Local Development Framework – Core Strategy

Issues and Options Discussion Paper

Topic Paper 2 - Transport and Infrastructure

1.00 Background

- Planning Policy Statement 1: Delivering Sustainable Development (PPS1)
- Planning Policy Statement 3: Housing (PPS3)
- Planning Policy Statement 4: Planning for Sustainable Economic Growth (PPS4)
- Planning Policy Statement 12: Local Spatial Planning
- Planning Policy Statement Guidance 13: Transport
- Greater Manchester's Third Local Transport Plan 2011/12 – 2014/15

2.00 Introduction

2.01 Infrastructure is key to the delivery of sustainable development and in ensuring that adequate facilities and services are in place to accommodate new development without there being a negative impact on existing residents and communities.

2.02 Section 1 of this Topic Paper highlights the current issues and challenges facing Tameside's transport infrastructure and accessibility and identifies the key transport related issues which will need to be addressed to facilitate the Core Strategy's development aspirations. Section 2 of the paper focuses on the provision of utilities and social infrastructure and what measures will be required to support healthy sustainable communities in Tameside. Overall it forms a supplementary paper to the Tameside Issues and Options Report, and in particular, will provide background information for the development of the Core Strategy.

2.03 The Paper draws on a number of sources of information including the 2001 Census, Greater Manchester Transportation Unit's Transport Statistics, Tameside's Annual Monitoring Report, Accession Modelling Software, Highway's Agency Stress Mapping, the Greater Manchester LDF Transport Modelling outputs and GMLTP3.

2.04 Transport and travel are a key element of everyday life; however the journeys we make and the mode of travel we use is often determined by non-transport related factors such as where we live and the facilities available there. Coupled with this, new technologies and the dominance of the car over the last 50 years have made travelling substantially easier and more frequent than ever.

2.05 The planning process is crucial in helping to achieve more sustainable travel patterns that will assist in a modal shift away from the car. In recent years there has been a growing recognition that transport problems can form significant barriers to social inclusion.

Although there has been a huge rise in mobility for people with access to a car, for those who rely on alternative modes to the car such as walking and public transport, access to work, learning and healthcare has become more difficult. Difficulties in accessing work places and key services are as much due to the location of those facilities as the quality of the transport links.

3.00 Part 1 - Transport

National Planning Policy Guidance

Planning Policy Statement 1 (PPS1) – 'Delivering Sustainable Development', 2005

3.01 PPS1 recognises that transport has a key role in delivering sustainable development and states that "planning should facilitate and promote inclusive patterns of urban and rural development by…"ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community". It advocates the provision of improved access on foot, bicycle or public transport for all to jobs, health, education, shops, leisure and community facilities, open space, sport and recreation.

3.02 PPS1 is supplemented by the Planning and Climate Change document. This states that "all planning authorities should prepare and deliver spatial strategies that: 'deliver patterns of urban growth that help secure the fullest possible use of sustainable transport for moving freight, public transport, cycling and walking and, overall reduce the need to travel, especially by car.

Planning Policy Statement 12 (PPS12) – 'Local Development Frameworks', 2004

3.03 PPS12 identifies that the integration of transport and spatial planning is central to the development and delivery of effective local development frameworks. Local transport policies need to reflect and support the aims of the core strategy. Land use planning, in turn, needs to take account of the existing transport network and plans for its development. This will require Tameside's Local Development Framework to be consistent with the Greater Manchester Local Transport Plan.

3.04 PPS12 further highlights the valuable role that Local Planning Authorities have to play in improving accessibility, as the location of jobs and services have a significant impact on accessibility.

Planning Policy Guidance Note 13 (PPG13) – 'Transport', March 2001

3.05 PPG13 aims for a choice of transport in a way that supports sustainable development and integrates different types of transport with land use planning and policies for health, education and economic development.

3.06 PPG13 recognises the need for an efficient, safe and integrated transport system to support a strong economy. It further recognises that increasing road travel is damaging to our urban and rural environment and contributes to climate change. In response the Government's objectives are to:-

- Promote more sustainable transport choices for moving people and freight;
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, cycling and walking; and
- Reduce the need to travel especially by car.

3.07 The Local Development Framework (LDF) has a role in influencing travel decisions by determining the relative location of development and ensuring they are well located in relation to the existing and future transport network. PPG13 suggests that by influencing the location of new development, planning can help reduce the need to travel.

4.00 Regional Planning Policy

Regional Spatial Strategy for the North West

4.01 The Regional Spatial Strategy for the North West (RSS), published in September 2008, provides a framework for development and investment in the North West. It establishes a broad vision for the region and its sub-regions, prioritises areas for growth and regeneration and includes policies to achieve sustainable development. Since the formation of the coalition Government in May 2010 it has been the clear intention to abolish regional planning. The issues surrounding this are well documented and at this stage the proposed abolition of RSS is a material consideration.

4.02 The RSS incorporates regional transport policies, otherwise referred to as the Regional Transport Strategy (RTS). The RSS transport policies support the vision and objectives of RSS by concentrating on the development of better transport links within the region and between the North West and other parts of the UK, Ireland, mainland Europe and beyond. They aim to do this by significantly improving the quality and provision of public transport and by promoting a more structured approach to managing and selectively improving the region's highway network. The policies also outline the priorities for transport management and advocate policies and proposals which contribute to reducing greenhouse gas emissions from the transport sector.

4.03 RSS policy RT2 states that planning policies and strategies should:-

- Ensure that major new developments are located where there is good access to public transport, backed by effective provision for pedestrians and cyclists to minimise the need to travel by private car;
- Seek to reduce private car use through the introduction of 'smarter choices' and other incentives to change travel behaviour;
- Consider the reallocation of road space in favour of public transport, pedestrians and cyclists, alongside parking charges, enforcement and provision, and other fiscal measures including road user charging;
- Make greater use of on-street parking controls and enforcement;
- Incorporate maximum parking standards that are in line with, or more restrictive than those set out in the RSS and define standards for additional land use categories and areas where more restrictive standards should be applied.

5.00 Sub-Regional Planning Policy

Greater Manchester Strategy, 2009

5.01 The Greater Manchester Strategy is a shared vision, with accompanying strategic priorities, aimed a delivering a more prosperous Manchester City Region. The transport objectives contained within the Strategy are to:-

- Prioritise cost effective major transport interventions that will create maximum economic benefit to the city region, subject to positive social and environmental outcomes overall;
- Improve access from residential areas, particularly housing growth points, to key education and employment areas, particularly the Regional Centres, Trafford Park and other strategic employment sites;
- Improve the efficiency and reliability of the transport networks;
- Improve surface access to Manchester Airport;
- Improve road safety;
- Enhance personal safety and security;
- Address the challenges of climate change through an integrated approach to transport network and demand management across all modes that optimises use of the network, provides users with a full range of affordable low carbon transport options, and reduces their need to travel.

Greater Manchester's Third Local Transport Plan

5.02 The Local Transport Act 2008 introduced a number of changes to the legislative and policy framework for local transport planning. In particular, responsibility for the LTP now lies with Transport for Greater Manchester (TfGM), in consultation with the local highway and planning authorities.

5.03 LTP's are expected to contribute to national transport goals, identified in 'Delivering a Sustainable Transport System, 2008 (DaSTS). These goals are to:-

- Support national economic competitiveness and growth, by delivering reliable and efficient transport networks;
- Reduce transport's emissions of greenhouse gases, with the desired outcome of tackling climate change;
- Contribute to better safety, security and health and longer-life expectancy by reducing risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health;
- Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society; and
- Improve the quality of life for transport users and non-users and to promote a healthy natural environment

5.04 The Climate Change Act 2008 commits central Government to reducing greenhouse gas emissions across the UK economy by at least 80% on 1990 levels by 2050 and it is expected that GMLTP3 will have a significant impact on this contribution.

5.05 TfGM published its 3rd Greater Manchester Local transport Plan (GMLTP3) in April 2011, setting out a long term transport vision for the next 15 years, together with a series of detailed Local Area Implementation Plans.

5.06 The core objectives of GMLTP3 are:-

- To ensure that the transport network supports the Greater Manchester economy to improve the life chances of residents and the success of businesses;
- To ensure that carbon emissions from transport are reduced in line with UK Government targets in order to minimise the impacts of climate change;
- To ensure that the transport system facilitates active, healthy lifestyles and a reduction in the number of casualties and other adverse health impacts are minimised;
- To ensure that the design and maintenance of the transport network and provision of services supports sustainable neighbourhoods and public spaces and provides equality of transport opportunities; and
- To maximise value for money in the provision and maintenance of transport infrastructure and services.

5.07 These objectives will be delivered through the implementation of a range of projects, service improvements and initiatives which, subject to funding, will be across the full range of Greater Manchester's transport modes. Central to all of these interventions is the desire to bring forward improvements to help strengthen Greater Manchester's economy, whilst encouraging people to use active and sustainable modes of travel for more of the journeys that they need to make.

5.08 The projects, service improvements and initiatives will be delivered through the following main areas:-

- Promoting travel choices;
- Public transport:-
  - Better buses;
  - Door to door transport;
  - Delivering the Metrolink vision;
  - A rail system for our future economy; and
  - Fares, ticketing and information
- Active Travel;
- Highways and Freight:-
  - Managing our highways;
  - Car parking;
  - Freight;
  - Demand management; and
  - Asset management and highways maintenance.
- Wider issues:-
  - Safe and secure travel;
  - Accessible transport; and
  - Greener transport.

6.00 Local Transport Policy

Tameside Sustainable Community Strategy 2009 – 2019

6.01 Tameside's present Sustainable Community Strategy 2009-2019, follows earlier Community Strategies and was developed in response to changing local priorities and emerging issues across Greater Manchester.

6.02 Its vision states that: "Tameside is a great place to live. We will make it even better. It will continue to be a Borough where people who live here feel at home, are able to get involved in the life of the community, where they can contribute to a prosperous local economy, feel safe and healthy, and take active responsibility for their environment". Its six key priorities are:-

- Supportive Tameside;
- Prosperous Tameside;
- Learning Tameside;
- Attractive Tameside;
- Healthy Tameside; and
- Safe Tameside.

6.03 The Community Strategy will be reinforced with new powers contained in the Localism Act which is intended to shift power from Central Government to communities and promises:-

- Local people and organisations will have the right to buy significant public buildings. If a council decides to sell a property community organisations will get extra time to develop their bid.
- Communities can question how services - such as children's centres, care homes and transport - are being run and potentially take them over.
- More power for local people to overrule planning decisions, decide where new homes should go and protect green spaces.

