

# Manchester North West Quadrant (MNWQ)

Stakeholder Reference Group

8 June 2018

# Agenda

- Welcome & Introductions
- Summary of Stage 0
- TfN's Strategic Transport Plan
- MNWQ Strategic Road Network (SRN) overview
- MNWQ Multi Model (MM) overview
- Next stages of engagement
- Panel Q&A



# Strategic Transport Plan



**Peter Molyneux, Strategic Roads Director**





National

Pan-Northern

City Regions and Local Enterprise Partnerships

Local Transport Authorities,  
Combined Authorities

Local District, Planning and Highway  
Authorities





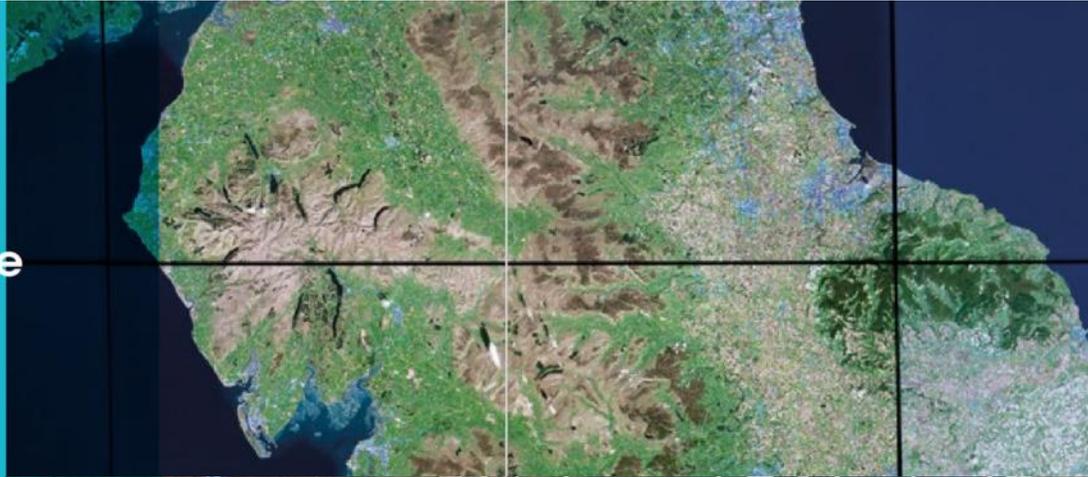
# A TRANSFORMED NORTH





# Why?

Understanding the need for change



# What?

Identifying the major strategic interventions



# How?

Delivering TfN's Investment Programme





# AIMS OF THE PLAN



## Connecting people:

Creating faster, more reliable transport connections to improve job opportunities, give access to leisure activities & support tourism.



## Connecting businesses:

Supporting commerce by improving national and international connections in, out of and across the region.



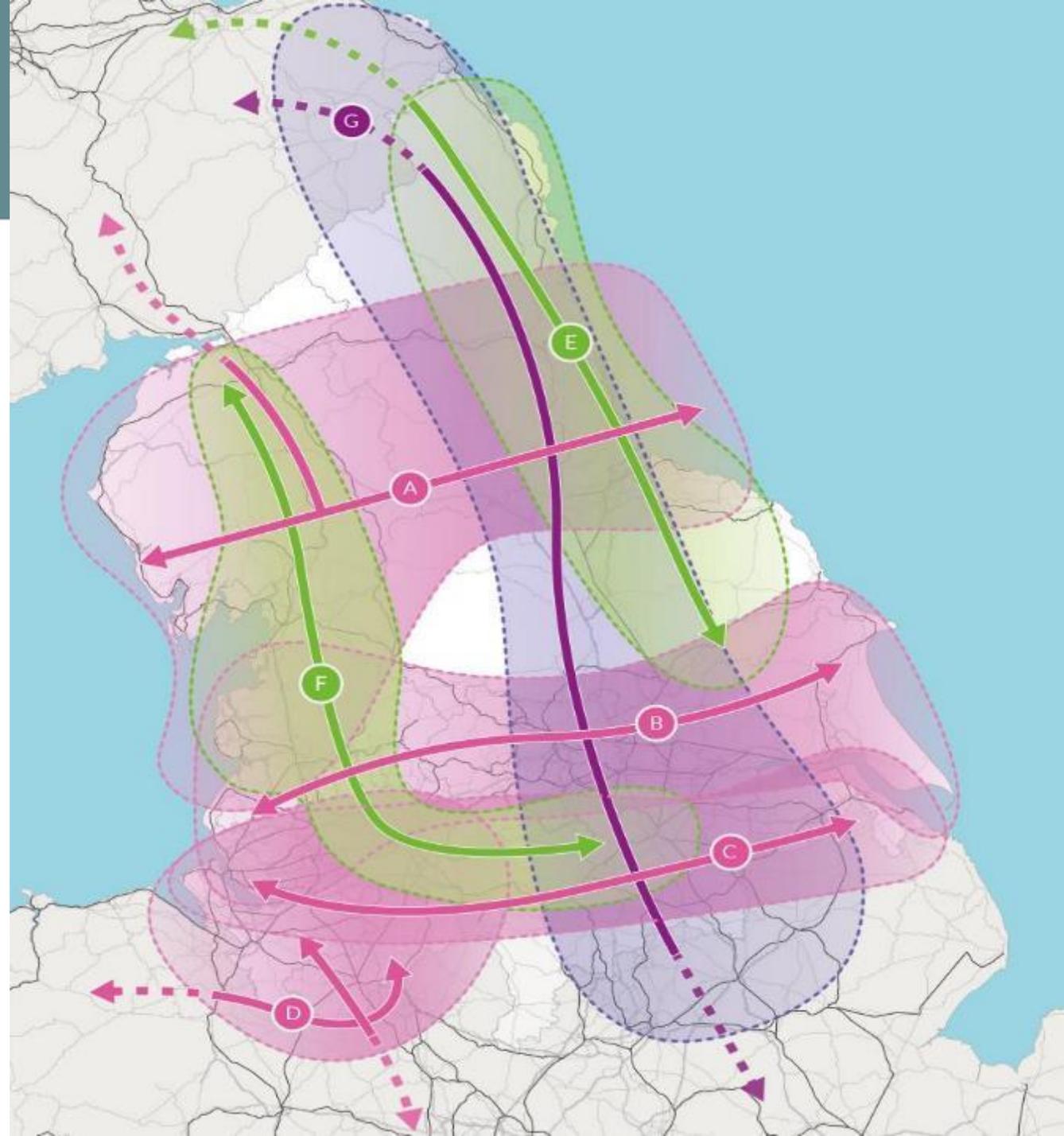
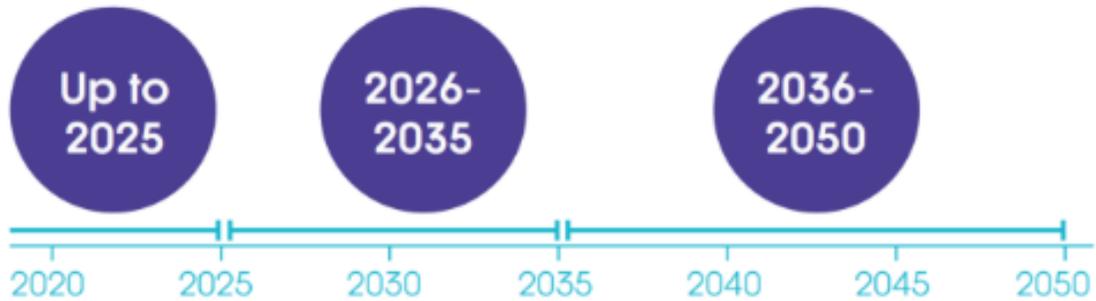
## Moving goods:

