

**REPORT TO SHEVINGTON PARISH COUNCIL POLICY AND GENERAL PURPOSES COMMITTEE SEPTEMBER 1<sup>ST</sup> 2016.**

**GREATER MANCHESTER TRANSPORT STRATEGY 2040.**

The previous consultation on this subject was in October 2015 . A response was sent under delegated powers and reported to the Council Meeting on 29 October 2015.

Comments made were:

**What general views do you have on the Greater Manchester Transport Strategy 2040: Our Vision**

Most journeys in Greater Manchester are short and, if public transport is used, by bus. Revenue spend has often been the subject of substantial cuts leading to a reduction in local services.

**Are there any issues you feel have not been covered or you would like to see further explored?**

Need to look more fully at the needs of the mobility impaired. More about local movement across transport authority boundaries.

**Feedback provided on specific areas of the Vision:**

**Area: Travel across the wider city region**

Need to recognise that journeys to the regional centre are already well provided for and that there should be more emphasis on those journeys by car that are difficult to provide alternatives for.

**Area: Connected neighbourhoods**

Need to look at journeys across transport authority boundaries such as between Shevington and Standish and areas of West Lancashire/Chorley particular those that serve hospitals. The implication of revenue cuts for the provision of local bus links, particularly those serving local centres, hospitals etc

**The Current Consultation.**

The Executive Summary of the Strategy has already been circulated with the Committee papers.

The Transport Strategy builds on the Vision, highlighting the priority interventions needed to achieve it and supported by a 5-year plan, which identifies the first steps towards its delivery. It ranges from investment in HS2 and new, fast east-west rail connections across the North, to establishing Greater Manchester as a modern, pedestrian and cycle-friendly city region. The local road system will be much more reliable and safe for all users, including freight and commercial traffic. It will also build on the success of Metrolink and improved local rail services. with the delivery of new and enhanced rapid transit links and a transformed local bus network.

The Strategy focuses on tackling the critical long-term challenges in Greater Manchester, such as a rapidly growing and ageing population, climate change and the need to improve productivity and reduce social inequality.. This is supported by a more holistic approach to the needs of passengers and freight, with a strong focus on integration; both in terms of

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transport and wider policy areas, such as spatial planning and health. Technology and innovation also have a key role to play.

There will be a consistent and long-term approach to tackling these major challenges, The strategy will be reviewed on a regular basis to respond to changing trends and new opportunities and priorities.

The strategy is based on the following principles set out on pages 11 and 12 of the Executive Summary.

### **Multi-Modal Highways**

*These principles are supported . However in implementing an unified approach there should be a concentration on making sure that unsuitable traffic is removed from certain routes such as the road from Wigan to Shevington.*

### **Public Transport Modes**

*Again these principles are supported. Particularly important in Shevington is a more integrated approach to supporting modes such as taxis and door-to door transport. The bus network in Shevington is particularly sparse on evenings and Sundays and therefore modes such as taxis and ring and ride are more important There have been however recent changes in the qualifications for ring and ride following the withdrawal of Local Link a few years ago that have reduced transport opportunities for those without personal transport.*

### **Walking and Cycling**

*These principles are supported. However I think that the mention of 20mph zones in this section is relevant but should also be dealt with under highways. Although there are large areas of Shevington covered by 20 mph zones the most dangerous parts of the local network are not covered by them. Most of these routes(Shevington Lane. Gathurst Lane ,Miles Lane and Wigan Road/Old Lane)are bounded by housing development. A shopping area the GP surgery, the Health Clinic and two schools are also on these roads. The Local Highway Authority says that these routes cannot be covered by 20 mph zones as they are part of the Strategic Highway Network. Surely this apparent conflict of interests ought to be explored further.*

### **From Local Neighbourhoods to Global Markets(pages 13-19)**

This chapter deals with priorities under a number of headings. In the following sections a series of proposals are made for implementing the 2040 strategy. I have only listed those which relate to the Shevington area. A full list of them can be found in the Executive Strategy.

