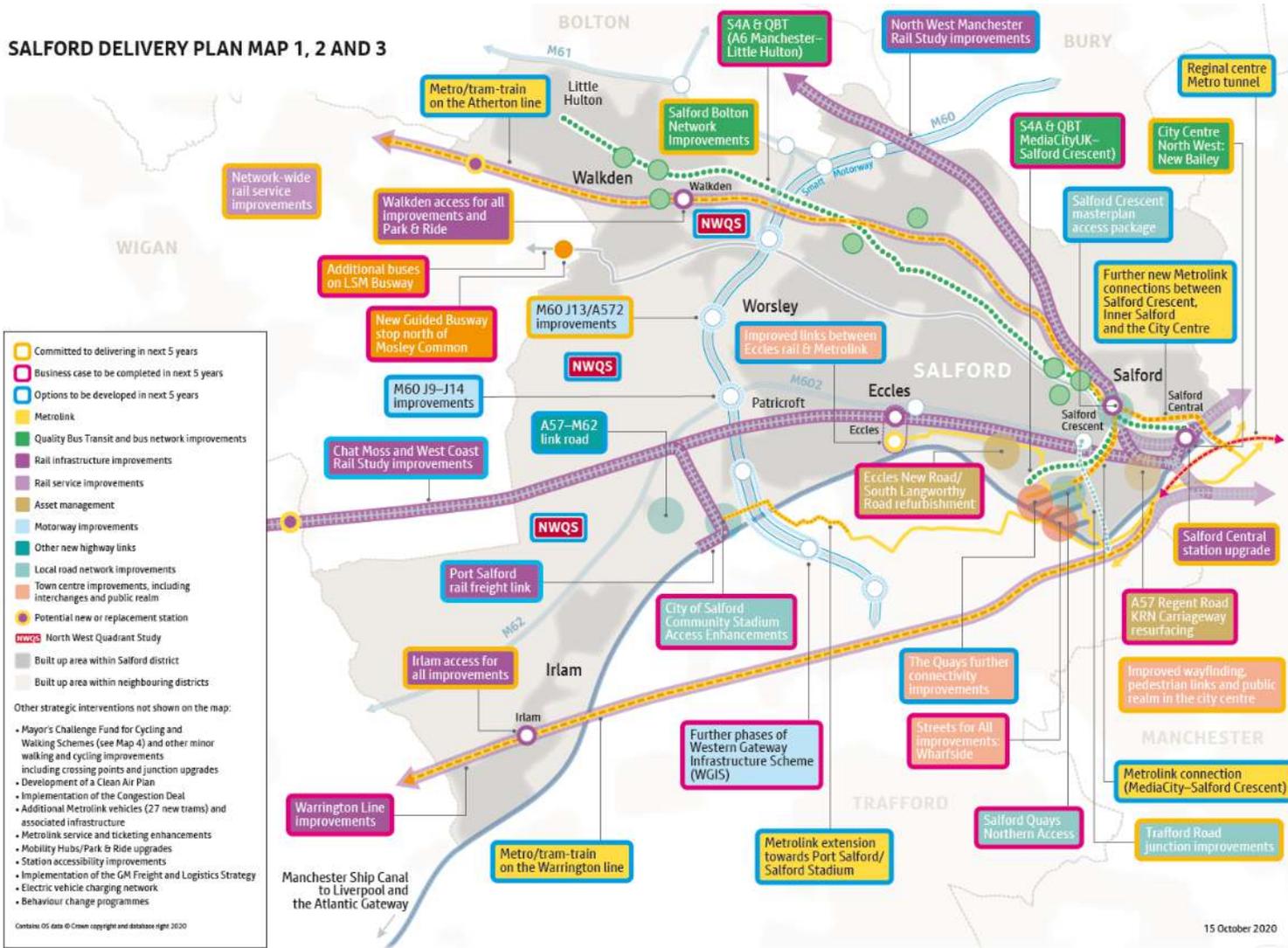
Rochdale – Delivery Plan Map

ROCHDALE DELIVERY PLAN MAP 1, 2 AND 3



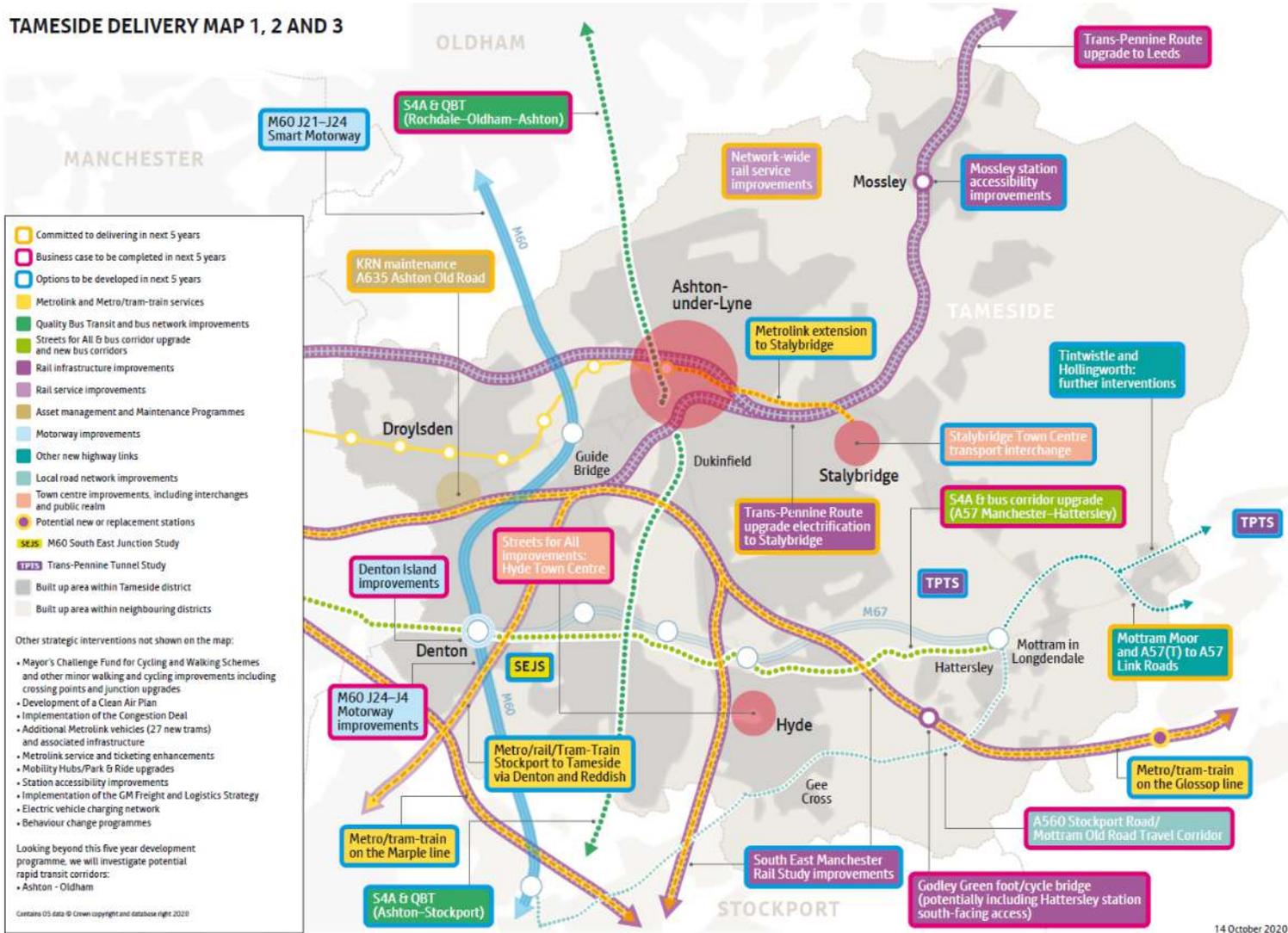
Salford – Delivery Plan Map

SALFORD DELIVERY PLAN MAP 1, 2 AND 3



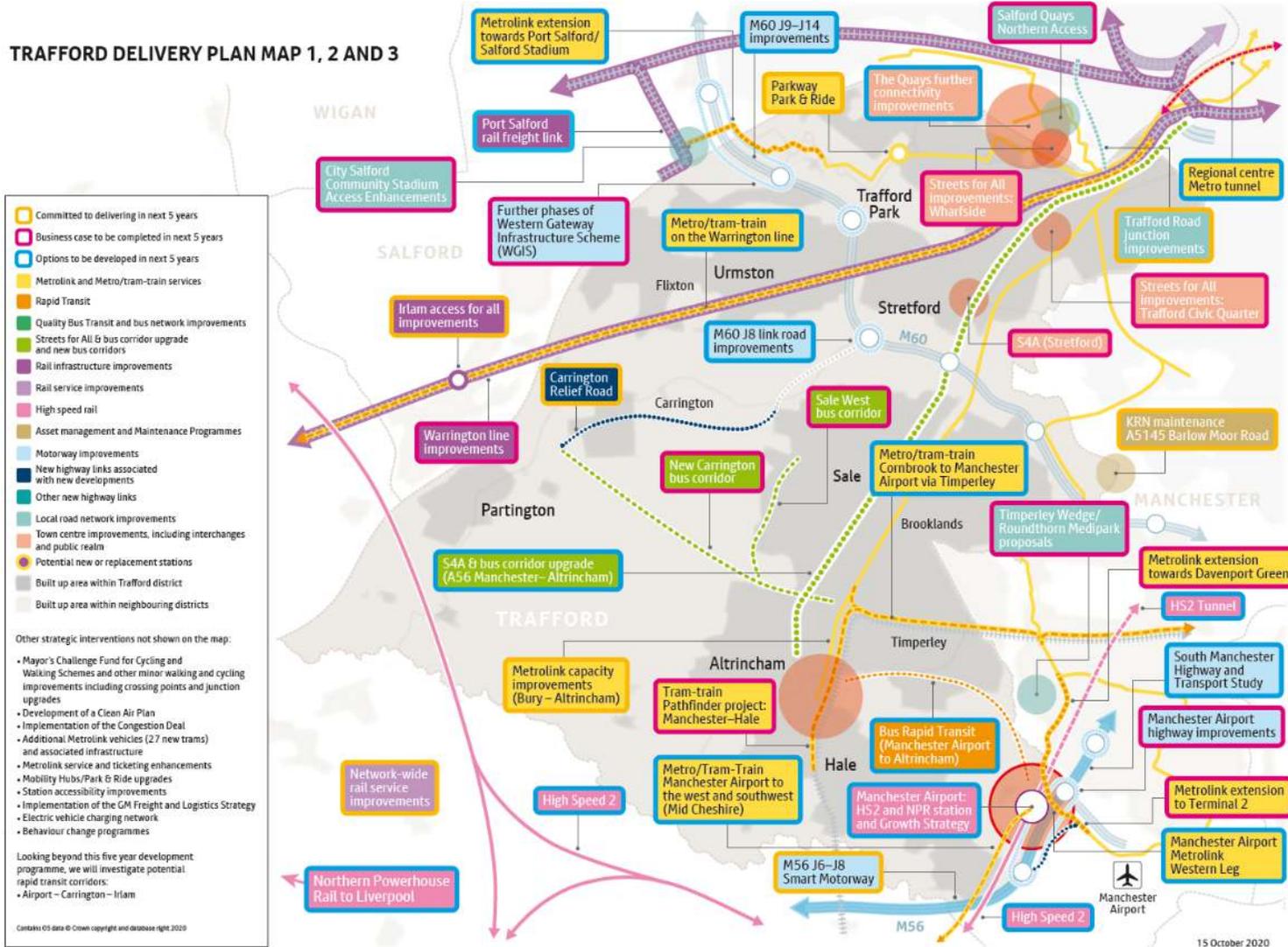
Tameside – Delivery Plan Map