6.04 The GMLTP3 transport objectives support the six key priorities of the Tameside Sustainable Community Strategy (2009-19) as noted in Table 1 below:

Table 1 – Synergies between the GMLTP3 and the Tameside Sustainable Community Strategy (2009-19)

GMLTP3 Objectives	Tameside Sustainable Community Strategy (2009-19)
To ensure that the transport network supports the Greater Manchester economy to improve the life chances of residents and the success of business	Supportive Tameside Prosperous Tameside
To ensure that carbon emissions from transport are reduced in line with UK Government targets, to minimise the impact of climate change	Attractive Tameside Healthy Tameside
To ensure that the transport system facilitates active, healthy lifestyles, the number of casualties is reduced, and other adverse health impacts are minimised	Healthy Tameside Safe Tameside Prosperous Tameside
To ensure that the design and maintenance of the transport	Safe Tameside

network and provision of services supports sustainable neighbourhoods and public spaces and provides equality of transport opportunities	Supportive Tameside Prosperous Tameside
To maximise value for money in the provision and maintenance of transport infrastructure and services.	Prosperous Tameside

7.00 Local Transport Infrastructure

7.01 Tameside has a substantial highway network providing good links to the national motorway network. It also has good public transport networks which provide access to other towns and cities within Greater Manchester and to the rest of the UK.

7.02 Table 2 below indicates that the Authority's highway network consists of:

Table 2 – Details of the Tameside Highway Network

Type of Road (at 1st April 2011)	Length (km)
Principal Motorways (Highways Agency)	15.3
Principal A – Roads (Highways Agency Trunk Roads)	3.2
Principal A – Roads (TMBC)	63.1
B – Roads (TMBC)	31.8
C – Roads (TMBC)	37.4
Unclassified Roads (includes housing estate roads) (TMBC)	617.9
Backlanes (TMBC)	1.3

Source: DfT Form R199b - 2011

7.03 Tameside has good links to the national motorway network with access at the following motorway junctions:-

- M60 junction 23 – located on the A635 Manchester Road immediately to the west of Ashton town centre;
- M60/M67 junction 24 – located on the A57 Manchester Road immediately to the west of Denton;
- M67 junction 1 – located on the A6017 Ashton Road in Denton town centre (has limited access to/from the motorway);
- M67 junction 2 – located on the A57 Hyde Road to the east of Denton (has limited access to/from the motorway);
- M67 junction 3 - located on the A627 Clark Way in Hyde town centre; and
- M67 junction 4 – located at the A57 Hyde Rd/Mottram Rd/A560 Stockport Rd junction, Mottram.

7.04 At M67 junction 4, the A57/A628 Trunk road provides part of the major transport route between Manchester and Sheffield.

7.05 The principal A - road network provides major transport links to the towns and cities surrounding Tameside as well as links between the town centres within the Borough. Figure1 below shows the highway network within Tameside.

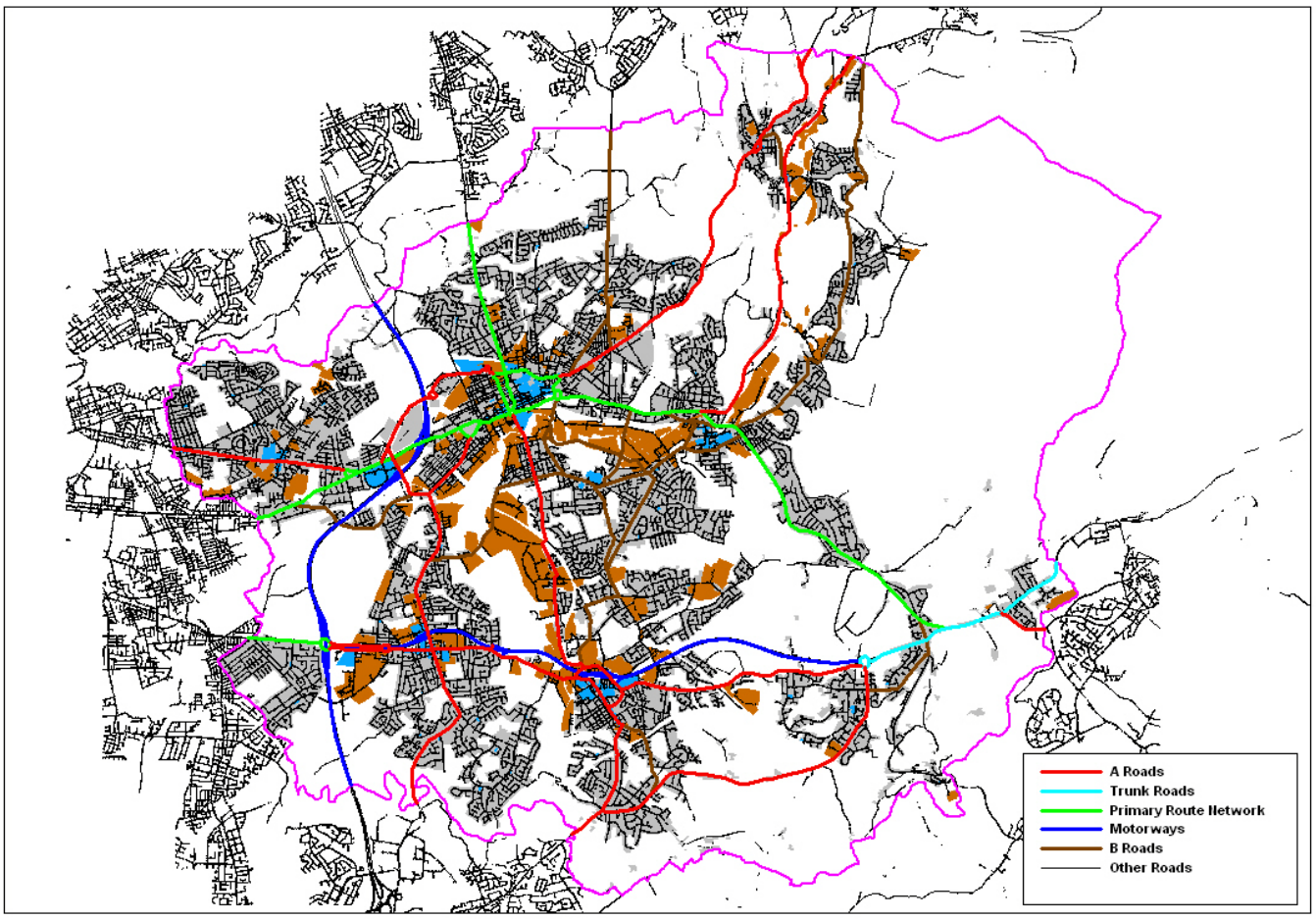


Figure 1 – The Highway Network in Tameside

Traffic Flows and Composition

7.06 The traffic flows within Tameside are highest on the motorway network with the greatest 24 hour Annual Average Weekday Traffic (AAWT) flow being 119,300 vehicles on the M60 between junctions 24 (Denton) and 25 (Bredbury). The busiest principal A – road is the A635 Park Parade in Ashton which has an estimated 24 hour AAWT of 43,600 vehicles. The average 12 – hour pedal cycle flow in Tameside was 73 on A roads and 46 on B roads. This is considerably lower than the Greater Manchester averages of 107 and 100 respectively.

7.07 Table 3 below shows the percentage composition of traffic in Tameside in 2010 (0700 to 1900) compared to Greater Manchester.

Table 3 – Percentage Composition of Traffic within Tameside in 2010 (0700 to 1900)

		Cars	LGV	OGV1	OGV2	Bus & Coach	Motor Cycles	Pedal Cycles
Tameside	Motorways	77.7	13.4	4.7	3.5	0.2	0.4	0.0
	A Roads	77.8	14.6	3.6	2.3	0.6	0.7	0.4
	B Roads	82.4	12.4	1.5	0.7	2.0	0.6	0.5
	Minor Rds	86.6	11.4	0.6	0.1	0.3	0.4	0.7
Greater Manchester	Motorways	76.8	12.3	5.3	5.0	0.3	0.4	0.0
	A Roads	81.7	11.4	2.9	1.3	1.4	0.6	0.6
	B Roads	82.8	11.4	1.4	0.5	2.1	0.6	1.1
	Minor Rds	83.7	11.2	1.5	0.4	1.7	0.4	1.1

Source: HFAS Report 1662 – November 2011

Notes:-

- LGV = Commercial vehicles with 2 axles and upto 6 wheels without a side bar.
- OGV1 = Medium Goods Vehicles with 2 axles and upto 6 wheels with a side bar and Rigid Goods Vehicles with 3 axles.
- OGV2 = All Articulated Heavy Goods Vehicles and Rigid Heavy Goods Vehicles with 4 or more axles.

Traffic Growth

- The 24 hour weekday traffic flows on the motorway network in Tameside have decreased by 4% between 2009 and 2010. Over the same period there was a decrease of 2% on the motorway network in Greater Manchester as a whole.
- The 12 hour weekday traffic flows on the A and B roads within Tameside and Greater Manchester showed a 3% decrease between 2009 and 2010, compared with a 2% decrease across Greater Manchester.

Car Parking

7.05 Tameside operates a significant number of pay and display car parks within the main towns, which are detailed in Table 4 below.

Table 4 – Details of Pay and Display Car Parks in Tameside

Town	No. of car parks	No. of spaces
Ashton	13	1,114
Hyde	6	450
Stalybridge	3	166
Denton	2	93
Droylsden	1	105
Total	25	1,928

7.10 In Ashton town centre the car parks are divided into short (8 car parks and 430 spaces) and long stay car parks (5 car parks and 684 spaces). Within the other towns the car parks are all classed as long stay.

7.11 There is an ongoing strategic review of car parking within Tameside which within Tameside is currently seeing more town centre car parks becoming pay and display.

7.12 In addition, there are a number of privately operated car parks provided as part of town centre and out of town shopping centres which significantly add to the overall number of parking spaces across the Borough.

Cycling and Walking

7.13 The growth in car ownership and use has resulted in a long term decline in cycling and walking. Many commuting journeys by car are relatively short, with 15% of the people commuting by car travelling less than 2km and 30% less than 5km. This represents a major opportunity for modal shift, which will be beneficial to health and will reduce both local congestion and emissions.

7.14 Measures undertaken in recent years to improve safety, provide infrastructure and promote sustainable travel have had some success:-

- The number of people cycling has increased by 17% since 2005; and
- Surveys have recorded higher levels of people walking into key centres during the morning peak periods.

7.15 In order to achieve a significant modal shift a comprehensive package of improvements needs to be introduced, which when taken together will make it easy to choose more sustainable ways of travelling. GMLTP3 envisages that for short trips of up to 5km the primary modes of travel should be walk, cycle, and bus. This will be achieved through:-

- Improved walking and cycling routes to key local destinations;
- Neighbourhood traffic management (ie speed reduction);
- Key routes prioritised for maintenance;
- Promotion of health benefits of active travel;
- Pedestrian friendly new development;
- Highway measures to improve safety and accessibility for pedestrians and cyclists;
- Cycle training;
- Cycle parking at key local destinations;
- Cycle hire; and
- Cycle centres.

7.16 The main emphasis to date on Smarter Choices has been on developing travel plans, with the focus being on school travel plans. GMLTP3 targets improvements so as to:-

- Increase the number of people walking or cycling to work and education, especially for short trips made in the peak hours, and to reduce the numbers of single occupancy vehicles travelling in Greater Manchester's most congested areas and corridors;
- Make the best use of existing networks and add value to investment in public transport networks by integrating walking and cycling with other modes of transport;
- Improve safety and security for pedestrians and cyclists, with an initial focus on routes to key transport hubs and areas of employment;
- Contribute to the improved neighbourhoods and environments within Greater Manchester by improving low – carbon modes of travel (ie walking and cycling); and
- Contribute to public health in Greater Manchester by increasing physical activity, especially in areas with the most pronounced health inequalities.