#### **A Globally Connected City Region(page14)**

*In the introduction to this area(para 28) mention is made of the ambition to support growth at Manchester Airport and the Enterprise Zone by: enabling many more people to travel there by public transport; improving the reliability of the highway network; and ensuring that public transport services better meet the needs of airport passengers and employees. This seems to be directly in conflict with proposed changes by the new*

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***Northern Rail franchise to divert Manchester Piccadilly and Airport trains on the Southport line to Manchester Victoria.***

G.3 An improved Airport Interchange as part of the Terminal 2 redevelopment

G7 HS2 and Northern Powerhouse Rail services direct to the Airport

G8 Better public transport links to the Airport and Port Salford from across GM including better orbital communications.

G.9 Measures to reduce levels of car use by workers at Manchester Airport and Port Salford.

***All of these proposals seem to be in conflict with proposals to withdraw Airport services from the Southport line.***

### **Delivering Better City to City Links(page 15)**

C.1 Improved strategic highways connections in Wigan District(A58 and A49 Link Road)

***These proposals are welcome particularly the M58 link as they will encourage northbound traffic from the Wigan area to access the M6 without having to use the unsuitable B roads through Shevington(Wigan Road/Wigan Lower Road/Shevington Lane). It is hoped that alongside these schemes proposals to traffic calm these B roads are put in place.***

C.2 Electrification of the Greater Manchester rail network (including Northern Hub/Lancashire triangle and trans-Pennine committed schemes) and delivery of enhanced rolling stock(committed schemes)

***Under these schemes and tram-train proposals the Southport line and Kirkby lines will be the only services to be operated by diesel trains. Are there any proposals to electrify these lines in the longer term.?***

C.4 Improved links to the M6, including J25 improvements

***Changes such as the conversion of J25 to an all ways junction will allow northbound traffic access to the M6 without having to use unsuitable local routes. .***

C.5 Completion of Smart motorway schemes on M6 (committed schemes)

***Why is this scheme only going as far as junction 26 considering that the section onwards to junction 27 is up a relatively steep incline where lorries slow down leading to congestion?***

C.6 Improvements to ‘national hub’ rail stations for city to city links (Piccadilly, Victoria, Stockport and integration of Wigan Stations)

***The integration of Wigan stations becomes even more important with the announcement of the link to HS2. There will be an enhanced desire for passengers from the Southport line to access Wigan stations for a fast service to London.***

C.8 A pan-northern multi-modal ticketing system

***This would be very welcome***

C.11 Early delivery of HS2 and Northern Powerhouse rail to Manchester city centre, well connected to Greater Manchester rail network

***Should there also be similar support for the early delivery of HS2 to Wigan.***

### **Travel to and within our Regional Centre(page 16)**

RC.1 Increased capacity and improved facilities at Salford Central station (committed

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scheme

***Are there still proposals to enhance interchange facilities at Salford Crescent station (particularly important if the proposals to remove Piccadilly and Airport services from the Southport line are implemented. (see Comments on A Globally Connected City Region)***

RC7 Re-development of Piccadilly station to integrate HS2, Northern Powerhouse Rail, local rail and Metrolink

***See comments on a Globally Connected City Region.***

RC.9 Increased capacity at other key Regional Centre rail stations

RC.12 A comprehensive highways demand management strategy to improve reliability on key corridors into and within the Regional Centre

### **Travel across the Wider City Region (page 17)**

W3 New/enhanced interchanges in Wigan town centres (committed scheme)

***The Parish Council supported this scheme in its recent comments on the planning application.***

W.7 Establish a Greater Manchester Active Travel Network, particularly using 'green and blue' corridors

W.8 Roll out the 'next generation' of rapid transit routes (tram-train and bus rapid transit), including orbital links, serving the Regional Centre, key centres and the Airport

W.9 Provide infrastructure to serve new development areas, identified through the Greater Manchester Strategic Framework.