Improving links across the North and to our ports and airports to enable freight and goods to move more efficiently.



# STRATEGIC DEVELOPMENT CORRIDORS

- A** Connecting the Energy Coasts
- B** Central Pennines
- C** Southern Pennines
- D** West and Wales
- E** East Coast to Scotland
- F** North West to Sheffield City Region
- G** Yorkshire to Scotland



# LONG TERM RAIL STRATEGY



## Connectivity

Improvement in train services to link places people want to travel, and provide better connections and service frequency.

## Capacity

Providing more space for passengers and more rail track to allow more trains.

## Customers

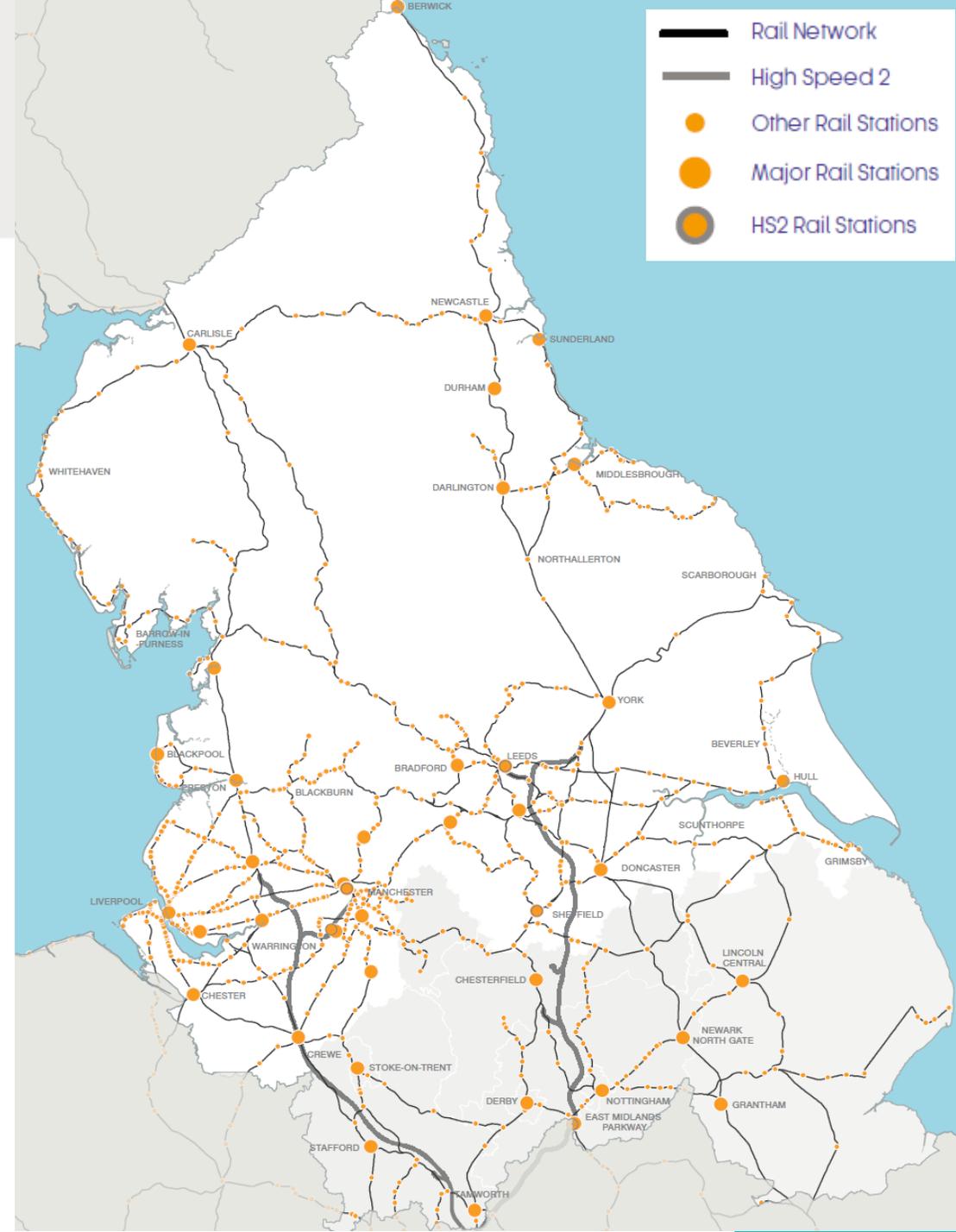
Meeting the needs and expectations of customers (freight and passengers).