7.17 The GLTP3 Standards/Targets forecast a 16% increase in cycling levels to be achieved through an overall increase of 50% in the number of cycle trips for work across Greater

Manchester. This will be achieved through the Local Sustainable Transport Fund Large Bid and other initiatives, which will provide a Cycle Centre at Ashton Pool and improved cycle routes to Ashton Moss and along the Peak Forest Canal between Ashton and Hyde. At present 39% of cycle mileage is for commuting purposes. For walking trips GMLTP3 assumes that there will be no change in the level of walking over the timescale of strategy.

7.18 The National Cycle Network (NCN) is a network of safe and attractive cycle routes across the UK and is co-ordinated by the charity Sustrans. Within Tameside there are three cycle routes on the National Cycle Network:-

- NCN 62 – This route which passes east - west through the southern part of the Borough forms part of the Trans-Pennine Trail;
- NCN 66 – This route runs north from Ashton town centre to Oldham along the route of an old railway line which linked the two town centres; and
- NCN 85 – This route forms part of the regional network and links Audenshaw to NCN 60 in the Debdale area of Manchester.

7.19 These national and regional cycle routes link to an extensive network of off road and on road cycle routes across the Borough.

Public Transport

7.20 Tameside has an extensive public transport network comprising, bus, rail and local link services, which are provided at local, regional and national levels.

Bus

7.21 Tameside has an extensive network of bus services which provide links to the regional centre and neighbouring town centres, as well as between the town centres of Tameside and to the outlying residential areas. The majority of services are operated commercially by the bus operators with other non profitable services subsidised by TfGM.

7.22 Despite recent increases in bus patronage within Greater Manchester, long term trends (given as millions of passenger journeys per annum), illustrated in Figure 2 below, show a significant decline.

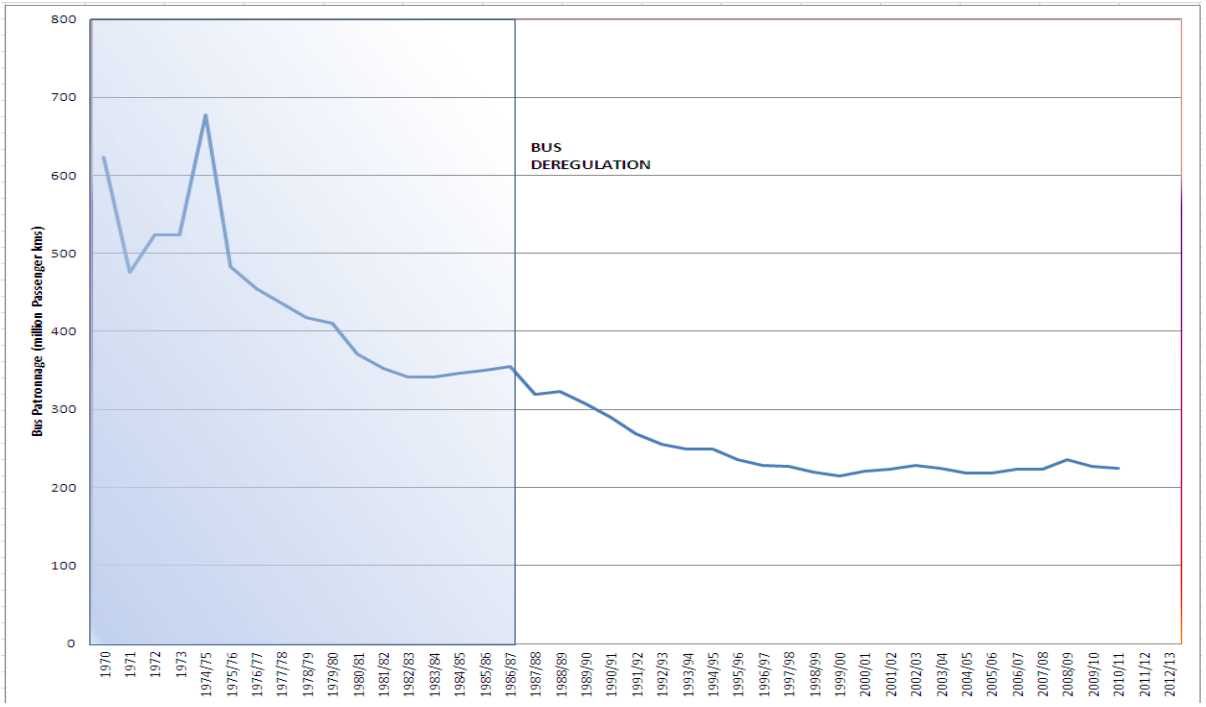


Figure 2 - Bus Patronage in G.M. (million passenger journeys per annum)

7.23 Tameside's bus network coverage varies by time of day and day of the week. It is at its maximum extent, in terms of frequency and network coverage during the peak and inter – peak periods, Monday to Saturday, and at its minimum extent during early mornings, evenings and on Sundays. The bus network is largely commercially operated during the peak and inter – peak periods, Monday to Saturday but with a much larger proportion being supported by TfGM during early mornings, evenings and on Sundays.

7.24 The bus services on the major corridors between the town centres of Tameside, to the major centres in neighbouring Boroughs and to the Regional Centre are largely commercially operated at all times. Services that link the major town centres within Tameside to adjacent residential areas are largely commercially operated during the peak and inter – peak periods, Monday to Saturday, but with many being supported by TfGM during early mornings, evenings and on Sundays. Those services that link town centres to some of the outlying residential areas and the more rural areas in the southern and eastern parts of the Borough are largely supported by TfGM at all times.

7.25 Over the period between 2000/01 and 2007/08, Tameside in conjunction with TfGM and the bus operators, provided four Quality Bus Corridors (QBC's) which formed part of the wider Greater Manchester QBC network:-

- Rochdale – Oldham – Ashton – Hyde;
- Manchester – Ashton – Stalybridge;
- Manchester – Denton – Hyde; and
- Hyde – Bredbury – Stockport.

7.26 They received significant investment to provide bus priority measures such as bus lanes and improved bus stop facilities with bus operators upgrading their services with new low floor buses.

7.27 Further bus improvement measures currently being implemented include:-

- The provision of SCOOT and MOVA at additional signal controlled junctions;
- The provision of improved bus stops with raised kerbs and improved footways at bus stops on the rest of the bus network;
- The provision of further bus stop clearways; and
- The introduction of bus lane enforcement.

Rail

7.28 Tameside is well served by both local and interregional rail services. These include:-

- North TransPennine Express services linking Manchester Airport, Manchester Piccadilly and Liverpool with Leeds, Hull, York, Scarborough and the North East. There are 4 of these services each hour, one of which stops at Stalybridge;
- Manchester Victoria to Huddersfield and Liverpool to Stalybridge. These two services operate hourly giving a combined half hourly service between Manchester Victoria and Stalybridge:
- Manchester Piccadilly to Glossop, which operates half hourly and every 20 minutes during the peak periods; and
- Manchester Piccadilly to Rose Hill Marple, via Hyde, which operates hourly.

7.29 The borough has 13 stations as noted in Table 5 below:

Table 5 – Annual Number of Passengers Using Tameside Stations

	Station usage (entries and exits per year)						Patronage increase (%)
Station	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	
Ashton	324,797	337,993	337,580	344,041	450,868	461,086	42%
Stalybridge	651,675	687,664	699,931	766,010	844,118	932,976	43%
Mossley	191,612	188,272	180,824	191,486	266,576	275,794	44%
Fairfield	6,488	7,945	7,690	6,998	9,002	10,832	67%
Guide Bridge	130,173	154,264	147,375	157,258	208,440	209,494	61%
Flowery Field	114,295	117,163	114,446	121,569	163,038	168,334	47%
Newton for Hyde	106,733	116,761	109,214	119,786	165,178	159,832	50%
Godley	46,098	50,769	51,840	50,105	62,660	62,072	35%
Hattersley	35,871	38,331	32,453	34,133	44,360	42,572	19%
Broadbottom	97,743	107,315	96,795	98,055	121,858	119,014	22%
Hyde North	20,506	24,138	23,654	27,279	30,722	34,614	69%
Hyde Central	36,111	37,600	42,391	41,599	49,846	53,458	49%
Denton	-	-	65	53	56	496	

Source: Office of Rail Regulation - 2011

7.30 The above table indicates that patronage has increased significantly at all the stations within the Borough. The percentage increase varies considerably across the area. Growth at the stations on the Manchester Victoria to Huddersfield line has been 43%. On the Manchester Piccadilly to Glossop line patronage growth varies between 19% (Hattersley) to

67% (Fairfield). Patronage growth at the stations on the Hyde Loop is 69% at Hyde Central and 49% at Hyde North. However, as the table shows, patronage has fallen in 2009/10 at Newton for Hyde, Godley, Hattersley and Broadbottom. The busiest stations within Tameside are Stalybridge, Ashton, Mossley and Guide Bridge. Denton station is served by one train per week.

7.31 The Northern Hub project, which is being managed by Network Rail, is a major project that will bring significant improvements to the rail services across northern England. The major elements of the proposed works are largely concentrated in and on the approaches to Manchester. This project will significantly affect the future rail services within Tameside:-

- Four fast North TransPennine Express services between Manchester and Leeds will be diverted at Stalybridge to operate via the Ashton line to Manchester Victoria. These services will then continue to Liverpool (2 services) and to Manchester Airport via the new Ordsell Curve, Oxford Road and Manchester Piccadilly(2 services);
- Two semi fast Manchester to Leeds services will run from Stalybridge to Manchester Piccadilly. These services would serve a number of stations between Manchester and Leeds probably including Stalybridge.
- The current hourly local services between Manchester Victoria and Huddersfield would be diverted to Manchester Piccadilly providing a new link between Stalybridge and Guide Bridge;
- The hourly local service between Stalybridge and Manchester Victoria (- Liverpool)and will continue but may be diverted to another destination to the west of Manchester..

7.32 The Northern Hub project envisages works to improve Manchester Victoria and Manchester Piccadilly, where two additional platforms will be added.

7.33 The Northern Hub project requires significant infrastructure works to be undertaken including:-

- The construction of the Ordsall Curve which will link Manchester Victoria and Manchester Piccadilly stations;
- Line speed improvements between Manchester Victoria and Stalybridge;
- Improvements to Manchester Victoria;
- Reconstruction of Stalybridge station including an additional bay platform and an additional through platform; and
- Capacity improvements on the Trans – Pennine route between Stalybridge and Leeds/ York.

7.34 In March 2011 the Government announced funding for the first three infrastructure improvements detailed above which will significantly change and improve rail services between Manchester – Leeds and York.

7.35 Electrification of the lines between Manchester Piccadilly/Victoria and Liverpool, Manchester to Preston (and onto Blackpool) will be completed by 2016.

