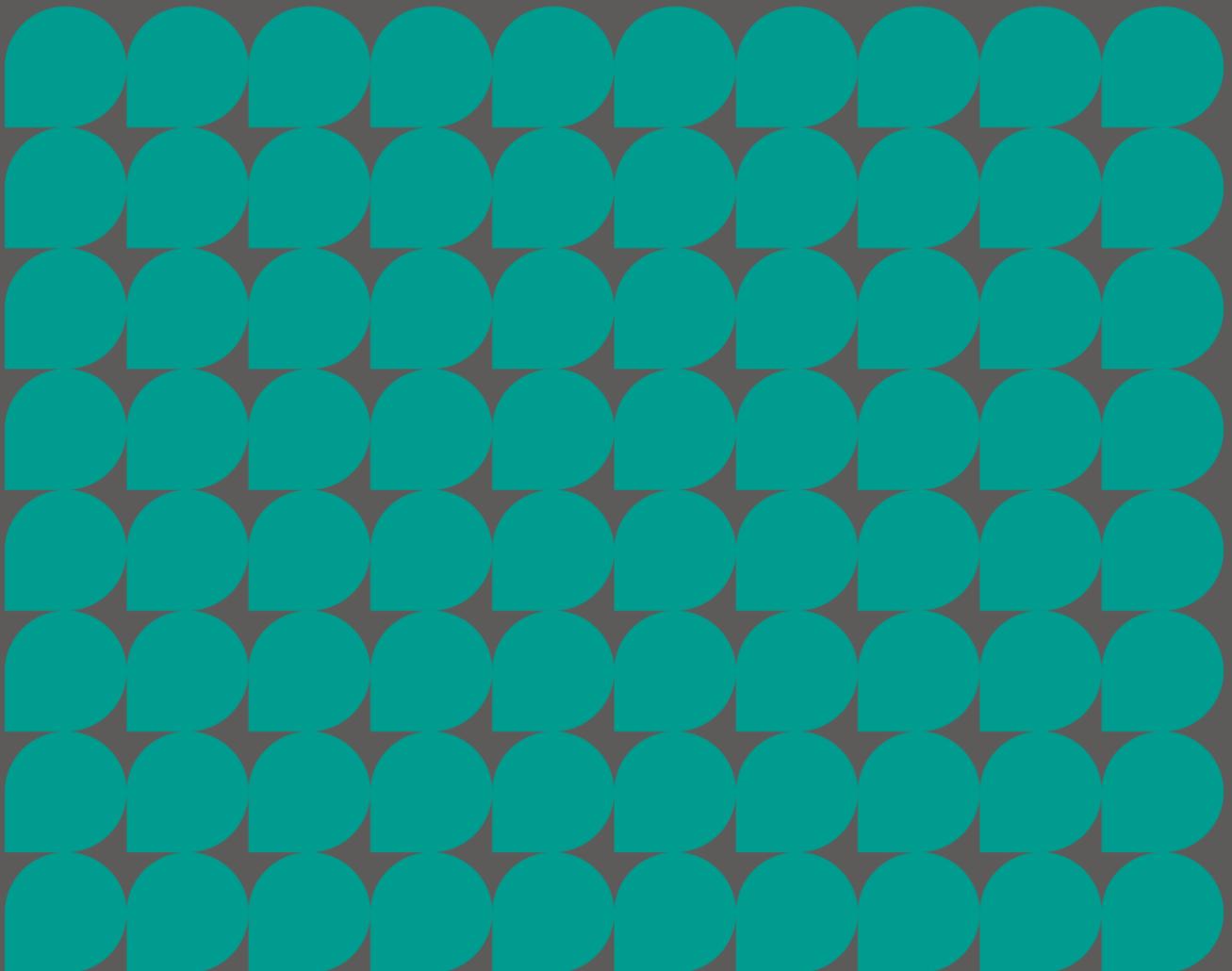


Places for Everyone

Transport Topic Paper

July 2021



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Section 1 – Introduction

1.0 Introduction

- 1.1 The PfE Plan is a joint plan of nine local authorities in Greater Manchester, providing a spatial interpretation of the Greater Manchester Strategy in order to allow us to:
- identify the level and type of growth we should be planning for; and
 - ensure we have an appropriate supply of land to meet this need.
- 1.2 To summarise the evidence base and policy context that has shaped the PfE Plan Places for Everyone Plan (PfE Plan), a series of topic papers have been prepared.
- 1.3 Each topic paper:
- Summarises and cross-references the relevant evidence and explains how this has informed the draft PfE Plan.
 - Summarises the previous consultation comments that are relevant to the topic.
 - Explains how the draft PfE Plan policies and allocations have been derived based on the evidence, consultation comments and Integrated Assessment.
- 1.4 This topic paper is about transport, which is fundamental to delivering sustainable economic growth and social inclusion across Greater Manchester.
- 1.5 The evidence presented in this Topic Paper demonstrates how we have developed a coherent, integrated, and comprehensive strategic approach to growth through PfE policies and the 2040 Transport Strategy. The plans in place and the development work underway will enable this growth to be delivered in a sustainable manner. Detailed sub-strategies and ambitious

plans for the city centres, clean air, electric vehicle charging, active travel and bus reform will support effective infrastructure investment.

- 1.6 The impact of growth has been understood both strategically and locally, with the Transport Locality Assessments ensuring that the impact of individual allocations on the transport network is less than severe – even in a “policy-off” or a “worst-case” modelling scenario.
- 1.7 Governance arrangements are in place to ensure we develop and deliver infrastructure in a comprehensive, placed-based, manner aligned with the growth aspirations of the PfE Plan. Funding discussions to agree a multi-year settlement, which builds on the £8.6m development funding recently awarded to Greater Manchester, are also underway.
- 1.8 The transport evidence presented is considered to effectively support the NPPF and plan-making guidance. The evidence gives assurance that, from a transport perspective, the PfE Plan is positively prepared, justified, effective and consistent with national policy.

Background to the Places for Everyone Plan

- 1.9 In November 2014, the AGMA Executive Board recommended to the 10 Greater Manchester local authorities that they agree to prepare a joint Development Plan Document (“Joint DPD”), called the Greater Manchester Spatial Framework (“GMSF”) and that AGMA be appointed by the 10 authorities to prepare the GMSF on their behalf.
- 1.10 The first draft of the GMSF DPD was published for consultation on 31st October 2016, ending on 16th January 2017. Following substantial re-drafting, a further consultation on the Revised Draft GMSF took place between January and March 2019.
- 1.11 On the 30 October 2020 the AGMA Executive Board unanimously agreed to recommend GMSF 2020 to the 10 Greater Manchester Councils for approval for consultation at their Executives/Cabinets, and approval for submission to

the Secretary of State following the period for representations at their Council meetings.

- 1.12 At its Council meeting on 3 December Stockport Council resolved not to submit the GMSF 2020 following the consultation period and at its Cabinet meeting on 4 December, it resolved not to publish the GMSF 2020 for consultation.
- 1.13 As a joint DPD of the 10 Greater Manchester authorities, the GMSF 2020 required the approval of all 10 local authorities to proceed. The decisions of Stockport Council/Cabinet therefore signalled the end of the GMSF as a joint plan of the 10.
- 1.14 Notwithstanding the decision of Stockport Council, the nine remaining districts considered that the rationale for the preparation of a Joint DPD remained. Consequently, at its meeting on the 11th December 2020, Members of the AGMA Executive Committee agreed in principle to producing a joint DPD of the nine remaining Greater Manchester (GM) districts. Subsequent to this meeting, each district formally approved the establishment of a Joint Committee for the preparation of a joint Development Plan Document of the nine districts.
- 1.15 Section 28 of the Planning and Compulsory Purchase Act 2004 and Regulation 32 of the Town and Country Planning (Local Planning) (England) Regulations 2012 enable a joint plan to continue to progress in the event of one of the local authorities withdrawing, provided that the plan has 'substantially the same effect' on the remaining authorities as the original joint plan. The joint plan of the nine GM districts has been prepared on this basis.
- 1.16 In view of this, it follows that PfE should be considered as, in effect, the same Plan as the GMSF, albeit without one of the districts (Stockport). Therefore "the plan" and its proposals are in effect one and the same. Its content has changed over time through the iterative process of plan making, but its purpose has not. Consequently, the Plan is proceeding directly to Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.

- 1.17 Four consultations took place in relation to the GMSF. The first, in November 2014 was on the scope of the plan and the initial evidence base, the second in November 2015, was on the vision, strategy and strategic growth options, and the third, on a Draft Plan in October 2016.
- 1.18 The fourth and most recent consultation on The Greater Manchester Plan for Homes, Jobs and the Environment: the Greater Manchester Spatial Framework Revised Draft 2019 (GMSF 2019) took place in 2019. It received over 17,000 responses. The responses received informed the production of GMSF 2020. The withdrawal of Stockport Council in December 2020 prevented GMSF 2020 proceeding to Regulation 19 Publication stage and instead work was undertaken to prepare PfE 2021.
- 1.19 Where a local planning authority withdraws from a joint plan and that plan continues to have substantially the same effect as the original joint plan on the remaining authorities, s28(7) of the Planning and Compulsory Purchase Act 2004 provides that any step taken in relation to the plan must be treated as a step taken by the remaining authorities for the purposes of the joint plan. On this basis, it is proposed to proceed directly to Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.
- 1.20 A comprehensive evidence base was assembled to support the policies and proposals in the GMSF 2020. Given the basis on which the Plan has been prepared, this evidence base remains the fundamental basis for the PfE 2021 and has remained available on the GMCA's website since October 2020. That said, this evidence base has been reviewed and updated in the light of the change from GMSF 2020 to the PfE2021 and, where appropriate, addendum reports have been produced and should be read in conjunction with evidence base made available in October 2020. The evidence documents which have informed the plan are available via the GMCA's website.

Section 2 – Policy Context

2.0 Policy Context

2.1 This section summarises national, regional and local policy context on the subject of transport and connectivity that impact on the PfE Plan. At a national level key documents include:

- National Planning Policy Framework (and Planning Practice Guidance)
- National Bus Strategy for England
- Gear Change

2.2 The key documents and work areas that set the vision for the future of Greater Manchester from a transport perspective include:

- The Greater Manchester Strategy
- Greater Manchester Transport Strategy 2040
- The 5-year Environment Plan for Greater Manchester (2019-2024)
- Greater Manchester and the Northern Powerhouse
- Greater Manchester's strategy for high-speed rail

National Planning Policy Framework

2.3 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for employment, housing and other development can be produced, such as the PfE Plan.

2.4 The NPPF (chapter 9, para 102) emphasises the importance of considering transport issues during the early stages of plan-making and development proposals and states that the following should be considered:

- the potential impacts of development on transport networks;
- opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
- opportunities to promote walking, cycling and public transport use;
- the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

2.5 The NPPF makes clear that when assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

- 2.6 Importantly, NPPF states that: ‘development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’. (NPPF, Chapter 9, Para 109).
- 2.7 For further details visit: [9. Promoting sustainable transport - National Planning Policy Framework - Guidance - GOV.UK \(www.gov.uk\)](#)

Planning Practice Guidance on Transport Evidence Bases

2.8 The Ministry of Housing, Communities and Local Government “Guidance on Transport evidence bases in plan making and decision taking” (para 003) states that the key issues which should be considered in developing a transport evidence base, include the need to:

- assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms
- assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport
- highlight and promote opportunities to reduce the need for travel where appropriate
- identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate
- consider the cumulative impacts of existing and proposed development on transport networks
- assess the quality and capacity of transport infrastructure and its ability to meet forecast demands

- identify the short, medium and long-term transport proposals across all modes

2.9 For further information visit: [Transport evidence bases in plan making and decision taking - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/collections/transport-evidence-bases-in-plan-making-and-decision-taking)

National Bus Strategy for England

2.10 “Bus Back Better” is the National Bus Strategy for England (DfT, 2021) which sets out the vision and opportunity to deliver better bus services for passengers across England. The strategy contains a directive for local authorities to commit to franchising or Enhanced Partnerships to deliver service improvements for passengers.

2.11 The strategy aims to make buses more frequent, more reliable, easier to understand and use, better co-ordinated and cheaper. These aspirations are fully reflected in the Greater Manchester 2040 Transport Strategy and approach to Bus Reform summarised later in this Topic Paper.

2.12 For further information visit: [Bus back better - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/collections/bus-back-better)

Gear Change

2.13 “Gear Change: a bold vision for cycling and walking” (DfT, 2020) is the government's first national cycling strategy, detailing the case for increasing trips undertaken by walking and cycling, rather than the private car. The strategy acknowledges the challenge of achieving lasting behavioural changes and outlines themes to enabling walking and cycling to be the preferred way of making short journeys through:

- better streets for cycling and people;
- cycling at the heart of decision-making;
- empowering and encouraging local authorities; and
- enabling people to cycle and protecting them when they do.

2.14 Further information can be found at:

<https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england>.

The Greater Manchester Strategy

2.15 The Greater Manchester Strategy ('Our People, Our Place') published in 2017 underpins the PfE Plan as the overarching plan for Greater Manchester which covers health, wellbeing, work and jobs, housing, transport, skills, training and economic growth.

2.16 Priority 5 of the Greater Manchester Strategy is "World-class connectivity that keeps Greater Manchester Moving". Within this priority, the Greater Manchester Strategy defines the following ambitions:

- World-class connections that support long-term, sustainable economic growth and access to opportunity for all.
- Reducing congestion and improving air quality.
- A key international gateway to the UK and a gateway to the world for UK businesses and communities.
- World-class digital infrastructure.

2.17 For more information visit: [Ourpeopleourplace - Greater Manchester Combined Authority \(greatermanchester-ca.gov.uk\)](https://www.greatermanchester-ca.gov.uk/ourpeopleourplace)

The Greater Manchester Transport Strategy 2040 (2021 Refresh)

2.18 The Greater Manchester Transport Strategy 2040 (hereafter referred to as the 2040 Transport Strategy), is a long-term view of Greater Manchester's future travel and transport needs. It is Greater Manchester's Local Transport Plan and was first published in 2017 and then refreshed alongside the GMSF/PfE

Plan and reissued in January 2021. It also forms part of the transport evidence for the PfE Plan and is described in more detail in the evidence section of this topic paper.

The 5-Year Environment Plan for Greater Manchester (2019-2024)

2.19 All ten Greater Manchester local authorities, and the GMCA, have declared a Climate Emergency, making clear that urgent action is needed to put Greater Manchester on a path to carbon neutrality by 2038, ensuring that GM makes its contribution to a stable global climate and to the Paris Agreement of holding the increase in global temperatures to below 2°C.

