ROCHDALE BOROUGH TRANSPORT STRATEGY

REFRESH – February 2013

Peter Rowlinson
Head of Planning and Regulation Services

Enquiries: please contact :- Strategic Planning Service
Email: strategic.planning@rochdale.gov.uk
Tel: (01706) – 924361

ROCHDALE
METROPOLITAN BOROUGH
COUNCIL

A TRANSPORT STRATEGY FOR ROCHDALE BOROUGH

Contents:

1. Introduction

Role and Purpose of the Transport Strategy

This transport strategy is a framework to guide the development of transport improvements across the Borough for the period up to 2026. It identifies priority schemes and projects that are deliverable, but the timing of their implementation depends on the availability of resources. It is therefore a fluid document with an action plan that will change to respond to changing funding opportunities. It is for this reason that the document is being refreshed as since the original strategy was published in 2009 its success has led to a number of proposal being implemented or have secured a funding commitment, The strategy document will continue to be used to support future bids for funding but also aims to deliver a transport vision that:

> ***"By 2026, Rochdale Borough will have an affordable, sustainable, reliable, accessible and integrated transport network that offers travel choice, serves its communities, tackles air quality and climate change enhances social inclusion, public health and supports the regeneration of the local area"***

The strategy is critical in enabling the Council and its partners to achieve its, economic, social, regeneration and environmental objectives. It will primarily support, guide and be developed through the Local Transport Plans (LTP) and Local Development Framework (LDF) processes. It will also support the delivery of other strategies and programmes, including the Sustainable Communities Strategy, Borough Masterplan, Economic Development, Infrastructure and Investment, Environment and Health Strategies. It also considers the impacts of future capital investment in education facilities and the "re-organisation of hospital services" both of which heavily influence future travel patterns.

The Transport Strategy will:

(a) link with different tiers of transport policy, and in particular, local, sub-regional and national transport priorities including those in the Greater Manchester Strategic Plan
(b) has both short term delivery priorities including those contributing to relevant local and national economic growth and transport targets / goals, as well as the long term strategic direction in developing the borough's transport network;
(c) sets out the transport priorities for the borough to support the wider holistic aims and aspirations set out in the Sustainable Communities Strategy, Borough Masterplan and Local Development Framework (LDF);
(d) identifies transport improvement proposals, informing future LTP programmes and the LDF
(e) provides a framework for developing and lobbying for proposals; and
(f) presents a clear statement to the public and the Council's transport partners of its priorities and indicative timescales for delivering improvements for all to meet the Borough's future development needs..

The Strategy has four underlying principles:

- Support the Borough's environment / sustainability and public health agenda. Transport emissions are a key contributor to climate change, so a priority for action is to influence local travel choice, reduce demand on natural resource use, impact on air quality and carbon emissions / climate change. It will also contribute to improving people's health by offering more opportunities to change travel behaviour and switch to more active and environmentally sustainable forms of transport;

- Support the Borough's strategic land-use objectives set out in the Local Development Framework (LDF) Core Strategy. The LDF offers an opportunity to better integrate land-use and transport, focussing future economic growth, employment opportunities, housing and other development where good access and connectivity can be provided;

- Address public concerns, particularly for residents and businesses experiencing increasing delay, congestion and reduced journey reliability in moving into / out of and around the Borough. This undermines business efficiency, deters local economic investment and reduces quality of life for residents; and

- Supporting regeneration. Deprived areas, communities and development opportunities are dependent on high quality, reliable and affordable means of travel to jobs, health, education

and other local community facilities. Limited cross town and borough movements are of particular concern. Providing good accessibility and transport links are integral elements of the Council's Sustainable Communities Strategy aspirations and this strategy sets out the framework for transport initiatives that contribute to delivering these.

The strategy primarily aims to manage demand and the movement of goods and people (including those with impaired mobility or disability), make better use and maximise operation of the existing network. It also encourages the use of contemporary and emerging technology in propelling and "re-charging / re-fuelling vehicles and in conveying up to date transport information, reducing the need for physical travel affecting areas of the network that experience congestion. Opportunities to use transport information more efficiently through the provision of improved electronic communication will be exploited eg broadband, video-conferencing etc.

This strategy also provides a framework for more detailed proposals through the development of Township Transport Plans linking and forming part of Township Plans. The strategy will be an accessible document, so does not contain detailed evidence to justify the proposals included in the action plan. This will be provided in future study reports, business cases and supporting technical documents supporting funding bids.

The Challenge

Whilst the borough has good transport links to the regional centre, it is on the axis of two motorways - the M62/M60 and M66, has a good frequent rail link between the regional centre and West Yorkshire, the transport network does not meet the travel demands of local communities.

The challenge is to provide an affordable, sustainable and effective transport network which is seamless in serving all local community needs by further enhancing strategic and cross-borough links to provide coherence, travel mode choice and connectivity for all, and support regeneration and growth of the local economy while tackling pollution and CO_2 emissions from traffic. The implementation of the Council's transport priorities will depend on close working relationships with partner agencies, transport providers and developers, taking opportunities arising from regeneration initiatives and both private and public investment.

Section 2 **Strategic Context**, which follows, updates the policy context at national, sub-regional and local level. Section 3 outlines '**The current situation in Rochdale Borough**' and traffic patterns in the borough and Section 4 **'Key Issues'** identifies those issues and other matters which the Strategy needs to address. The **'Vision'** articulates how the Strategy will transform the Borough's transport system and **'Objectives'** for achieving it. The ' **Proposals'** section lists the proposed schemes and projects linking them to GMLTP3 priorities and the transport objectives that support this Transport Strategy's Vision. Towards the end of this document **Resourcing and Funding** options are presented followed by a deliverable long term **Action Plan** to meet the Borough's accessibility and movement needs and aspirations This also includes indicative or preliminary scheme cost estimates where they are available and possible funding sources. This provides a refresh of the progress made on delivering the original action plan set out in 2009 with the first page highlighting those proposals the have been constructed, are under construction or have a confirmed funding commitment.

2. Strategic Context

This section sets out the existing policy context within which the strategy will be justified and implemented.

Rochdale Borough Sustainable Community Strategy (2011-2021)

The Rochdale Borough Sustainable Community Strategy (2011-2021) was produced in June 2011. Although transport and accessibility issues do not feature as a specific aim, improvements to the transport network contribute to delivery of its wider aspirations which are :

- **People** – we will promote healthy, safe and happy lives through prevention and personalisation of care, growing self-esteem, confidence and responsibility,
- **Place** – we will create high quality places where people choose to be,
- **Prosperity** – we will grow enterprise, ambition and skills to succeed.

Through consultation, the priorities that emerged from the public were:

Economy – work, skills and improve Rochdale Town Centre and the retail offer;
Identity Promotion and Citizenship – promote and encourage community responsibility, empower and use the third sector, focus on fewer things and do them well;
Health and Wellbeing – focus on reducing addictions, stop importing deprivation and promote personalised care;
Children and Young People – raise aspirations and self-esteem, provide more work opportunities and develop responsibility;
Environment – cleaner town centre, less litter, improve dilapidated buildings;
Safety - deal with poor perception of crime, ensure people feel safe and reduce anti-social behaviour.

Although the links are not recognised in the Sustainable Community Strategy travel planning and proposals to improve accessibility can contribute to these priorities (Economy, Young people and Children, Environment and Safety in particular) and aspirations. Common thrusts running through these are to strengthen access, maintain travel affordability to employment and training opportunities and local amenities, enhancing town centre environments and improving local and community safety.

Rochdale Borough Renaissance Masterplan

This provides an overview supporting the Sustainable Community Strategy and Local Development Framework and highlights the importance of access and transport within its vision to deliver “an attractive location with a great quality of life and distinctive identity that is an integral part of a vibrant city region”.

Its spatial framework includes;

- an M62 investment corridor;
- Metrolink Regeneration corridor;
- Enhancing town centres; and
- Improving Green Infrastructure.

The masterplan has seven themes and of which improvements to transport infrastructure can make a contribution (Developing 21st Century Employment, Thriving Town Centres, Capitalising on environmental assets enhancing strategic corridors and gateways) in particular in delivering “Accessible and Sustainable Transport”. This theme uses this transport strategy as its basis and seeks radical improvement in the public transport network to improve connections within the Borough and with the wider city region,

It also aims to provide a strong heart providing access to town centres promoting greater density of development around public transport hubs and interchanges (railway and bus stations and Metrolink stops). Future town centre developments must provide a wider range of land uses with greater emphasis on employment, residential and leisure as well as retail to maintain and enhance economic vibrancy in these areas which are the most accessible.