7.36 The Chancellor of the Exchequer announced in his Autumn Statement in November 2011 that the North Trans – Pennine route between Manchester and York, via Huddersfield and Leeds, would be electrified over the next five years.

7.37 TfGM, Northern Rail and Network Rail are undertaking programmes of station improvements, which will provide improved station access, RTPI, CCTV and other station

safety improvements. A number of stations within Tameside are included in these programmes, although the latter stages of the programmes are not yet funded.

7.38 The Northern Route Utilisation Strategy (RUS), which was published in May 2011, sets out the priorities for rail improvements for the north of England over the next 30 years. The timescale for the current RUS is to 2024.

7.39 The Northern RUS has made an initial assessment of the effect of the Ordsall Curve, the Northern Hub and the North West electrification schemes, but much of the detailed work, including service patterns is taking place as part of the Northern Hub. For example, the RUS does not include any details or proposals for the local Manchester – Ashton – Stalybridge and Manchester – Ashton – Stalybridge – Huddersfield service, stating that they will be substantially affected by the Ordsall Curve proposals and that meeting capacity on these services will need to be addressed through the Northern Hub.

7.40 The railway line which links Stockport (Heaton Norris Junction) to the Manchester Victoria to Stalybridge line at Ashton Moss North Junction, immediately to the west of Ashton town centre, forms an underused link on Greater Manchester rail network. The only passenger service which currently uses part of this line is the once a week Stockport to Stalybridge service. Both Tameside and Stockport Councils wish to see this line used by a passenger service linking Stockport to Manchester Victoria, stopping within Tameside at Denton station and a new station at Droylsden. The issue is contained as a medium to long term initiative within the Greater Manchester rail Strategy

Metrolink

7.41 The Manchester – Droylsden – Ashton Metrolink Line is currently under construction. Metrolink Phase 3a between Manchester Piccadilly and Droylsden is due to open Summer 2012 and Phase 3b between Droylsden and Ashton is due to open winter 2013/14.

7.42 There will be seven Metrolink stations within Tameside (Edge Lane, Cemetery Road, Droylsden, Audenshaw, Ashton Moss (which is being developed as a park and ride site), Ashton West and Ashton – under – Lyne).

7.43 The completion of Metrolink will significantly improve public transport availability on the Ashton – Droylsden – Manchester corridor and encourage modal shift from private cars to public transport.

Flexible Transport

7.44 There are 6 local link services provided within Tameside:-

- Dane Bank Local Link;
- Gee Cross Local Link;
- Hattersley Local Link;
- Mossley and Uppermill Local Link;
- Tame Valley Local Link; and
- Tameside Shopping Link

7.45 These are a number of demand responsive bus services operating in the local area. Service levels can vary according to the time of day and day of week depending if their operating areas are covered by commercial/ subsidised bus services at those times. In

recent years these services have expanded as early morning, evening and Sunday/ public holiday commercially operated and subsidised general bus services have been withdrawn.

8.00 Existing Travel Patterns

Journey to Work

8.01 Journeys to work form the most significant reasons for travel and the associated peak periods experience the highest traffic flows and greatest levels of congestion. The 2008 Annual Population Survey by the Office of National Statistics shows that for Tameside residents 69.7% work in Tameside and 30.3% commute outside the Borough. Table 6 below shows general commuter patterns of Tameside residents.

Table 6 – Commuter Journey Destinations

	Destination of Tameside Workers (%)
Bury	
High Peak	
Manchester	5.6
Oldham	6.5
Rochdale	1.9
Salford	2.6
Stockport	8.6
Tameside	69.7
Trafford	2.6

Source: 2008 ONS – Annual Population Survey

8.02 For commuters travelling out of Tameside for work Stockport is the dominant journey destination, followed by Oldham and Manchester.

8.03 For commuters travelling into Tameside for work the numbers are highest for Stockport, Oldham, High Peak and then Manchester.

8.04 Table 7 below indiactes the mode of travel used by commuters.

Table 7 - Mode of Travel Used by Commuters.

	Commuters travelling out of Tameside		Commuters travelling into Tameside		Commuters travelling within Tameside	
	Number	**%**	**Number**	**%**	**Number**	**%**
Car driver	28,910	67.9	16,762	78.8	25,245	47.1
Bus	6,673	15.7	1,667	7.8	5,152	9.6
Car passenger	2,885	6.8	1,397	6.6	4,246	7.9
Train	1,923	4.5	360	1.7	233	0.4
On foot	846	2.0	458	2.2	9,234	17.2
Cycle	494	1.2	248	1.2	1,013	1.9
Motorcycle	481	1.2	213	1.0	453	0.8
Other	365	0.9	163	0.8	658	1.2
At home					7,444	13.9
Total	42,577		21,268		53,678	

Source: 2001 Census

8.05 The above table illustrates the dominance of car travel (both as a driver and a passenger) for commuting. However, for internal commuting wholly within Tameside itself the car is much less dominant with only 55% of the total. Commuting by bus is highest for those journeys out of Tameside and lowest for those journeys into Tameside. The use of rail is dominated for trips to the Regional Centre and beyond.

8.06 For commuting within Tameside significantly more journeys are made on foot and by cycle compared to journeys to and from the borough.

8.07 Many commuting journeys made by car are relatively short, with 15% of the people commuting by car travelling less than 2km and 30% less than 5km.

Travel to School

8.08 Table 8 below provides details of the mode of transport to schools.

Table 8 – Mode of Transport to Schools within Tameside (LTP4 and NI 198 Indicators)

Tameside	Primary					Secondary					Total				
	06/07	07/08	08/09	09/10	10/11	06/07	07/08	08/09	09/10	10/11	06/07	07/08	08/09	09/10	10/11
Car	34	35	34	32	31	14	15	15	15	15	24	25	25	24	23
Car Share	3	3	4	4	4	2	2	2	2	2	3	3	3	3	3
Public Transport	2	2	3	2	2	39	39	38	39	38	21	21	20	20	19
Walk	60	59	60	61	63	38	39	41	41	42	49	49	51	51	53
Cycle	0	0	0	0	0	4	3	2	2	2	2	1	1	1	1
Other	0	0	0	0	0	3	2	2	1	2	2	1	1	1	1

Source: HFAS: Note 513 January 2012 (Figures are rounded to the nearest whole number)

8.09 This table shows that for primary schools the numbers of pupils travelling to school by car has decreased slightly between 2006/07 and 2010/11, whereas for secondary schools it has increased slightly over the same period. In both cases the percentage of pupils walking to school has increased but the percentage cycling and using public transport have declined. In both cases the percentage of travel to school by car within Tameside is less than the Greater Manchester average

Ashton Northern Bypass Stage 2

8.10 The A6140 Ashton Northern Bypass (Stage 2), which opened at the end of January 2012, provides a 0.5 km (0.3 mile) single carriageway diversion of the existing Wellington Road/Penny Meadow between Turner Lane and Penny Meadow in Ashton town centre. It completes the bypass around the northern side of the town centre and includes three signal-controlled junctions with pedestrian crossing facilities that have been added to the existing town centre SCOOT system in order to improve traffic flow and reduce congestion.

8.11 The new road will help to deal with traffic congestion along Wellington Road and up through Penny Meadow and is a key part of the Council's strategy together with the Metrolink and other investments to the public realm, which is the fruition of long term plans to revitalise Ashton Town Centre and ensure its future sustainability.

Longdendale Integrated Transport Strategy

8.12 In June 2009, the Association of Greater Manchester Authorities (AGMA) established the Greater Manchester Major Scheme Transport Fund. This included a provisional budget of £100m for major transport proposals in Longdendale as an alternative to the Mottram to Tintwistle Bypass/Glossop Spur scheme.

8.13 In July 2009, Tameside approved the development of a transport strategy for Longdendale: the Longdendale Integrated Transport Strategy (LITS). Stakeholder consultation was carried out between August and October 2009, and in February 2010 a selection of six options was taken to a formal public consultation.

8.14 As a result of this consultation exercise a total 534 questionnaires were completed. The majority of respondents (96%) reported that a solution to the traffic congestion in Mottram and Hollingworth needs to be found. A majority of respondents supported the following proposals:-

- The improvement of bus services and bus infrastructure;
- Improved rail services;
- The need for a bypass of Mottram and the provision of a Mottram Moor/Broadfield link road;
- Improvements for cycling and pedestrians;
- Proposals for traffic calming and reduced vehicle speeds;
- Proposals to improve road safety as part of the transport strategy;
- The use of environmental weight restrictions as part of the transport strategy; and
- The inclusion of a package of measures to improve the street scene as part of the transport strategy

9.00 Key Transport Issues and Problems

Congestion

9.01 Journey time data on the highway network within Tameside has been calculated from data collected from in-vehicle GPS tracking devices from which average vehicle speeds and journey times have been derived. The following Table 9 details the average speeds on the A and B roads in Tameside.

Table 9 - Tameside and Greater Manchester average speeds on A and B roads (mph)

Year	08:00 – 09:00	10:00 – 16:00	17:00 – 18:00	07:00 – 19:00
Tameside				
2004/05	15	18	17	18
2005/06	15	18	16	17
2006/07	15	18	16	17
2007/08	15	18	15	17
2008/09	16	18	16	17
2009/10	15	18	15	17
Greater Manchester				
2009/10	16	19	16	18

HFAS Report 1662 – 2011

9.02 Figures indicate that the average speeds on Tameside's roads are less than those for the county as a whole. The table also shows that the average speeds on Tameside's roads have decreased slightly between 2004/05 and 2009/10, with the greatest decrease in average vehicle speeds being during the evening peak period (17:00 to 18:00).

9.03 Figure 3 below shows those roads within Tameside which have average link speeds of less than 10 kph during the morning and evening peak periods.