## Communities

Involve and integrate with local communities.

## Cost-effectiveness

Support better ways of working and continue improving financial returns through train operators.

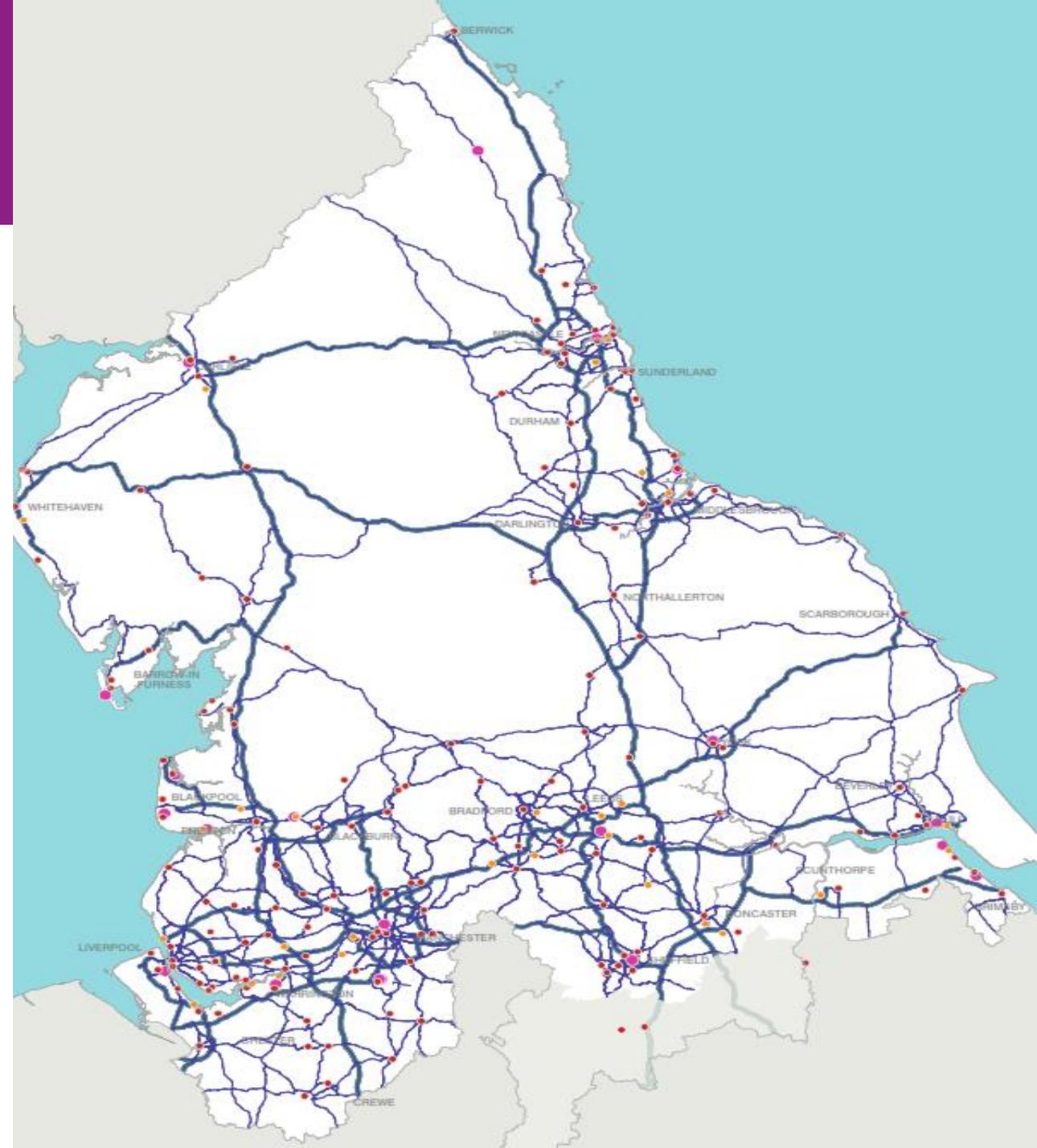






# MAJOR ROAD NETWORK

- Better journey reliability
- Enhanced network efficiency
- Increased network resilience
- Improved journey quality



# INTEGRATED AND SMART TRAVEL



- **Tranche 1 (2018):** Smart tickets for rail season tickets
- **Tranche 2 (2018/19):** Enhanced real time customer information
- **Tranche 3 (2019 - 2021):** Implementation of multi-modal contactless travel with simpler fare structures





# FUNDING THE LONG TERM INVESTMENT PROGRAMME

## Additional funding

Further funding may be required once work programmes have completed

**£21 – 27 billion**

Additional required for transformational strategic transport

**£39 – 43 billion**

Continued levels of strategic transport funding



# KEY FINDINGS FROM THE STP CONSULTATION PROCESS

From the questions posed in the consultation:

- **88%** either “Strongly Support” or “Tend to Support” the Vision of the Plan
- **78%** either “Strongly Support” or “Tend to Support” the process for developing the Plan
- **60%** “Agree” with the process of identifying the Strategic Development Corridors
- **71%** “Agree” that the Draft STP will give businesses the confidence to invest in the North
- **77%** either “Strongly Support” or “Tend to Support” the Plan in its current form