TAMESIDE DELIVERY MAP 1, 2 AND 3



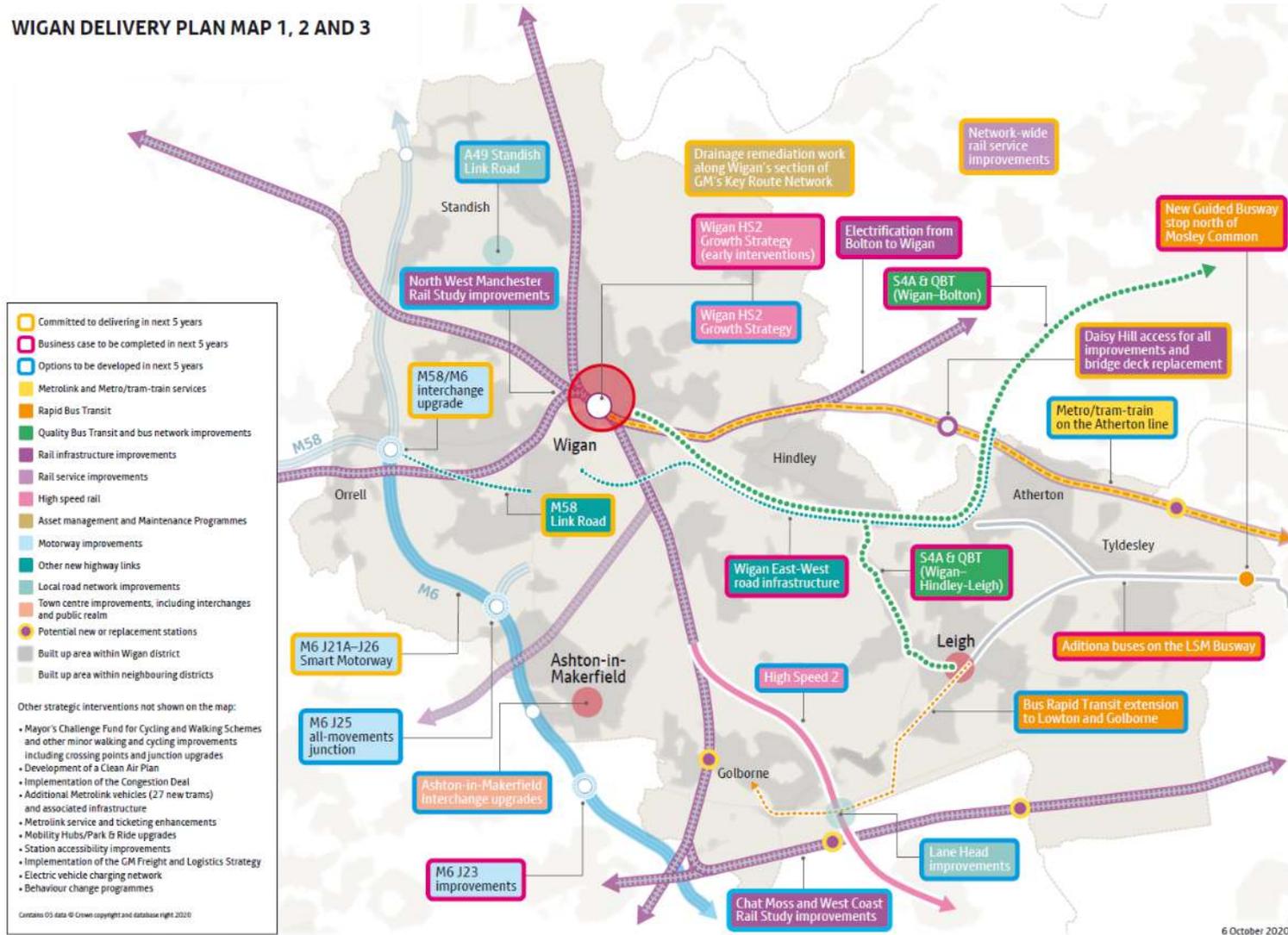
Trafford – Delivery Plan Map

TRAFFORD DELIVERY PLAN MAP 1, 2 AND 3



Wigan – Delivery Plan Map

WIGAN DELIVERY PLAN MAP 1, 2 AND 3



Appendix 6: Greater Manchester Spatial Framework Boundaries (2020)

The following map displays the revised boundaries selected for the Greater Manchester Spatial Framework (2020), with the previous boundaries (GMSF 2019 Consultation Draft) presented alongside for reference. The change in these boundaries does not alter the analysis or conclusions drawn from the Existing Land Supply presented within the note, though historic boundaries are present on the maps presented within the report. It is anticipated however, that as annual updates to Greater Manchester’s Existing Land Supply are published, the contents of this note will be updated.

Figure 32 Greater Manchester Spatial Framework Boundaries