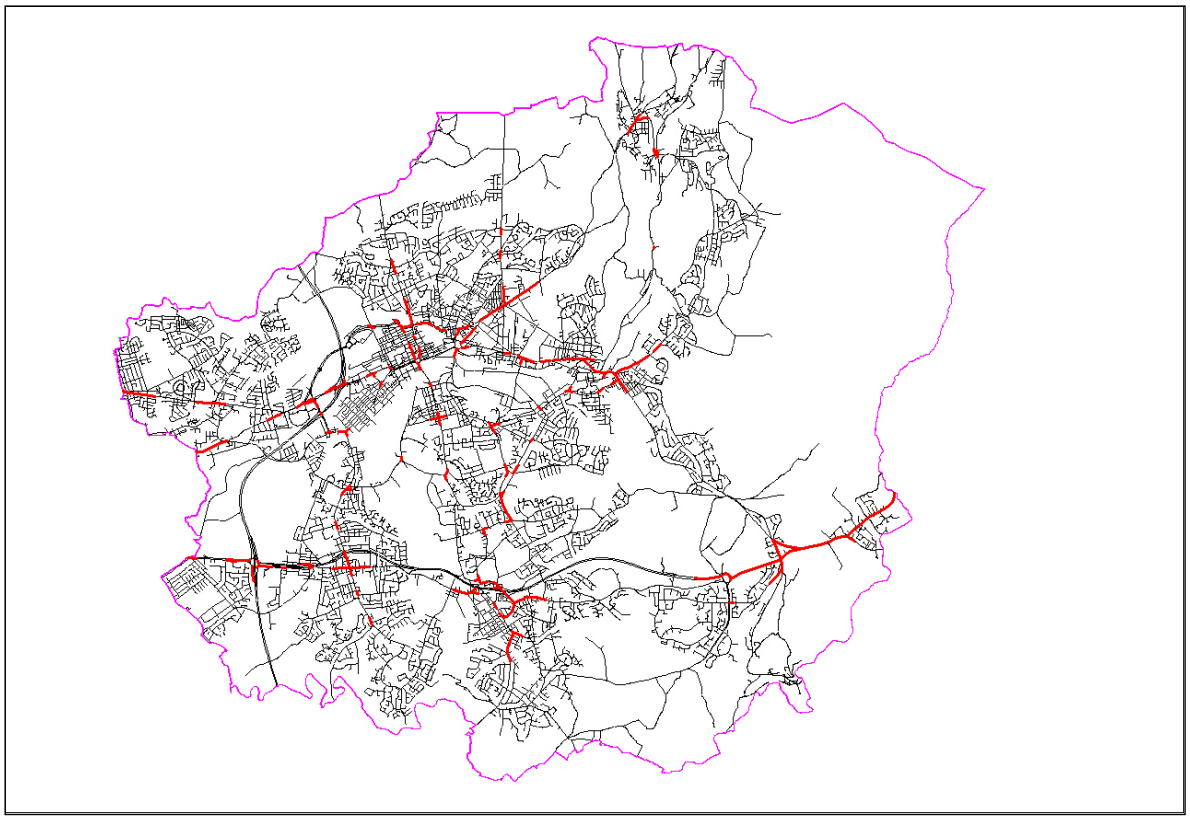


Figure 3 – Tameside Roads with Average Link Speeds of Less than 10 kph during the Morning and Evening Peak Periods

Car Ownership

9.04 Car ownership in Tameside is illustrated in Table 10 below

Table 10 - Car ownership in Tameside

	Number of households	%	National %
Households without car/van	29,373	32.6	24
Households with 1 car or van	40,175	44.7	45
Households with 2 or more cars or vans	20,433	22.7	31

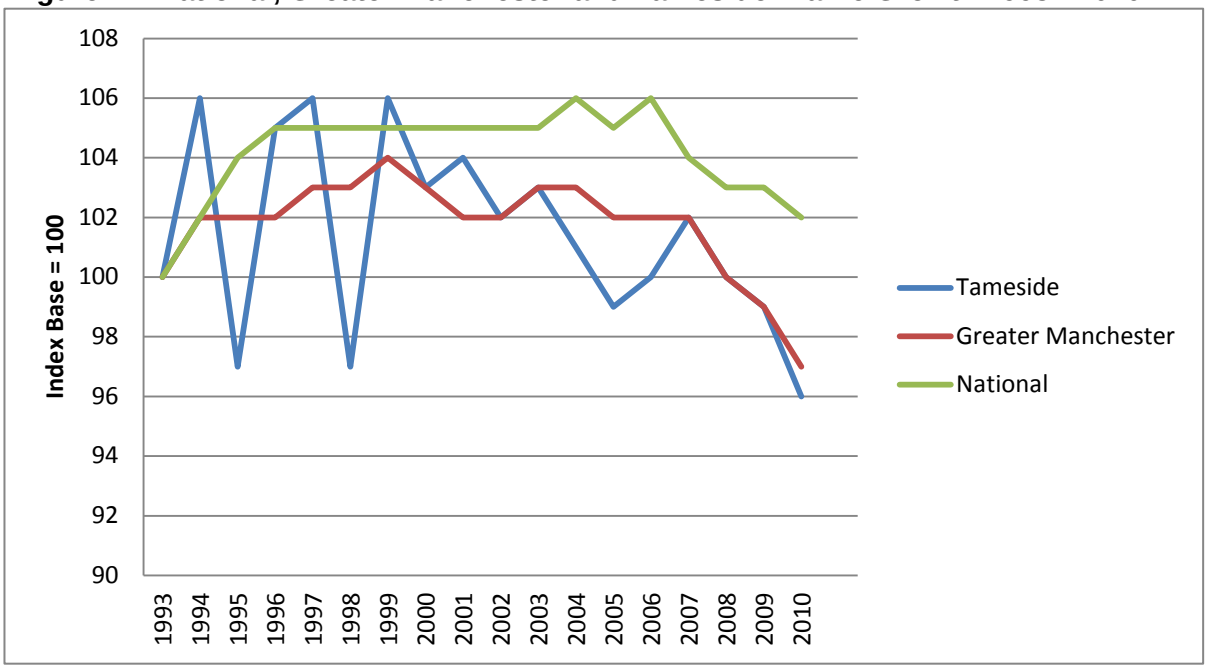
Source: 2001 Census

9.05 This shows that Tameside has more households without access to a car/van and fewer households with access to 2 or more cars or vans than the national average.

Traffic Growth

9.06 Figure 4 below shows the traffic growth over the period 1993 to 2010, in Tameside, Greater Manchester and Nationally. It shows data based on 12 – hour average weekday flows on a sample of A and B roads across Tameside and Greater Manchester. The graph shows that traffic flows have declined since 2007. However, it noticeable that traffic flows on A and B roads within Tameside have been declining slightly since 1999. This is almost certainly due to the opening of the Denton to Middleton section of the M60 in 2000, which will have taken significant numbers of long distance traffic from the A and B roads within Tameside.

Figure 4 – National, Greater Manchester and Tameside Traffic Growth 1993 - 2010



Source: HFAS Report 1662 – 2011

Road Safety

9.07 Table 11 below shows that over the period 1994 to 2010 the number of casualties within Tameside in all the categories listed above fell significantly.

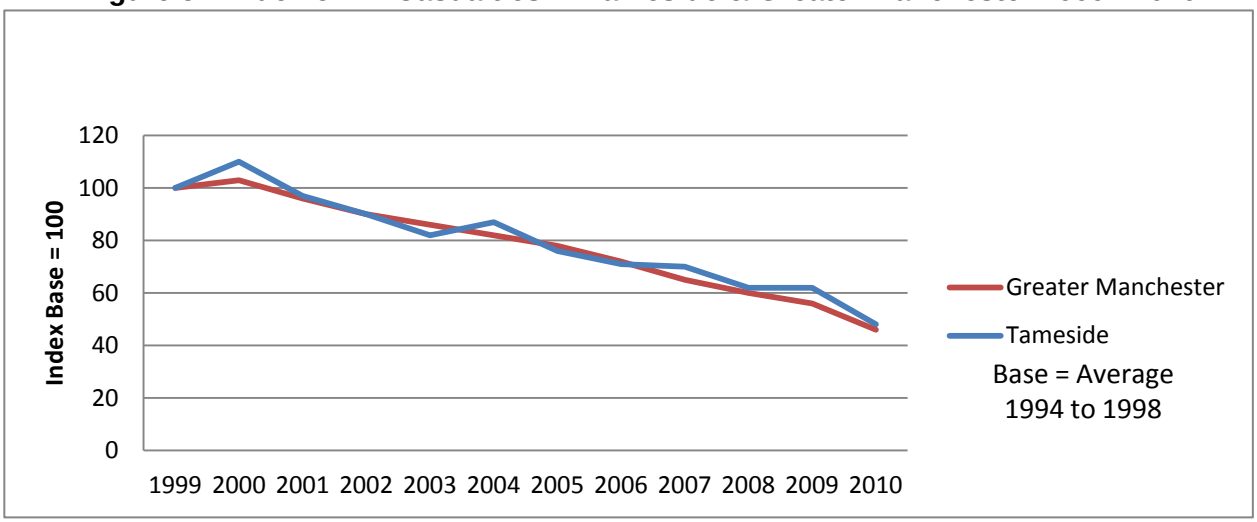
Table 11: Tameside Casualty Data 1994 - 2010

All	Ave 94-98	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Fatal	6	6	5	5	4	11	2	6	4	11	2	4	5
Serious	100	88	76	86	85	83	75	64	63	67	52	45	53
Slight	1076	968	1089	940	864	772	845	735	689	667	605	614	457
All	1181	1062	1170	1031	953	866	922	805	756	745	659	663	515
KSI	106	94	81	91	89	94	77	70	67	78	54	49	58
Pop (000s)	221	219	219	213	213	213	213	214	214	214	214	214	215
KSI/100,000	48	43	37	43	42	44	36	33	31	36	25	23	27
Child Casualties													
Child KSI	31	25	18	30	22	25	27	17	20	10	16	11	10
Child (All)	220	182	217	175	181	163	157	135	124	95	94	99	71
Child pop (000s)	48	47	46	45	45	44	44	44	43	43	42	42	42
KSI/100,000	65	54	39	66	49	57	61	39	46	24	38	26	24

Source: HFAS Report 1662 – 2011

9.08 Figure 5 below shows a comparison of index of all casualties in Tameside and Greater Manchester over the period 1999 to 2010. It illustrates the significant decline in casualties in Tameside over this period, which closely follows the Greater Manchester trend.

Figure 5 – Index of All Casualties in Tameside & Greater Manchester 1999 - 2010



Source: HFAS Report 1662 – 2011

9.09 The top 10 accident sites within Tameside that have been identified from the last 10 years accident records are detailed in Table 12 below.

Table 12 – Ten Year Accident Record Top 10 Accident Sites in Tameside

Rank	Location	DA
1	M60/M67/A57 Roundabout, Denton	Denton
2	A670 Mottram Rd/A670 Crickets Lane/B6170 Mottram Rd/Beaufort Rd Junction, Ashton	Ashton
3	A635 Park Parade/B6170 Mossley Rd/B6170 Scotland St/A6043 Crickets Lane North Roundabout, Ashton (BT Roundabout)	Ashton
4	A635 Park Parade/A627 Oldham Rd/A627 Cavendish St Roundabout, Ashton (ASDA Roundabout)	Ashton
5	A635 Park Parade/A635 Manchester Rd/A6017 Stockport Rd/Margaret St Junction, Ashton (Chester Square Gyratory)	Ashton
6	A670 Mottram Rd/B6194 Queens Rd/Darnton Rd/Montague Rd Junction, Ashton	Ashton
7	M67/A57T Hyde Rd/A560 Stockport Rd Roundabout, Hattersley	Hattersley & Longdendale
8	A57 Manchester Rd/A57 Hyde Road/A6017 Ashton Rd/A6017 Stockport Rd Junction, Denton (Crown Point)	Denton
9	B6170 Ashton Rd/B6170 Bennett St/Talbot Rd Junction, Hyde	Hyde
10	A662 Manchester Rd/A662 Ashton Rd/Market St Junction, Droylsden	Droylsden