2.20 The 5-Year Environment Plan includes priorities for improving air quality and reducing emissions in relation to travel in Greater Manchester, including:

- reducing the distance needed to travel,
- increasing the use of public transport and active travel,
- phasing out fossil fueled vehicles,
- establishing a zero-emissions bus fleet, and
- decarbonising road freight.

2.21 For more information visit: [Five-Year Environment Plan - Greater Manchester Combined Authority \(greatermanchester-ca.gov.uk\)](https://www.greatermanchester-ca.gov.uk/5-year-environment-plan)

Greater Manchester and the Northern Powerhouse

2.22 Transport for the North (TfN) became England's first statutory sub-national transport body in April 2018. Following consultation, TfN has published its Strategic Transport Plan (2019) for the North of England, underpinned by the Northern Powerhouse Independent Economic Review (2016). It outlines a package of up to £70 billion of investment to 2050 to deliver significant economic growth for the UK.

- 2.23 Highways England, TfN and TfGM are jointly developing potential solutions for improving strategic and regional connectivity in the north west of Manchester. The Manchester North West Quadrant Strategic Study considers potential improvements both on the motorway (led by Highways England); as well as multi-modal elements of the Greater Manchester transport system to improve journey times, connectivity and safety (led by TfN and TfGM). Highways England are also developing plans for other parts of Greater Manchester's motorway network, including the delivery of multiple Smart Motorways schemes.
- 2.24 For more information visit: [Strategic Transport Plan | Transport for the North - Transport for the North](#) and [Manchester North West Quadrant - Highways England](#)

Greater Manchester's strategy for high-speed rail

- 2.25 In March 2018, TfGM and the Greater Manchester Combined Authority (GMCA) launched Greater Manchester's Growth Strategy for high-speed rail ('The stops are just the start') which details how HS2 and Northern Powerhouse Rail (NPR) can support new jobs, new homes and new opportunities for Greater Manchester. TfN has also set out its vision for the Northern Powerhouse Rail network in the Strategic Transport Plan for the North.
- 2.26 The delivery of high-speed rail at Manchester Piccadilly, Manchester Airport, Stockport and Wigan remains crucial to the successful delivery of the 2040 Transport Strategy. TfGM are working collaboratively with Government to refine the plans for high-speed rail and ensure the plans are funded in a way that is sustainable, equitable, and aligned with both local and national policy.
- 2.27 A growth strategy for Manchester Piccadilly has been prepared and similar strategies are planned for Wigan and Stockport. To view the 2018 growth strategy for high-speed rail, visit:

[HS2 and Northern Powerhouse Rail Growth Strategy.pdf](#)

Section 3 – Evidence

3.0 Summary of the Evidence

3.1 The transport evidence underpinning the PfE Plan consists of a range of documents that address critical transport issues in Greater Manchester – such as transport strategy, delivery, clean air and bus reform – and also a suite of documents that were originally produced to examine the specific implications of the GMSF plan for all ten local authorities.

3.2 In order to update, check and verify that the conclusions reached remain applicable for the PfE Plan, a series of review addendums have also been produced to accompany some of the original GMSF evidence documents. These review addendums outline any changes that may impact on the conclusions of the original documents and update the conclusions where necessary. The full suite of documents include:

- **Greater Manchester Transport Strategy 2040 (GMTS 2040)**, supporting **Our Five Year Transport Delivery Plan 2021-2026** and **Local Implementation Plans (DP & LIPs)**. These documents together set out our strategic aspirations for transport in Greater Manchester, our ‘Right Mix’ vision, and articulate our plan for delivery.
- The **‘Right Mix’ Technical Note** which sets out adjustable steps – a ‘pathway’ – to achieving the Right Mix vision for 50% of trips to be made by sustainable modes, with no net increase in motor vehicle traffic, by 2040.
- The **Clean Air Plan (CAP) and Zone** documentation sets out the actions that will be undertaken to achieve compliance with legal limits for NO₂ in Greater Manchester.
- The **Electric Vehicle Charging Infrastructure Strategy (EVCI)** is designed to encourage and accelerate the transition from internal combustion engines to electric vehicles.

- The **City Centre Transport Strategy** to 2040 (CCTS) describes the strategy for delivering sustainable travel in the city centres of Manchester and Salford.
- The **Streets for All Strategy** (S4A) sets out a vision for Greater Manchester's streets to be welcoming and safe spaces for all people, enabling more travel on foot, by cycle and using public transport while creating thriving places that support local communities and businesses.
- The **Greater Manchester Walking and Cycling Investment Plan** (CWIP) "Change a Region to Change a Nation" outlines how Greater Manchester will deliver greater levels of walking and cycling as part of an integrated network.
- **Bus Reform** documentation sets out how Greater Manchester plans to improve the bus market by introducing a bus franchising scheme to enable greater coordination of the bus network and a more integrated multi-modal public transport network.
- **Our Prospectus for Rail** (OP for Rail) outlines Greater Manchester's aspiration for greater local influence and accountability for passenger rail services.
- **GMSF 2020 Existing Land Supply and Transport Technical Note** (ELS): This note examines the spatial distribution of the Existing Land Supply – identifying clusters of growth and the transport interventions highlighted in the 5-Year Delivery Plan that will support growth in those areas. [A **PfE 2021 review addendum** has been produced based on updated 2020 ELS data].
- A series of **GMSF 2020 Transport Locality Assessments** (TLAs) for the Allocations. These assessments examine the likely local impact of the development of the Allocations on the transport network and identifies where mitigation may be

needed. [PfE 2021 review addendums have been produced for each Local Authority to verify the impact of various minor changes and updated evidence that may influence the conclusions of each Locality Assessment. These addendums should be read alongside the original Locality Assessment].

- **PfE Plan Allocations Strategic Modelling Technical Note** (SMTN). This provides analysis of the potential strategic impact of growth on our transport network in a “policy-off” scenario. [An updated version of this technical note has been produced to reflect various minor changes and updated model output data associated with the PfE Plan].

3.3 It is important to recognise the role of the spatial options and site selection process in achieving transport objectives for the plan. The plan preparation process has established the development targets across the nine districts covered by the Places for Everyone plan. National policy, along with the imperative to provide adequate housing and employment opportunities, requires that plans make provisions to meet these development targets. Exhaustive efforts have been made to accommodate the maximum scale of growth in the urban area and on previously developed land. Therefore, the quantum of growth proposed through allocations on Green Belt land is the minimum necessary to prepare a sound plan. The site-selection process has then sought to ensure that this growth is directed to the most sustainable locations, with sustainable transport considerations being core to this process.

3.4 The decision-making process that led to the initial identification of allocations sought to maximise the scope for sustainable travel choices by:

- minimising the number of allocations in greenbelt required to meet housing demand;
- selecting sites that were located close to town centres and public transport hubs; and

- selecting sites that had the potential to generate sufficient developer investment and travel demand to support delivery of new viable sustainable travel options.

3.5 The site selection process, therefore, provides a foundation to ensure that the proposed allocations are the most sustainable option possible. As such, two other evidence base documents are also relevant, these are:

- PfE 2021 Growth and Spatial Options Paper
- PfE 2021 Site Selection Background Paper

3.6 Together all these documents examine, shape and respond to, the local and strategic implications of growth, and satisfy the requirements of the NPPF.

3.7 Each document is discussed in more detail though the course of this topic paper, but the most important things to understand are that:

- The 2040 Transport Strategy sets the framework for sustainable transport in Greater Manchester incorporating the PfE Plan area.
- The Right Mix note sets out our current “pathway” to achieving our transport vision in the most sustainable way.
- Specific initiatives such as the Clean Air Plan, City Centre Transport Strategy, Streets for All Strategy, Walking and Cycling Investment Plan, Bus Reform and Our Prospectus for Rail will also contribute to delivery of the PfE Plan.
- The Existing Land Supply Note highlights the transport interventions proposed to support the main areas of growth emerging from the existing land supply.

- The Allocation Transport Locality Assessments focus on identifying the local and strategic interventions necessary to deliver each of the individual allocations.
- All the interventions are brought together within Our Five Year Transport Delivery Plan and the Local Implementation Plans.
- The Allocations Strategic Modelling Technical Note uses a precautionary “policy-off” forecast to demonstrate that the Plan is deliverable from a highways perspective.

3.8 The Allocations Strategic Modelling Technical Note describes the degree to which the PfE Plan allocations would affect the network if we were to take no further steps to achieving the Right Mix. A precautionary approach has been taken and the strategic modelling forecast assumes that only committed / funded schemes and those schemes directly associated with the allocations proceed – but policy changes such as bus reform, integrated ticketing or behavioural change initiatives, and longer-term interventions such as the further development of an Active Travel and Rapid Transit network are omitted. As a result, the modelling forecasts show that the PfE Plan is unlikely to have severe strategic impacts on the transport network over and above the background growth – as even in our “policy-off” forecast, the network continues to function albeit with some increases in delay.

3.9 Whilst Stockport is not part of the PfE Plan it should be noted that it is part of the Greater Manchester Transport Strategy 2040. In Greater Manchester movement patterns are complex with road traffic, public transport and cyclists often moving through several individual authorities to reach their destination and the strategic road network also facilitates this movement.

3.10 The modelling has included predicted growth from existing areas in Stockport but not any greenfield sites as none have yet been identified as part of the Local Plan process.

The Greater Manchester Transport Strategy 2040 (2021 Refresh)

- 3.11 The Greater Manchester Transport Strategy 2040 is a long-term view of Greater Manchester’s future travel and transport needs.
- 3.12 The PfE Plan and the 2040 Transport Strategy are mutually supportive documents, which share a common vision for the future of transport in Greater Manchester and a common set of emerging priorities for future interventions on the transport network to achieve this vision.
- 3.13 The Ministry of Housing, Communities and Local Government “Guidance on Transport evidence bases in plan making and decision taking” was followed when developing the 2040 Transport Strategy and associated Delivery Plan/LIPs to ensure that they would serve as an integral part of the evidence base for the Places for Everyone Plan and future Local Plans.
- 3.14 The 2040 Transport Strategy contains a vision for Greater Manchester to have “World class connections that support long-term, sustainable economic growth and access to opportunity for all”. The key elements of the vision are:
- Supporting sustainable economic growth
 - Protecting our environment
 - Improving quality of life for all
 - Developing an innovative city-region
- 3.15 The Strategy sets out the ambitions, policies and principles that will be pursued through the delivery of Greater Manchester’s future transport network. The principles to be applied are that the network should be:
- Integrated
 - Inclusive
 - Healthy
 - Environmentally Responsible

- Reliable
- Safe and Secure
- Well Maintained and Resilient

3.16 The Strategy is underpinned by an evidenced based 'Right Mix' vision for 50% of trips to be made by sustainable modes, with no net increase in motor vehicle traffic, by 2040. Further details are set out in the "Greater Manchester Transport Strategy 2040 'Right Mix' Technical Note".

3.17 The 2040 Transport Strategy is reviewed on a regular basis to respond to changing trends and new opportunities and priorities. Delivery of the Strategy is supported by plans that cover the short and medium term, including:

- a series of Five-Year Transport Delivery Plans;
- Local Implementation Plans (for each of the ten Greater Manchester local authorities); and
- the development of sub-strategies including: Streets for All, the City Centre Transport Strategy, the Local Bus Strategy, the Rapid Transit Strategy and the Freight Strategy.

3.18 An overview of the current and pending sub-strategies is set out in the table below:

Sub-strategy	Purpose and status
Electric Vehicle Charging Infrastructure Strategy	<p>Supports the Clean Air Plan to accelerate transition to electric vehicles. It also clarifies GM's requirements for a future public and privately funded and delivered EVCI network that supports the rapid transition to EVs among businesses, residents, and visitors; whilst supporting GM's ambitions around minimising car dependency and more travel by walking, cycling and public transport.</p> <p>The strategy is well developed and is proposed for adoption in Summer 2021.</p>
City Centre Transport Strategy to 2040	<p>Sets a sustainable vision for Manchester city centre (incorporating parts of Salford) with the central aim of 90 per cent of all trips to the city centre in the morning peak to be made on foot (including people using wheelchairs, mobility scooters or guide dogs), by cycle, or on public transport before 2040. The strategy sets out proposals to achieve this by further improving the city centre's public transport and active travel networks and reduce car-based trips over the longer term, leading to the cleaner, greener, healthier, inclusive and integrated transport network that supports the growth of the city centre.</p> <p>The strategy was adopted in March 2021.</p>
Streets for All	<p>Sets out a sustainable vision for Greater Manchester's streets – from spatial and network planning to street design and management. It supports our place-based agenda and our ambition for more travel by walking, cycling and public transport. It sets out Streets for All 'Essentials', Principles, Actions and a detailed policy framework to guide the management of the highway network and build consensus around the 'Our Streets'</p>

Sub-strategy	Purpose and status
	<p>Five Year Transport Delivery Plan pipeline – including Quality Bus Transit.</p> <p>Development of the strategy is advanced and publication is due in Autumn 2021.</p>
Local Bus Strategy	<p>Sets out detailed plans for improving the bus network and services in Greater Manchester. It confirms our city-region’s objectives for local bus; the ways in which we propose to improve local bus to achieve those objectives and strategic principles which set out the actions we will take to meet the resulting challenges and opportunities.</p> <p>Preparation of the strategy is underway and is due to be published as part of Greater Manchester’s Bus Service Improvement Plan in October 2021.</p>
Rapid Transit Strategy	<p>Outlines Greater Manchester’s objectives and strategic principles for the expansion and improvement of our rapid transit network (public transport services - including suburban rail, Metro and bus rapid transit - mainly focused on middle-distance trips). It also proposes interventions for further study and development.</p> <p>Preparation of the strategy is well underway and publication is due in late 2021.</p>
Freight Strategy	<p>Sets out Greater Manchester’s strategic approach to safe, sustainable and efficient freight and logistics services which continue to support Greater Manchester’s economy.</p> <p>Preparation of the strategy is underway and publication is due in late 2021.</p>

3.19 The strategy is also supported by an evidence base compendium updated periodically. The Evidence Base for the 2040 Transport Strategy sets out recent trends in travel in Greater Manchester, followed by thematic sections which focus on different drivers of travel demand:

- Economy and Employment.
- Society and Community.
- Urban Development.
- Environment and Resources.
- Technology and Innovation.