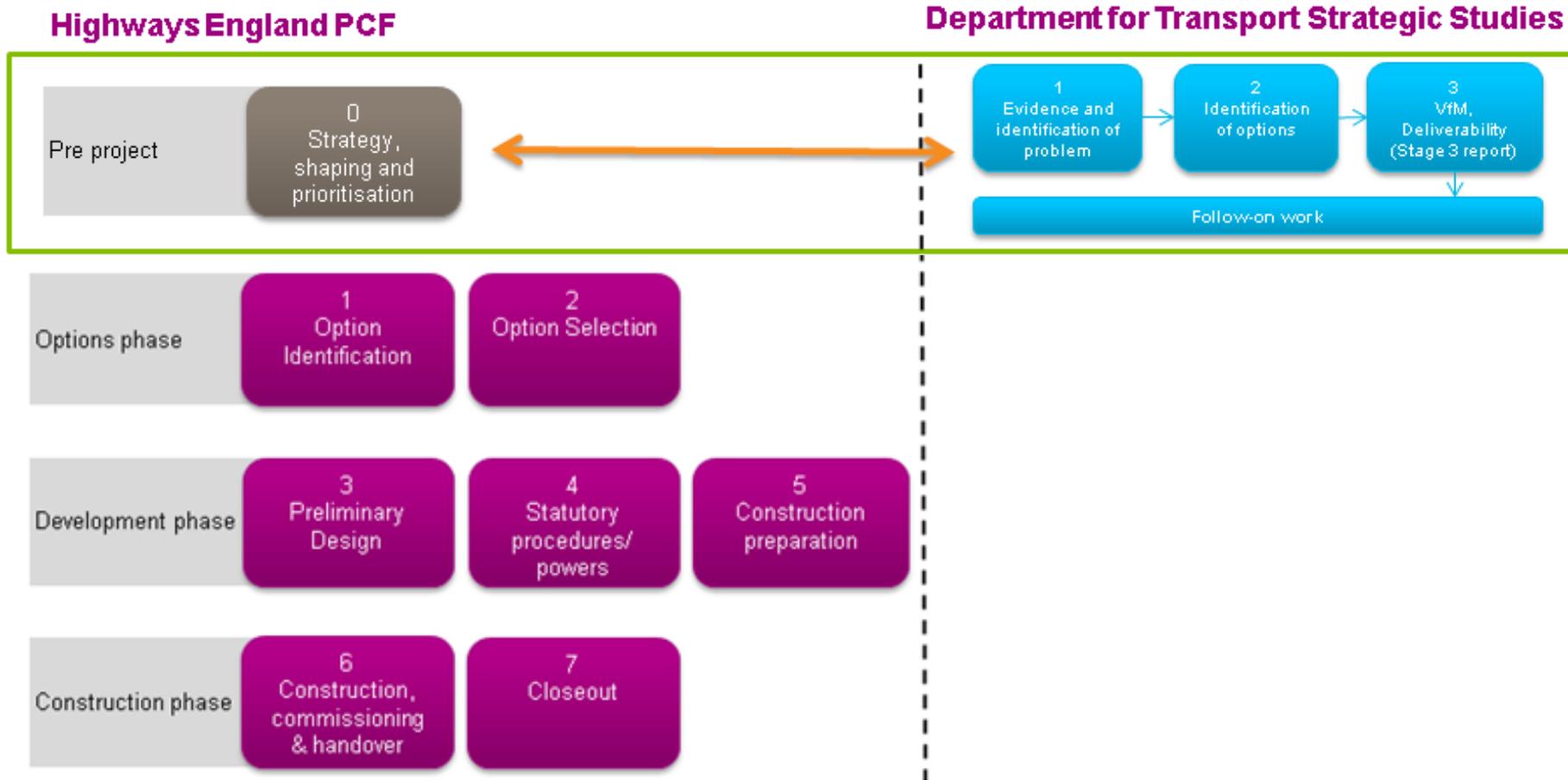
# Stage 0

Jacqui Allen – Project Director

## MNWQ: Strategic Study - History

- DfT commissioned six Strategic Studies as part of its Road Investment Strategy
- The Manchester North West Quadrant (MNWQ) Study focused on M60 Junction 8 to Junction 18
- Stage 3 report published in November 2016
- Highways England completed Stage 0 in 2017
  - – Investigate contribution of individual components
  - – Seek to improve value for money

# Highways England Project Control Framework (PCF) and DfT Strategic Study Process



# Overarching Stage 0 Objectives

## Growth

Facilitate and support the delivery of the Northern Powerhouse by ensuring the NWQ enables transformational growth in the employment, housing and economic output of the North

## Network Performance

Improve journey times, reliability, safety and resilience across the study area.

## Connectivity

Improve connectivity for all users so they are able to access education, employment, business and leisure opportunities.

## Environment

Minimise adverse impacts on the environment and maximise opportunities for a net improvement to the environment particularly to air quality and noise across the study area.