Source: HFAS Accident Records 2011

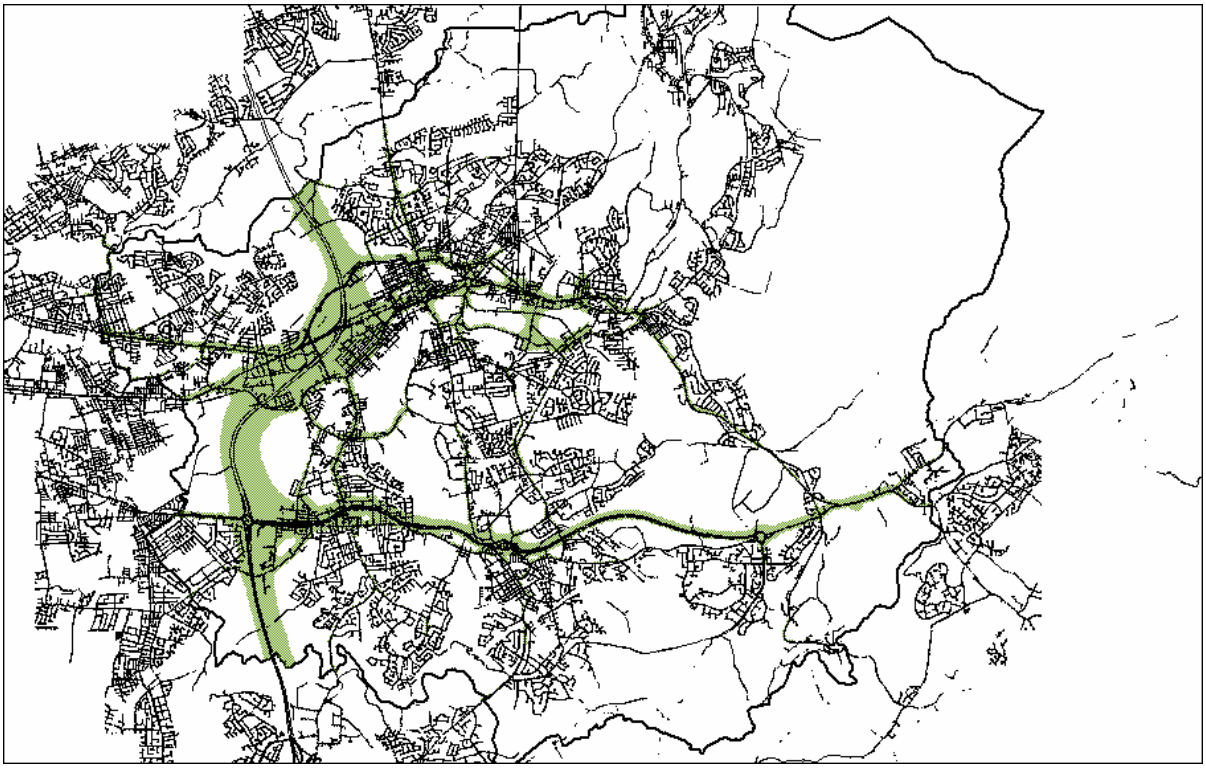
Air Pollution/Climate Change

9.10 Traffic growth on Tameside's highway network is leading to increased air pollution. Poor air quality has a real and significant effect on people's lives, with premature deaths related to exposure to air pollution. The Government has strict targets to meet in relation to both climate change and air quality and has created two new National Indicators, 185 and 186, which require Councils and the local community to reduce emissions of carbon dioxide (CO^2) year on year.

9.11 Coupled with high levels of CO^2 emissions from road transport, the Government target for the nitrogen dioxide ($NO^{2)}$ is not likely to be met in some areas of the Borough. The main source of this pollutant is also road transport.

9.12 In areas where Government targets are not likely to be met, the Council is required to designate Air Quality Management Areas and develop Air Quality Management Plans which identify measures to improve air quality. Figure 6 below identifies Tameside's Air Quality Management Area (AQMA) and clearly highlights the link between the AQMA and the major roads and motorways in the Borough.

Figure 6 – Tameside Air Quality Management Area



Source: GMLTP – 2011

9.13 The 2006 Air Quality Strategy and Action Plan has been updated as part of LTP3 and, changes to national and EU guidance. The overall LTP3 strategy is centred upon increasing travel by sustainable modes, using a combination of:-

- Improvements to public transport and to infrastructure for walking and cycling;
- Better integration of transport and new development; and
- Encouraging smarter travel through improved fares, ticketing and information, management of demand for car travel and promotional campaigns.

9.13 The reduction in car use through these measures will contribute to improved air quality, reduced carbon emissions and the protection of biodiversity.

9.14 Currently many areas within the conurbation exceed the EU thresholds for nitrogen dioxide (NO^2) concentrations and the requirement to meet these limits by 2010 has not been met. Current forecasts by DEFRA indicate that many parts of Greater Manchester will continue to exceed the limit values in 2015. Direct action will also be undertaken to tackle air quality based upon:

- Reducing acute pollution incidents from traffic;
- Improving vehicle efficiency;
- Reducing trips by motor vehicles; and
- Improving network efficiency.

9.15 The GMLTP3 standard/target proposed for Air Quality – NOx emissions from road traffic is for a forecast -44% reduction in the overall NOx emissions between 2011 to 2016.

Accessibility

9.16 Accessibility relates to the ease with which Tameside residents can gain access to key services and opportunities, such as places of work and learning, health care, shops and leisure venues. Accessibility is not simply concerned with transport, but also about the location, design and delivery of services. Poor accessibility can have a significant impact on people's quality of life and the development of sustainable communities.

Accessibility is also influenced by:-

- The distance that people are willing to travel to employment opportunities, both within the Borough and to destinations beyond the Borough boundaries;
- Whether the local communities have the appropriate skills and training to work in the areas they are connected to: and
- The culture and diversity of the local community.

9.17 GMLTP3 aims to provide greater equality of travel opportunities through improvements in:-

- Access to the public transport, pedestrian and cycle networks, particularly for people in isolated areas;
- Information about travel options;
- Affordability, for people on low incomes;
- Physical accessibility particularly, but not only, to assist people with disabilities: and
- Safety and security, to give people confidence to travel.

9.18 The high number of households without access to a car (32.6% in Tameside in 2001) makes them reliant on public transport, and many of these households are the areas of poor accessibility by public transport.

9.19 The types of accessibility issues that GMLTP3 identifies as persisting include:-

- Access to key services, employment and social activities from rural areas, especially the Pennine fringe, ie Mottram and Broadbottom;
- Cross – boundary access;
- Access, particularly to wider employment opportunities, from isolated estates and/or areas of deprivation i.e. Hattersley;

- Employment areas where the patterns of demand are dispersed;
- A lack of orbital links providing direst services to employment opportunities or healthcare;
- Lack of feeder bus services linking to the rail and Metrolink networks, increasing difficulties in accessing job opportunities;
- New developments on the edge of the built up area; and
- Access to recreational areas, especially for deprived communities.

10.0 Future Transport Challenges

10.01 The above sections of this topic paper have outlined the current transport and accessibility context within the Borough and identified the main transport issues and problems currently impacting upon the Borough. The key points which the LDF will need to consider include:-

- Tameside has an extensive highway network with good links to the national Motorway network and a well connected public transport system;
- 44 % of residents commute out of the Borough for work, 42% of these commuters travel to the regional centre and 32% commute to neighbouring Local Authorities;
- Car ownership levels within Tameside are lower than the national average, with only 67% of households having access to at least one car (2001 Census). Despite this, cars play a significant role in the movement of people across the Borough, with cars accounting for 78% of traffic on Motorways and A Roads, 82% on B Roads and 87% on Minor Roads in 2010.
- However, this high level of car usage disguises the fact that 33% of households have no access to a car (2001 Census), and are therefore dependent upon other modes including public transport. **The LDF will need to ensure that there is equal access to housing, employment and Services for all groups in the community through an integrated public transport network and through locating and delivering services so that they can be accessed by people using non – car modes;**
- The car is the dominant mode to transport for commuting to/from work, with 68% of commuters travelling out of Tameside using the car, compared with 16% using buses and 2% walking. By comparison, for commuters travelling within Tameside these values are 47%, 10% and 17% respectively. **The LDF will need to consider how it can contribute to making alternative modes to the car more attractive and reliable, particularly for shorter distance journeys;**
- The car is not the dominant mode of transport to school, for both primary and secondary schools walking is the dominant mode, and within Tameside the percentage travelling to school by car is lower than the Greater Manchester average. **The LDF will need to protect and enhance safe and convenient pedestrian routes, including Safer Routes to Schools;**
- High levels of carbon dioxide and nitrogen oxide within the Borough are generated by road transport. **The LDF will need to ensure that new development is accommodated in locations which reduce reliance on the car and encourage more sustainable transport choices that reduce traffic growth, reduce congestion and improve air quality.** It is recognised that the areas of poor air quality correspond to the Boroughs main transport corridors. Where development is proposed in these areas, **the LDF will need to ensure that Low Emission Strategies and/or mitigation measures are required;**
- There is a need to ensure joint working with the Highways Agency and TfGM to ensure LDF issues related to transport are adequately researched, assessed and mitigated.

11.00 Key Issues

11.01 The key issues to emerge from this topic paper are:-

Traffic Issues

11.02 **Congestion:** The earlier sections of this Transport and Infrastructure Topic Paper have identified those sections of the highway network within Tameside that have pre-existing congestion and other transport problems. These include:-

- The key radial routes linking Tameside to the Regional Centre;
- The route linking the M67 at Mottram to Glossop;
- Minor roads providing access to/from residential areas to the town centres within Tameside;
- The routes linking the town centres within Tameside;
- Routes providing access to the Motorway network; and
- Routes linking Tameside to other surrounding Districts.

11.03 The average traffic speeds on Tameside's existing highway network are already slower than the Greater Manchester average. Future residential, retail and employment development within Tameside is likely to increase the existing congestion problems unless mitigation measures, such as improvements to public transport are undertaken

11.04 **Protocol for joint working on planning issues between AGMA Authorities and the Highways Agency:** A Protocol has been agreed between the Highways Agency, TfGM and the 10 GM Local Highway Authorities setting out the joint working arrangements and shared approach to defining and addressing the transport impacts on the strategic road network of new developments across Greater Manchester.

11.05 **Road safety** The LTP3 targets/standards for casualty reduction relate to the 40% reduction in the total of Killed and Seriously Injured (KSI) suggested in the DfT's Strategic Framework for Road Safety from the 2005 – 2009 base to 2020. This reduction in the total casualties, will take place against expected increases in traffic flows and congestion resulting from the future developments proposed through the core strategy.

11.06 Proposed residential and employment developments will increase the traffic flows and congestion on the roads, and will impact directly upon those roads and junctions that already have road safety problems. Funding will therefore be required in future years to resolve the existing and potential future accident and traffic management problems.

11.07 **Public Transport** Tameside has an extensive public transport network which provides good quality links both within the Borough and also to other surrounding Districts and the Regional Centre. However, the extent and frequency of this public transport network varies by time of day and day of the week. The GMLTP3 envisages that the role of public transport will be increased in future years in order to reduce the dependence on the use of private cars.

11.08 **Buses** are the most important mode of public transport within Tameside. However, although their overall patronage has risen slightly over the period 2000/01 to 2008/09, their patronage has declined slightly over the past two years due to the economic downturn. In

addition, the overall long term trend in bus patronage has shown a significant decrease in bus patronage which has only levelled off since 2000/01.