The Borough masterplan seeks enhanced operability of strategic transport routes as a vital asset to industry and economic growth and that journeys can be made reliably and efficiently to / from the wider

GM sub-region and beyond. Although produced before the Northern Hub Rail proposals for the construction of the Ordsall Curve linking Manchester Piccadilly and Victoria stations and the Calder Valley Line capacity improvements as well as the Hihgways Agency M62 hard shoulder running scheme between Junction 18 and 20, these are measures that will help to meet Borough Masterplan aspirations.

Along side these the masterplan is a strong driver for improvements to Metrolink and continous enhancement of the bus, pedestrian and cycle networks and quality streetscape design to enhance residential environments and local safety.

Greater Manchester Strategy
Published by AGMA in August 2009 the GM Strategy sets out key priorities to enable the sub-region to achieve its economic potential. Alongside its vision for "the Manchester City Region to pioneer a new model for sustainable economic growth based around a more connected, talented and greener city region where the prosperity secured is enjoyed by the many and not the few". One of key strategic priorities of the GM Strategy is to "Significantly Improve transport connectivity within the city region".

This vision is backed by seven principles, one of which is "we will continue to grow into a fairer, healthier, safer, more inclusive place to live, known for excellent, efficient, value for money services and transport choices".

The strategy features a number of strategic transport objectives which are to

- Prioritise cost-effective major transport innovations that will create maximum economic benefit to the city region, subject to positive social and environmental outcomes;
- Improve access from residential areas, particularly housing growth points, to key education and employment areas, particularly the regional centre and local town centres, Trafford Park and other strategic employment sites;
- Improve the efficiency and reliability of transport networks;
- Improve surface access to Manchester Airport;
- Improve road safety;
- Enhance personal safety and security.

These objectives provide the framework within which GM's Third Local Transport Plan (LTP) has been prepared and supports. The strategy however is currently being reviewed to be consistent with the changing policies and initiatives from government in their drive for economic growth.

Greater Manchester Third Local Transport Plan (2011-2016)

The Third GM Local Transport Plan (LTP3) published in April 2011 sets out the plans and spending priorities of Transport for Greater Manchester (TfGM), the ten GM local authorities and other key partners. A key driver of this is the Greater Manchester Strategy and key priorities within it to enable the sub-region to meet its economic potential.

The core objectives of LTP3 are to:

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

These objectives will be delivered by :

Promoting travel choice and achieving growth in travel by modes other than the private car

Better Buses – Proposals in Rochdale Borough including the new Transport Interchange and a route within the Cross City Bus Package. As funding permits bus network coverage will be improved with more orbital and door to door services, Metroshuttle will be expanded in more town centres, the case for more yellow busses will be made and links between bus / rail / Metrolink services will be improved. Passenger facilities at bus stations /stops will be improved and additional bus priority measures will be identified to improve journey reliability.

Delivering the Metrolink Vision – including the Manchester to Rochdale via Oldham Line including town centre extensions.

A Rail System for our future economy – Many improvements depend on rail industry investment if they are to be delivered but GM's rail aspirations are: additional rolling stock to alleviate overcrowding; increased network capacity in the Northern Hub; station upgrades; Line electrification, enhance service patterns and frequencies, improved train and station standards; support for High Speed Rail; and improved rail freight movement efficiency. Measures include station improvements at Manchester Victoria and additional park and ride at some stations.

Fares, ticketing and information – simplify fare systems across bus, rail and tram with day and season ticket option that meet travel need supported by an electronic smart card. Improve travel information services that allow residents, businesses and commuters to devise plans to travel more sustainably.

Active Travel – Promoting walking and cycling is central to the LTP3 strategy and the significant public health, safety, environmental benefits and community cohesion it can offer. The sub-region is exploiting the opportunities presented through the Local Sustainable Transport Fund (LSTF) to deliver major improvements in this area. Making shorter trips by active means will be encouraged, backed by speed reduction measures where ther is a clear need and ensure better maintenance to support road safety walking and cycling.

Highways and freight

Managing highways - by maintaining local road quality and managing demand on local roads. Improved reliability on strategic roads will be achieved through optimising traffic signals, TRO's and traffic lane use.. The GM Traffic Control centre will also improve incident and routine management to provide accurate, reliable and up to date traffic information. Highway maintenance is vital to maintaining a strong economy. Value for money from maintenance budget will be maximised and innovations will be explored to bring in additional resources.

Car parking – sufficient capacity will be provided to support economic growth whilst restricting demand to encourage use of sustainable transport. Appropriate parking capacity will be provided in town centres and for new developments and increased park and ride capacity will be provided at public transport stops and stations. Disable peoples parking needs will be reflected in provision.

Freight – GM's economy can only function with effective transport and logistics therefore improvements in the efficiency / reliability of these movements will be sought whilst minimising environmental impact and enhancing safety. Policies for traffic management, rail , road safety, air quality and low carbon are closely aligned.

Demand management – This is necessary to complement proposals, whilst not bring forward any congestion charging proposals other measures appropriate to specific locations will control demand. These will be based on reducing need to travel, allocating more highway space for pedestrians and cyclists and adopting parking policies that make long stay commuter parking lees attractive.

Other Issues

Safe and secure travel – through local road safety training and education, measures to minimise traffic conflict, driver improvement programmes and travel and safety information, pedestrian priority measures including 20mph zones in residential areas will continue to be introduced where there is community need, safety and security improvements at public transport interchanges.

Accessible Transport – continued improvement through travel training schemes and addressing disabled people's travel priorities with more ways for independent travel for all.

Greener Transport – encourage people to use their cars less and ensure everyone is fully aware of their travel choices particularly in walking and cycling for short journeys. Rail and water borne freight travel is being promoted to reduce the volume of HGVs on the roads where viable. Car clubs and car sharing is also encouraged. A new Air Quality Action Plan (AQAP) will be produced to tackle pollution on busy traffic corridors alongside tackling climate change. More "green buses" will be introduced and work to develop and promote a network of electric vehicle charging points is ongoing.

Greater Manchester Transport Fund

This was set up by AGMA in July 2009 and is a Major Transport Scheme Prioritisation and Funding Strategy focussed on delivering maximum economic benefit to Greater Manchester, consistent with positive social and environmental package outcomes. It is funded through prudential borrowing alongside local contributions from:

- a 40% top slice of GMLTP Integrated Transport funding until 2018: plus
- funding generated by annual increases in the GMITA levy on local authorities for each of 6 years from 2010-2011.

The schemes within Rochdale Borough included in the Greater Manchester Transport Fund that are still to be delivered are:

- Rochdale Metrolink Phase 3B (Railway Station to Town Centre),
- Cross City Bus Corridor Route to / from Middleton
- Rochdale West Package (however the study recommendations do not include any major transport proposals in the borough),
- Metrolink / Rail Park and Ride proposals at Rochdale Railway Station. .

The fund assumed Metrolink Phase 3A including the Kingsway Stop and Rochdale PT Interchange to be already committed schemes and have been completed.

Local Sustainable Transport Fund (LSTF)
LSTF was established to enable transport authorities to bid for a pot of funding for measures that reflected the government's objectives to support economic growth by improving transport links and reduce greenhouse gas emissions from transport.

In July 2011 TfGM where awarded a £4.9 million settlement phased over 2011-2012 to 2014-2015 for the key component element of the bid of which Rochdale MBC secured £117 000 to fund the provision of a new cycle hub in the grounds of Nye Bevin House, the main health centre in Rochdale located close to the railway station and Metrolink stop.

The large projects component bid secured a £32.4 million allocation to TfGM in June 2012 phased over 2012-2013 to 2014-2015. Rochdale Council's element of this bid was for a series of measures to improve access to the Borough's railway stations and Metrolink stops and has secured an allocation of around £900 000 allocation, the largest award to any GM local authority. TfGM has kept most of the funding to deliver a wider programme of improvements and maintenance initiatives included in the bid. The provision of a smart card scheme which will in due course be interoperable across all public transport modes within GM (a GM oyster card) is a key element of the programme.