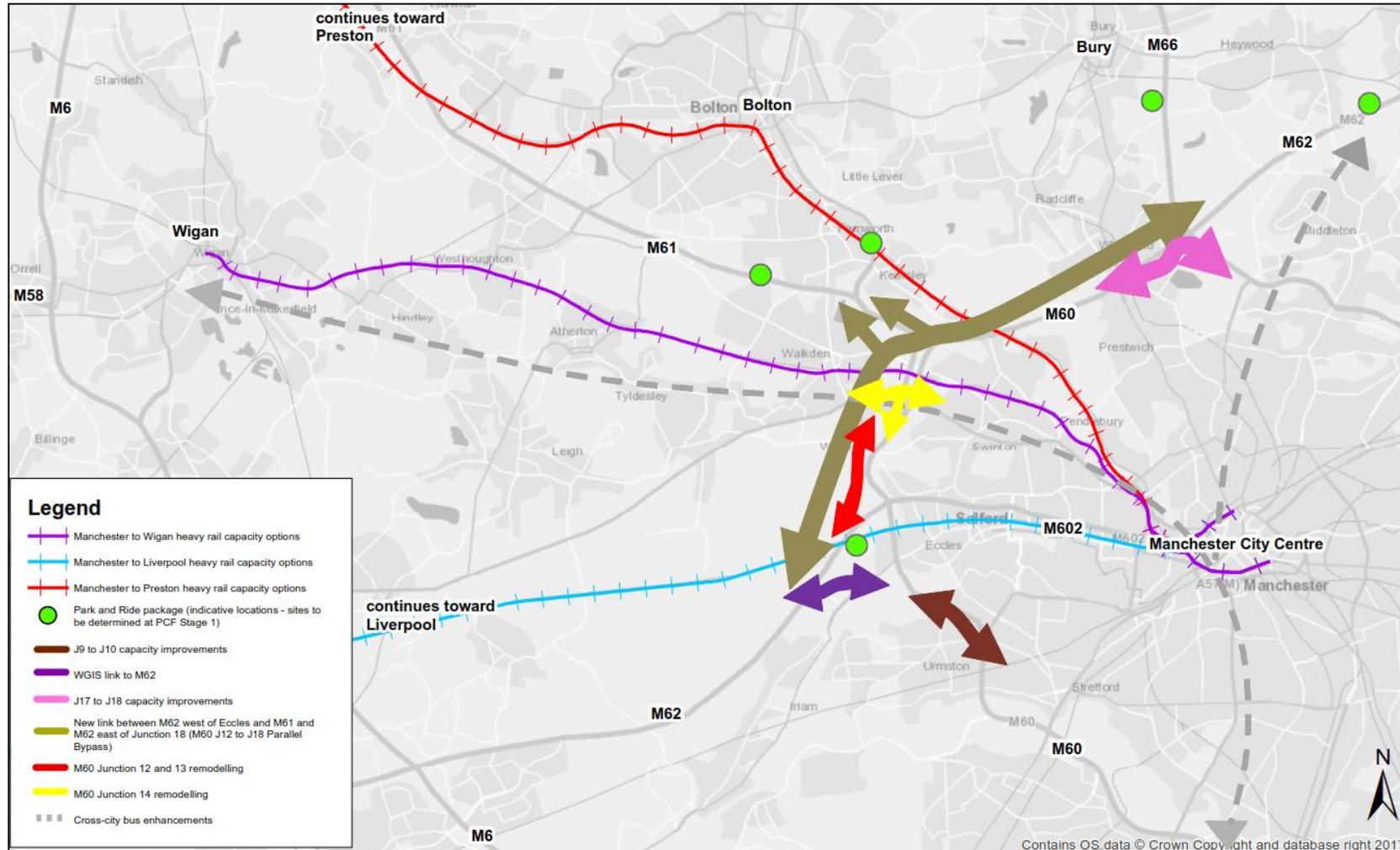
# MNWQ: Initial Results and Follow on Study

Initial report concluded the PT Max Package did not perform sufficiently well on its own to be considered further.

The individual component and package level assessment for the remaining 3 packages was undertaken against:

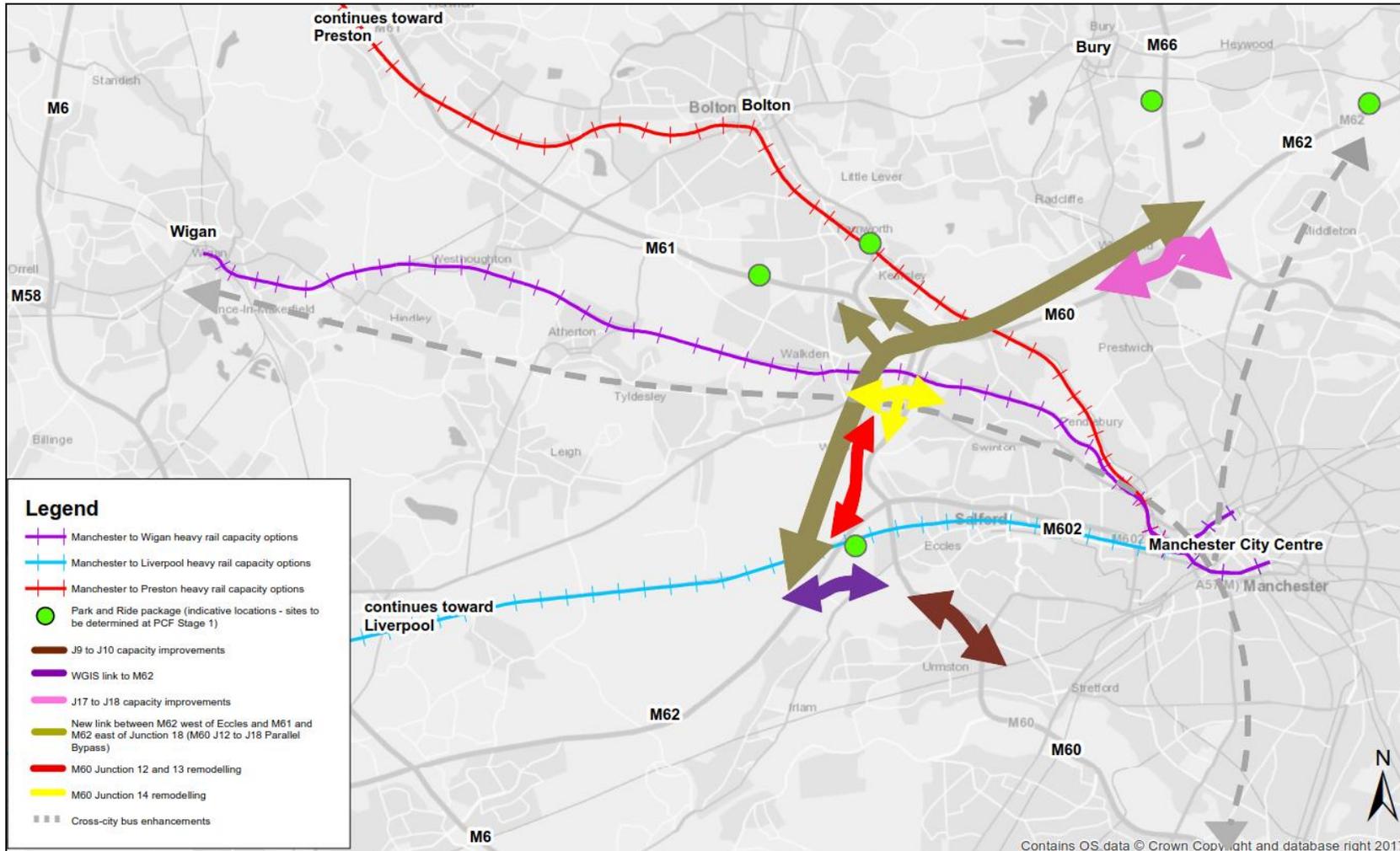
- Network Performance: impact on journey times and speeds for key strategic movements; and impact on flows on the M60 using the Greater Manchester models
- Growth and Connectivity: qualitative assessment against the objectives considering residential and employment (existing and future)
- Environment: assessment considering air quality, noise, cultural heritage, ecology and nature conservation, and water resources
- Value for money