3.20 For more information visit: [Greater Manchester Transport Strategy 2040 | Transport for Greater Manchester \(tfgm.com\)](#) and [2040 Evidence Base Update Collated.pdf \(ctfassets.net\)](#)

GM Transport Strategy 2040: Our Five Year Transport Delivery Plan 2021-2026

3.21 The Greater Manchester Transport Strategy 2040 – Our Five Year Delivery Plan 2021-2026 provides an articulation of the transport interventions to be pursued for delivery, business case development, or options development over the period 2021-2026 and interventions for investigation beyond the five-year plan period. These are summarised through a series of maps shown in Appendix A.

3.22 The delivery programme is grouped under the following thematic headings, with the main programme summarised below.

- Our Bus Network: including bus priority measures, Bus Rapid Transit, introduction of Quality Bus Transit corridors, town centre interchange developments and upgrades / renewals.

- Our Metrolink Network: including enhanced passenger facilities and access to stops, new stops to support spatial growth priorities, network capacity and resilience, major schemes, tram-train early development and upgrades / renewals.
- Our Rail Network: including Access for All rail station upgrades, delivery of up to two new rail stations, enhanced passenger facilities and access to stations and Port Salford Rail Link.
- Our Streets Network: including the next tranche of £1.5bn Bee Network beyond existing funded schemes earmarked from £160m of the Transforming Cities Fund allocation, Town Centre & Streets schemes, pinchpoint schemes, schemes that unlock delivery of the Existing Land Supply and PfE Plan allocations, major schemes, e.g. Wigan East West road infrastructure and Stockport A34 and upgrades / renewals.
- Our Integrated Network; including electric bus fleet and associated depot investment, electric vehicle charging infrastructure, Intelligent Transport Systems applications for COVID recovery and Future Mobility Zone

3.23 A review is also provided on the current (upfront) capital and (ongoing) revenue funding structures, GM's approach to future scheme prioritisation and delivery and the development of a long-term future capital funding mechanism through the Greater Manchester Infrastructure Programme (GMIP).

Funding of the Delivery Plan

3.24 Delivery of Greater Manchester's aspirations set out in the Greater Manchester Transport Strategy 2040 – Our Five Year Delivery Plan 2021-2026 will require long-term funding. This funding will be made up of:

- Revenue funding to carry on planning and developing proposals, running and maintaining services and providing direct revenue support for transport services; and
- Long-term capital funding to invest in new transport infrastructure and make improvements to our current networks.

3.25 The GMCA Transport Capital Programme (2017-2021) was more than £922m.

3.26 Our Five Year Transport Delivery Plan 2021-2026 sets out:

- Sources of existing capital and revenue funding (including Growth Deal, Transforming Cities Fund, Clean Air Early Measures Fund, Highways Maintenance, and Housing Infrastructure Fund);
- The impact of Covid-19 on public transport revenue funding and interim arrangements;
- GMCA's Transport Capital Programme to March 2021;
- Funding from Network Rail and Highways England for improvements on the national rail and motorway networks which are excluded from GMCA's Transport Capital Programme; and
- The approach to future capital funding through the Greater Manchester Infrastructure Programme (GMIP).

3.27 The Greater Manchester Infrastructure Programme (GMIP) is enabling infrastructure to be developed in a comprehensive, placed-based manner, looking both at local schemes and the strategic programmes that support them at a city-region level. The aim is for full integration of the process that links planning, prioritisation and then funding and delivery.

3.28 GMIP is based on the following key themes:

- A Place-based approach: integration of transport, housing and regeneration to give place-based investment packages/interventions;
- GM-wide strategic investment packages: delivering at scale, supported by integrated procurement, and strong integration with national agencies, infrastructure providers and utilities; and
- Strong governance: over 10 years' experience of robust governance and delivery, and an ability to manage and deliver investment with flexibility and hence more quickly.

3.29 GMIP is accountable to an official-led Delivery Executive chaired by the GMCA Chief Executive. This regularly reports to the Combined Authority, chaired by the Mayor.

3.30 The National Infrastructure Commission (NIC) noted that the efficient planning and delivery of infrastructure is badly affected by uncertainty of funding and recently recommended multi-year infrastructure funding settlements to city regions, such as Greater Manchester, who have developed the necessary strategic planning capability and governance. Government Spending Reviews have, to some extent, acted on this recommendation.

3.31 Budget 2020 committed the government to invest £4.2 billion in intra-city transport settlements from 2022-23, through five-year consolidated funding settlements for eight city regions, including Greater Manchester. In March 2021, the Treasury awarded capacity funding in 2021-22 to support those city regions with appropriate governance arrangements already in place to begin preparations for settlements and to enable them to develop integrated investment-ready transport plans that will deliver on local priorities such as tackling congestion and driving productivity. Greater Manchester was awarded £8.6 million for 21/22.

3.32 Greater Manchester is now working with Government to identify the benefits of investment in the interventions identified in Our Transport Delivery Plan through the Intra City Transport Fund and other funding routes.

3.33 For more information visit: [Our Five Year Transport Delivery Plan | Transport for Greater Manchester \(tfgm.com\)](https://www.tfgm.com/our-five-year-transport-delivery-plan)

GM Transport Strategy 2040: Local Implementation Plans

3.34 Appended to the Delivery Plan are a series of individual implementation plans, for each local authority within Greater Manchester. These Local Implementation Plans (LIPs) complement the main Delivery Plan by setting out further details of each local authorities' transport ambitions, targets and priorities over a five-year period, including a series of authority-specific maps. These Local Implementation Plans:

- Provide detail on how the more local outcomes will be achieved in each local authority;
- Support wider GM and Local Authority strategy and policy documents (e.g. Local Plans, town centre masterplans, Clean Air Plan, PfE Plan);
- Summarise key local transport issues and opportunities in each Local Authority, providing an added layer of local detail that is not provided in the 2040 Transport Strategy;
- Focus on neighbourhood and town centre spatial theme improvements, to complement the strategic focus of the 2040 Transport Strategy enabling more short trips to be made on foot, by bike and by public transport;
- Set out a programme of priority local transport / minor works interventions for the next five years (including infrastructure, services and behavioural change support);

- Provide the basis against which future local transport / minor works funding can be allocated to Local Authorities for local delivery.
- 3.35 Each Local Implementation Plan is a ‘live’ document and will be updated as authorities develop and publish local plans and strategies, or as new schemes are developed or delivered.
- 3.36 The local interventions identified as part of the Locality Assessments (see later section for details) will be incorporated into the LIPs when they are next updated. The strategic infrastructure schemes also identified by the Locality Assessments are largely already included in the main Delivery Plan document.
- 3.37 For more information visit: [Our Five Year Transport Delivery Plan | Transport for Greater Manchester \(tfgm.com\)](https://www.tfgm.com/our-five-year-transport-delivery-plan)

The Right Mix Vision – Adaptive Planning

- 3.38 We recognise that the world around us is likely to change significantly over the next twenty years, in ways that we cannot always predict. For example, the spread of COVID-19 throughout 2020 has had a profound impact on people’s lives and wellbeing in a way that would have been difficult to imagine previously. While it is rare for an external event to have such a huge and immediate impact on people’s everyday lives - and travel behaviours (many people stopped travelling or changed the way they get around) - there is always the potential for our plans to be knocked off course by external events.
- 3.39 That is one of the reasons why Greater Manchester has adopted an adaptive, vision-led approach to transport planning. This means that the steps needed to achieve our ‘Right Mix’ transport vision will be continually monitored, and adjusted if needed, to achieve our goals. The ‘Right Mix’ transport vision involves creating a better transport system for Greater Manchester, so that we can reduce motor vehicle traffic’s daily share of trips to no more than 50%, with the remaining 50% made by public transport, walking and cycling.

- 3.40 Although it is intended that this overall Right Mix vision will remain the same, changes in the way we achieve the Right Mix - necessitated by external events such as COVID-19, but also factors such as population growth – will lead to changes to the type of interventions set out in Greater Manchester’s transport plans. This is one of the reasons we update our Greater Manchester Transport Strategy 2040 suite of documents on a regular basis.
- 3.41 Achieving this vision will enable us to deliver our economic growth ambitions reflected in PfE Plan without increasing overall motor-vehicle traffic in Greater Manchester. Estimates made pre-Covid suggest this will mean approximately one million more trips each day using sustainable transport modes in Greater Manchester by 2040.
- 3.42 The proposed pathway set out below for achieving the Right Mix, is to be continually reviewed in response to the results of monitoring through an ‘adaptive planning’ approach. An early review is anticipated to better reflect recent developments including the impact of Covid 19. The steps in the pathway, set out below, would in reality be made at the same time, but are described separately to assist explanation.
- 3.43 The steps in the pathway to the Right Mix are as follows:
- Step 1: 10% population growth leads to 10% growth in trips (and trip-kilometres travelled) by all modes.
 - Step 2: Land-use and transport policies (plus changes in individual preferences) leads to a redistribution of 5% of trips from Wider City Region to Neighbourhood.
 - Step 3: Land-use and transport policies (plus changes in individual preferences) leads to a redistribution of 10% of Wider City Region trips to Regional Centre.
 - Step 4: Land use change and transport interventions leads to a higher mode share for walking for Regional Centre and Neighbourhood trips.

- Step 5: Transformational cycling policies leads to a switch to cycle from other modes – reaching a 10% mode share for Regional Centre and Neighbourhood trips and a 5% mode share for Wider City Region trips by 2040.
- Step 6: Improved metro, suburban rail, and bus rapid transit services, plus complementary policies, cause these rapid transit modes to increase their mode-share, taking 8% of Wider City Region trips.
- Step 7: Transport policies (including travel demand management) leads to a 5% reduction in trip-length of Wider City Region car-trips.
- Step 8: Improved inter-urban public transport leads to a 5% reduction in car mode-share for city-to-city trips.

3.44 The pathway aims to enhance existing trends that support the achievement of the Right Mix, including the increased preference for high-density urban living, the growth of major city centres, and the increased popularity of travelling by cycle, rapid transit, and inter-urban rail.

3.45 Further detail on the Right Mix can be found in an appendix to the 2040 Transport Strategy:

[GMTS 2040 Refresh Appendix Right Mix Jan 2021 Final.pdf](#)
([ctfassets.net](#))

Greater Manchester Clean Air Plan (CAP)

3.46 The Government has directed Greater Manchester to introduce a Category C Clean Air Zone (CAZ) to bring about compliance with the annual mean legal limit value for NO₂ of 40 µgm-3.

3.47 Although not all areas within GM suffer from elevated levels of NO₂, above the legal limit, it has been determined that an extensive GM wide CAZ is the

most appropriate solution to ensure that affected areas do not merely relocate to adjacent areas.

3.48 The CAZ is anticipated to launch on 30 May 2022 to be introduced in phases:

- Monday 30 May 2022 for HGVs, buses, hackney carriages and private hire vehicles not licensed in GM.
- Thursday 1 June 2023 for LGVs, minibuses, coaches and GM-licensed hackney carriages and private hire vehicles.

3.49 Vehicles that do not meet emission standards will pay a daily charge to travel in the Zone. Private cars, motorbikes and mopeds are not included.

3.50 The Clean Air Zone is designed to improve air quality by encouraging upgrades to cleaner vehicles. It is not the same as a Congestion Charge Zone, where all or most vehicles are charged to drive.

3.51 The CAZ will remain in place until there is confidence that the monitored improvement in air quality is sustainable. The outcome of the Greater Manchester Clean Air Plan is that roadside NO₂ levels, in Greater Manchester, will be below the legal limit of 40 µg/m³ in the shortest possible time and by 2024 at the latest as required by the Government Direction. Further details on the CAP can be found at <https://cleanairgm.com/>.

Electric Vehicle Charging Infrastructure Strategy (EVCI)

3.52 The GM Electric Vehicle Charging Infrastructure Strategy has been developed to support the Clean Air Plan and encourage an accelerated transition from internal combustion engine vehicles to electric vehicles (EVs). For those GM residents without the capability to charge from their home, the ability to charge EVs has been identified as a major barrier to their uptake. The EVCI Strategy sets out proposals for the expansion of a GM wide publicly accessible network of EV chargers including guidance on the provision of EV charge points in new development.

City Centre Transport Strategy to 2040 (CCTS)

- 3.53 A City Centre Transport Strategy (covering the city centre of Manchester incorporating parts of central Salford) was adopted in early 2021. The CCTS is sub-strategy of the 2040 Transport Strategy and was developed following a series of public consultation and engagement exercises.
- 3.54 The CCTS seeks to deliver significant modal shift toward sustainable modes (90% of morning peak trips into the city centre by sustainable modes before 2040) consistent with the wider 2040 Transport Strategy Right Mix vision and will help to deliver the aim of a zero-carbon city-region by 2038, outlined within the Greater Manchester 5-Year Environment Plan. A set of ambitions articulate the delivery of this vision, supported by a range of both committed and future interventions for delivery or development across the transport network.
- 3.55 For more information on the CCTS visit: [City Centre Transport Strategy | Transport for Greater Manchester \(tfgm.com\)](https://www.tfgm.com/ccts)

Streets for All Draft Strategy

- 3.56 The Streets for All Strategy sets out a vision for Greater Manchester's streets to be welcoming and safe spaces for all people, enabling more travel on foot, by cycle and using public transport while creating thriving places that support local communities and businesses. Streets for All is the overarching framework for everything relating to streets in Greater Manchester.
- 3.57 The Strategy is centred around seven Street for All Essentials:
- Green and vibrant streets that are welcoming places to spend time in.
 - An attractive and inclusive walking environment.
 - A safe and connected cycling experience.

- A reliable, integrated, and accessible public transport network.
- Goods reach their destination on time with minimal impacts on local communities.
- Making best use of assets.
- Harnessing future mobility innovations.

3.58 The approach is about working at three levels to ensure that Greater Manchester's streets feel like Streets for All.

- Level 1 Spatial Planning - The location and design of new developments provides the opportunity to reduce the distances people need to travel to reach everyday destinations such as work, healthcare, education, green spaces and leisure facilities. Shorter distances mean more trips that can easily be walked or cycled and new developments can be designed to be easy and safe to access on foot, by cycle and using public transport. The 15 minute neighbourhood concept, whereby in urban areas, residents can meet most of their needs within a short walk, cycle or public transport journey summarises this approach.
- Level 2 Network Planning - To enable people and goods to move around GM efficiently each street needs to perform its role in the broader network. Planning this network and reconciling competing demands for street space on key routes will require the use of network plans to shape proposals for individual projects.
- Level 3 Street Design and Management - Having considered the spatial planning context for a street, as well as its role in the network for moving different modes of travel and its function in terms of movement versus place; looking at the unique local context will identify how it can be made healthier, safer and more welcoming for everyone, prioritising people in street design.