11.09 The majority of new developments in recent years, including retail, business and residential, have been orientated towards direct access by car rather than by bus. This and the dispersal of many functions, retail, leisure, medical etc to out of town sites has caused the competitiveness of buses to decline. The location of the proposed population increases in the central and eastern parts of the Borough and increases in employment predicted in the west and south of the Borough and in the Regional Centre favour car travel rather than bus travel. This due to the fact that many of the trips required to link the expanding residential developments and employment sites in opposite parts of the Borough may require a change in bus services in Ashton, Stalybridge or Hyde in order to complete the journey.

11.10 To maintain any competitiveness with the car will require further possible bus priority measures, better real time information systems and smart ticketing to allow for almost seamless transfer between services and public transport modes.
Some of these improvements will be taken forward through GMLTP3 and other eligible funding streams.

11.11 **Rail:** Tameside is well served by both local and inter – regional rail services including:-

- North TransPennine Express services linking Manchester Airport, Manchester Piccadilly and Liverpool with Leeds, Hull, York, Scarborough and the North East;
- Manchester Victoria to Huddersfield and Liverpool to Stalybridge;
- Manchester Piccadilly to Glossop; and
- Manchester Piccadilly to Rose Hill Marple.

11.12 In contrast to bus patronage, rail use at the stations within Tameside has increased substantially over the period 2004/05 to 2009/10. The three stations on the Manchester Victoria to Huddersfield line have each shown a relative growth of 43% over this period. The patronage growth on the Manchester Piccadilly to Glossop Line has varied considerably from 19% at Hattersley to 67% at Fairfield with the greatest growth being at the inner stations and the lowest growth at the outer stations. The growth at the two stations on the Hyde Loop is 49% and 69%.

11.13 The rail services within Tameside provide quick and efficient access to the Regional Centre for both commuting and leisure purposes, and this will be improved in future. Easy access to the national rail network can be made in Manchester as well as Leeds.

11.14 As detailed earlier there are significant rail improvements proposed which will affect and improve the future rail services within Tameside:-

- Northern Hub – This is a major improvement programme that will significantly improve the rail services across the north of England, largely through major improvements in the Manchester area. It will lead to significant service changes and improvements on the North Trans – Pennine route between Manchester, Huddersfield and Leeds.
- Electrification of the lines between Manchester Piccadilly/Victoria and Liverpool, Manchester to Preston (and onto Blackpool) will take place over the next few years, being completed in 2016. In addition the North Trans – Pennines route between Manchester, Huddersfield and Leeds will also be electrified

- Both Tameside and Stockport Councils wish to see the line linking Stockport to Manchester Victoria, used by a passenger service which stopping within Tameside at Denton station and a possible new station at Droylsden.

11.15 These proposed improvements will help to resolve some of the transport problems resulting from the core strategy population and employment growth. In addition, further improvements will be needed to improve access to stations, station car parks (park and ride), passenger information systems etc.

11.16 **Metrolink** services will open from Manchester to Droylsden in Summer 2012 and to Ashton during Winter 2013/14. It will provide significant additional public transport capacity on the corridor from Ashton to Manchester via Droylsden and thereby encourage modal shift from private cars to Metrolink.

11.16 **Park and Ride:** As part of the Metrolink expansion to Ashton, a park and site will be provided at Ashton Moss and Ashton West Metrolink stations. In addition, TfGM have currently unfunded proposals to provide park and ride facilities at Guide Bridge station.

11.17 Development of park and ride sites at both Metrolink and rail stations will help to mitigate the effects of increasing traffic flow and congestion on Tameside's roads. However, their development may lead to increased traffic flows and congestion upon those roads on access routes to and in the vicinity of these park and ride sites.

11.18 **Walking and cycling:** GMLTP3 aims to increase the levels of walking and cycling, with a 16% increase in cycling levels to be achieved through an overall increase of 50% in the number of cycle trips for work across Greater Manchester. Within GMLTP3 it is envisaged that for short trips of up to 5km the primary modes of travel should be walk, cycle and bus. GMLTP3 identifies that this aim should be met through a number of measures that have been detailed earlier in the document but which include:-

- Improved walking and cycling routes to key local destinations;
- Neighbourhood traffic management (ie speed reduction);
- Key routes prioritised for maintenance;
- Promotion of health benefits of active travel;
- Pedestrian friendly new development; and
- Highway measures to improve safety and accessibility for pedestrians and cyclists;

11.19 The overall GMLTP3 strategy also places an emphasis on Active Travel in increasing the numbers of people walking and cycling.

11.20 It is important that new developments, both residential, employment and retail take account of the need to improve access to and from these sites by foot and cycle. In addition the pedestrian and cycle routes between those areas of the Borough which are predicted to experience population growth and those areas where growth in employment is expected to take place should be improved.

11.21 **Air Quality and Environmental Issues** The GMLTP3 strategy relating to Air Quality is based upon increasing travel made by sustainable modes through a combination of:-

- Improvements to public transport and to infrastructure for walking and cycling;
- Better integration of transport and new development; and

- Encouraging smarter travel through improved fares, ticketing and information, management of demand for car travel and promotional campaigns.

11.22 These measures aim to reduce car use and contribute to improved air quality, reduced carbon emissions and protection of biodiversity.

11.23 **Design and Layout:** The location, type and design of development will all influence the level of use of public transport. The layout of sites, orientation of buildings, attractive, safe and convenient pedestrian environments and pedestrian priority over car users can all contribute to encourage a modal shift away from the private car. The design and layout of development should maximise the potential for public transport use and give non – car modes priority over the car.

11.24 **Travel Plans:** Travel plans outline a series of practical measures and initiatives to manage the travel needs of all users to and from a development. They identify clear aims and targets which promote and encourage a range of sustainable travel modes related to the needs and geography of the site and users. Successful travel plans can improve the health and safety, reduce the environmental impacts of transport and congestion and increase travel choices for non – car users. Travel plans have addressed peak hour commuter journeys but their use is now more widespread to help mitigate the impacts of industrial, office, hospital, residential and school developments upon the local communities.

11.25 National guidance on travel plans is included in "Guidance on Transport Assessment (GTA) (2007)" issued jointly by DCLG and DfT. It is intended to assist in determining whether a travel plan is required and what the level and scope of the plan should be.

Travel plans need to continue to be submitted for those developments that are likely to have significant transport issues.

11.26 **Parking:** Whilst encouraging people to car share, use public transport, cycle or walk is important in reversing the trend of traffic growth, other more direct means can be used to reduce car use. The availability of a parking space at the end of a journey is one of the major influences on peoples decisions to use a car. Reducing car parking at a destination can encourage people to make sustainable travel choices and reduce the environmental impact of traffic.

11.27 However, lower parking standards can lead to increased parking on – street and can affect the viability of town centres when insufficient parking is provided when compared with competing facilities. It is important that changes in parking provision do not undermine the economic viability of town centres, therefore, parking control needs to be considered as part of a wider package of measures incorporating attractive alternatives to the car.

11.30 The LDF has an important role in setting the policy framework for car parking, determining appropriate standards of provision and controlling the amount and location of car parking in new developments.

12.00 Part 2 - Utilities and Social Infrastructure

12.01 Planning of all types of infrastructure is critical for successful sustainable development. The existence of suitable public utility services-land drainage, water services, gas, electricity and telecommunications is vital to any future development, and particularly to its phasing.

12.02 The development of a more sustainable borough critically depends on a style of infrastructure provision that encourages more efficient patterns of resource consumption. Therefore it is necessary to look at the development of sustainable infrastructure, together with the planning of development, to establish where the 'gaps' in infrastructure are in relation to the available land in Tameside.

12.03 It is necessary to establish working relationship between utilities companies and Tameside Council to co-ordinate planning of utilities and development sites.

Policy Guidance

12.04 There is no direct guidance document in terms of utilities infrastructure from central government apart from PPG8 Telecommunications. However there is reference in a number of the key Planning Policy Statements/ Planning Policy Guidance Notes.

Planning and Compulsory Purchase Act 2004

12.05 The Act requires Local Authorities to have regard to the resources likely to be available for implementing the proposal in local development documents. 'Local Development Documents will not give effective direction unless based on realistic assumptions about the resources likely to be available.'

Planning Policy Statement 1 - Delivering Sustainable Development (February 2005)

12.06 The Government is committed to promoting a strong, stable, and productive economy that aims to bring jobs and prosperity for all. Planning authorities should ensure that infrastructure and services are provided to support new and existing economic development and housing.

Planning Policy Statement 7- Sustainable Development in Rural Areas (August 2004)

12.07 In accordance with PPS7 high priority should be given to the need to safeguard areas of particular environmental importance. The impacts of new apparatus may be greater where it is proposed to be located in or adjacent to sensitive environments, such as Green Belts, areas of outstanding natural beauty, conservation areas, Sites of Special Scientific Interest (SSSIs), nature reserves, ancient monuments and listed buildings.

Planning Policy Statement 12- Local Development Frameworks (September 2004)

12.08 PPS12 requires local authorities to develop a strategic approach to infrastructure provision, stressing the need for communication between the LA and the utility bodies. The key points of PPS12 are:

- To be aware of the capacity of existing infrastructure and the possible need for additional facilities when preparing local development documents
- The Core Strategy should look forward in terms of infrastructure. Thereby, associated utility bodies can then 'plan on the basis of a clear picture of the future shape of the community'

- It is necessary to consider the wider environmental effect of increased demand, in terms of both the additional need for basic resources and of the associated emissions to air, soil or water. The effects may extend beyond the city boundary
- It is essential that consultation occurs with water companies and the Environment Agency at an early stage in the preparation of a Core Strategy.
- The adequacy of existing infrastructure may well influence the timing of development. Provision of completely new infrastructure in some cases might take several years from identification of need to commissioning.

Planning Policy Statement 23-Planning and Pollution Control (November 2004)

12.09 Annex 1 recommends that developers be encouraged to incorporate sustainable urban drainage (SUDs) to absorb run-off or store water for reuse or for slow release.

Planning Policy Guidance Note 8-Telecommunications (May 2001)

12.10 The telecommunications sector is developing rapidly, with the availability and use of modern telecommunications systems constantly increasing. This allows more people to work at home and provides greater choice in education, entertainment, shopping and financial services, all of which can reduce the need to travel.

12.11 The benefits of new and more extensive telecommunications systems must be balanced against the potential impact of apparatus on local environments. The erection of new masts, antennas and base stations, which by virtue of their location, size, appearance or number, can be visually intrusive.

Telecommunication operators submit annual rollout plans for each authority.

13.00 Utilities

Gas

13.01 Discussions with the National Grid during research for the Tameside Infrastructure study indicated that there are no present constraints in the gas distribution network in Tameside. In addition none of the proposed network improvements noted in the National Grid Gas Long Term Development Plan 2010 are in Tameside or will directly affect the Tameside area.

Electricity

13.02 The National Grid Long Term Development Statement identifies no planned strategic network improvements that would affect the Tameside area.

