

Places for Everyone - Statement of Common Ground August 2021

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The PfE Connected Places and relevant allocations meets the Duty to Co-operate requirements to date and provides a basis for continued collaboration with Highways England and Network Rail.

Neighbouring Authorities

15.24 Transport is a key duty to co-operate cross boundary issue. A number of neighbouring authorities have raised transport concerns, relating to:

- Impact of growth in the PfE on commuting patterns
- Impact of allocations on key transport routes
- Impact of growth on rail and bus provision and improved connections between neighbouring areas and PfE area

15.25 In September 2020, a series of duty to co-operate meetings took place between the Greater Manchester authorities, the GMCA and neighbouring authorities with the focus being the PfE transport evidence. Subsequent to these meetings and following the decision by the nine PfE districts to proceed with a joint plan, a further invite was sent to all offering to meet to update them on the PfE, its evidence and its relationship to the GMSF 2020.

15.26 Attendees at the meeting included:

- Blackburn with Darwen Borough Council
- Calderdale Council
- Cheshire East Council
- Chorley Borough Council
- Derbyshire County Council
- High Peak Borough Council
- Kirklees Council
- Lancashire County Council
- Liverpool City Region
- Peak District National Park
- Rossendale Borough Council
- St. Helen's Council
- Warrington Council
- West Lancashire Borough Council and
- West Yorkshire Combined Authority.

15.27 It provided an opportunity to explain the approach to the transport evidence and how the various elements provided a comprehensive approach to understanding impact and managing growth on the transport network. At this point Stockport MBC was one of the strategic plan making authorities and attended the relevant meetings.

- 15.28** The allocations in the key growth corridors have required transport improvements to complement growth and these are set out below.

North East Growth Corridor

- 15.29** This is focused on the M62 corridor from junction 18 (the confluence with the M60 and M66) to junction 21 (Milnrow), extending across parts of Bury, Rochdale and Oldham. Works to improve the capacity of Simister Island (the junction of the M62, M60 and M66 motorways) are already planned, but additional investment in the motorway network will be required to support the scale of development proposed within the North-East Growth corridor, including improvements to Junctions 3 of the M66. The area may also be the subject of proposals to improve the performance of the whole length of the M62/M60 through Greater Manchester.
- 15.30** Major public transport improvements will be required to ensure that surrounding communities can take advantage of the new jobs, and new residents can access key locations such as the City Centre, nearby main town centres and key employment locations. Improvements to the Calder Valley Line have received commitments to be delivered and the North-East Growth Corridor will also benefit from additional local bus services as well as proposed rapid bus transit to serve the new developments. Work is also on-going into the future development of Bus Rapid Transit connections from the North-East Growth Corridor and surrounding towns to the City Centre.
- 15.31** Consideration is being given to delivering infrastructure that will benefit the wider area, including options for tram-train operation along the route of the East Lancashire Rail line, alongside the Heritage Railway and options for a Metrolink or Bus Rapid Transit extension to Middleton.

Duty to Co-operate Comments

- 15.32** Rossendale and Lancashire County Council have previously raised concerns about increased congestion on the A56/M66 due to identifying Pilsworth for further economic development and the wider impact of the Northern Gateway sites.
- 15.33** Rossendale are seeking a rail link between Rawtenstall and Manchester via Ramsbottom – Bury an Haywood, called Valley City Link. They are exploring a tram-train connection with GM Metrolink at Bury/Buckley Wells or National Rail at Castleton South Junction.
- 15.34** At the Duty to Co-operate meeting in September 2020 Rossendale raised concerns about whether the linkages between the Northern Gateway site and Rossendale have been recognised in terms of commuter flows, including along the M66. It was acknowledged there is a strong connection with the Northern Gateways site for employment opportunities: new residents in the area will commute to work in Rossendale and residents in Rossendale will want to go to the Northern Gateway area to work. It is important to improve the rail commuter route from Rossendale into Greater Manchester. TfGM recognise this and will work more closely with Rossendale around the transport connections.

Wigan-Bolton Growth Corridor

- 15.35** The M6 logistics hub in Wigan (extending into Warrington, St Helens and West Lancashire) provides a major cluster of warehousing and distribution activity with easy access to the Port of Liverpool via the M58. This growth corridor is focused around improved transport links. These include new roads and a Wigan to Bolton Quality Bus corridor and, the more intense use of the Wigan – Atherton – Manchester and the Wigan – Bolton – Manchester rail lines.
- 15.36** New road infrastructure will improve east-west connectivity between junction 26 of the M6 (which is also the junction for the M58 motorway that provides a direct connection to the Port of Liverpool) and junction 5 of the M61. This transport infrastructure will significantly improve highway connections in the north-west of Greater Manchester, and better integrate the strong logistics functions along the M6 and M61 into the wider city region, as well as helping to address local congestion issues.
- 15.37** The increased use of the existing rail lines could include conversion to tram-train use on the Atherton line and electrification on the Bolton line. This would increase capacity and, along the Atherton line, has the potential to increase the number of stations.