- 3.59 A final adopted version of the Streets For All Strategy will be available on the TfGM website in due course.

Greater Manchester Cycling and Walking Network

- 3.60 Made to Move (2017), sets out the ambition to increase levels of active travel in Greater Manchester through a 15-step plan. A key priority is to develop and deliver a new Greater Manchester Cycling and Walking Network, to encourage the two thirds of people who currently use their car as their main mode of transport to walk and cycle more often. This led to the publication of the Bee Network (2018), a proposal for an 1,800-mile fully joined-up cycling and walking network for Greater Manchester. Further details including the method by which this will be achieved was published through “Change a region to change a nation – Greater Manchester’s Walking and Cycling Investment Plan” (2020), including a list of individual schemes under development to begin delivery of the network. These are examined in further detail within the Local Implementation Plans annexes of the 2040 Transport Strategy 5-Year Delivery Plan. This approach is consistent with national policy articulated through Gear Change (DfT, 2020).
- 3.61 Greater Manchester also published an Interim Active Travel Design Guide (Mar 2021). The Guide provides specific guidance on how to approach the design of active travel infrastructure and must be followed for all active travel schemes funded, or part funded, by the Greater Manchester Combined Authority – and it is recommended that it is followed in relation to all other schemes promoted by Greater Manchester district authorities and TfGM.
- 3.62 For more information on the Greater Manchester Cycling and Walking Network visit: [Publications and downloads | TfGM Active Travel](#).
- 3.63 The transport evidence documents produced for the GMSF/PfE Plan refer to the Bee Network as Greater Manchester’s walking and cycling network. Moving forward the Mayor’s intention is for trams, buses, trains, taxis and

private hire combined with walking and cycling in Greater Manchester to be branded under the terminology of the Bee Network.

Bus Reform

- 3.64 Following the introduction of the Bus Services Act 2017, the Mayor of the GMCA has decided to make use of new powers to improve the bus market by introducing a bus franchising scheme for Greater Manchester.
- 3.65 Under franchising, GMCA will coordinate the bus network and contract bus companies to run the services. This will enable GMCA to develop an integrated, multimodal public transport network that can meet the demands of both passengers and the city-region's economy.
- 3.66 With buses under local control, Greater Manchester leaders will be able to connect people by public transport to work, home, health, education, culture and leisure. Bus franchising also means GMCA can set environmental standards for a green bus fleet, helping to meet the city-region's targets to tackle the climate emergency, reduce harmful emissions and improve air quality.
- 3.67 Due to the scale of the change from the current deregulated market to a fully franchised system, franchising will be introduced in phases across a number of years in different areas of Greater Manchester. The final phase will be completed in 2025 to cover the entirety of the Greater Manchester.
- 3.68 For the business case and latest information on bus reform, including progress of the Judicial Review, visit: [Doing Buses Differently - Consultation on Proposed Franchising Scheme - Greater Manchester Combined Authority \(greatermanchester-ca.gov.uk\)](https://www.greatermanchester-ca.gov.uk/doing-buses-differently-consultation)
- 3.69 Preparation of a Local Bus Strategy is also well underway. This will set out detailed plans for improving the bus network and services in Greater Manchester.

Our Prospectus for Rail (2019)

3.70 Following the Prime Minister’s call to give areas like Greater Manchester more control over rail services and stations, Our Prospectus for Rail was developed by TfGM (on behalf of the GM Mayor and GMCA) to build on the aspirations set out in Our Network: to create an integrated sustainable transport network. Our Prospectus for Rail sets out what is needed for a transformational change in both tram and train services so that all rail-based travel can play a full part in the future prosperity of Greater Manchester. Central to the Prospectus is ‘GM Rail’; an ambition for Greater Manchester to secure greater influence and more local accountability for passenger rail services, to achieve a fully integrated transport network.

3.71 The Prospectus outlines a step-change in the role of rail-based modes to support the city-region’s planned growth, including the need to build on the past success of Metrolink through further expansion and enhancements - with a vision for local rail services to meet the same high-quality standards - and an aspiration to double rail passenger numbers coming into the Regional Centre by 2040. It also highlights our intention to move towards a minimum standard of a ‘four trains per hour’ service from Greater Manchester stations.

3.72 The copy of Our Prospectus for Rail can be found on the GMCA website:

<https://www.greatermanchester-ca.gov.uk/what-we-do/transport/rail-prospectus/>

PfE Plan: Existing Land Supply and Transport Technical Note

3.73 The Existing Land Supply (ELS) report:

- describes the distribution and quantity of the ELS, including basic phasing and its relationship to existing transport accessibility and car use;
- identifies key growth areas emerging; and,

- the relationship of these growth areas to transport schemes proposed within Our Five Year Transport Delivery Plan.

3.74 The analysis of the pattern of ELS 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. 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.

3.75 The report finds that 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.

3.76 The original GMSF report examines the 2018 ELS data across Greater Manchester, including Stockport. It identified 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.

3.77 The analysis was refreshed using 2020 land supply data and reported in the Existing Land Supply and Transport Addendum. Of these clusters, in the first 5 years of the PfE Plan, growth will be largely concentrated in:

- Manchester and Salford Combined City Centres;
- Regional Centre West / Inner Salford / The Quays;
- Regional Centre East/ Victoria North (formally known as Manchester Northern Gateway) / Eastlands; and
- Manchester Airport.

3.78 A new cluster was also identified in the area surrounding the Wilmslow Road corridor.

3.79 The report demonstrates that the transport interventions proposed through Our Five Year Transport 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.

PfE Plan: Allocation Transport Locality Assessments

3.80 A series of Allocation Transport Locality Assessments have been prepared for proposed PfE Plan Allocations to ensure that each allocation has been subject to a thorough, robust and consistent evaluation of likely transport impacts. The assessments verified that the allocations can be brought forward and operate effectively within the context of the wider transport network.

3.81 All of the allocations in the PfE Plan have been found to be suitable from a transport perspective subject to necessary mitigations, and satisfy the

requirements of National Planning Policy Framework in that they are not expected to have a severe impact on the network.

3.82 Where necessary, illustrative mitigation schemes have been developed, and their effectiveness in reducing traffic impacts has been demonstrated. Those schemes which have a strategic benefit and are likely to be needed in the next five-year period have been referenced in Our Five Year Transport Delivery Plan and form part of Greater Manchester Infrastructure Programme. Local interventions will be incorporated into the Local Implementation Plans for each Local Authority at the next review.

3.83 The findings of the Allocation Transport Locality Assessments have been used to inform each Allocation Policy. However, it will be important for every site to be subject to a detail Transport Assessment at the time of any future planning application to revise and refine the final interventions needed.

3.84 The Allocation Transport Locality Assessments covered topics such as:

- Key issues from the consultation
- Existing network conditions and site access
- Multi-modal accessibility
- Allocation trip generation and distribution
- Impact of allocation both with and without mitigation on the local and strategic road network
- Final list of interventions
- Phasing plan

3.85 For some allocations there is further work to be done to develop a solution that fully mitigates the site's impact on the transport network; however, it is clear from the assessments that the impact of allocations is unlikely to be severe. In those instances where further work is recommended, care has been taken to ensure that the allocation is not identified for delivery in the first

five years of the PfE plan period, to enable more work to be undertaken to ensure that the site can be delivered in a safe and sustainable manner.

- 3.86 The Allocation Transport Locality Assessments have derived a series of transport interventions which will support delivery of the allocations and the plan as a whole. These are grouped into the key themes (strategic/local/SRN, necessary/supporting) depending on their size and significance. Details of each of these can be found within Appendix B.
- 3.87 An indicative cost of these transport interventions for each allocation has been calculated and this has been considered as part of the viability assessment for each allocation. The conclusions of the allocation viability assessments can be found in the “GMSF Strategic Viability Report – Stage 2 Allocated Sites Viability Report Amended June 2021”.
- 3.88 The sites were found to be viable and developer contributions are expected to deliver all necessary transport interventions for these sites. Our Five Year Delivery Plan and GMIP process ensure that all interventions are appropriately developed, assessed and prioritised against future funding opportunities.

PfE Plan: Allocations Strategic Modelling Technical Note

- 3.89 The Greater Manchester Variable Demand Model was used to consider the cumulative impact of growth on the transport network. Outputs from the model informed the Locality Assessments and the Strategic Modelling Technical Note.
- 3.90 The model scenarios set out in the Strategic Modelling Technical Note do not take into account the introduction of Greater Manchester’s transport policies intended to support growth in public transport and active travel modes (known as a “policy-off” scenario). Although not easily measurable, the impact of such policies are likely to provide for a more sustainable focussed future where people are less car dependant. As a result, the levels of congestion and delay

reported in the model are considered to be a high traffic or a worst case, rather than a central or optimistic forecast.

- 3.91 Although the model doesn't reflect the change in commercial vehicle mix expected from the Clean Air Plan, it does reflect forecast vehicle mix changes sourced from central government assumptions.
- 3.92 It is too early to determine what the long term impact of the Covid19 pandemic may be on travel behaviour and traffic patterns, therefore, the transport modelling utilises the best available evidence in the form of traffic flows collected prior to the Covid-19 pandemic and takes a precautionary "policy-off" approach to understand a possible worst case scenario.
- 3.93 The technical note describes the impacts on key transport metrics of incorporating the PfE Plan land use proposals into the GM strategic modelling framework. In particular, the tests look at the implications for travel across Greater Manchester of future population and employment growth being located within the existing land supply and allocations of the PfE Plan.
- 3.94 Using a range of modelling assumptions that are detailed in the full report, the assumed growth by the year 2040 would result in:
- PfE Plan A population increase of 13% where 11% occurs in the areas of the existing land supply and 2% in the PfE Plan allocations;
 - PfE Plan Employment growth of 10% where 6% occurs in areas of the existing land supply and 4% in the PfE Plan allocations; and
 - A forecast increase in trips of 14%, 12% of which is due to existing land supply and 2% due to PfE Plan allocations.
- 3.95 The strategic "policy-off" impacts on travel demand and mode share by 2040 are summarised below:

- The PfE Plan allocations contribute 2% of the 12% overall GM travel demand increase between 2017 and 2040.
- In terms of car travel demand, the demand from PfE Plan allocations would make up 2% of the projected 18% overall highway growth. For the existing land supply only, car travel demand growth is 16%, which is driven mainly by population increases and consequent increase in car ownership;
- Public transport demand is forecast to decline by around 5% by 2040 from 2017 levels with the existing land supply. This is mainly due to a continuing forecast decline in bus travel, though both rail and Metrolink demand demonstrate expected increases to 2040. Again, note that only committed transport interventions are accounted for (i.e. those schemes that are in a funded delivery programme or are a condition of a planning application), so potential schemes to address this decline, such as bus reform, have not been considered. The PfE Plan allocations and associated interventions are forecast to reduce the scale of decline in public transport demand somewhat to 4% by 2040 from 2017;
- Walk and cycle demand increases modestly. This does not take account of impacts of the current drive to improve walking and cycling infrastructure across Greater Manchester or the impact of the role of TfGM's Streets for All approach [and the development of the Bee Network] which will see road space re-allocation to cycling and walking and a greater emphasis on 'place' in densely populated residential areas;
- In terms of mode share, these forecasts can be considered on the high end of highway demand, and the low end of public transport and walking and cycling use since no interventions beyond those committed have been considered in the reference scenario;

- PfE Plan allocations, including local mitigations, are forecast to have a relatively low proportion of sustainable travel trips overall in this “policy-off” test. This, together with a declining trend for public transport consistent with the assumptions made by national transport modelling from the National Trip End Model (NTEM), is projected to reduce the proportion of sustainable trips in Greater Manchester to 36% from the current 39%. There is variability across the allocations; some will have a higher proportion of sustainable trips than this average figure.

3.96 The forecast, arising from a change in the vehicle mix based on central government assumptions, suggest that by 2040:

- Road transport CO₂ emissions would decrease by 9% for the existing land supply only test from 2017 levels. This changes to be only a 6% decrease when allocations are included.
- NO_x emissions are forecast to fall by 30% due to the change in vehicle mix and impacts of improved car efficiency and increased prevalence of electric cars. This reduction falls to 28% when the allocation sites are considered.

3.97 The report identifies that the addition of the PfE Plan allocations to the existing land supply test will collectively present transport challenges that need to be planned for. The overall forecasts for congestion, crowding and emissions that are evident at the strategic level show that there is a deterioration after the identified site-by-site interventions are included. However, the strategic modelling results do not incorporate any transport interventions over and above already committed and funded interventions, nor does it include the introduction of the policy proposals and mode shift proposals set out in TfGM’s 2040 Transport Strategy. At a local level, the Locality Assessments ensure that interventions will address local issues and demonstrate that each individual allocation can be delivered without causing a severe impact on the transport network.

3.98 The precautionary “policy-off” approach taken means that the levels of congestion and delay reported in the model are considered to be a worst case. The model outputs demonstrate that even in our “policy-off” forecast the network continues to function – albeit with some increases in delay – and, as a result, the PfE Plan is not considered to have a severe strategic impact on the transport network. It should also be noted that the implementation of the 2040 Transport Strategy and interventions identified in the Locality Assessments are purposefully designed to improve the overall effectiveness of the transport network through planned investment in integrated transport solutions.

3.99 A summary of the GM-wide key metrics is provided in the following table:

Greater Manchester Metric	2017 Base year position	2040 Future Scenario including Existing Land Supply (ELS)	2040 Future Scenario including ELS and Allocations combined	2017-2040 Change due to the Allocations
24hr Car Trips (000s)	5,955	6,916	7,045	+129 (+2%)
24hr Public Transport Trips (000s)	824	782	795	+13 (+2%)
24hr Walk & Cycle Trips (000s)	3,048	3,090	3,145	+55 (+2%)
Sustainable Mode Share	39%	36%	36%	0%
CO ₂ Emissions (2017=100)	100	91	94	+3 (+3%)
NOx Emissions (2017=100)	100	70	72	+2 (+3%)
24 hr Vehicle km	41,641	53,902	55,080	+1178 (+2%)
24 hr PT Passenger km	7,949	8,448	8,629	+181 (+2%)
AM peak Delay (s/veh km)	67	96	100	+4 (+4%)
Standing % of Rapid Transit	29%	27%	27%	+0%

3.100 A separate, parallel exercise is also underway in conjunction with Highways England to examine wider impacts on the strategic road network (SRN). This parallel exercise is investigating cumulative PfE impacts on the SRN mainline links and is expected to deliver key findings in late Summer 2021.

