GMSF Transport Update

16th March 2018
Transport Evidence Update

• Overview of key documents
• Timeline for work
• Update on GMSF Transport Study
  • Part 1: Understanding the issues
  • Part 2: Addressing the issues
• GMSF Transport Study documents content overview
• Other supporting work
GREATER MANCHESTER SPATIAL FRAMEWORK

KEY DOCUMENTS

- GMSF Transport Study [Part 1]: Understanding the issues
- GMSF Transport Study [Part 2]: Addressing the issues
- Area Studies Report Summaries (x6)
- Visual commentary on the future transport system
- GMCA produced: Portfolio of site concept/masterplans
- Modelling and Analysis Report
- 2040 Transport Strategy 5-year Delivery Plan 2018-2023
- Long-term Development and Study Plan

SUPPORTING DOCUMENTS

- 2040 Transport Strategy Evidence Base Refresh
- GMSF Transport Issues Evidence
- 2040 Transport Strategy
- 2040 sub-strategies (thematic, modal and geographic)
- Transport for Sustainable Communities Guidance
- GMCA produced: Infrastructure Delivery Plan
Timeline

Mar / Apr
• 2040 Transport Strategy Evidence: GMSF update
• GMSF Transport Study [Part 1]: Understanding the issues

May/ June
• GMSF Transport Study [Part 2]: Addressing the issues
• 2040 Transport Strategy: 5-year Delivery Plan 2018-2023
• 2040 Transport Strategy Annual Progress Report

July
• GMSF Consultation

Sep
• Transport modelling based on final allocations
GMSF Transport Study [Part 1]: Understanding the issues

- 6 Study Areas
- Workshops with districts and partners
- Identified the issues in each study area for delivering growth
- Collated critical issues for GM for delivering growth
- Identified the broad interventions that would help address these issues
I. Connected neighbourhoods

High proportion of short trips made by car

Access on foot and by bike

Form and design of new development
II. Travel across the wider city region

- Car is the dominant mode for travel across the wider city region
- Existing public transport networks need enhancement in coverage and capacity
- Traffic congestion on key roads
- Local highways impacts arising from major new strategic highway infrastructure proposals
III. Getting into and around the regional centre

Critical heavy and light rail constraints in the Regional Centre

Public transport access from outer Greater Manchester communities

Supporting economic growth while holding road traffic levels at or below 2016 volumes within the City Centre

Congestion on radial corridors and inner relief route
IV. City-to-city links

- Resilience, reliability, speed and capacity of city-to-city strategic road and rail networks
- Insufficient capacity for high-frequency local and long distance rail services
- Need to ensure good public transport access to HS2 and NPR services from across GM
VI. Greater Manchester wide issues

- Network reliability and resilience
- Accessibility and affordability of public transport
- Ongoing network maintenance requirements
- Safety and security
- Lack of integration on public transport
- Urban logistics and distribution
- Local air pollution and carbon emissions
- Exploiting the potential of new technologies
- Severance
- 'Movement' and 'place' demands on streets
- Local air pollution and carbon emissions
Critical issues for Greater Manchester summary

- Radical transformation of sustainable transport capacity and connectivity in the Regional Centre
- Creating sustainable locations – capitalising on the strengths of existing urban centres and public transport connections
- Reduce reliance on the car for movement across the wider city region, including orbital connections between town centres
- Integration of pan-Northern transport interventions (NWQ, TPT, NPR)
- Local neighbourhood connections for walking and cycling
- Maximum efficiency and reliability of GMs existing transport network
- Sustainable movement of freight
- Preparation for innovations in future technology and travel behaviour
GMSF Transport Study [Part 2]: Addressing the issues

- Identify a long list of more detailed potential intervention ideas
- Created a consolidated list of emerging priority interventions for strategic assessment

