

Infrastructure

1. Are you taking into account the impact that new development will have on demand for infrastructure (e.g. access to schools and health services)?

We have looked at the major challenges that we believe our existing infrastructure networks will need to respond to, and we are developing a draft infrastructure plan alongside the GMSF which sets these out.

Our transport delivery plan also supports our proposals. It identifies the transport infrastructure needed to support movement across the city region, taking into account current and future demands.

- [Infrastructure Framework 2040](#) – Combined Authority meeting paper
- [Transport 2040 – Draft Delivery Plan](#) – Combined Authority meeting paper
- [Transport 2040](#) – TfGM website

2. What are the key proposals for transport infrastructure in Trafford?

The Greater Manchester Transport Strategy 2040 and the Draft Transport Strategy Delivery Plan 2020-2025 set out the transport interventions required to ensure that proposed developments are supported by the necessary transport infrastructure. The Transport Strategy Delivery Plan has been published for consultation alongside the GMSF.

The key proposed transport interventions for Trafford include the following:

Cycling and walking

Various improvements will be made to the cycling and walking network across Trafford. Opportunities to improve links through the Bee Networks programme will continue to be explored. Talbot Road has already been identified for an improved cycle route and opportunities are currently being considered for the Urmston area.

Metrolink

The Trafford Park line Metrolink is currently under construction and following its completion will provide enhanced sustainable transport links to Trafford Wharfside, Trafford Park and the Trafford Centre. It is due to open in 2020.

Various improvements are planned to the existing Metrolink network in Trafford, with capacity improvements on the Bury to Altrincham line highlighted as a key scheme in the Draft Transport Strategy Delivery Plan 2020-2025.

A business case for the extension of the Manchester Airport Metrolink line which will go through Davenport Green and link to Manchester Airport will be prepared; this is known as the 'Western Leg'. When complete the route will link with development proposals at Timperley Wedge and the HS2 station with the Airport and the city centre. It is however proposed to phase the delivery of this route to ensure that transport improvements are delivered at the earliest opportunity and in

advance of HS2 to benefit residents and businesses in the Timperley Wedge / Davenport Green area.

Tram-Train

TfGM is currently looking at the feasibility of testing tram-train technology, enabling adapted metrolink vehicles to run on the same rail lines as trains. One of the initial pathfinders is between Altrincham and Hale in Trafford. If successful, this could lead to a much improved service in the south of the borough.

In the long term consideration will be given to operating a tram-train service between Cornbrook and Manchester Airport via Timperley. This could also include a new station at Timperley East.

Opportunities for tram-train will also be explored on the line, between Manchester and Warrington where a ‘metro’ style service could provide enhanced links and capacity improvements.

Rail

Options to improve capacity on the Cheshire Lines Committee (CLC) line will be explored, improving the frequency of services along this route.

The HS2 route into Manchester city centre will go through Trafford and will include the Manchester Airport HS2 station which is proposed to the west of the M56 in Trafford. There are significant opportunities to capitalise on this strategically important location and the station is within the proposed Timperley Wedge allocation.

A case is also currently being prepared for improved east-west links across the north of England as part of the Northern Powerhouse Rail (NPR).

Buses

Improvements will be made to the bus network in Trafford, particularly in relation to new routes to serve the New Carrington site. A business case for a New Carrington and Sale West bus corridor will be prepared, which could potentially provide a Bus Rapid Transit (BRT) service in the long term.

Highways

The Carrington Relief Road is proposed which will improve access to the wider New Carrington site. Linked to this is a study which will consider what improvements are needed at Junction 8 of the M60 to accommodate the additional development proposed in this area.

The wider north west area of the M60 is also part of a Highways England study, the North West Quadrant Study. This is due to report its findings in the next five years and will identify some early interventions such as improvements to junctions on the M60.

Improvements are also planned for the M56 around Manchester Airport to accommodate increased passenger numbers as well as the proposed HS2 station.

- [Transport 2040 – Draft Delivery Plan](#) – Combined Authority meeting paper

- [Transport 2040](#) – TfGM website
- [See supporting documents, specifically the Transport topic paper](#) – GMCA website

3. What are the key proposals for social infrastructure in Trafford?

The delivery of a significant number of new homes in the borough will increase the demand for social infrastructure, such as schools and health care facilities.

The draft GMSF includes policies that seek to ensure that the development proposals make an appropriate contribution to support the provision of new and improved education and healthcare facilities and this is reinforced within each allocation policy.

It is important to note that the sites proposed in the GMSF will build out throughout the plan period and therefore the demand on social infrastructure will be incremental.