Unitary Development Plan (UDP) and Local Development Framework (LDF)

The transport policies in the Rochdale Unitary Development Plan (adopted June 2006) will be superseded by the Local Development Framework Core Strategy. There are some UDP policy approaches that remain relevant, but the Core Strategy includes a framework that supports the Council's spatial strategy to 2028 and identifies proposals to deliver new development and economic growth and has regard to social and environmental issues. This transport strategy will co-ordinate, prioritise, promote and seek finance for those schemes.

The Core Strategy concentrates the majority of new development in the south of the Borough. Economic growth areas include all the main township centres, Rochdale Canal Basin and the area around the railway station and south to Kingsway, Sudden / Castleton, M62 corridor and East Middleton (Town Centre to Mills Hill Railway Station. Many of the proposals put forward in this strategy are to enhance access and connectivity to these areas.

The accessibility hierarchy developed in the UDP (Policy A/2) is carried forward into the LDF (Policy T2) and will influence design principles of all proposals on the transport network and the layout of development; it prioritises user needs as follows:

- People with impaired mobility and pedestrians;
- Cyclists;
- Public Transport (Bus, Heavy and Light Rail);
- Taxis, private hire vehicles and commercial traffic for local access;
- Powered Two-Wheeled Vehicles
- Commercial traffic requiring local access
- Shopping, Visitors / Tourists and off peak traffic;
- Long Stay and Peak time Commuter Traffic.

The safety, accessibility and amenity needs of residents and local community service users and those meeting local economic needs will be considered before the needs of through traffic on local routes. Proposals that do not demonstrably follow this hierarchy will require re-design or revision.

The approach in UDP Policy G/A/1 (P151) will also remain relevant:

"The Council will facilitate accessibility for all by integrating land use development and transport, reducing the need to travel, widen travel choice and encourage change in travel behaviour by enhancing walking, cycling and public transport travel opportunities. Development and transport proposals will be located, designed and integrated with their surroundings to:

a.) reduce the growth in the length and number of motorised journeys
b.) facilitate access by walking, cycling and public transport – including for people with restricted mobility, so widening travel choice for all and reducing reliance on private car use,
c.) provide access to motorised vehicles to meet the operational needs of development, while minimising adverse impacts on local communities and the environment, and
d.) facilitate the movement of goods by rail and other low carbon alternatives where practicable".

The spatial strategy of the LDF Core Strategy focuses development in the south of the Borough closer to the motorway corridors, and rail / Metrolink corridors, core bus routes and key transport hubs and interchanges. It also identifies economic growth corridors, housing and mixed-use regeneration areas and broad areas and strategic sites for development while having regard to making the best use of the existing transport network and identifying new schemes and projects that provide sustainable access.

Transport investment will be focussed where it minimises travel need particularly at peak times, while maximising connectivity (to and from large trip generators), accessibility (by sustainable forms of travel), reliability (predictable travel times) and opportunities to use sustainable forms of travel. Links will be enhanced to:

- improve inter and sub-regional links to neighbouring centres including Manchester City Centre and Manchester International Airport;
- better access key transport interchange and hub facilities
- better access to proposed development focus areas and town centres,

In developing a sustainable low carbon and integrated transport system that meets residents' aspirations and assists economic growth and social regeneration in the Borough while reducing environmental impact, the Council will continue to work with partners to address constraints by:

- Enhancing sustainable and low carbon transport links to economic growth areas and strategic development sites in the motorway corridor;
- improving links between centres, within the Borough, to / from neighbouring centres, the regional centre and other key regional destinations such as Manchester Airport and the Trafford Centre;,
- Improving access to the public transport network and tackle congestion by providing better interchange and hub facilities thereby enhancing travel choice;
- Providing access for all to development focus areas and town centres;
- Reducing the need to travel and make best use of the existing transport infrastructure.
- Keeping traffic moving and improving journey reliability by making best use of the existing transport network,

- Improving local links to town centres and local community amenities and services.

The basis for the proposals set out in the action plan in Section 9 of this document is outlined in Policy T1 of the Council's LDF Core Strategy. This strategic approach will be supported by development control policy addressing the transport impact, accessibility requirements and parking standards for major developments. These are supported by along with Supplementary Planning Document's (SPDs) for example on Travel Planning and New Development SPD which offer advice on the producing travel plans, their content, benefits of and design standards required for new developments. Their location, surroundings and impacts from the application of the Council's Accessibility Hierarchy will be taken into account.

Economic Development Strategy

Rochdale Borough's Economic Development Strategy seeks the transformation of the local economy and sets out priorities to:-

- increase productivity,
- raise skill levels and reducing worklessness,
- improve infrastructure and attract investment,
- improve quality of life and the attractiveness of the Borough.

Transport investment is a specific part of the priority of improving infrastructure and attracting investment that will:-

'Promote integrated transport and communications, infrastructure and networks'

Key actions to achieve this are:-

- continue to improve road links to city region and national road networks,
- ensure a modern, quality public transport system linking the Borough with the city region and national transport networks,
- develop a public transport system, to efficiently link commercial development with residential areas.
- develop information and Communication Technology (ICT) infrastructure to support economic transformation.

National Planning Policy Framework (NPPF)

NPPF (DCLG/DfT March 2012) was produced by central government to streamline planning policy. The transport section replaces PPG13 and a thread through land use planning decision making is a presumption in favour of sustainable development. Carbon reduction is also viewed as a key element as the government seeks the transition of the economy to a low carbon future reducing changing climate and advocating the reuse of existing resources.

NPPF acknowledges the role of transport in facilitating development and contributing to wider sustainability and health objectives. It emphasises a balance in favour of encouraging sustainable travel and offering people choice in how they travel, promoting smarter use of technologies that reduce the need to travel. The framework also recognises that different policies and measures will be required in different communities to address specific local issues and so vary in urban compared with rural areas. Solutions that contribute to reducing congestion and greenhouse gas emissions are encouraged and development patterns should maximise opportunities to travel by sustainable modes.

NPPF transport objectives are to:

- Facilitate economic growth through a positive approach in planning for development; and
- Support reductions in greenhouse gas emissions and congestion, and promote accessibility through planning the pattern and mix of development that where reasonable to do so, facilitates travel by sustainable modes of transport.

All developments generating significant numbers of trips (determined by local criteria) will be supported by a Transport Assessment or Transport Statement and decisions will consider whether:

- Opportunities for sustainable transport modes have been taken up, depending on the site nature and location, to reduce the need for major transport infrastructure;
- Safe and suitable site access for all can be achieved; and improvements can be undertaken within the transport network that cost effectively limit the development impacts. Development

should only be prevented or refused on transport grounds where the residual development impacts are severe.

Opportunities for the use of sustainable transport modes to move goods and people should be protected
and exploited, therefore developments should be located and designed where practical to:

- Accommodate efficient delivery of goods and supplies;
- Give priority to pedestrian and cycle movements, and access to high quality public transport facilities;
- Create safe and secure layouts minimising conflict between traffic and cyclists / pedestrians, avoiding street clutter and establishing "home zones" where appropriate;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- Consider the needs of disabled people by all transport modes.

NPPF maintains that the planning system has "environmental, social and economic roles are mutually dependent" and therefore should be sought jointly and simultaneously in delivering sustainable solutions that enhances people's quality of life through;

- Making it easier for jobs to be created in cities, towns and villages;
- Moving from net biodiversity loss to gain;
- Replace poor design with quality design;
- Improve conditions in which people live, work, travel and take leisure; and
- Widen the choice of high quality homes.

Local authorities will seek to improve the quality of parking in town centres so that it is convenient, safe and secure. Parking charges should be of a level that does not undermine the vitality of town centres, with proportionate enforcement regimes. Local Planning Authorities will identify and protect, where evidence is robust, sites and routes that are critical to developing the transport infrastructure and widen travel choice.

Climate Change and Air Quality

Through the Climate Change Act 2008 a UK carbon emission target was set to bring down CO_2 emission levels down by 80% in 2050 from 1990 baseline levels with an intermediate reduction of 34% to be achieved by 2020. This is more ambitious target than previous those set previously and likely to become more challenging over time. To achieve them, a shift in societal travel behaviour is required and as transport is a major contributor to greenhouse gas emissions, with people travelling less and an increase in the proportion of trips made by low carbon modes. DfT guidance on delivering low carbon travel to address transport impact on CO_2 emissions has been produced to guide future LTP's. It requires the consideration of a wide range of initiatives including non-road options, and "softer" options focussing on walking, cycling and behavioural change.