Summary of the Evidence

3.101 The following tables summarise where to find the evidence that addresses:

- each of the criteria listed in Chapter 9 of the NPPF (Promoting Sustainable Transport, para 102); and
- the key issues to be considered in developing the transport evidence base to support the PfE Plan, in the Guidance on Transport evidence bases in plan making and decision taking (para 003).

3.102 The criteria and issues are summarised in the following matrix but are set out in full within the NPPF section and Guidance and Transport Evidence section in the Policy Context part of this report.

3.103 It is clear from the summary tables that the transport evidence documents provide a comprehensive assessment of the transport implications of the PfE Plan.

Evidence Summary Matrix – NPPF criteria

NPPF criteria	GMTS 2040	DP & LIPs	Right Mix	CAP & EVCI	CCTS	S4A	WCIP	Bus Reform	OP for Rail	ELS	TLAs	SMTN	Spatial Options	Site Selectio n
1: Impacts of development	✓	✓			✓					✓	✓	✓	✓	✓
2: Opportunities from transport infrastructure, technology and usage (e.g. scale, location or density)	✓		✓								✓		✓	✓
3: Opportunities to promote walking, cycling and public transport use	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓		✓	✓
4: Environmental impacts	✓		✓	✓	✓					✓	✓	✓		
5: Transport considerations integral to design of schemes and high quality places	✓	✓			✓	✓				✓	✓			
6: Take up of sustainable transport modes given type of development and location	✓	✓			✓	✓				✓	✓			
7: Safe and suitable access	✓	✓									✓			
8: Effective mitigation	✓	✓		✓	✓						✓	✓		

Evidence Summary Matrix – Planning Practice Guidance on Transport Evidence Bases issues

PPG Guidance	GMTS 2040	DP & LIPs	Right Mix	CAP & EVCI	CCTS	S4A	WCIP	Bus Reform	OP for Rail	ELS	TLAs	SMTN	Spatial Options	Site Selection
1: Assess generation of trips and impact on the locality	✓										✓	✓		
2: Opportunities to support sustainable pattern of development	✓		✓			✓				✓			✓	✓
3: Opportunities to reduce the need for travel	✓		✓			✓					✓		✓	✓
4: Opportunities to prioritise alternative modes	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓			
5: Consider cumulative impacts	✓										✓	✓		
6: Assess quality and capacity of transport infrastructure	✓	✓			✓	✓			✓		✓	✓		
7: Identify short, medium and long-term transport proposals	✓	✓		✓	✓	✓				✓	✓			

Section 4 – Consultation

4.0 Summary of Consultation

- 4.1 The Consultation Summary Report provides a summary of the issues raised by respondents in relation to the Revised Draft GMSF Plan 2019. The feedback contained within this report has informed the re-drafting of material for this PfE Plan 2021. Transport commentary was received on a broad range of thematic areas, including individual allocations and a range of thematic policies, although transport commentary was predominantly applicable to the connectivity/Connected Places chapter.
- 4.2 Of the 67,000 comments on the draft GMSF Plan 2019, 2,414 comments were received specifically for the connectivity/Connected Places chapter, which proposed the transport policies for the GMSF and subsequently the PfE Plan. Elsewhere, transport commentary was largely raised within individual allocations. A summary of key points of transport commentary for each allocation also informed the development of individual Allocation Transport Locality Assessments.
- 4.3 In summary, there was general agreement on the objectives but various local issues were raised, as well as some overall concerns with scope. Responses on transport were structured around the sub-categories of the policy within:
- Connectivity
 - Public Transport
 - Highways
 - Freight & Logistics
 - Streets for All
 - Transport Requirements of Developments
 - Other Issues

- 4.4 Concerns were raised that high levels of road congestion, and overcrowding on rail services, would be exacerbated as a result of development at the new allocations and that the scope and hours of operation of public transport is not sufficient to ensure modal shift. Without adequate, public transport networks in place residents will remain reliant on the private car. This is particularly an issue for those new allocations located in rural or semi-rural areas.
- 4.5 Comments were received that Greater Manchester needs fully reformed and publicly run bus service akin to what is currently offered in London and there should be a focus on orbital routes for Metrolink so that passengers do not need to go into the city centre and change in order to reach their destination.
- 4.6 There was support for greater use of rail and canals to carry freight, which will reduce congestion on the road network but also the view that growth in activity at the Airport is inconsistent with the aim of a zero carbon city region.
- 4.7 The Streets for All approach was supported however it is also important that proposals are safe and secure. The needs of disabled people need to be considered to ensure that streets do not become no-go areas.
- 4.8 Some respondents considered that cycling and walking should be encouraged and routes should be attractive, well-lit and secure, whilst others felt there was too much emphasis placed on cycling and walking given the topography and weather in Greater Manchester.
- 4.9 Concerns were also raised that Greater Manchester lacks the funding necessary to deliver new transport schemes.
- 4.10 Consultation responses were reviewed in consideration of updates to PfE Plan transport policy. Many points raised were found to be addressed by existing proposed policies, although some amendments to policy proposals were identified as a result of the detailed consultation feedback. These included:
- Specific reference in the PfE Plan to the 2040 Transport Strategy 5-Year Delivery Plan to ensure it is read alongside the

PfE Plan connectivity /Connected Places chapter. This document references a range of interventions to address the concerns raised by respondents such as public transport affordability, operational hours, coverage and funding likelihood of interventions.

- The completion of a series of Allocation Transport Locality Assessments to clearly demonstrate the likely impacts of allocations and identify a demonstrable pathway to delivery that adequately mitigates the impacts of new development proposed by the PfE Plan, with recommendations reflected in updated PfE Plan allocations policy.
- The alignment of environmental and transport policy including updates to the 2040 Transport Strategy 5-Year Delivery Plan, incorporating the work of the Clean Air Plan and GM 5-Year Environment Plan, reflecting local climate emergency declarations.
- Updates to the information provided on transport intervention funding and delivery proposals within the 2040 Transport Strategy Five Year Delivery Plan.

4.11 As part of Greater Manchester's duty to cooperate, the PfE Plan has been developed in conversation with key stakeholders. This includes national statutory transport bodies such as Highways England the strategic highway authority, and Network Rail the infrastructure manager of the UK rail network. Engagement fulfilling Greater Manchester's duty to cooperate was also conducted with neighbouring local highway authorities to discuss the PfE Plan proposals.

4.12 Greater Manchester is committed to working with these partners to continue detailed development of the PfE Plan including the refinement of the transport evidence base.

Section 5 – Integrated Assessment

5.0 Summary of the Integrated Assessment

- 5.1 As part of the development of the GMSF 2020, an Integrated Assessment (IA) was undertaken incorporating the requirements of a Sustainability Appraisal, Strategic Environmental Assessment, Equality Impact Assessment, and Health Impact Assessment.
- 5.2 The IA contributed to the development of the GMSF through an iterative assessment, which reviews the draft policies and the discrete site allocations against the IA framework.
- 5.3 Given that PfE 2021 has substantially the same effect as the GMSF 2020 would have had on the nine districts, it follows that the PfE should be considered as, in effect, the same plan as the GMSF, albeit without one of the districts (Stockport). Therefore “the plan” which is being assessed is one and the same. Its content has changed over time through the iterative process of plan making, but it’s purpose has not. In view of this, the environment assessments carried out as previous stages remain valid (including their scope). That said, addendum reports have been prepared to assess the impact of the changes between GMSF 2020 and PfE 2021 against the IA framework and these are available alongside the GMSF 2020 IA documentation.
- 5.4 The IA Report of the 2020 GMSF Plan provides a clear narrative detailing how the recommendations from the 2019 IA have been considered in the development of the plan policies. The following section details how recommendations to GM-wide transport policy made in the Integrated Assessment (2019) were addressed within the Integrated Assessment (2020).
- 5.5 Further detail can be found within the published Integrated Assessment of the GMSF Plan (2020) and addendum documentation on the PfE website: <https://www.greatermanchester-ca.gov.uk/placesforeveryone>

- 5.6 Within the spatial strategy of the GMSF Plan, there was a specific transport policy entitled “A Sustainable and Integrated Transport Network” (GM-Strat 14). This subsequently became JP-Strat 14 in the Places for Everyone Plan.
- 5.7 The 2019 IA recommendations for enhancement and mitigations included making explicit reference to reducing poverty, connecting deprived neighbourhoods, ensuring access for all, and rapid transit connecting to social infrastructure. Following this, the policy has been specifically updated to include reference to greater access for people across GM (ensuring access for all). No changes have been made regarding reference to deprivation or connections between rapid transit and social infrastructure, noting these are already addressed through other specific policies (GM-E1) (GM-E3) (GM-E5) (GM-E7).
- 5.8 A summary of the recommendations and changes for GM-wide transport policies within “A Connected Greater Manchester” is set out in the table below. The policy numbers in brackets refer to the GM policy numbers in GMSF 2020 that have been updated for the Joint PfE Plan:

Policy	Recommendations and changes
JP-C1 (formerly GM-N1) – An Integrated Network	Following the 2019 IA recommendations for enhancement and mitigations, the policy has been strengthened to include referencing to accessibility for all, accessing key services and reducing carbon emissions. While no amendments have been made to reference education and training, it is noted that this is picked up specifically in other policy areas including GM E5 (covering education, knowledge and skills).
JP-C3 (formerly GM-N3) – Public transport network	No updates or mitigation were proposed following the 2019 IA and as such no amendments were made to the policy wording as part of the updated position in 2020.

Policy	Recommendations and changes
<p>JP-C4 (formerly GM-N4) Streets for All</p>	<p>Within the 2019 IA, this policy was recommended to further elaborate on the social benefits of improving quality of place, and upon the types of green infrastructure to be supported. The updated position in 2020 provided greater emphasis referencing utilities and digital infrastructure, street greenery, and reducing carbon emissions. No amendments were made pertaining to the social benefits of improving places, noting both these aspects are already addressed by GM-E1 in creating sustainable places.</p>
<p>JP-C5 (formerly GM-N5) Walking and cycling network</p>	<p>The recommendations made in 2019 included making specific links between walking and cycling and making improvements to green infrastructure. No updates were made to link both aspects, noting the aims for green infrastructure were already addressed through other policies.</p>
<p>JP-C6 (formerly GM-N6) – Freight and Logistics</p>	<p>The recommendations made in 2019 included reference to including improvements to utilities that interact with freight infrastructure, as well as the need for efficient freight activities and sustainable freight movement. Updates made within 2020 include strengthening references to low and zero emission vehicles, and while no updates were made to utilities infrastructure, this is covered by separate policies in GM-N1 and GM-N4.</p>

Policy	Recommendations and changes
<p>JP-C7 (formally GM-N7) Transport requirements of new development</p>	<p>The recommendations made in 2019 included explicitly mentioned the need for transport infrastructure provision in areas lacking existing connectivity, as well as referencing the benefits of active travel on health, wellbeing and air quality. No updates were made to the policy in 2020 regarding these aspects, although it is recognised that these aspects are already addressed within specific policies including: GM-N1, GM-N2, GM-N3, GM-N5.</p>

Section 6 – Recommendations for PfE Plan Strategy, Policy and Allocations

6.0 PfE Plan Connected Places

6.1 The Connected Places chapter of PfE Plan is grouped into the following themes:

- An Integrated Network
- Public Transport
- Streets For All
- Walking and Cycling
- Freight and Logistics
- Transport Requirements of New Development

6.2 The table below sets out how the policy context and evidence documents have informed the chapter:

Policy Context	Influence on the plan
National Planning Policy Framework	The National Planning Policy Framework has guided all aspects of the Connected Places chapter policies. It has also provided the framework for evidence that considers the local and strategic transport impact of growth – namely the preparation of the transport evidence reports on the allocations, existing land supply, Right Mix and strategic modelling.

Policy Context	Influence on the plan
Planning Practice Guidance on Transport Evidence Bases	The guidance was followed when preparing the 2040 Transport Strategy and other transport evidence to ensure that all important issues were covered.
National Bus Strategy for England	The National Bus Strategy reinforced Greater Manchester approach to Bus Reform and improving services and infrastructure.
Gear Change	Gear Change set the national principles for active travel policy which the Greater Manchester Cycling and Walking Network is supporting.
The Greater Manchester Strategy	The Greater Manchester strategy has directly influenced each of the Connected Places chapter themes which each contain policies that will help world-class connections, improved air quality, international gateway connections, and world class digital infrastructure.
The 5-year Environment Plan for Greater Manchester	The 5 Year Environmental Plan has influenced the policy approach across all themes to improve air quality and reduce emissions in relation to travel in Greater Manchester. Examples include increasing the use of public transport and active travel, phasing out fossil fuelled vehicles, establishing a zero-emissions bus fleet and decarbonising road freight.
Greater Manchester and the Northern Powerhouse	The Strategic Transport Plan for the North of England particularly influenced the policies set out in the Public Transport and the Streets for All sections which seek to ensure efficient movement of people and goods across the city region and beyond.

Policy Context	Influence on the plan
Greater Manchester's strategy for high speed rail	The approach to high speed rail was important in understanding the role Manchester Piccadilly, Manchester Airport and Wigan, as key transport hubs connecting GM to the rest of the UK and the world.
Transport Evidence	
The Greater Manchester Transport Strategy 2040 (2021 Refresh)	The PfE Plan and the 2040 Transport Strategy seek to be mutually supportive documents, which share a common vision for the future of transport in Greater Manchester and a common set of emerging priorities for future interventions on the transport network to achieve this vision. As such, all the policies within the Connected Places chapter reflect the Transport Strategy Vision and principles.
GM Transport Strategy 2040: Our Five Year Transport Delivery Plan 2021-2026	The Five Year Delivery Plan reflects the priorities of the PfE Plan by setting out a plan for developing and delivering schemes to support Greater Manchester's growth. It was developed with an understanding of the emerging growth clusters in the existing land supply and in conjunction with the development of allocations policies. It has influenced all themes in the Connected Places chapter and it will be updated and monitored alongside future PfE Plan reviews.
GM Transport Strategy 2040: Local Implementation Plans.	The Local Implementation Plans for each Local Authority area are to be "live" documents that will be updated to reflect the changing status and details emerging from the PfE and Local Plan process. The LIPs help ensure local delivery of the PfE Plan.