# MNWQ: Stage 1 schematic showing indicative interventions



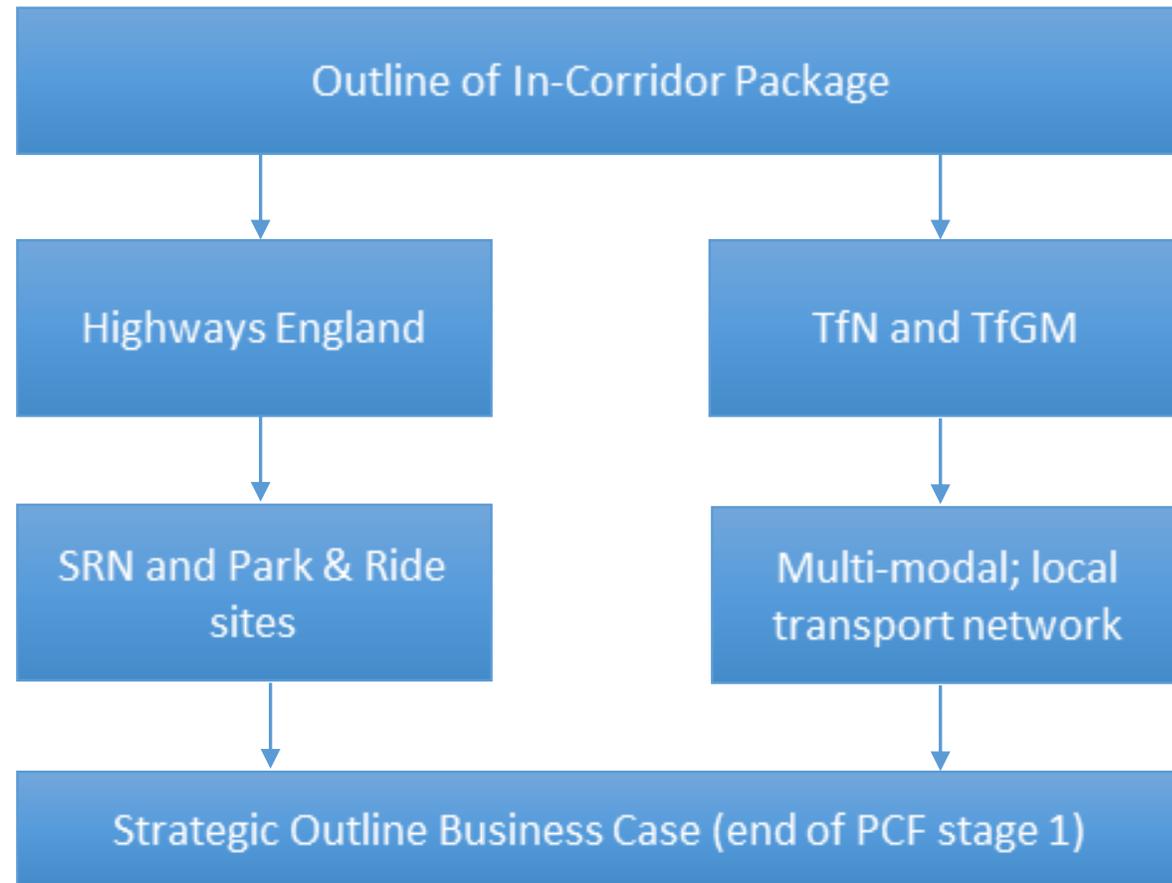
- Identified an Optimised In-Corridor package as the best performing package overall
- Provided Value for money (BCR) range from 1.15 to 1.52

# MNWQ: Stage 1 schematic showing indicative interventions



1. M60 Junction 9 to 10 Capacity Enhancement
2. M62 to A57 Link Road
3. M60 Junction 12 to 13 Remodelling
4. M60 Junction 14 Remodelling
5. M60 Junction 17 to 18 Capacity Enhancement
6. M60 Junction 12 to 18 Bypass
7. Park-and-Ride