It is accepted that transport is the source of around 25% of total greenhouse gas emissions up from 9% in 1990. Journeys less than 5 miles account for 21% of CO_2 emissions and 64% from trips less than 25 miles. Enabling more of these journeys to be made by sustainable travel modes will help to tackle climate change. DfT strategy focuses on de-carbonising transport, advocating a mix of policies relevant to each travel mode reducing its overall CO_2 contribution which includes:

- Reducing the number of trips and the need to travel;
- A greater role for public transport whilst continuing to increase carbon efficiency;
- Promoting other sustainable modes (walking, cycling and travel behaviour change);
- Promotion and investment in new technologies and cleaner fuels; and
- Shifts in fiscal policy and use of trading methods to reduce emissions from aviation and shipping (not within the remit of this strategy).

Heath and Well Being

A key priority in the Sustainable Communities Strategy for the Borough is "Improving the Health and Well Being" of people in the Borough. Transport policy can contribute to achieving this by providing opportunities for sustainable travel (public transport, walking and cycling) to access jobs, training and local amenities. Active travel encourages exercise, improving the fitness of people, reduces motorised

travel and therefore traffic emissions and air quality, so contributing to tackling climate change. Improving sustainable transport also assists travel choice in accessing local health care.

Wider Governance Changes

Since the Transport Strategy was first produced in 2009 sub-regional transport governance has changed with the introduction of Integrated Transport Authorities through the Local Transport Act 2008 and the formation of Transport for Greater Manchester and the abolition of Regional Assemblies and Regional Development Agencies which have been replace by Local Enterprise Partnerships with a much more focused economic growth remit. The Localism Bill has also been introduced to empower local areas to develop a neighbourhood plans for their communities to decide where future development should go.

These combined with government austerity measures mean the roles and powers of influence local authorities changing. Policy development has been passed to the sub-regional level and local Councils have a partnership and consultative role rather than a leadership role. Emphasis is being placed on “duties to co-operate” with partners with a government-lead drive for economic growth and reducing the impacts of climate change overriding other policies. These often in reality, conflict.

A Local Enterprise Partnership has been set up and in operation covering Greater Manchester and will have a key influence in deciding transport priorities for the sub-region alongside the Greater Manchester Combined Authority (GMCA). It is already noticeable that both government austerity and recent pattern of transport funding secured by TfGM is staying with sub-regional bodies and allocations trickling down to local authorities are reducing. The emphasis on strategic improvements that maximize sub-regional economic growth is frustrating to local transport users. This trend along with the fragmentation of funding sources strengthens the need for this strategy as a document to lobby for resources to deliver the Borough’s transport infrastructure priorities and that the Business Cases supporting them are solid and justifiable.

3. Current Situation – Movement Patterns in Rochdale Borough

The Borough is centrally located on the "Northern Way", a strategic growth corridor connecting east to west, Hull to Liverpool and north to south, Newcastle to Manchester. Rochdale Borough is well situated on the edge of the Manchester City Region and adjacent to the Leeds City Region. The Council is working with partners and stakeholders across the North to exploit opportunities to drive economic growth through new investment in development, regeneration and transport infrastructure and close the performance disparity between the Northern economy and that of the South East. This Transport Strategy supports Rochdale Borough's Renaissance Masterplan and enables the area to take advantage of these opportunities and the challenges they present.

Rochdale Borough, on the edge of the Pennines, is located in the north east of the Greater Manchester and has an established administrative affinity with that sub-region but also with East Lancashire and the western parts of West Yorkshire. Rochdale, the sub-regional centre, and the towns of Heywood, Middleton, Milnrow and Littleborough have good access to M62 which passes east-west through the borough, the M66 south-north from the M62 along the western edge of Heywood and M60 ring road around Manchester is to the south of Middleton. These routes experience congestion for much of the working day and the heavy traffic flows mean delays frequently occur. Diversion routes are also sensitive to incidents that inhibit traffic movements on the motorway network attracting unsuitable traffic through residential areas. This is of particular concern to affected communities in Middleton and Heywood. The Council, in delivering its strategy will work with partner organisations including the Highways Agency to ensure compatibility in managing trip demand between the local and strategic highway network.

The Borough's has a traditional employment base. This contributes to its travel to work patterns being relatively self-contained with around 77% of local commuter journeys made within the Borough. The reliance on a declining manufacturing sector however makes the local economy vulnerable to change. Extensive efforts are being made to grow and modernise it by broadening its base, developing a skilled workforce and attracting more, higher value employment opportunities to the Borough. Whilst close to Manchester City Centre, the Borough does not sufficiently exploit its proximity to it and whilst 9 800 of its residents work in the regional centre, this will increase if access to the rapid economic growth and high value employment opportunities offered by the regional centre are exploited by the local workforce.

Employment opportunities within the borough will be maximised but people must also be encouraged to exploit job opportunities elsewhere, particularly in Manchester, through competing for higher earning posts. This strategy recognises and promotes this alongside improving connectivity within the Borough and seeks to offer feasible alternatives to the high proportion of short distance car commuter trips made within the borough. There is a need to strengthen and publicise the sustainable transport offer to relieve bottlenecks and promote modal shift.

The most significant links to Manchester are from Middleton, due its close proximity, accounting for 15% of morning commuter journeys out of the township. If future employment opportunities are to be exploited by the Borough's workforce, investment and commitment to re-training is needed enabling individuals to compete for more skilled and higher value jobs. At present the Borough's workforce is relatively low skilled and low earning, therefore travel to work time horizons are relatively short. This accounts for the localised travel to work patterns as workers cannot afford, or are not prepared to travel longer distances to work. People in higher skilled jobs with larger incomes are prepared to commute longer distances e.g. to Manchester City Centre using good public transport links.

There are also substantial travel to work flows between Rochdale and Oldham (13 800 in total) demonstrating a strong relationship between the two boroughs and adding to the flows across the southern boundary of the borough.

The tables below indicate the modal split of travel to work trips from the borough as well as employment status, levels of car ownership and where people work. A comparison is presented with Grater Manchester and England and Wales for all but the last of these parameters. Percentage figures are used.

Table 1 - Travel Method to Work

Name	Work mainly at or from home (%)	Train or Tram (%)	Bus. Minibus or Coach (%)	Motorcycle Scooter Moped (%)	Car or Van (%)	On foot or Bicycle (%)	Other (%)	Total employed people 16-74 (%)
England & Wales	9.19	7.09	7.40	1.09	61.49	12.76	0.99	100.00
Greater Manchester	7.74	2.85	10.67	0.82	64.95	11.74	1.23	100.00
Rochdale	7.75	1.84	8.95	0.82	66.89	11.93	2.03	100.00

Table 2 - Employment Status

Name	Employees (%)	Self-Employed (%)	Unemployed (%)	Permanently sick or Disabled (%)	Looking after Home or Family (%)	Full Time Student with job (%)	Full Time Student without job (%)	Retired & Other (%)	Total People aged 16-74 (%)
Rochdale	51.09	7.00	3.89	8.26	6.48	2.15	4.04	17.09	100.00
Greater Manchester	51.56	6.65	3.52	7.84	6.09	2.63	5.11	16.59	100.00
England & Wales	52.33	8.28	3.35	5.52	6.51	2.57	4.70	16.73	100.00

Table 3 - Car Ownership

Name	No cars or Vans (%)	1 Car or van (%)	2 cars or Vans (%)	3 Cars or Vans (%)	4 or more Cars or Vans (%)	Total Households (%)
Rochdale	33.46	42.70	19.82	3.27	0.76	100.00
Greater Manchester	32.81	43.02	20.09	3.23	0.84	100.00
England & Wales	26.79	43.80	23.53	4.51	1.38	100.00

Table 4 – Where People Work

Name	Work in Heywood (%)	Work in Middleton (%)	Work in Pennines (%)	Work in Rochdale (%)	Work in GM (not Rochdale Borough (%)	Work in NW (not GM) (%)	Work in UK (not NW) (%)	Total Employed People 16-74 (%)
Rochdale	9.44	9.84	8.76	34.04	31.13	3.54	3.24	100.00
Greater Manchester	0.32	0.51	0.14	0.62	88.51	7.26	2.64	100.00

This information emphasises the high proportion of people working within the Borough and that a high proportion of them travel to work by car compared with the rest of Greater Manchester and nationally. There are also a high proportion of households in Rochdale Borough (over a third and higher than the GM average) without access to a car and therefore reliant on sustainable transport and low carbon forms of travel. Bus use is also below the GM average, so there is capacity on it to accommodate new passengers.