13.03 Throughout Tameside there is a network of some fourteen 33 Kilowatt (kV) substations with capacities ranging between 0.5 Million Volt-Amps (MVA) and 11 MVA supplying the different areas of the borough. There are then three Bulk Supply Points (BSP) which provide electrical supply to the 33 kV substations. The BSPs are located in Droylsden, Heyrod and Hyde. These are noted as having approximately 34 MVA, 40 MVA and 15 MVA available respectively.

13.04 The Heyrod BSP has had interim reinforcement works undertaken to overcome a problem caused by the amount of connected generation and electricity fed back into the grid. Connection of significantly sized generation to the 33 kV substations supplied by the

Heyrod BSP may require replacement of the existing switchgear. If significant generation is planned then a study would be undertaken to determine the need for any replacements. The cost for this upgrade would require a contribution by the developer based on the proportion of the new capacity used and created. The problem is due to fault levels as different forms of generation would have different impacts on this issue. Electricity generation causing lesser fault levels such as Photovoltaics (PV) and some wind generation would cause less impact than generation such as Combined Heat and Power (CHP) or Hydropower.

Water Supply and Waste Water

13.05 There is no shortfall in clean water supplies in the Tameside area and further across United Utilities' (UU) distribution area. North Tameside is supplied by Buckton Castle water treatment works (WTW) while south Tameside is supplied by Godley WTW with support from the Manchester Ring Main. There is one area of known potential constraint in the clean water distribution network in the Pennine fringe of the borough where UU's network borders the Peak District National Park. This will depend on the amount of development, but given the remote location and planning policy restrictions covering the area any development potential is likely to be extremely limited.

13.06 At present there are no capacity issues at any wastewater treatment works in the area. There are however a number of known capacity issues in the sewer network within Tameside. Due to customer privacy UU are not able to provide specific location information for these capacity issues but they tend to be located in specific postcode areas and may either relate to the strategic sewer network or local sewers.

13.07 Surface water from new development should be managed in line with best practice and current legislation. This generally ensures that discharge into the public sewer network is a last option. On previously developed land, UU will require a surface water flow reduction to sewer of at least 30% of the total discharge. Increase in surface water discharge from existing sites should be minimised through the discouraging of conversion of permeable areas to impermeable areas, such as the paving of gardens. Further in depth information and discussion on surface water management is available in Topic Paper 7 - Development and Flood Risk.

Waste Treatment and Disposal

13.08 A Joint Waste Development Plan Document for Greater Manchester will be adopted by Tameside in April 2012. This document sets out the strategy for waste management and forecasts predicted waste arising and the potential land and facilities needed to manage it. A variety of waste facilities are required to reduce the amount of waste being sent to landfill in order to comply with the EU landfill directive. The strategy sets out that between 2012 and 2017 a total of 5.2 million tonnes of energy recovery capacity will be required in order to reduce the levels of waste being sent to landfill. As part of the strategy a site at Shepley Industrial Estate in Audenshaw has been allocated as being potentially suitable for one of the following waste treatment uses; Material Recovery Facility, Mechanical Heat Treatment, Mechanical Biological Treatment, Anaerobic Digestion or In-Vessel Composting.

Telecoms and Broadband

13.09 The Greater Manchester family of Local Authorities are currently working on a number of proposals for the installation of a fibre optic backbone connection to provide ultra fast

broadband connectivity across the conurbation. Tameside are fully engaged in this project and have already identified assets and funding that can be used to support this work.

13.10 Separate to the fibre connections, the provision of broadband to homes and businesses is generally provided via two separate infrastructure networks: BT and Virgin Media (some businesses may have dedicated fibre links installed where high capacity is essential which operate over separate infrastructure). Since BT and Virgin utilise separate networks, areas may have coverage from either one of them or both. There are seven BT exchanges in the Tameside area. BT is rolling out fibre to the cabinet (FTTC) and fibre to the premises (FTTP) over the next two years. FTTC involves running fibre optic cables from the telephone exchange or distribution point to the street cabinets which then connect to a standard phone line to provide broadband where as FTTH provides and end-to-end fibre optic connection the full distance from the exchange to the building and can deliver faster speeds than FTTC. Virgin Media is available in some locations in Tameside including Ashton, Droylsden, Denton and Hyde.

14.00 Social Infrastructure

Education

14.01 Tameside has been very successful in obtaining funding in recent years to improve education infrastructure. Over the last five years £300 million has been spent on improvements, new buildings and delivering new primary and secondary schools, with additional funding for 17 Sure Start centres. However, as a result of austerity measures there will be a significant reduction in government funding programmes in the future.

14.02 The draft Infrastructure Study identified no current significant constraints in education infrastructure. However, a recent increase in the birth rate may put pressure on school places, subject to the ongoing Government review of primary and secondary school class sizes. Until the results of the Government review are known, it is not possible to assess whether there are likely to be future capacity issues in primary or secondary schools in Tameside.

Primary Schools

14.03 Tameside has 79 primary schools serving local communities across the borough. Generally residents expect to be within walking distance of their local primary school, therefore pedestrian access is very important. As a result the schools tend to be to be found in accessible locations close to residential areas.

Secondary Schools

14.04 In 2006 Tameside reduced the number of secondary school places based on population projections and past birth rates. However, following the re-organisation of schools (including a number of mergers) the birth rate has since picked up and more secondary school places are likely to be needed from 2016 onwards. Therefore in areas where the second round BSF programmes were not successful there could potentially be a capacity issue of secondary school places after 2016, especially if this is compounded by significant increases in new housing development within the school catchment areas.

Further Education

14.05 Tameside offers a range of opportunities for post 16 education including institutions such as Tameside College (with campuses in both Ashton and Hyde) as well as Ashton Sixth Form College. Many of the secondary schools and recently established Academies offer sixth form education and as a result there is generally an oversupply of sixth form places across the borough. In addition to this Tameside is a net exporter of post 16 education with many students travelling to colleges in Stockport and Manchester.

Health

14.06 There is a good provision of primary care in Tameside with a wide range of GP's surgeries across the borough as well as Tameside General Hospital located in Ashton. Where issues and constraints in provision have occurred in the past new GP practices have been delivered, like for example in Droylsden and Stalybridge.

14.07 It is likely that the services offered at Tameside General Hospital will be reconfigured as part of a Greater Manchester wide Sustainable Hospital Review. This is due to the wider National Health Service (NHS) undergoing a significant period of change. It is anticipated that in the future hospital services in the region are likely to be managed at a Greater Manchester level. A potential outcome will be a restructuring of patient service provision at some hospitals so that each hospital specialises in certain care services rather than the current arrangement where by every individual hospital provides all services to patients. This may also result in some access and parking issues at Tameside Hospital if in the future people have to travel from further away due to the increased specialisation of services. In addition there will be a focus on care in the community and home care to reduce the pressure on hospital places.

14.08 For further information and in depth discussion on Health issues in Tameside please refer to Topic Paper 5 - Health and Inequalities.

Culture

14.09 A wide range of services such as libraries, parks and leisure centres are provided in Tameside. The Borough's cultural facilities include nine libraries, a museum, a tourist information centre, a variety of architecturally important listed building and play areas and parks. It also provides other cultural services including arts and leisure development and outreach work, tourism services and heritage and conservation work. There is likely to be a requirement to provide additional facilities over the Core Strategy plan period to cater for growth.

14.10 It has been demonstrated that culture contributes significantly to the lives of those in Tameside and it is recognised that the true benefits of culture in our communities need to be realised. Some of Tameside's key cultural facilities are explored in the sections below, but further information and discussion on the issues surrounding social infrastructure can be found in Topic Paper 9 - Green Infrastructure, Open Space, Sport, Recreation and Biodiversity.

Libraries

14.11 Libraries in Tameside are one of the key providers of informal lifelong learning opportunities, allowing people of all ages to achieve their full potential. Public libraries are an integral part of our civic heritage, contributing to the fabric of our towns and cities and

providing a gateway to free sources of information for those interested in cultural pursuits. Tameside's Library Service is delivered through 13 static service points and 2 Home Library Service vehicles. Government austerity measures and funding cuts could potentially make delivery of some library services more challenging in the future.

Museums and Galleries

14.12 Tameside has three Museums; Portland Basin Museum, the Museum of the Manchester Regiment and the Setantii – Tales of Tameside. The borough also has three Art Galleries; Central Art Gallery, Astley Cheetham Art Gallery and the Rutherford Gallery. Their remit is to collect, preserve and exhibit objects for all sections of the community. The Museum Service has worked hard to make the public collections and exhibits accessible to as many visitors as possible, providing educational materials, talks, workshops and reminiscence sessions.

The museums have a focus on community involvement and attract nearly 200,000 visits each year, more than half of these being repeat visitors. The museums also offer free visits for over 10,000 school children each year.

Sports, Leisure and Outdoor Recreation

14.13 No part of the built up area of the Borough is more than 1.5 kilometres from accessible countryside. With over 126 miles of paths, providing everyday contact with landscape and nature. The surrounding countryside forms a valuable asset which is important for the health, wellbeing and quality of life of Tameside's communities. Visitor Centres at Park Bridge, Lymefield in Broadbottom, Werneth Low Country Park and Stalybridge Country Park attract 20,000 people each year and as well as being an important link with their local communities, provide a focal point for visitors requiring information about the countryside.

14.14 A number of sites in Tameside have been designated for their nature conservation interest. Three sites have been given national statutory protection as Sites of Special Scientific Interest (SSSIs). Over 50 sites have also been designated as Sites of Biological Importance (SBIs) by the Greater Manchester Ecology Unit, in partnership with the Council. There are also eight Local Nature Reserves (LNRs) in the Borough, which were designated between 2004 and 2011.

14.15 Tameside's urban parks provide easy access to places to exercise, play or to get together with others. The borough has invested in both country and urban parks which has included a multi-million pound refurbishment of Hyde Park in conjunction with the Heritage Lottery. This was followed up with further Heritage Lottery funding to refurbish Stamford Park. Most parks have facilities for all ages, including play areas, multi-use games areas and bowling greens.

15.00 Cross cutting themes

15.01 The key transport and infrastructure issues have primary linkages to the other topic areas including:

- Housing - ensuring that transport infrastructure and social infrastructure provision is supportive of housing needs and demands providing the roads, public transport,

community and health facilities to support the borough's sustainable healthy communities.

- The Economy and Employment Land - providing an accessible and reliable transport networks to support business, industry and other key employers with the movement of commodities and workforce.

- Health and Inequalities - ensure that new development is sustainably located offering access to local services and facilities and ensuring that development is accessible by public transport, with appropriate walking and cycling routes to encourage active travel

- Development and Flood Risk - dealing effectively with surface water run-off and implementing surface water management plans compliant with the Flood and Water Management Act 2010 to reduce the risk and impact of potential incidences of flooding.

- Climate Change and Decentralised Energy - sustainable transport and the development of appropriate infrastructure to support the creation of decentralised energy will be vital to achieving carbon reduction measures.

- Green Infrastructure, Open Space, Sport, recreation and Biodiversity - providing access to facilities that enable formal and informal sport and recreation promoting and supporting alternative opportunities for healthy lifestyles.