Policy Context	Influence on the plan
The 'Right Mix' Technical Note	The Right Mix articulates our sustainable transport vision along with a pathway toward achieving the desired vision. It has influenced all themes in the Connected Places Chapter and also the schemes identified in Our Five Year Transport Delivery Plan. The pathway is adaptive and will be refreshed periodically alongside the PfE Plan.
Greater Manchester Clean Air Plan	The preparation of the Clean Air Plan and planned implementation of the Clean Air Zone were important context for the development of all policies within the Connected Places chapter which focus on minimising the negative effects of vehicle traffic and creating attractive environments for sustainable travel.
Electric Vehicle Charging Infrastructure Strategy	The development of the EVCI Strategy has informed the need for policy on the provision of EV charge points in new development and also Policy JP S2 in the Sustainable and Resilient Places chapter.
City Centre Transport Strategy to 2040	The transport connections to and within the City Centre are recognised as being critically important to Greater Manchester as whole, and care has been taken to ensure the transport ambitions of the City Centre are supported by Connected Places transport policies.
Streets for All – Draft Strategy	The preparation of the Streets for All sub-strategy has particularly influenced the policies in the Streets for All section of the Connected Places chapter, but also the Integrated Network and Walking and Cycling sections.

Policy Context	Influence on the plan
Greater Manchester Walking and Cycling Investment Plan	The Greater Manchester Walking and Cycling Investment Plan has particularly influenced the policies within the Integrated Network, Walking and Cycling and Streets for All sections.
Our Prospectus for Rail	Our Prospectus for Rail set the framework for the rail related policies within the Integrated Network and Public Transport sections.
Bus Reform	The consideration of the Bus Services Act 2017 in Greater Manchester is important context for the Integrated Network and Public Transport policies.
GMSF 2020 Existing Land Supply and Transport Technical Note plus PfE 2021 Addendum	The Existing Land Supply and Transport Technical Note and Addendum review the plan existing land supply (rather than the PfE Plan allocations), highlighting key clusters that inform development priorities for transport interventions in Our Five Year Transport Delivery Plan. It is important evidence to demonstrate that existing planned areas of growth are supported by transport investment plans.
GMSF 2020 Allocation Transport Locality Assessments plus PfE 2021 Addendums	The Allocation Transport Locality Assessments and Addendums have informed the preparation of evidence-based policies for each allocation. They have identified potential transport interventions that are aligned with the Five Year Transport Delivery Plan, and have ensured that the allocations are sustainable and deliverable, from a transport perspective, with impacts that can be appropriately mitigated.
PfE 2021 Plan Transport Strategic Modelling Technical Note	The PfE Plan Allocations Strategic Modelling Technical note takes a precautionary approach to understanding the cumulative strategic impact of

Policy Context	Influence on the plan
	growth on the transport network by demonstrating that the network continues to function even in a “policy-off” forecast which doesn’t include any uncommitted/unfunded schemes.

7.0 Topic Paper Conclusions

- 7.1 The evidence presented in this Topic Paper demonstrates how we have developed a coherent, integrated, and comprehensive strategic approach to growth through PfE policies and the 2040 Transport Strategy. The plans in place and the development work underway will enable this growth to be delivered in a sustainable manner. Detailed sub-strategies and ambitious plans for the city centres, clean air, electric vehicle charging, active travel and bus reform will support effective infrastructure investment.
- 7.2 As a result, we can be confident that the PfE Plan is unlikely to have severe strategic impacts on the transport network – as even in our “policy-off” forecast, the network continues to function albeit with some increases in delay.
- 7.3 The impact of growth has been understood both strategically and locally, with the Transport Locality Assessments ensuring that the impact of individual allocations on the transport network is less than severe – even in a “policy-off” or worst-case modelling scenario.
- 7.4 The Greater Manchester Infrastructure Programme (GMIP) governance arrangements ensure we are developing and delivering infrastructure in a comprehensive, placed-based, manner aligned with the growth aspirations of the PfE Plan.
- 7.5 Budget 2020 committed the government to invest £4.2 billion in intra-city transport settlements from 2022-23, through five-year consolidated funding settlements for eight city regions, including Greater Manchester. Greater Manchester was awarded £8.6 million for 21/22 and discussions are

underway with central government to agree a multi-year settlement that will seek to secure appropriate funding to deliver our aspirations.

- 7.6 The transport evidence presented is considered to effectively support the NPPF and plan-making guidance. The evidence gives assurance that, from a transport perspective, the PfE Plan is positively prepared, justified, effective and consistent with national policy.

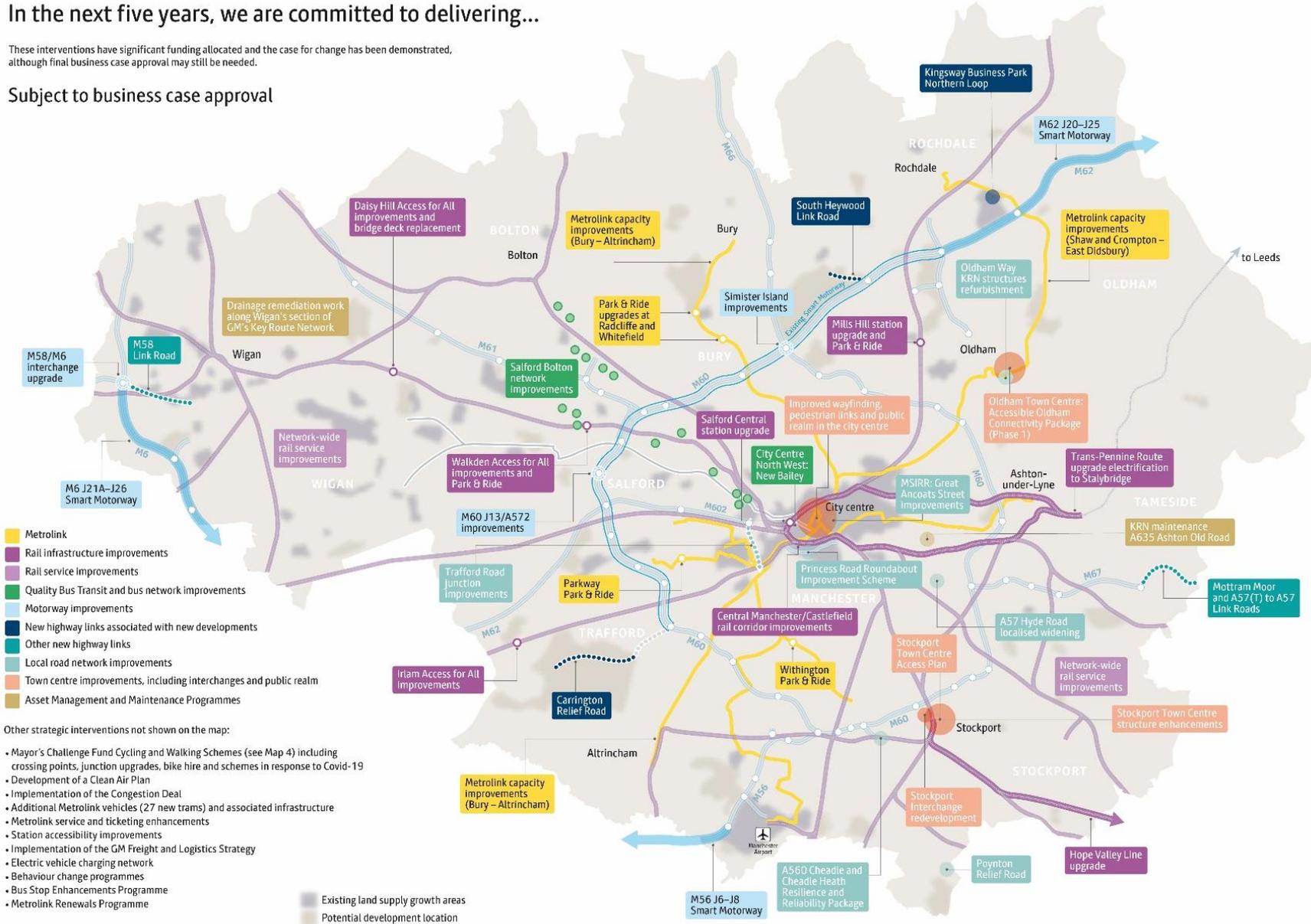
Appendix A: Interventions Identified in Our Five Year Delivery Plan (2021-2026)

MAP 1

In the next five years, we are committed to delivering...

These interventions have significant funding allocated and the case for change has been demonstrated, although final business case approval may still be needed.

Subject to business case approval



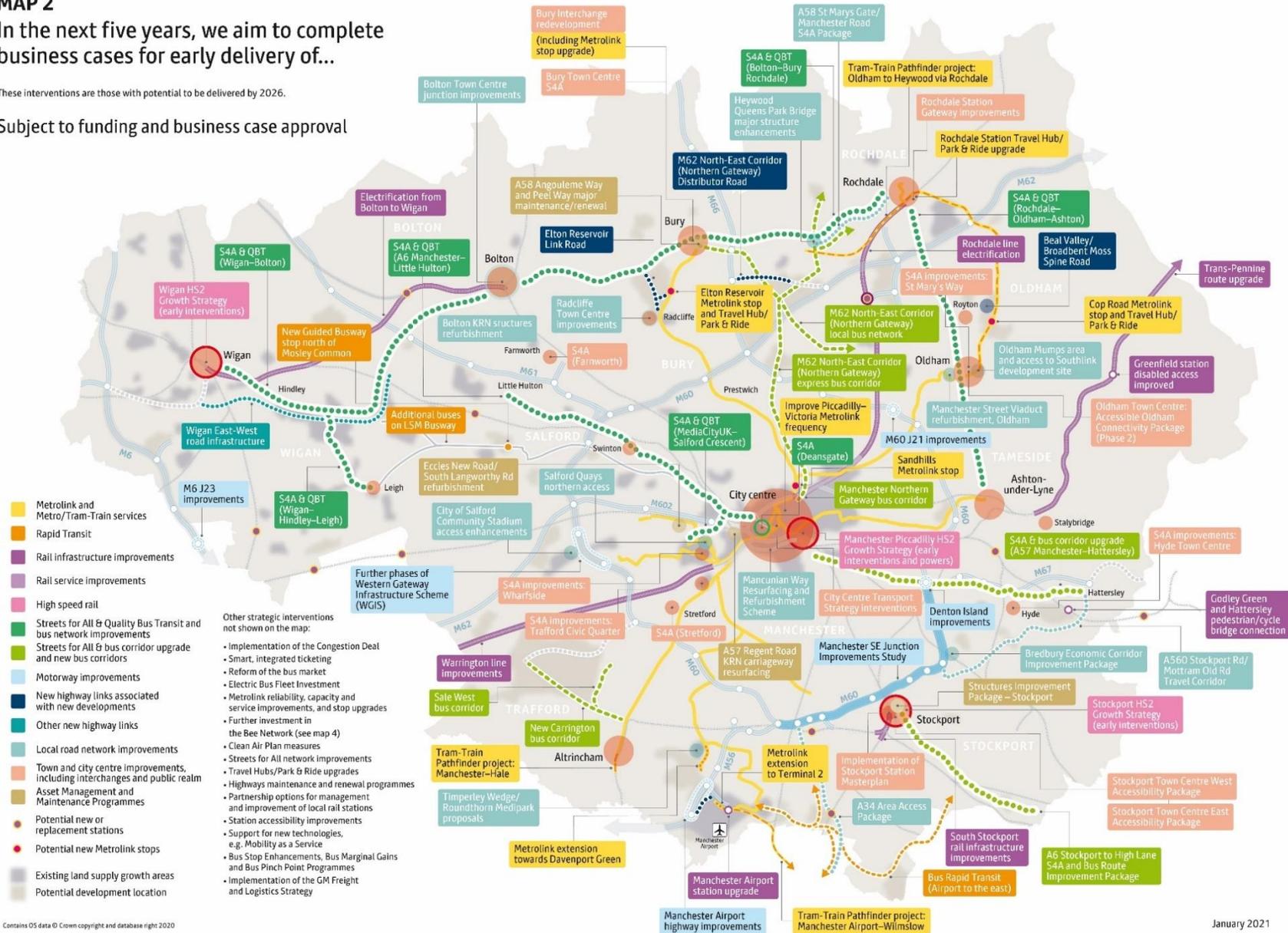
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MAP 2

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 2026.

Subject to funding and business case approval



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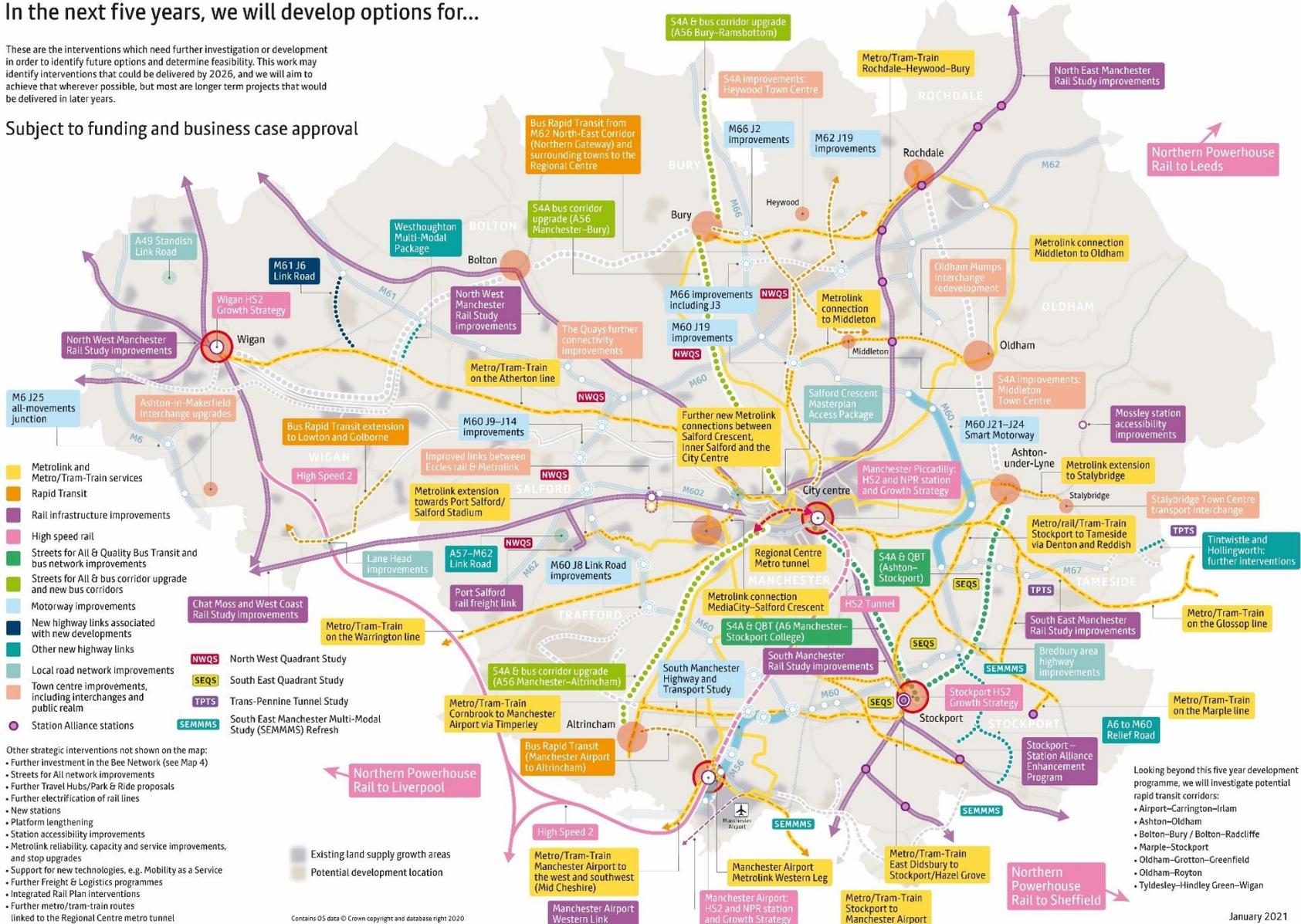
January 2021