Township Travel Patterns

Rochdale Township – Most work trips are within the township or to other parts of the borough with only 54% of them made by car. The township has the highest levels of travel to work by sustainable modes. This could be due to low levels of car ownership (or registration). Car travel to Oldham and Bury is particularly high, indicating public transport alternatives (used by 10.8 and 9% respectively of people travelling to work) are not attractive, convenient, affordable or publicised well enough for

commuters to choose it as a travel option. Preference is to travel by car, contributing to peak time delays experienced on local radial route between Rochdale and Oldham / Bury.

Pennines Township – The majority of travel to work trips are made within the Pennines or to Rochdale Township. Together with journeys to Manchester and Oldham these account for 76% of such journeys. 44% of journeys to Manchester City Centre are made by train, emphasising the importance of the Calder Valley Line, while almost 80% of trips to Oldham are made by car, again suggesting the lack of appeal that public transport appears to offer. As a destination for employment, Pennines Township is convenient for commuters from Calderdale and Rossendale, but over 29% of internal journeys in the township are made on foot, indicating a high number of short distance trips.

Middleton Township - Although the highest proportion of trips, are made within the township, its travel to work pattern is more scattered to / from destinations outside the area (Manchester, Oldham, Salford and Trafford are all prominent destinations). This reflects the location of the township being conducive to access areas of employment growth around the sub-region. The reliance on Rochdale Township is much less than for other parts of the Borough, and despite its close proximity, travel to work trips to Bury are relatively low (2.3%). Bus use is significantly higher in Middleton Township than elsewhere in the Borough. Around 41% of journeys to work are to Manchester City Centre linked by a frequent, appealing and convenient bus service and the nearest railway station being located on the eastern boundary of the township. The proportion of bus journeys to Rochdale Township and Oldham are also of note.

Heywood Township – also has a contained travel pattern with a high proportion of journeys to work made on foot. This is indicative of low levels of car ownership (registration) and a lack of mobility of the local labour market. Travel by bus to and from the township other than to Middleton is, surprising as there is no public rail service. Rochdale Township, Bury, Manchester and Oldham all feature prominently as travel to work origin / destinations with car travel being the dominant mode, again indicating the lack of appeal of sustainable transport alternatives.

Lorry movements and HGV routing is a key issue for Heywood Township, particularly to the commercial and distribution industry development to the south of the town, but also along A58 through the town centre. At present commercial traffic predominantly accesses via M66 Junction 3, a route that is valued by local communities as it avoids built up areas. For haulage operators travelling to and from Yorkshire and the eastern part of the UK this route adds time, fuel costs and generates additional emissions not released if HGV's were able to access directly from M62 Junction 19.

Sustainable Transport Network

The Calder Valley Railway Line (Manchester Victoria to Leeds) is heavily used, with Mills Hill, Castleton, Rochdale, Smithy Bridge and Littleborough stations serving the Borough. Both stopping (2 services an hour) and direct services (a further 2 services an hour) during the day operate along the route. Non-stop services take less than 15 minutes to travel between Rochdale and Manchester Victoria. Compared with Trans-Pennine Express services between Manchester and Leeds via Huddersfield however, services on the Calder Valley Line take around 45 minutes longer to travel between the two regional centres making them less attractive to business, economic, social and leisure travel because of the historic lack of investment made in the line. Peak time services particularly in the morning into Manchester operated at capacity and passengers were frequently left on the station at Mills Hill. Lengthening of these services recently have addressed this in the short term and the Northern Hub capacity and line speed improvements and cascade of more modern rolling stock through the HLOS (High Level Output Specification) process could offer a more permanent solution by allowing additional services through the Borough.

The Rochdale – Oldham Heavy rail Loop line which closed in October 2009 will shortly re-open as a Metrolink route between Manchester and Rochdale Railway Station (vis Oldham) with stops in the Borough at Newhey, Milnrow, Kingsway Business Park, Newbold (Kingsway) and Rochdale Railway Station. By Spring 2014 this line will be extended to Rochdale Town Centre. Construction on this section is progressing.

The privately operated East Lancashire Railway (ELR) line from Rawtenstall to Heywood via Bury is mainly used for leisure journeys, but an extension to link with the Calder Valley Line at Castleton and in

the future direct access to Manchester City centre are aspirations, providing the leisure offer is protected.

Rochdale MBC will support measures that promote and increase the movement of goods by rail and contribute to reducing commercial traffic on the Borough's highway and motorway network. This a potential option in providing sustainable access to the commercial areas south of Heywood through the provision of a spur of the ELR.

The main centres of the borough are well served by bus services; to Manchester via Middleton, Bury / Bolton via Heywood, Oldham / Ashton under Lyne and to Rossendale. All have at least 10 minute frequency on weekdays and Saturdays. They are supported by a network of local services to local centres and residential areas around the borough. Patronage levels however are variable and dependent upon their perceived appeal and convenience to communities with those serving Middleton and Manchester and the Rochdale / Bury / Bolton route being noticeably popular.

Parts of the local network during the recession have been rationalised through combining routes and reducing service frequencies and subsidised and less lucrative routes to maintain their viability. The increasing cost of bus service operation has limited opportunities to provide new services. The Council supports the maintaining and strengthening of the bus network and have been working with TfGM to secure funding particularly to provide a direct bus link with Manchester Airport (a rail link will be provided via Ordsall Chord through the Northern Hub proposals by 2019) and to other regionally significant destinations without direct bus service access from the Borough e.g. Trafford Centre.

4. Key Issues

Connecting to Jobs, Education and Training Opportunities

Rochdale Borough is one of the most deprived districts in England, around 55,000 people (25% of the population of 211 700) live in areas in the 10% most deprived nationally. Some of these have poor transport connections to local jobs, education and training opportunities such as at Kingsway Business Park, Stakehill and the South Heywood Industrial Areas, as well as good quality shopping, leisure health and other essential facilities. This is prevalent at three levels:

- Strategically, accessing the rest of Greater Manchester (including the regional centre) and neighbouring towns and regions;
- Borough wide, access within and across the borough; and
- Locally, accessing local amenities, transport hubs and interchanges.

At Borough level, connectivity will be improved to and from Middleton, Heywood, Milnrow and Littleborough to Kingsway Business Park and where necessary to more established employment areas. At present, direct links available by car to Kingsway Business Park with walking and cycle access to neighbouring areas. Demand Responsive Transport (DRT) services are available from Rochdale and Heywood, but bus journeys are lengthy and require interchange and include a lengthy walk to the employment areas. The additional time and cost incurred mean access to the site by public transport is not an attractive proposition. This will be improved with tram access when Metrolink services start in the next couple of months. A key issue for a lower skilled workforce is the affordability of travel which requires consideration which needs greater consideration in the provision of services. With the increasing number of jobs moving to the site and more developments proposed in due course there will be sufficient demand to serve the site by bus. Cross town centre public transport services could to provide direct links to the Business Park and serve other key “out of centre” business parks, out of town retail parks, tourist areas and transport hubs.

Taking Advantage of our Strategic Location - Access to the Regional Centre

The borough will exploit all opportunities that contribute to the its prosperity and that of the city region and the Northern Way corridor through access to areas fuelling economic growth, employment generation, improved access to local amenities and those in neighbouring areas. This is vital in enhancing the prosperity of the Borough and assists in tackling local equality and deprivation issues. To achieve this in a sustainable manner, step change improvements in transit methods (for people, goods and information) and additional peak time network capacity is required, particularly through promoting travel by non-car modes. The boroughs motorways are operating at capacity for much of the day despite the recent recession, leading to a fall in trip number and the Highway Agency’s proposals for increased capacity provision on the M62 between Junctions 18 and 20. Addressing freight movements contribute to this particularly but not exclusively in the south of the borough, which has a thriving economically agglomeration of warehousing and distribution industries that generate heavy goods vehicle trips that concern affected residential communities..

Improving Access to Town and Local Centres and Transport Hubs

Access to the town centres across the borough is reasonably good for all modes, including by public transport but sustainable access to community facilities (eg schools, colleges, health facilities, hospitals and parks) needs to be enhanced. Transport hubs and interchanges will in the future through LDF policies provide a gateway to employment opportunities alongside the role as a transport facility. The convenience of access to sustainable travel in planning terms it would be conducive to encouraging high density employment uses close by. Continuous improvement to transport interchange will enhance the attractiveness and appeal of public transport experience with the provision of improved passenger information both on vehicle and at stations, more comfortable waiting facilities and rolling stock, through and smart ticketing etc. could contribute to this. Providing convenient, safe cycling and walking networks with secure parking and changing facilities, innovative demand responsive travel services, individualised travel planning will promote change in travel behaviour in accessing trip generating land uses.