# MNWQ Stage 1



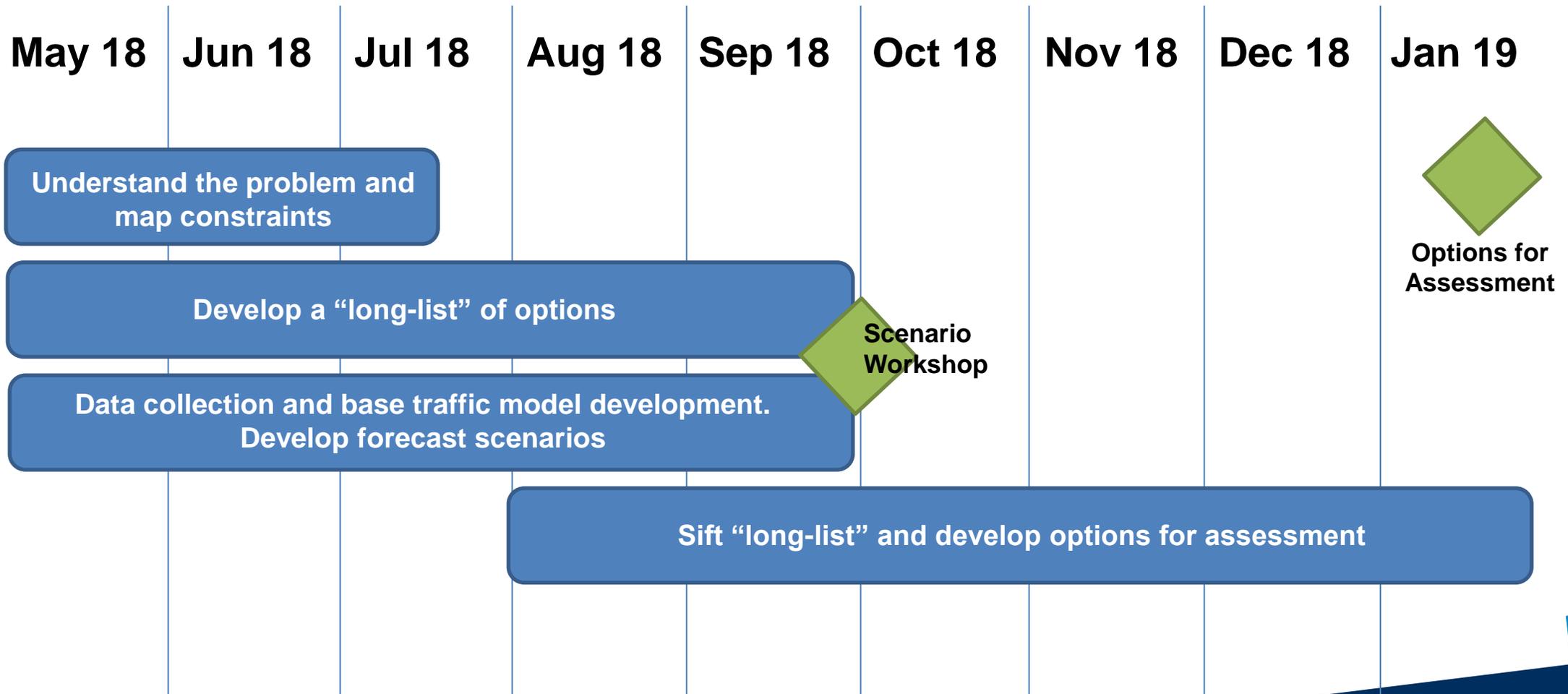
# MNWQ (SRN) overview

Dave Riley – Design Project Director

# Scope & Objectives

- SRN Consultants appointed Jan 2018
- Stage 1 is scheduled to complete in Oct 2019
- Review findings from traffic models
- Engagement with local and national stakeholders
- Consider user, operational, economic and environmental impacts - explore any mitigation needed
- Shortlist of options based on benefits and deliverability ready for wider public consultation (Summer 2020)

# Stage 1 – Open identification



# Stage 1 – Options Identification

- Understand the problem and map constraints
  - Network performance analysis
  - Engage with operational stakeholders (incl vulnerable users)
  - Environmental features and constraints
  - Engage with stakeholders
- Develop “long-list” of options
  - Map engineering constraints
  - Develop outcomes in conjunction with key stakeholders
  - Prepare viable options for each intervention
  - Emerging cost of options

# Stage 1 – Options Identification

- Base traffic model and forecast scenarios
  - Review of existing models
  - Data collection, validate and verify new information
  - Identify committed and potential development in the study area
  - Determine network demand from residential and business growth
- Sift “long-list” and develop options for assessment
  - Sift options against Objectives:
    - Growth
    - Network performance
    - Connectivity
    - Environment

# Capacity Constraints

- Slow speeds for users – mix of long distance, freight, local and city trips
- Significant leisure/event traffic causes congestion outside traditional peak periods
- J8-J18 within the worst 10% of national motorway links in terms of time/reliability
- High rates of collisions and casualties
- Minimal network resilience
- High number of commuter/leisure leaving Manchester City Centre and travelling north-west

# Environmental Constraints – not an exhaustive list

- Approximately 33 Noise Important Areas
- Air Quality Management Area (AQMA)
- Special Area of Conservation - Manchester Mosses
- Multiple Grade I and Grade II Listed Buildings
- Two Scheduled Ancient Monuments
- Registered Parks or Gardens
- Five Conservation Areas
- Multiple Local Nature Reserves and ancient woodlands
- Approximately 61 Public Rights of Way
- Four Water Framework Directive watercourses
- Two Country Parks
- Approximately 30 historic landfills.

# Growth Challenges

- Long-term challenges – population, climate change, improve productivity and reduce social inequality
- Transport related problems in the study area present barriers to economic growth
- MNWQ aligns with Transport for the North's (TfN) aspirations to improve connectivity and deliver transformational economic growth across the Northern Region
- The draft Greater Manchester Spatial Framework (GMSF) could create 200,000 jobs and 227,000 new homes along key gateways that lie within the MNWQ area:
  - Western Gateway (Port Salford and Carrington)
  - Northern Gateway (M66 to Kingsway Business Park in Rochdale)

## **If constraints are not addressed.....**

- Growth across the region will be significantly constrained
- The aspirations of the Northern Powerhouse will be harder to achieve
- Existing congestion will get even worse and extend further onto other parts of the highway network
- Journey times will be more unreliable
- Air quality and noise will worsen
- Performance targets for the motorway network will not be met

# Outputs from stage 1

- Recommended list of options to take to Stage 2 and Public Consultation
- Delivery Strategy - Prioritise order of interventions to maximise benefits across multiple investment periods
- Consenting Strategy – Ensure compliance with planning and consenting regimes at future stages of the project