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 2026, 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



Appendix B: Transport Interventions identified in the Allocation Locality Assessments

Allocation Name	Transport Interventions
<p>JPA1.1/GMA01.1 Northern Gateway (Heywood/Pilsworth)</p>	<p>Necessary Strategic N/A</p> <p>Supporting Strategic</p> <ul style="list-style-type: none"> • Bus Rapid Transit (BRT) corridor linking Manchester city centre and Rochdale via Heywood Old Road/ Manchester Road <p>Supporting Local: N/A</p> <p>SRN Mitigation</p> <ul style="list-style-type: none"> • M66 Junction 3 / Pilsworth Road junction upgrade • M62 J19 / A6046 Heywood Interchange – intervention to be determined • M66 Junction 2 / A58 additional lane • M66 Link Road <p>Necessary Local</p> <ul style="list-style-type: none"> • Pedestrian and cycle facilities • Introduction of local bus services to/from/within the allocation • Moss Hall Road / Pilsworth Road (South) junction upgrade • A6045 Heywood Old Rd / Whittle Lane additional traffic management measures • Moss Hall Road / Pilsworth Road (North) junction upgrade • Hollins Brow / Hollins Lane junction upgrade

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> Pilsworth Road (Between M66 Link Road and “3-Arrows” Junction) upgrade to dual carriageway standard
<p>JPA1.2/GMA01.2 Northern Gateway (Simister and Bowlee)</p>	<p>Necessary Strategic N/A</p> <p>Supporting Strategic</p> <ul style="list-style-type: none"> New Metrolink stop on proposed line between Crumpsall and Middleton Bus Rapid Transit (BRT) corridor linking Manchester city centre and Rochdale via Heywood Old Road/ Manchester Road <p>Supporting Local</p> <ul style="list-style-type: none"> Improvement of A6045 Heywood Old Road / A576 junction A6045 Heywood Old Road / Langley Lane signalisation <p>SRN Mitigation</p> <ul style="list-style-type: none"> M60 Junction 19 / A576 Middleton Road – signalisation of the Northern and Eastern Arms (A576 N and the M60 West Bound off Slip) M62 J19 / A6046 Heywood Interchange – pedestrian and cycle measures Corridor improvements on A576 Middleton Road / Manchester Old Road in vicinity of M60 J19 – interventions to be determined. <p>Necessary Local</p> <ul style="list-style-type: none"> Pedestrian and cycle facilities Introduction of local bus services to/from/within the allocation

Allocation Name	Transport Interventions
<p>JPA2/GMA02 Northern Gateway (Stakehill)</p>	<p>Necessary Strategic</p> <ul style="list-style-type: none"> • A627(M) / A664 Rochdale Road (Slattocks) roundabout improvement <p>Supporting Strategic</p> <ul style="list-style-type: none"> • Potential New Rail Station at Slattocks • M62 J19 improvements/ A6046 Middleton Road Heywood Interchange • M60 J19/ A576 Middleton Road improvements • A627(M) / Chadderton Way / A663 Broadway Interchange <p>Supporting Local</p> <ul style="list-style-type: none"> • Resurfacing of Thornham Lane • Tactile kerb installation between the northern site and Castleton Station • Extension of Local Link services <p>SRN Mitigation</p> <ul style="list-style-type: none"> • M62 J20 <p>Necessary Local</p> <ul style="list-style-type: none"> • Bus Improvements including new Rochdale-Oldham service • Walking and cycling improvement
<p>JPA3.1 & JPA3.2 / GMA03.1 & GMA03.2 Roundthorn MediPark Extension & Timperley Wedge</p>	<p>Necessary Strategic</p> <ul style="list-style-type: none"> • Timperley Wedge Spine Road • Roundthorn Medipark Spine Road <p>Supporting Strategic</p> <ul style="list-style-type: none"> • Metrolink Western Leg Extension • Airport to Altrincham Bus Rapid Transit (BRT) • M56 J6 (Redesign of pedestrian and cycle facilities) • M56 J5 and wider corridor improvement (improvement to be determined)

Allocation Name	Transport Interventions
	<p>Supporting Local</p> <p>N/A</p> <p>SRN Mitigation</p> <ul style="list-style-type: none"> • M56 Junction 3 <p>Necessary Local</p> <ul style="list-style-type: none"> • Stopping up Whitecarr Lane at its junction with Newell Road • Stopping up Clay Lane/Barnacre Avenue from north of Capenhurst Close • Stopping up Clay Lane (at the western end of the Timperley Wedge Spine Road) • Dobbinetts Lane/Floats Road junction upgrade • Upgrade Dobbinetts Lane to standard width along its length • Improvement of Thornley Lane/ Runger Lane • Upgrade Terminal 2 Roundabout to a signalised roundabout • Timperley Wedge Spine road Beeway • Beeway link to Timperley Wedge Spine Road • Spine Road crossing points • Improved connections with proposed Beeway at Whitecarr Lane towards Newall Green • Bus service improvements – extending bus service 102 through the allocation • Clay Lane bus gate • BRT proofing Timperley Wedge Spine Road and BRT stops • Metrolink Western Leg Extension – Metrolink stop at Timperley Wedge
JPA4/GMA04 Bewshill Farm	Necessary Strategic

Allocation Name	Transport Interventions
	<p>N/A</p> <p>Supporting Strategic</p> <p>N/A</p> <p>Supporting Local</p> <p>N/A</p> <p>SRN Mitigation</p> <p>N/A</p> <p>Necessary Local</p> <ul style="list-style-type: none"> • Pedestrian and cycle facilities and connection to the existing network • Contribution towards the Local Link service
<p>JPA5/GMA05 Chequerbent North</p>	<p>Necessary Strategic</p> <ul style="list-style-type: none"> • Chequerbent roundabout Link Road or junction improvement <p>Supporting Strategic</p> <ul style="list-style-type: none"> • Measures (highway connections and/or east-west public transport) delivered by policy GM Strat 8 • Metro Tram-train improvements on the Wigan-Manchester railway line <p>Supporting Local</p> <ul style="list-style-type: none"> • Implementation of the Westhoughton Bee Network scheme <p>SRN Mitigation</p> <ul style="list-style-type: none"> • Improvement at M61 J5 <p>Necessary Local</p> <ul style="list-style-type: none"> • Pedestrian and cycle connection between the allocation and the existing network
<p>JPA6/GMA06 West of Wingates / M61 Junction 6</p>	<p>Necessary Strategic</p> <ul style="list-style-type: none"> • Public transport improvements – Local Link established, or bus service frequencies increased

Allocation Name	Transport Interventions
	<p>Supporting Strategic N/A</p> <p>Supporting Local N/A</p> <p>SRN Mitigation</p> <ul style="list-style-type: none"> • M61 J5 Improvement <p>Necessary Local</p> <ul style="list-style-type: none"> • Blackrod Road/Manchester Road (signal timings) • A6 De Havilland Way/A6 Chorley Road junction improvements • Link road and Dicconson Lane roundabout • Hall Lane/Bolton Road • M61 Junction 6 (associated with the works at the A6 De Havilland Way/A6 Chorley Road) • Mansell Way / De Havilland Way (amended signal timings) • Pedestrian and cycle enhancements external to the allocation
JPA7/GMA07 Elton Reservoir Area	<p>Necessary Strategic</p> <ul style="list-style-type: none"> • Link Road and three access junctions • Elton Metrolink Stop and Park & Ride facility <p>Supporting Strategic N/A</p> <p>Supporting Local</p> <ul style="list-style-type: none"> • A56/Radcliffe Road signal improvements • A58/Ainsworth Road/ Starling Road signal improvements <p>SRN Mitigation N/A</p> <p>Necessary Local</p>

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> • Radcliffe Town Centre Improvements • New bus route and associated stops through the allocation • Pedestrian and cycle facilities external to the development – delivery of missing section of the Bolton-Bury Cycleway
JPA9/GMA09 Walshaw	<p>Necessary Strategic N/A</p> <p>Supporting Strategic</p> <ul style="list-style-type: none"> • Elton Link Road <p>Supporting Local N/A</p> <p>SRN Mitigation N/A</p> <p>Necessary Local</p> <ul style="list-style-type: none"> • Link road providing bus penetration through the allocation between Lowercroft Road and Scobell Street, via Walshaw Road. • Crostons Road/ Tottington Road junction • Tottington Road/Walshaw Road priority junction • Cockey Moor Road junction • A58 Bolton Road/Ainsworth Road junction improvement • A58 Bolton & Bury Road/Starling Road junction improvement • Introduction of bus services through the allocation • Provision of off-site active travel infrastructure
JPA10/GMA10 Global Logistics	<p>Necessary Strategic N/A</p> <p>Supporting Strategic</p>

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> • M56 Junction 6 (Redesign of pedestrian and cycle facilities) <p>Supporting Local N/A</p> <p>SRN Mitigation N/A</p> <p>Necessary Local</p> <ul style="list-style-type: none"> • A538/Sunbank Lane (improvement to be determined) • Sunbank Lane walking and cycling accesses and crossing
JPA11/GMA11 Southwick Park	<p>Necessary Strategic N/A</p> <p>Supporting Strategic N/A</p> <p>Supporting Local N/A</p> <p>SRN Mitigation N/A</p> <p>Necessary Local N/A</p>
JPA12/GMA12 Beal Valley	<p>Necessary Strategic</p> <ul style="list-style-type: none"> • New Metrolink Stop and Park and Ride facility adjacent to Broadbent Moss and Beal Valley allocations • Metrolink Overbridge • Key internal highway network (spine road) <p>Supporting Strategic</p> <ul style="list-style-type: none"> • Improvement of A627 (M) / Chadderton Way / A663 Broadway interchange

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> • Improvement of Elizabethan Way / A640 Newhey Road / A6193 Sir Isaac Newton Way roundabout interchange • A640 Huddersfield Road / A640 Newhey Road / A663 Shaw Road / Cedar Lane enhancements to the operation of the signal-controlled junction <p>Supporting Local N/A</p> <p>SRN Mitigation N/A</p> <p>Necessary Local</p> <ul style="list-style-type: none"> • Improvement of A663 Shaw Road / A671 Oldham Road junction • Improvement of A663 Crompton Way / Rochdale Road / Beal Lane junction • Improvement of B6194 Heyside / Water Street / Bullcote Lane junction • Provision of bus services within the allocation • Improvement of walking/cycling facilities on Heyside and Cop Road via new Metrolink overbridge bridge
JPA13/GMA13 Bottom Field Farm (Woodhouses)	<p>Necessary Strategic N/A</p> <p>Supporting Strategic N/A</p> <p>Supporting Local N/A</p> <p>SRN Mitigation N/A</p> <p>Necessary Local</p>

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> • Cycling and walking improvements • Minor Traffic Management improvements
<p>JPA14/GMA14 Broadbent Moss</p>	<p>Necessary Strategic</p> <ul style="list-style-type: none"> • New Metrolink Stop and Park and Ride facility adjacent to Broadbent Moss and Beal Valley allocations • Key internal highway network (spine road) • Metrolink Overbridge <p>Supporting Strategic</p> <ul style="list-style-type: none"> • Improvement of A627 (M) / Chadderton Way / A663 Broadway interchange • Elizabethan Way / A640 Newhey Road / A6193 Sir Isaac Newton Way • A640 Huddersfield Road / A640 Newhey Road / A663 Shaw Road / Cedar Lane enhancements to the operation of the signal-controlled junction <p>Supporting Local</p> <p>N/A</p> <p>SRN Mitigation</p> <p>N/A</p> <p>Necessary Local</p> <ul style="list-style-type: none"> • Improvement of A663 Shaw Road / A671 Oldham Road junction • Improvement of A663 Crompton Way / Rochdale Road / Beal Lane junction • Improvement of B6194 Heyside / Water Street / Bullcote Lane junction • Provision of bus services within the allocation • Traffic calming Vulcan Street

Allocation Name	Transport Interventions
<p>JPA15/GMA15 Chew Brook Vale (Robert Fletchers)</p>	<p>Necessary Strategic N/A</p> <p>Supporting Strategic N/A</p> <p>Supporting Local N/A</p> <p>SRN Mitigation N/A</p> <p>Necessary Local</p> <ul style="list-style-type: none"> • Sustainable access package of off-site improvement to walking and cycling routes • Access road and bridge over Chew Brook • A635 Holmfirth Road access junction
<p>JPA16/GMA16 Cowlshaw</p>	<p>Necessary Strategic N/A</p> <p>Supporting Strategic</p> <ul style="list-style-type: none"> • Improvement of A627 (M) / Chadderton Way / A663 Broadway interchange • Improvement of A671 Rochdale Road / B6195 High Barn Road / A671 Oldham Road / B6195 Middleton Road junction <p>Supporting Local N/A</p> <p>SRN Mitigation N/A</p> <p>Necessary Local</p> <ul style="list-style-type: none"> • Improvement of A663 Shaw Road / A671 Oldham Road junction • Improvement of A663 Crompton Way / Rochdale Road / Beal Lane junction