Minimising Travel

Initiatives to change travel behaviour such as reviewing working practices, home working, enhanced IT and broadband networks to allow better transfer of information and intelligent transport management

and control systems (ITMC) to promote the appeal of sustainable travel and maximise use of the existing transport network. These measures contribute to tackling climate change and a number of GMLTP3 targets including improving air quality in Air Quality Management Areas (AQMA's).

Encouraging Walking and Cycling

Around 11.9% of travel to work journeys in Rochdale Borough are made on foot or by cycle, just above the Greater Manchester average. Monitoring at key locations in the borough show a slight increase in both walking cycling in the morning peak, but a significant fall of both in the evening peak. There are however, locations in the borough where new facilities have been installed and cycle flows have significantly increased from a low base e.g. Kingsway Business Park.

The weather and topography of the Borough are significant in determining the attractiveness of cycling and walking as a mode of travel. It is important that there is good connectivity to provide continuous cycle routes with the lack of these a major criticism of cyclists.

Addressing the needs of pedestrians and cyclists and promoting safe, secure access for these forms of travel is a Council priority illustrated by the Council's Accessibility Hierarchy developed in the UDP and continued in the Core Strategy (Policy T2). This provides a focus on connectivity offering attractive safe cycle and walking routes and links to development areas, local and community amenities, town centres, transport hubs and interchanges that cyclists and pedestrians will use. To assist with this all new developments will link to the existing pedestrian (with appropriate provision for people with mobility difficulties) and cycle networks. In Rochdale, both the town centre and railway station transport interchanges will include cycle hubs with parking for 50 plus machines. Both modes should be the dominant form of travel in the borough for journeys of less than 2kms (walking) and a significant proportion of journeys less than 5kms (cycling).

It is anticipated that longer journeys and the needs of leisure cyclists will be addressed through strategies relating to Green Infrastructure and Green Network strategies. The latter has a target of 95% of households being within 800 metres of a green network route by 2020. Shorter links will be provided to connect with adjacent community facilities and employment areas. The Connect 2 Cycle Network proposals (delivered in partnership with Sustrans and the Canal and River Trust) are the first phase towards achieving this. It will be completed by the end of 2012 with this strategy seeking to further develop the strategic cycle network, through essentially a "Connect 3" network with partnership bodies to promote leisure and utility cycle trips. Proposed improvements in pedestrian and cycle access to railway stations and Metrolink Stops have attracted around a £1 million allocation from Greater Manchester's LSTF settlement.

The borough's approach will contribute to developing the walking and cycle network consistent with LTP3 policy and Greater Manchester's Cycling and Walking Strategies. The Council will lobby to exert greater influence through development of local strategies and action plans consistent with its Green Infrastructure Plans, Green Network proposals, Rights of Way Improvement Plan (which runs to 2017) and Definitive Rights of Way map. These will identify a priority network and improvement proposals which prioritise investment in strategic routes that contribute to economic growth and enhance access to local and community amenities. Pedestrian and cycling audits to identify improvements in master-planning projects and feasibility studies, with deliverable proposals developed going forward in programmes and action plans.

Prioritising Public Transport Improvements

Rail patronage has consistently risen in the Borough with a 60% increase since 2006/2007 (12.4% a year). Since 1991 the number of people entering the Borough by train has risen by 94%, with people commuting to Manchester by train up 15% during the same period. In 2009, 4.5 million bus miles were operated in Rochdale Borough in 2007 (most recent data), 4% less than 2006, however bus patronage across the borough is slowly increased underpinned by improvements on the Core Quality Bus Corridor network during this period...

The following public transport enhancements are priorities and aspirations for the borough to be delivered through this transport strategy are:

Improvements to the Heavy Rail System by:-

- Upgrading the services and capacity on the Calder Valley Line (eg through Northern Hub and HLOS);
- Extending the network by exploiting the potential of the East Lancashire Railway while protecting and enhancing the leisure offer;
- Improvements to access and facilities including the Borough's Stations including park and ride to form recognised and established transport interchanges;
- New and Improved stations and rolling stock and implementation of the Northern Hub proposals in full.

Improvements to the Bus Network by:

- Enhancing interchange facilities in Rochdale Town Centre,
- Enhancing cross borough bus routes,
- Enhancing access to employment and development growth areas as well as local amenities,
- Enhancing Access to Manchester City Centre and other centres neighbouring the borough,
- Enhanced service co-ordination and interchange opportunities in Heywood.

Exploiting Metrolink by:

- Provision of additional stops and Park and Ride facilities where there is a demonstrable need,
- Complete Phase 3B to Rochdale Town Centre,
- Enhancing sustainable travel opportunities to access the tram network,
- Exploring the feasibility of extending the Metrolink network to other key centres.

Getting More from Heavy Rail Passenger Services

Heavy rail passenger services serving the Borough on the Calder Valley Line particularly at peak times are heavily used. Capacity of services into Manchester until recently were exceeded with commuters at some stations (particularly Mills Hill) being unable to board their intended train. Additional (extremely aged) rolling stock has been secured lengthening trains and easing this. Additional services on Sundays have also eased overcrowding. The Council continues to work with neighbouring local authorities, the train operator and both Transport for Greater Manchester (TfGM) and Metro (West Yorkshire ITA) to lobby for further capacity initially to accommodate additional services using the reinstated Todmorden Curve, better rolling stock through HLOS (High Level Specification Output) and line speed and capacity improvements (through the Northern Hub). In the long term the Council will be seeking electrification of the Calder Valley Line.

The delivery of the Northern Hub proposals in full is welcomed and secure direct services through Manchester City Centre to the Airport and destinations beyond in the Midlands and the South. These measures combined with enhanced integration with other modes will make a significant contribution to growing the local economy, and improving access to social amenities for the local communities served by the line. We will be working and lobbying in support of any business case required to justify these upgrades and capacity enhancements to the Calder Valley Line.

Capacity issues can be addressed by maximising use of the existing infrastructure through lengthening trains and improved timetabling, as well as physical measures to enhance track infrastructure and signalling. Network Improvements such as Todmorden Curve (under construction) and the extension of East Lancashire Railway will connect new communities e.g. Heywood to the wider rail network, and potentially enhance service frequency on the Calder Valley Line for all stations in the Borough. The Council is not currently pursuing any new station proposals as the priority is to improve services and journey times along the Calder Valley Line however this does not mean such proposals will not come forward in the future and their feasibility and business cases explored. The Council will continue to work in partnership with neighbouring authorities and the Rail Industry (Network Rail, TfGM and the Train Operating Companies).

In addition to enhancing capacity on the railway side of the station, improvements in access and facilities to stations are required. This is will be increasingly important during the LDF period to 2028 where economic growth corridors / areas will be located close to transport hubs, town centres and offer good locations for high density development proposals. Substantial enhancements are required to park and ride facilities and better bus, walking and cycle links to rail stations are starting to come forward which will help to protect, limited motorway network capacity that is currently available or will be

provided by the Highways Agencies (HA) hard shoulder running proposals for the M62 between junctions 18 and 20.

A key element will be the provision of public transport services that not only serve urban centres, but continue across town or areas of the borough to access strategic development sites. The responsibility of delivering these will lie with the Council in partnership with TfGM and transport operators. To address limited secure parking provision around Rochdale Railway Station as part of the Council's Station Gateway masterplan, TfGM have secured funding and to progress provision of a 200+ space park and ride facility off Lincoln Street / Hare Street, south of the station, to serve Metrolink and Rail passengers. The Station Gateway proposals which also comprise the construction of a short section of road between A671 Oldham Road and Lincoln Street to access the car park and relieve traffic from the Oldham Road / Durham Street junction and adjacent weak bridge to the south. Drivers already experience delays and queuing there. The gateway proposal as includes the opening up and refurbishment of the southern section of the railway station underpass and public realm improvements to provide a more appealing safer pedestrian environment for passengers accessing the subway between the car park and the railway station and Metrolink stop. In addition, LSTF finance has secured the provision of a cycle hub in the grounds of the adjacent MacLure Road health centre.