**Questions?**

# **MNWQ Multi-Modal Overview**

David Nixon, Transport for Greater  
Manchester

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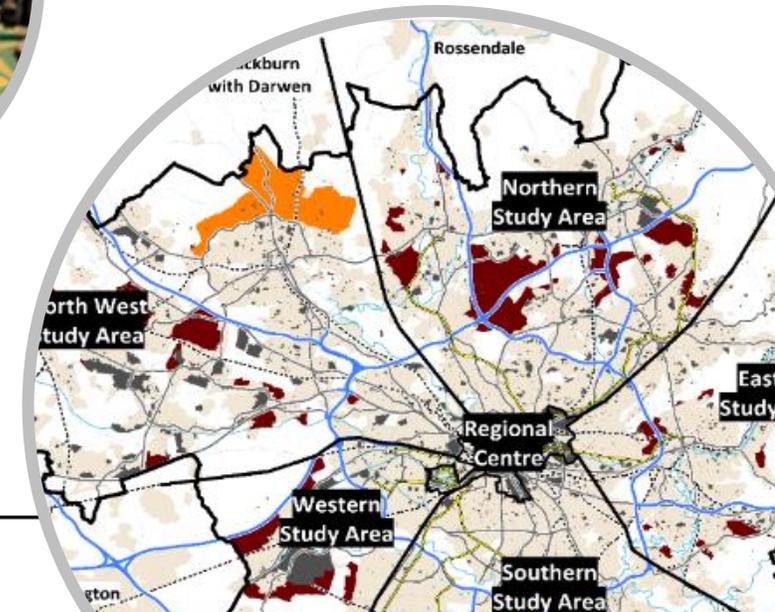
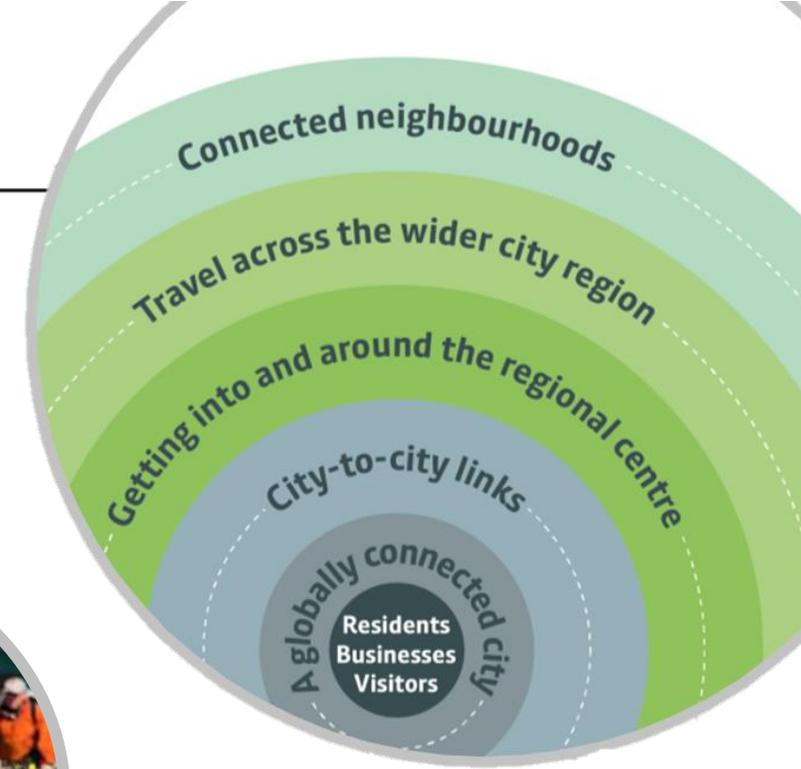
## Key Local Objectives



- Improve public transport capacity on key corridors.
- Ensure the MNWQ package is compatible with key local transport policy objectives (as set out in the 2040 Transport Strategy and emerging GMSF) and with wider GM and local policies and aspirations.
- Support the delivery of proposed GMSF land allocations
- Minimise the impacts of the SRN on local networks, including walking and cycling severance.
- Manage/reduce travel demand, especially demand for travel by car.
- Address critical rail capacity constraints in central Manchester (outside core remit of study but to be referenced).

## Local and Regional Context

- GM Strategy
- 2040 Transport Strategy
- Traffic Congestion
- Clean Air Plan
- Bus Reform
- Active Travel
- Integrated GMSF Planning
- Streets for All Strategy
- TfN Strategic Transport Plan
- TfN Corridor Studies
- Strategic Rail – NPR, HS2



# Study Purpose

- To undertake further assessment of the public transport and local road interventions in the 'In Corridor package' to determine if they should form part of the package to be progressed;
- To seek to refine and/or add to these interventions to provide a package which complements and enhances the SRN measures; and
- To confirm the business case for the public transport and local road interventions identified.

# Key Considerations

## Strategic Case

Identify the key issues and opportunities as they relate to multi-modal travel, such as:

- The nature of demand
- The relationship between local roads, SRN and sustainable modes
- The scale of challenge/opportunity
- The case for change

1

## Reducing the Need for Travel

Identify a package of interventions which may reduce demand for travel, particularly for travel by road and by car.

2

## Key Considerations

### Local Road Network

Determine the future role of the local road network in supporting the strategic road network in the area, appreciating the impacts on local communities.

3

### Improving Sustainable Transport Alternatives

Develop a package of public transport and active travel interventions which support the SRN and encourage modal shift.

4

# Key Considerations

## Delivery and Funding

Consider the agencies and funding opportunities through which the multi modal interventions could be delivered. These may include:

- Future RIS or Highways England Designated Funds;
- A future GM Transport Fund 2;
- Network Rail funding;
- Future Major Road Network funding.

## Providing support to new park and ride sites

Identify interventions required to support proposed P&R sites (e.g. public transport capacity/operations and local roads/connections).

Phase	Key Outputs
1	Inception: Confirmation of methodology and work programme
2	Develop the Strategic Case & analytical framework
3	Develop and assess the packages
4	Develop Individual Interventions

# Key Dates

- W/C 11<sup>th</sup> June: Multi-modal consultants to be appointed
- 30<sup>th</sup> December: End date for commission
- Exact programme to be determined in consultation with Highways England and their consultants.



# Summary

Jacqui Allen (Project Director)

# MNWQ: SRN, what next?

PCF Stage 1 will now consider the individual intervention options along with their affordability, deliverability and value for money.

A potential delivery profile for the interventions will be produced.

Utilising extensive work already undertaken by TfGM, potential park and ride sites will also be identified.

Working collaboratively with the MNWQ (MM) package team will ensure stakeholders get the 'full picture' for MNWQ

# Stakeholder Engagement

## Options Development



## Appraisal of Shortlist



OCTOBER 2019

## Stakeholder Engagement

**Round 1** = SRG, Focus Groups, Working Groups and 1:1's

**Round 2** = SRG, Focus Groups, Working Groups and 1:1's

**Round 3** = SRG, Focus Groups, Working Groups and 1:1's

**Shortlist of options to take forward for public consultation**

# Panel Q&A

# Feedback Session

- **Developments**
- **Constraints**
- **Aspirations**

**Thank you!**