- [See supporting documents, specifically the Social Infrastructure topic paper](#) – GMCA website

4. What are the Infrastructure requirements for the Trafford Allocations?

Development at New Carrington and Timperley Wedge will be phased with the delivery of new infrastructure on site to ensure that growth in these locations is sustainable.

New Carrington infrastructure improvements:

- The disused railway line running through the site will be used as a transport corridor connecting to the wider area – potentially incorporating Bus Rapid Transit;
- Safe cycling and walking routes will be established through the site;
- A new Sale West bus corridor which will link to existing routes;
- There will be necessary improvements to the road networks in the area ensuring an adequate provision of public transport;
- There will be a new local centre with shops for the new community, Carrington and Partington; and
- Community facilities, including health and education facilities, will be provided to support the new development.

Timperley Wedge infrastructure improvements:

- The extension to the Manchester Airport Metrolink Line Western Leg will be delivered, including new stops in the area;
- A new spine road, cycling route and bus rapid transit route will run through the site to provide improved east/west connections between Altrincham, Manchester Airport and beyond;
- There will be necessary improvements to the road networks in the area ensuring an adequate provision of public transport;
- Safe cycling and walking routes will be established through the site;
- New local shops close to Davenport Green Metrolink stop; and

- Community facilities, for example health and education facilities, will be provided to support the new development.

The Draft Transport Strategy 2040 – Delivery Plan

5. Are you taking into account transport links when developing this framework?

Yes – Transport for Greater Manchester (TfGM) is already exploring the ways it can improve the transport network in order to build transport links where they are needed to support future developments, and to improve capacity in those areas that are already very busy.

TfGM's transport delivery plan sits closely alongside the GMSF. It identifies the transport infrastructure needed to support movement across the city-region, taking into account current and future demands.

- [Transport 2040 – Draft Delivery Plan](#) – Combined Authority meeting paper
- [Transport 2040](#) – TfGM website
- [Clean Air Plan](#) – Clean Air Plan website
- [Air Quality](#) – TfGM website

6. What is the 2040 Transport Strategy Draft Delivery Plan?

The Greater Manchester Transport Strategy 2040 Draft Delivery Plan (2020-2025) accompanies the GMSF. It sets out all the transport improvements that will be delivered in the next five years to support the 2040 Transport Strategy, and Greater Manchester's strategic aims to support growth, tackle congestion, protect our environment and improve residents' quality of life.

- [Infrastructure Framework 2040](#) – Combined Authority meeting paper
- [Transport 2040 – Draft Delivery Plan](#) – Combined Authority meeting paper
- [Transport 2040](#) – TfGM website

7. How does the Transport Strategy Draft Delivery Plan align with the GMSF?

The Delivery Plan has been developed to ensure we can support the growth planned in the Greater Manchester Spatial Framework. The initiatives in the plan have been designed to ensure that any significant new housing and employment areas are connected to Greater Manchester's existing transport network, with enough capacity to support the increase in journeys.

8. Will everything in the Transport Strategy Draft Delivery Plan happen?

The Delivery Plan builds on projects with existing funding, the major expansion of Metrolink seen over the past decade, as well as the investment in town centre interchanges. The plan also includes those projects at the business case stage, plus those where we are currently exploring potential options.

The plan identifies more than 65 transport projects that will definitely be delivered in the next five years, including the Metrolink Trafford Park Line; the purchase of 27 new trams; £160m of new walking and cycling infrastructure across all ten districts; expanding the city-region's electric vehicle charging network and new interchanges in Tameside and Stockport.

It also identifies longer-term ambitions and priorities for transport investment and infrastructure across Greater Manchester beyond 2025, including future Metrolink expansion; quality bus connections between the town centres; ongoing investment in walking and cycling infrastructure; new tram-train services; sustainable freight projects and preparation for the arrival of HS2 and NPR.

9. Where will funding for the Transport Strategy Draft Delivery Plan come from?

Some development funding is in place to complete business cases or fully design a number of these schemes, but a step change in funding for development and delivery of any of these longer-term priorities will be needed to realise the scale of ambition set out in the Delivery Plan.

Greater Manchester is working with Government to review options for this future funding strategy, building on the successful Greater Manchester Transport Fund 1 which delivered significant improvements to transport over the past ten years including the expansion of Metrolink, major new interchanges across Greater Manchester, the A6 to Manchester Airport Relief Road and the Leigh Guided Busway. It is estimated that circa £3bn capital investment is needed to ensure funding for a transport system which delivers world class connections that support long term, sustainable economic growth and access to opportunity for all.

Our approach fits closely with the recommendations that Government received from the National Infrastructure Commission in 2018 for a new “Devolved Cities” funding regime.