Competition for parking space occurs at the other railway stations in the borough:

Littleborough through lack of park and ride facilities and rail heading (passengers starting and ending journeys in West Yorkshire but travelling to this station to take advantage of cheaper fares within the TfGM area if their journey is within a single ITA area);
Smithy Bridge has poor quality park and ride facilities that have been in increasing demand while Metrolink has been constructed,
Castleton - has a mainly on-street parking offer, but is located in an economic growth area with a potential opportunity to provide additional spaces as part of the development of adjacent sites or through the extension of the East Lancashire Railway to the station;.
Mills Hill is one of the highest uses of an unstaffed station in Greater Manchester but has insufficient park and ride provision to meet existing demand. As a result on-street parking in the surrounding areas is prevalent with rail passengers competing for space with local residents.

These stations are also served by frequent bus services that would benefit from better branding and promotion as offering interchange with local railway stations.

As already demonstrated Rochdale Railway Station is a key gateway to the town and is a focal asset to support the regeneration of Town Centre and areas to the south including the Canal Basin these areas require ease of access to / from the station but penetration to the town centre and surrounding areas is poor. This will be addressed with the completion of Metrolink Phase 3B providing a tram link from to the town centre establishing a public transport interchange with the bus station, cycle hub and shopmobility centre. Signing and interpretation will be enhanced to guide rail passengers walking between the railway station and the town centre but also other key destinations in the town.

Improvements are required to station environments in the Borough to reinforce a sense of passenger safety and security while using the network and accessing to and from it. Fares must also remain affordable if footfall is to continue to increase and remain competitive with the bus, Metrolink fares and car park charges if discernable modal shift is to be achieved. Some disability access improvements are also being considered at Mills Hill Railway Station.

Maximising the Benefits of Metrolink

Work to convert the Rochdale, Oldham to Manchester Loop line from Heavy Rail to Metrolink (Phase 3A is expected to be open to the public in late 2012 / early 2013 with stops in the borough at Newhey, Milnrow, Kingsway Business Park and Newbold (Kingsway) and Rochdale Railway Station.

Metrolink Phase 3B to extend the line to the town centre is also under construction and is expected to be completed in the Spring of 2014. Both phases have been financed through the Greater Manchester Transport Fund (GMTF) Supporting works will be carried out to improve walking cycling and public transport links to stops and borough's railway stations from funding secured from the Local Sustainable Transport Fund (LSTF).

The Council has longer term aspirations to extend high quality public transport links to Middleton from Bowker Vale and beyond Rochdale to Littleborough and Whitworth. This it is perceived will enhance choice and the appeal of sustainable travel to / from those communities and improve connectivity to the rest of the borough and Greater Manchester. This strategy advocates the completion of feasibility studies to assess and explore the viability of these proposals.

Improving Bus Service Reliability and Frequency

There is strong support in Greater Manchester for greater control of the bus network to rest with the public sector. With increases in fuel duty and the reducing ability to fund subsidised services as funding declines there are some real challenges for the industry. The private market which emerged in 1986 has not delivered the competitive market that was intended and bringing greater control through quality contracts and to a lesser degree quality partnerships.

The main centres of the borough are served by 10 minute frequency bus services or better in the daytime, but evening and Sunday services are less frequent, and it is these where improvements to the network are most needed. TfGM have an ongoing major service review, being carried out in conjunction with operators, local authorities and other partners. Poor integration of bus services with other transport modes, particularly the rail network and to service key economic growth areas needs to be addressed locally. Bus passenger facilities are also well below an acceptable standards expected by passengers and work will continue to improve security and safety on the bus network.

Anti-social behaviour and crime on public transport was more acute in the borough than in much of the rest of Greater Manchester. This is being addressed and is showing positive results. Middleton Bus Station has had a big impact in this regard and received almost universal approval from passengers and the local community. It is expected that the Rochdale PT Interchange (under construction) through its design, will meet both passenger and operator needs and generate similar community support and approval. Improvements the design of vehicles, stops, interchanges and the use of CCTV (Closed Circuit Television) cameras have contributed to reducing crime / anti social behaviour.

In striving to improve the appeal and reliability of the bus network, quality corridors will continue to be enhanced. Identification of delay points on core routes and the implementation of measures to address them will continue, particularly on routes where there is no competing rail or Metrolink alternative eg A664 Middleton to Manchester corridor. The Council also aspires for improvements to local bus services to access amenities, particularly employment and economic growth areas. There should also be strengthening of local, evening and Sunday services where there is reasonable potential and justified demand.

Heywood Town Centre experiences poor integration of public transport integration and a central bus interchange is being sought to provide a focal point for passengers and services to address this. The Council will be lobbying for this proposal through the recommendations that have emerged from the TfGM led East Lancashire and West Rochdale Accessibility Study (ELWRAS) and are competing for GM Transport Fund allocation.

Congestion and Sustainable Improvements to the Highway Network

There are 781 kilometres of road in the borough consisting of 24km of motorway, 78km of A road, 24 km of B roads, 36km of other classified roads and 619km of unclassified roads.

A steady long term rise in traffic flows has driven an increasing reliance on the private car despite the Borough having lower than average car ownership rates when compared with the rest of GM and national levels. The recent recession however has resulted in traffic flows on the motorway and on main routes in the borough starting to fall. The highest average daily flow per kilometre (2010) on the motorways passing through the borough was 91 900 vehicles a drop of 3.3% on 2008. Average 2010 flows on A and B roads were 14 700 and 10 700, falls of 3.9% and 4.5% respectively on 2008 equivalents. Delays still occur at bottlenecks during peak times affecting journey reliability, most notably along the A58 from Littleborough to west of Heywood, routes to and from the motorway network and town centres. Traffic volumes in Rochdale Borough fell by 1% on motorways in 2009/10 and 2% on A and B roads, the same as in Greater Manchester. Since 1993 traffic in Rochdale Borough has increased by 5% compared with a decrease of 3% in Greater Manchester and a growth of 2% nationally over the same period.

It is unclear whether these changes are all down to the impact of the recession or the effectiveness of sustainable transport policies in the Borough starting to take effect. The rationalisation of bus services with reduction in fuel duty rebate to operators and the shrinking of the subsidised network due to budget constraints would indicate the recession was the overriding influence, but this may continue with the opening of Metrolink and further investment in the strategic sustainable transport network.

Average journey times have increased marginally in Rochdale Borough since 2003/04, but there has been a decrease in the morning peak. Average journey times in Rochdale have consistently been less than those for Greater Manchester as a whole. Despite schemes to address congestion at A58 / A671 Townhead Junction, Sudden Junction Improvements and the A664/A671 Kingsway / Oldham Road Junction, there is still significant under investment in the Borough's transport network to support economic growth and access to local amenities, improving the operational efficiency of the network. . There are further network improvements planned but in some bottleneck locations lack of available land limits the scope for junction improvements. The A58 for example could operate more efficiently with installation of modern, intelligent signal control able to accommodate some currently restricted turning movements. Sections of the Borough's highway network with peak time congestion problems are:

- A58 between Rochdale and Littleborough;
- Elizabethan Way, Bridge Street Kiln Lane Milnrow;
- Hopwood Triangle including Green Lane/Middleton Rd/Manchester Rd/Coronation Avenue;
- Manchester Old Road, Rhodes Middleton
- Edenfield Road, Spotland Bridge Rochdale.

This strategy although prioritising travel by sustainable modes recognises the need to support this with measures to improve the operational efficiency of highway network to enhance journey reliability and mitigate the effects of traffic in sensitive areas through:

- Improve journey reliability on routes to and from the motorway network;
- Enhancing access to major employment and development growth areas eg Castleton, M62 corridor, Kingsway Business Park etc;
- Enhance traffic management in sensitive areas using clear selection criteria, but including:
    - Heywood Town Centre,
    - Hopwood Triangle, Heywood,
    - Residential areas affected by unsuitable commercial traffic,
    - On routes to and around schools.
- Remove traffic in town centres to reduce conflict and rebalance priority between vulnerable road users and vehicles eg. Rochdale Town Centre, Middleton Town Centre.
- Enhance transport links between major employment and economic growth areas residential areas particularly where there are pockets of worklessness..

In addressing congestion on the motorway network the Highways Agency is working on a hard shoulder running scheme on the M62 between Junctions 18 and 20. This will bring the hard shoulder into active use during busy times of the day controlled by gantry signing along the route. The Highways Agency are also carrying out a strategic study of the M62 between Manchester and Leeds (J18 to J29) which will report in early 2013.