<table>
<thead>
<tr>
<th>Spatial theme</th>
<th>Broad Intervention</th>
<th>Specific Intervention</th>
<th>Estimated start of delivery</th>
<th>Cost order of magnitude (£)</th>
<th>Nature of work?</th>
<th>Include in current 3yr plan?</th>
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<tbody>
<tr>
<td>Connected neighbourhoods</td>
<td>N.3 Bottle pedestrian and cycle links to stations and stops, as well as to local facilities</td>
<td>Package of minor bus priority interventions</td>
<td>2020-2025</td>
<td>Millions</td>
<td>Develop package of interventions &amp; concept design</td>
<td>Maybe</td>
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<tr>
<td>Connected neighbourhoods</td>
<td>N.4 Road safety measures where there is a high risk to vulnerable road users</td>
<td>Package of speed reduction measures in prioritised locations</td>
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<td>Connected neighbourhoods</td>
<td>N.5 Speed reduction measures in prioritised locations</td>
<td>Programme of noise reduction measures in identified ‘hotspot’ areas</td>
<td>2020-2025</td>
<td>Millions</td>
<td>Develop package of interventions &amp; concept design</td>
<td>Maybe</td>
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<tr>
<td>Connected neighbourhoods</td>
<td>N.6 Reduced noise levels in identified ‘hotspot’ areas</td>
<td>Programme of noise reduction measures in identified ‘hotspot’ areas</td>
<td>2020-2025</td>
<td>Millions</td>
<td>Develop package of interventions &amp; concept design</td>
<td>Maybe</td>
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<tr>
<td>Connected neighbourhoods</td>
<td>N.7 (NEW) Adopt shared principles for design of new developments around sustainable modes</td>
<td>Develop and adopt shared principles and planning guidance around Movement and Place and placemaking around transport corridors</td>
<td>2017-2020</td>
<td>-</td>
<td>Study broad options &amp; confirm strategic case</td>
<td>Yes</td>
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<td>Travel across the wider city region</td>
<td>W.1 South Heywood M62 J19 Link Road (committed scheme)</td>
<td>South Heywood M62 J19 Link Road (committed scheme)</td>
<td>2017-2020</td>
<td>Tens of millions</td>
<td>Committed</td>
<td>Yes</td>
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<td>Travel across the wider city region</td>
<td>W.2 Improve bus network in Salford-Bolton area (committed scheme)</td>
<td>Salford Bolton Network Improvements (committed scheme)</td>
<td>2017-2020</td>
<td>Tens of millions</td>
<td>Committed</td>
<td>Yes</td>
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<td>Travel across the wider city region</td>
<td>W.3 New/enhanced exchanges in Ashton, Bolton, Stockport and Wigan town centres (committed scheme) and in other prioritised town centres, including Oldham Mumps (covered interchange)</td>
<td>Ashton Interchange redevelopment (committed scheme)</td>
<td>2020-2025</td>
<td>Tens of millions</td>
<td>Committed</td>
<td>Yes</td>
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<tr>
<td>Travel across the wider city region</td>
<td>W.3 New/enhanced exchanges in Ashton, Bolton, Stockport and Wigan town centres (committed scheme) and in other prioritised town centres, including Oldham Mumps (covered interchange)</td>
<td>Bolton Interchange redevelopment (committed scheme)</td>
<td>2020-2025</td>
<td>Tens of millions</td>
<td>Committed</td>
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<td>Travel across the wider city region</td>
<td>W.3 New/enhanced exchanges in Ashton, Bolton, Stockport and Wigan town centres (committed scheme) and in other prioritised town centres, including Oldham Mumps (covered interchange)</td>
<td>Stockport Interchange redevelopment (committed scheme), including pedestrian links</td>
<td>2020-2025</td>
<td>Tens of millions</td>
<td>Committed</td>
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<td>Intervention assessment criteria</td>
<td>Description</td>
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<td>Strategic impact</td>
<td>Extent of support for economic, quality of life, and environmental ambitions</td>
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<td>Strategic dependencies</td>
<td>Dependencies on land use changes and/or packages of interventions to maximise benefits of multiple interventions working together</td>
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<td>Engagement</td>
<td>Levels of engagement with users and different stakeholders' interests. Has the idea been developed through an integrated planning process?</td>
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<td>Deliverability/operability</td>
<td>Availability of funding. Novelty, complexity, capability &amp; capacity, risk, stakeholder acceptability and other barriers</td>
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<td>Financial</td>
<td>Capital and operating costs</td>
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<td>Mandatory issues</td>
<td>H&amp;S, environmental obligations and other legislative requirements and compliance issues</td>
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<td>Political and reputational</td>
<td>Importance of political imperatives. Importance of the intervention for reputation of TfGM, and of GM</td>
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<td>Portfolio balance</td>
<td>Between spatial themes; infrastructure/maintenance &amp; renewal/services; wrt 2040 strategic outcomes &amp; interventions; geographic balance; levels of risk (innovation vs. proven); etc</td>
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Emerging intervention mapping

• “What will our transport system will look like in 2035?” visual narrative

• Consists of a series of plans of the transport system and emerging interventions, for each study area, at phased time periods:
  • Present day
  • 2025
  • 2035
  • Beyond 2035

  – Accompanying commentary about the interventions (including those that are impractical to illustrate)

• A draft version will be circulated for comment as soon as possible
GMSF Transport Study [Part 1]: Understanding and the issues

- Report content:
  - Context of the study
  - GM critical transport issues for population, housing and employment growth
  - Broad interventions to address the issues

- The 2040 Transport Strategy Evidence Base – is being updated in parallel with this work
GMSF Transport Study [Part 2]: Addressing and the issues

- Report content:
  - Broad interventions to address the issues
  - Emerging priority interventions
  - Phasing
  - Outline costs
  - Emerging interventions mapping to illustrate “What our transport system will look like in 2035”
  - Early modelling outputs if possible
  - SMART GMSF Objective/s
Other supporting work:

Transport Modelling

• GM needs a more pro-active and vision led approach to planning for the transport futures of GM.
• The TfGM Strategic Models will be used to assess the impact of changes to transport system performance associated with GMSF land development.
• 4 broad scenarios are being tested:
  – Current Day Conditions
  – A Future Year “DfT Methodology” Scenario
  – A Future Year “Continuation of Recent Investment & Policies” Scenario
  – A Future Year “GMS Vision” Scenario
Delivery Plan (5 year) / Pipeline Development

• 5 year Delivery Plan - includes transport schemes and interventions that address current transport challenges and support the planned growth in population, employment and housing set out in the GMSF
• It will outline:
   Committed (plus new) schemes - funded
   Prioritised schemes that require funding
   Schemes at detailed design & BC development stage
   Scheme development and activities required to support long-term priorities
• Plan will be updated annually and will inform the GMSF Infrastructure Delivery Plan