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> Upgrade of PRow to Low Crompton to Bee Network standard
JPA17/GMA18 Land South of Coal Pit Lane (Ashton Road)	<p>Necessary Strategic N/A</p> <p>Supporting Strategic</p> <ul style="list-style-type: none"> Rochdale-Oldham-Ashton Quality Bus Transit corridor <p>Supporting Local N/A</p> <p>SRN Mitigation N/A</p> <p>Necessary Local</p> <ul style="list-style-type: none"> Improvement of Coal Pit Lane/A627 Ashton Road Junction including localised improvement of Coal Pit Lane Pedestrian and cycle route between Coal Pit Lane / Ashton Road Junction and White Bank Road
JPA18/GMA19 South of Rosary Road	<p>Necessary Strategic N/A</p> <p>Supporting Strategic</p> <ul style="list-style-type: none"> Rochdale-Oldham-Ashton Quality Bus Transit corridor <p>Supporting Local N/A</p> <p>SRN Mitigation N/A</p> <p>Necessary Local</p> <ul style="list-style-type: none"> Permeable network for pedestrian and cyclist priority within the allocation & PRow connections to Bardsey Bridleway

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> • Minor traffic management improvements
<p>JPA19/GMA20 Bamford and Norden</p>	<p>Necessary Strategic N/A</p> <p>Supporting Strategic N/A</p> <p>Supporting Local N/A</p> <p>SRN Mitigation N/A</p> <p>Necessary Local</p> <ul style="list-style-type: none"> • Norden Road / War Office Road scheme • Norden Road pedestrian crossing • Bus stop upgrades at the Norden Road / War Office Road junction • Furbarn Road improvements • North-South Greenway
<p>JPA20/GMA21 Castleton Sidings</p>	<p>Necessary Strategic N/A</p> <p>Supporting Strategic N/A</p> <p>Supporting Local N/A</p> <p>SRN Mitigation N/A</p> <p>Necessary Local</p> <ul style="list-style-type: none"> • Manchester Road / Queensway (signal alterations) • Active travel links beyond allocation boundary
<p>JPA21/GMA22 Crimble Mill</p>	<p>Necessary Strategic N/A</p> <p>Supporting Strategic</p>

Allocation Name	Transport Interventions
	<p>N/A</p> <p>Supporting Local</p> <p>N/A</p> <p>SRN Mitigation</p> <p>N/A</p> <p>Necessary Local</p> <ul style="list-style-type: none"> • Public Transport improvements – bus stop upgrades on A58 Rochdale Road East • Sustainable travel improvements • Crimble Lane improvements
<p>JPA22/GMA23 Land North of Smithy Bridge</p>	<p>Necessary Strategic</p> <p>N/A</p> <p>Supporting Strategic</p> <ul style="list-style-type: none"> • A58 Residential Relief Road <p>Supporting Local</p> <ul style="list-style-type: none"> • A58 local improvements <p>SRN Mitigation</p> <p>N/A</p> <p>Necessary Local</p> <ul style="list-style-type: none"> • A58 Halifax Road / B6225 Hollingworth Road / A6033 Todmorden Road signals • A58 Wardle Road signals • Hollingworth Lake car park • Traffic calming and parking management measures along Hollingworth Road • Secure cycle parking at Littleborough Rail Station • Bus stop upgrades along Hollingworth Road and Lake Bank.
<p>JPA23/GMA24 Newhey Quarry</p>	<p>Necessary Strategic</p> <p>N/A</p>

Allocation Name	Transport Interventions
	<p>Supporting Strategic N/A</p> <p>Supporting Local</p> <ul style="list-style-type: none"> • Improvements to existing bus services <p>SRN Mitigation N/A</p> <p>Necessary Local</p> <ul style="list-style-type: none"> • Elizabethan Way / A640 Newhey Road / A6193 Sir Isaac Newton Way • Pedestrian crossing on A640 Huddersfield Road • Existing residents' car park • Newhey Metrolink Park and Ride car park
JPA24/GMA25 Roch Valley	<p>Necessary Strategic N/A</p> <p>Supporting Strategic</p> <ul style="list-style-type: none"> • A58 Residential Relief Road • Cycle improvements towards Smithy Bridge Rail Station • Upgrade to level crossing on Smithy Bridge Road <p>Supporting Local</p> <ul style="list-style-type: none"> • A58 local improvements • Footway/cycleway to the south of the proposed access road <p>SRN Mitigation N/A</p> <p>Necessary Local</p> <ul style="list-style-type: none"> • A58 Halifax Road / B6225 Hollingworth Road A6033 Todmorden Road signals • A58 Wardle Road signals • Secure cycle parking at Smithy Bridge Rail Station

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> • Bus stop upgrades along Smithy Bridge Road and Halifax Road • Toucan Crossing at Smithy Bridge Rail Station • Toucan crossing at allocation entrance on Smithy Bridge Road
JPA25/GMA26 Trows Farm	<p>Necessary Strategic N/A</p> <p>Supporting Strategic</p> <ul style="list-style-type: none"> • M62 Junction 20 <p>Supporting Local N/A</p> <p>SRN Mitigation</p> <ul style="list-style-type: none"> • See supporting strategic interventions <p>Necessary Local</p> <ul style="list-style-type: none"> • A664 Queensway / Cowm Top Lane Signalisation • A664 Queensway / A664 Manchester Road Signal Junction Staging Amendments • Pedestrian and cycle improvements on Hillcrest Road
JPA26/GMA27 Land at Hazelhurst Farm	<p>Necessary Strategic N/A</p> <p>Supporting Strategic N/A</p> <p>Supporting Local N/A</p> <p>SRN Mitigation N/A</p> <p>Necessary Local</p> <ul style="list-style-type: none"> • A580 East Lancashire Road/ Moorside Road crossing improvements

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> • Worsley Road crossing • Ramped cycle & disabled access from Greenleach Lane to NCN55 • Local transport/sustainable travel improvements
JPA27/GMA28 Land East of Boothstown	<p>Necessary Strategic N/A</p> <p>Supporting Strategic N/A</p> <p>Supporting Local N/A</p> <p>SRN Mitigation N/A</p> <p>Necessary Local</p> <ul style="list-style-type: none"> • Sustainable transport measures • Footpath along Leigh Road • Footpath from canal to Occupation Road access • Leigh Road active travel crossing • Newearth Road active travel crossing
JPA28/GMA29 North of Irlam Station	<p>Necessary Strategic N/A</p> <p>Supporting Strategic</p> <ul style="list-style-type: none"> • CLC Rail line capacity improvements • Metro/Tram-train services on the CLC line • <p>Supporting Local</p> <ul style="list-style-type: none"> • A57 Liverpool Road/ Stadium Way Junction improvement • Improvements to bus services • Cheshire Line Connection / Trafford Green Way – Walking & Cycling Improvements

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> • Traffic calming & parking management <p>Supporting SRN Mitigation</p> <ul style="list-style-type: none"> • Junction 11 of the M60 (2025-2030) <p>Necessary Local</p> <ul style="list-style-type: none"> • B5320 Liverpool Road / B5471 Brinell Drive junction improvement • A57 Cadishead Way / B5311 Fairhills Road junction improvement • B5320 Liverpool Road / Roscoe Road / B5311 Fairhills Road junction improvement • Bridge replacement to afford access via Moss Lane • Station Access - Active Travel Improvements between the station and allocation • Irlam Bee Network links • Increased provision of cycle parking at Irlam rail station
JPA29/GMA30 Port Salford Extension	<p>Necessary Strategic</p> <ul style="list-style-type: none"> • WGIS infrastructure • Rail freight terminal • Canal berths & container terminal • Link Road between A57 Liverpool Road (linked to new junction on the M62) • Access to allocation off link road – roundabout on link road to provide access to Port Salford Extension <p>Supporting Strategic</p> <ul style="list-style-type: none"> • CLC Rail line capacity improvements • Metro/Tram-Train services on CLC line • Metrolink extension to Port Salford • Rail study improvements

Allocation Name	Transport Interventions
	<p>Supporting Local</p> <ul style="list-style-type: none"> • Improvement at A57 Cadishead Way / B5311 Fairhills Road junction • Improvements to Local Link services • Walking & cycling improvements: Cheshire Lines Connection / Trafford Greenway <p>SRN Mitigation</p> <ul style="list-style-type: none"> • M60 J11 improvements • M60 J10 improvements • M60 J12 improvements • New junction on M62 <p>Necessary Local</p> <ul style="list-style-type: none"> • Identification of a scheme at the A57 Liverpool Road/ Stadium Way junction • Bus service improvement • Walking & cycling improvements to link to the Bee Network
JPA30/GMA38 Ashton Moss West	<p>Necessary Strategic N/A</p> <p>Supporting Strategic N/A</p> <p>Supporting Local N/A</p> <p>SRN Mitigation</p> <ul style="list-style-type: none"> • A6140 Lord Sheldon Way / Notcutts / A6140 (this junction forms part of the wider M60 J23 split interchange) • A635 Manchester Road / A6140 / A635 Signalised Crossroads (this junction forms part of the wider M60 J23 split interchange).

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> • M60 J23 (North) / A635 Manchester Road <p>Necessary Local</p> <ul style="list-style-type: none"> • Walking and cycling measures • Enhancement of bus service 217
<p>JPA31/GMA39 Godley Green Garden Village</p>	<p>Necessary Strategic N/A</p> <p>Supporting Strategic</p> <ul style="list-style-type: none"> • Improvement of M60 J24 Denton Island • Package of measures along the A560 (including possibility of Ashton-Stockport QBT) <p>Supporting Local N/A</p> <p>SRN Mitigation</p> <ul style="list-style-type: none"> • Improvement of M67 / A57 Hyde Road / A560 roundabout junction <p>Necessary Local</p> <ul style="list-style-type: none"> • Walking and cycling measures • Provision of direct pedestrian/cycle access bridge across the railway line to the vicinity of Hattersley Station • Provision of bus services within the allocation
<p>JPA32/GMA40 South of Hyde</p>	<p>Necessary Strategic N/A</p> <p>Supporting Strategic</p> <ul style="list-style-type: none"> • Package of measures along the A560 (including possible Ashton-Stockport QBT) • Improvement of M67 / A57 Hyde Road / A560 roundabout junction <p>Supporting Local N/A</p>

Allocation Name	Transport Interventions
	<p>SRN Mitigation</p> <p>N/A</p> <p>Necessary Local</p> <ul style="list-style-type: none"> • Walking and cycling measures • Bus improvements along the A560 Stockport Road adjacent to the allocation
<p>JPA33/GMA41 New Carrington</p>	<p>Necessary Strategic</p> <ul style="list-style-type: none"> • Carrington Relief Road • Carrington Spur widening approach to M60 J8 • Flixton Road signalised junction Phase 1 signalisation • Flixton Road signalised junction Phase 2 signalisation • Carrington Link Junction Widening Phase 1 • Carrington Link Junction Widening Phase 2 • Isherwood Road Upgrade (part of Eastern link road) • Southern and Eastern Link • Sale West Link • Carrington Relief Road widening between Isherwood Road and start of Carrington Spur <p>Supporting Strategic</p> <ul style="list-style-type: none"> • WGIS infrastructure • Trafford Greenway & Bee Network Bridge <p>Supporting Local</p> <p>N/A</p> <p>SRN Mitigation</p> <ul style="list-style-type: none"> • M56 Bowden Roundabout <p>Necessary Local</p>

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> • A56 Junction / Manchester Road / Barrington Road signalised junction upgrade • Altrincham / A56 Dunham Road / Highgate Road realignment • Heatley / Paddock Lane / Bent Lane (widen radii) • Public Transport Measures: Carrington to Stretford (via Urmston) corridor • Public Transport Measures: Access to Altrincham Package • Public Transport Measures: Access to Sale Package • Public Transport Measures: Upgrading an extension of the existing bus services – including bus priority measures, real time information etc. • Greenway Link to Sale • PROW improvements • Controlled pedestrian crossings at the A56 Dunham Road / Park Road / Charcoal Road.
JPA34/GMA42 M6 Junction 25	<p>Necessary Strategic</p> <ul style="list-style-type: none"> • Signalisation of Bryn Interchange <p>Supporting Strategic</p> <p>N/A</p> <p>Supporting Local</p> <p>N/A</p> <p>SRN Mitigation</p> <ul style="list-style-type: none"> • M6 Junction 24 Improvement <p>Necessary Local</p> <p>N/A</p>
JPA35/GMA43 North of Mosley Common	<p>Necessary Strategic</p> <p>N/A</p> <p>Supporting Strategic</p>

Allocation Name	Transport Interventions
	<p>N/A</p> <p>Supporting Local</p> <p>N/A</p> <p>SRN Mitigation</p> <p>N/A</p> <p>Necessary Local</p> <ul style="list-style-type: none"> • Bridgewater Road/Newearth Road junction improvement • Manchester Road East / Armitage Avenue junction improvement • A580 East Lancashire Road / Mossley Common Road junction improvement • Guided busway stop and services • Pedestrian and cycle connectivity
JPA36/GMA44 Pocket Nook	<p>Necessary Strategic</p> <ul style="list-style-type: none"> • Bridge over future HS2 line <p>Supporting Strategic</p> <ul style="list-style-type: none"> • Improved bus service connectivity • New railway station(s) in local area • A580 East Lancashire Road / A579 Atherleigh Way • A580 East Lancashire Road/ A572 Newton Road • A572 Newton Road/ A579 Winwick Lane • A580 East Lancashire Road/ A574 Warrington Road <p>Supporting Local</p> <p>N/A</p> <p>SRN Mitigation</p> <p>N/A</p> <p>Necessary Local</p> <ul style="list-style-type: none"> • Develop PRow connection between Pocket Nook Lane and Schools

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> • Develop PRow connection between Pocket Nook Lane and Moorfield Crescent
<p>JPA37/GMA45 West of Gibfield</p>	<p>Necessary Strategic</p> <ul style="list-style-type: none"> • Chequerbent to Platt Lane link road and associated improvements at Chequerbent roundabout <p>Supporting Strategic</p> <ul style="list-style-type: none"> • Any measures (highway connections and/or east-west public transport) delivered by policy GM Strat 8 • Metro/Tram-Train improvements on the Wigan-Manchester railway line <p>Supporting Local</p> <ul style="list-style-type: none"> • Implementation of the Leigh, Atherton and Tyldesley Bee Network scheme <p>SRN Mitigation</p> <ul style="list-style-type: none"> • Improvement at M61 Junction 5 <p>Necessary Local</p> <ul style="list-style-type: none"> • A577/A579/Gibfield Park Way roundabout improvements • Active travel improvements including link to Daisy Hill rail station

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