W10 Establish long term programme for the improvement of facilities at, and access to, transport

W11 Improve maintenance and resilience of our key route network and local highways

W12 Improve the flow of traffic on key roads through measures to release bottlenecks and better manage demand at peak times

***Supported. Schemes under C1 and C4 will assist this.***

W13 Faster rail journeys and increased capacity and frequency for local services.

***How does this align with the objectives of the new rail franchise. At the best it seems selective.***

W.14 Improve sustainable transport to major employment and residential areas within and immediately outside Greater Manchester

***Supported. Are there plans to do this for the substantial residential development in Standish Failure to do this will have a knock on effect on the adjoining settlements of Shevington.***

W.15 Provide much better pedestrian, cycle and public transport links across town centres, including reducing severance by major roads

W.16 Measures to reduce impact of goods vehicles in centres, with better loading/unloading

W17 Improved road safety at accident black spots.

### **Connected Neighbourhoods (page 18)**

N.1 Improved facilities at local stations

***Does this include proposals to reopen ticket offices and platform lengthening. At which stations?***

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N.2 More accessible 'public realm', including bus stops

N.3 Better pedestrian and cycle links to stations and stops, as well as to local facilities

N.4 Road safety measures where there is a high risk to vulnerable road users

N.5 Speed reduction measures in prioritised locations

N.6 Reduced noise levels in identified 'hotspot' areas

*All this proposals are supported especially N5.*

### **Greater Manchester Wide Interventions(page 19)**

GM1 Establish and promote one integrated Greater Manchester public transport network

GM2 Establish a unified Greater Manchester approach to managing and maintaining motorways and key roads

GM3 Establish a long-term approach to the management of rail stations

GM4 Develop and deliver a new public transport fares and pricing strategy

GM5 Deliver a bus network that reflects travel patterns in Greater Manchester

*It is hoped that TfGM will work with the Parish Council to develop a bus network that reflects the area's needs and the additional powers available when the Buses Bill becomes law.*

GM6 Increase cashless payment options for account-based travel including an integrated smart ticketing system for public transport

GM7 Travel choices interventions to support mode shift, supported by additional real time travel information and journey planning tools

GM8 Improve access (including disabled access), facilities and integration between modes at interchanges

GM9 Develop a more integrated approach to the provision of Accessible Transport

GM10 Deliver measures to improve safety and security on our transport networks

GM11 Deliver measures to encourage the uptake of ultra-low emission vehicles, or retrofit of existing vehicles

GM12 Review opportunities for establishing a Clean Air Zone

GM13 Deliver air quality and carbon reduction measures, as described in the Greater Manchester Air Quality Action Plan and Climate Change Implementation Plan

GM14 Improve pedestrian and cycle facilities, including improved routes, way finding and cycle parking

GM15 Develop car clubs and cycle hire (potentially including electric) schemes to expand the transport offer in Greater Manchester.

*All these measures are supported in particular GM3, GM4,GM5,GM8, GM9 and GM10.*

### **Transport Programme**

The Strategy also includes a five year Delivery Plan that can be found at

<http://www.tfgm.com/2040/Pages/strategy/assets/Greater-Manchester-Transport%20Strategy-2040-Delivery-Plan-1-2016-17%20to%202021-22%20Consultation%20Draft.pdf>

### **Conclusion**

There are some common themes running through this response to the Greater Manchester Transport Strategy:

- Conflict between the free movement of traffic and a safer living environment.

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- The role of major highway proposals in helping Shevington to have a safer environment.
- The mismatch between the need to enhance access to the Airport by public transport and the proposals made by Northern Rail for the Southport line.
- The understatement of the importance of the HS2 link to Wigan and the surrounding area.
- The involvement of the local community in the development of buses and other road based public transport.

My detailed comments are to be found in italics within the report.

Barry King    August 30<sup>th</sup> 2016