Duty to Co-operate Comments

- 15.38** Lancashire County Council has raised the issue of the upgrade and electrification of the railway linking Manchester, Bolton and Preston. They wish to work with TfGM regarding the growth in demand on this line to ensure there is capacity on the railway and trains.
- 15.39** Blackburn with Darwen have raised concerns about the need for improved rail connections into Greater Manchester and especially Manchester Airport. They raised the possibility for a joint approach between TfGM and Blackburn with Darwen over the A666 upgrade.
- 15.40** At the September 2020 Duty to Co-operate meeting Lancashire County Council stated they are exploring the possibility of connecting Skelmersdale into the rail network. This would involve diverting the existing Wigan-Kirby service into, and terminating at, Skelmersdale and extending the Liverpool-Kirby Merseyrail service to Skelmersdale, with new track alignments in to Skelmersdale. It would provide a town centre station and a ‘y’ shaped arrangement connection to Liverpool and Wigan.
- 15.41** Lancashire County Council have also agreed to contribute towards the North-West quadrant rail study. The study area has been extended, going out to Blackpool and reaches Lancaster & Morecambe. There is concern that PfE growth near the Chorley corridor could have a significant increase on railway demand, with new trains being over-capacity.

Sustaining Southern Competitiveness

- 15.42** Significant levels of transport investment are planned for the southern areas of Greater Manchester. The completion of HS2, new HS2 Stations and Northern Powerhouse Rail, extension of Metrolink will ensure the City Centre and Manchester Airport will be amongst the best-connected locations in the country.
- 15.43** The southern areas benefit from their proximity to prosperous locations just outside Greater Manchester, such as Cheshire East and Warrington, and taking opportunities to increase further the economic and functional connections between these areas supports their mutual success. Given the proximity of development outside the GM boundary to the south, the need to work with our partners to coordinate major development close to the boundaries of Places for Everyone.

Duty to Co-operate Comments

- 15.44** Previously Cheshire East raised comments about the growth planned in the Southern Competitiveness area on the A34. Cheshire East request the SEMMMs study should be refreshed and Stockport MBC agreed with this and led on the update with involvement from Cheshire East, it has now completed. The majority of the interventions relate to the Stockport Council area within Greater Manchester and they are no longer part of the PfE plan. Therefore the key cross boundary transport issues remaining of note to Cheshire East relate to the area around Manchester Airport.
- 15.45** Derbyshire County Council and High Peak Borough Council have also raised concerns about the growth ambitions around employment in PfE driving demand for housing in High Peak and increasing commuting on the A57 and A628. High Peak were also engaged in the SEMMMs refresh led by Stockport MBC.

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Cross Boundary Transport

Neighbouring authorities: Blackburn with Darwen Borough Council, Calderdale Council, Cheshire East Council, Chorley Council, Derbyshire County Council, High Peak Borough Council, Kirklees Council, Lancashire County Council, Liverpool City Region, Peak District National Park, Rossendale Borough Council, St. Helen's Council, Stockport Metropolitan Borough Council, Warrington Borough Council, West Lancashire Council and West Yorkshire Combined Authority agree that the evidence listed above and in particular the:

- PfE Existing Land Supply and Transport Technical Note
- PfE Plan: Allocation Transport Locality Assessments
- PfE Plan: Allocations Strategic Modelling Technical Note

provides the evidence showing that the Places for Everyone Plan builds in capacity for growth across the transport network through transport interventions planned in the Transport Strategy 2040 and the accompanying Delivery Plans and the SRN work programme. The modelling was based on the worst case scenario and indicate the impact on the transport network is not considered severe. Further interventions through the implementation of the strategies outlined above, including the Right Mix Technical Note, should increase sustainable travel modes and deliver growth supporting sustainable patterns of growth. The evidence above informs the policies throughout the Plan, especially:

- The strategic growth areas - North East Growth Corridor, Wigan-Bolton Growth Corridor, Sustaining Southern Competitiveness-;
- Allocation's and their associated transport interventions; and,
- The Connected Places chapter.

It also enables neighbouring authorities (listed above), to fully consider the impact of growth proposed in the Places for Everyone Plan 2021 and provide the basis for continued working.

The studies, strategies and delivery plans also provides information on the planned investment in transport across the PfE Plan and mitigation measures proposed for each allocation. It informs neighbouring authorities and Highways England of all the proposed transport schemes from walking, cycling, rail, bus, tram/train, HS2, highways improvements in the short, medium and long-term. This provides a basis for continued collaborative working between, the nine PfE districts, neighbouring authorities, TfGM and Highways England, on transport improvements within PfE and across boundaries.

The preparation of Connected Places and allocations in PfE meets the requirements of duty to co-operate with neighbouring authorities.

West Yorkshire Combined Authority

I agree to sign the Statement of Common Ground accompanying the Places for Everyone Plan. It was prepared on behalf of Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan (nine Greater Manchester authorities) who have agreed to prepare a Joint Development Plan Document.

I confirm that the nine Greater Manchester authorities listed above collaborated effectively over preparation of the Places For Everyone Plan and agree to continuous joint working as set out in this document.

The relevant statements my authority is signing are set out below:

Statement No.	Statement Title
12	Cross Boundary Transport

Signature

Organisation	
Name	
Position	
Signature	
Date	