Tackling Freight Issues

Within Rochdale Borough, 3.5% of trips on A Roads, 1.4% on B Roads and 1.3% on minor roads are made by HGV's. Despite these low levels there are areas of the borough where HGV movements cause disproportionate levels of intrusion and nuisance to local communities. These correlate to areas where HGV flows are higher, namely through town centres of Middleton and Heywood along with smaller settlements such as Birch that are diversion routes used by Heavy Goods Vehicles when incidents block the motorway network. In Heywood, HGV's travel from M66 Junction 2 to the M62 and the Distribution Parks to the south of the town and through the town centre. Rochdale MBC is party to the Greater Manchester Freight Strategy and as part of the Greater Manchester Freight Quality Partnership seeks to deliver that strategy. The Council also works with businesses and developers in the Heywood area to minimise the impact of HGV's on local communities.

Managing Travel Demand

This is an emerging issue that is becoming increasingly important in tackling congestion, reducing carbon levels and climate change emissions from traffic and contributing to improving health. Widening

travel choice and encouraging more trips by sustainable modes contribute to making “smarter choices” in moving towards more environmentally sustainable travel behaviour. These innovative approaches aim to :-

- reduce the need to travel, through home working, home deliveries of shopping etc, and
- exploiting alternatives to travel, such as video conferencing and methods of transferring information electronically. This is dependent on developing broadband capacity across the borough to accommodate a much greater volume of electronic traffic

At present the Borough has a parking strategy to address issues in Rochdale Town Centre during its redevelopment. There is a need to develop a parking strategy for the whole borough addressing future demand for short and long stay parking needs and finding other uses for parking areas that are surplus or unused at present.

A programme to manage behavioural change and deliver smarter choices for travel are being developed as part of the GM Transport Fund and the LSTF allocations. The measures include initiatives to encourage modal shift towards walking, cycling and public transport journeys and more innovative solutions to reduce travel demand or develop alternatives to address local congestion issues.

Improving Local Transport Safety

There were 404 injury accidents in Rochdale during 2010 resulting in 597 casualties of which where 47 killed or seriously injured (KSI). The long term downward trend in total annual number of accidents (down 56.2% since 1999) and casualties (down 55.4% from the 1999-2003 average) is testament to the measures implemented to address local safety issues proving to be successful.

National and local road safety targets have fallen significantly over the last decade but current government policy has resulted in a rise nationally in casualties. Rochdale MBC casualty and accident levels continue to fall and the aspiration is for this to continue During the LTP2 period both GM and Rochdale MBC exceeded the national targets for reducing both KSI (killed and seriously injured) casualties and Child KSI casualties. In LTP3, GM is seeking to achieve a continued reduction in KSI casualties between 2011 to 2016 from a 2004-2008 average annual base across the sub-region of 966.

There were also reductions in pedestrian (53%) and cycle (64%) casualties in 2020 compared with the base 1994-1998 annual average. The target for slight casualties over the same period was also achieved with a reduction of 54.5% in the Borough..

This performance reflects the structured approach to developing the Local Safety Schemes in the borough. Ongoing review of best practice and following ISO endorsed Quality Management Systems has assisted, ensuring consistency in assessment and identifying remedial measures. This successful approach will continue and where possible be strengthened during the period of this transport strategy.

Maintaining the Transport Network

Underpinning this Transport Strategy is the assumption that the integrity of the existing transport network and the best use of it will be maintained. To this end the Council has a Transport Asset Management Plan (TAMP) enabling a consistent approach in managing, valuing and financing the network in line with County Surveyors' Society Framework for Highway Asset Management. It is based on the principle by substantiating investment in maintaining the highway, by demonstrating value for money in delivering the Council’s long term aims.

The TAMP assesses whether current levels of expenditure have a positive or negative effect on the maintenance backlog in the Borough. Future development of the plan will define strategic routes and identify the optimum allocation of resource investment in the Council's transport infrastructure. In the short term there will be emphasis on modernising and improving efficiency of the street lighting asset.

The TAMP is an evolving document, and will be subject to regular review, ensuring it adapts to changing practice and delivers a responsive service to residents and businesses in the Borough.

Funding for maintenance improvements has already been secured to address potholes on the network from Central government. The Council has also committed a further £10 million over the next few years

to maintain the integrity of the Borough's road network in addition to the annual revenue allocation and maintenance allocations secured through the LTP.

5. Vision and Objectives

Vision

The Council's overall transport strategy vision is:

"By 2026, Rochdale Borough will have an affordable, sustainable, reliable, accessible and integrated transport network that offers travel choice for all, serves its communities, tackles air quality and climate change enhances social inclusion, public health and supports the economic growth and regeneration of the local area"

To achieve the Vision, 10 Objectives have been identified against which potential schemes and projects have been assessed.

Objectives

1. To provide a comprehensive and high quality public transport system which serves all areas of the Borough, neighbouring centres and key destinations and economic growth areas;
2. To reduce demand for travel, especially by less sustainable modes through better integration of land use and transport policy and initiatives such as home working and travel planning;
3. To improve selective strategic transport links to other city-regions and the national road network;
4. To provide a transport infrastructure which removes traffic from environmentally sensitive areas, helps to tackle climate change and impacts on air quality from transport emissions;
5. To provide a safe environment for both local and longer distance travel by reducing vulnerable road user (including people with disabilities / impaired mobility) / vehicle conflict particularly in sensitive areas;
6. To prioritise and maximise cycling and walking opportunities to access to local employment areas, town centres, education, health services recreational opportunities and other local amenities;
7. To locate development where it is accessible by a choice of transport modes, meets business and regeneration priorities;
8. Develop a public transport system which efficiently links town centres and economic growth areas with residential areas;
9. Deliver transport improvements that encourage active travel contributing to promoting healthier and fitter local communities and provide seamless travel for all; and
10. Maximise use of the existing transport infrastructure to maintain the integrity of the network and enhance journey reliability particularly for freight and commercial / industrial journeys.

In delivering these objectives :

- *Strategic bus and rail links to the regional centre (Manchester), neighbouring centres and regions will be transformed with more capacity and improved quality;*
- *Trans Pennine rail links will be quicker, reliable, more extensive with more passenger capacity, with direct access to a wider range of destinations;*
- *Rochdale Town Centre will have new interchange facilities;;*
- *Metrolink will be extended to Rochdale Town Centre and serve Kingsway Business Park;*
- *Rail stations at Castleton, Rochdale, Mills Hill, Smithy Bridge and Littleborough will be improved with greater numbers of passengers, park and ride, and safer and comfortable waiting facilities;*
- *Town centres will give greater priority to pedestrians and shoppers, be safer and more easily accessible by a choice of transport modes,*
- *Bus reliability, comfort and journey times along Quality Bus Corridors will improve, with evening and Sunday services being maintained or more frequent,*
- *modern efficient ticketing will be introduced that can be used on rail tram and bus, and a range of other uses*
- *Heywood will experience fewer problems, from heavy goods vehicles travelling through its streets;*
- *Public transport links will improve access to key employment areas (e.g. Kingsway, South Heywood, Stakehill) from key settlements and there will be more cross town / regional centre services;*
- *A greater percentage of residents and visitors will be using public transport or other sustainable forms of travel in the Borough;*

- *New 21st century employment sites and new homes will be in sustainable locations and accessible by a choice of transport modes;*
- *Congestion on primary transport corridors will reduce with trip reliability and air quality improved;*
- *The East Lancs Railway will be extended to Castleton to enable access to the Calder Valley (Leeds to Manchester) line.*
- *There will be more miles of cycleway and a coherent cycle network linking main centres with more routes to local communities and amenities,*
- *Pedestrian links between communities and local services will be enhanced and safer,*
- *Travel for people with impaired mobility or disabilities will have seamless access across the transport network and to local services / amenities.*
- *Roads and footpaths will be well maintained, safer with fewer road casualties and fatalities,*
- *School travel will be safer with the number of pupils travelling by car, reduced.*
- *Commuters will have a viable alternative to the car for many journeys and transport authorities will work with businesses to provide this while maintaining their market competitiveness,*
- *High specification broadband network and intelligent communication technology will enhance the efficient operation of the transport network and transport information, reducing the need to travel.*

6. Linking Transport Proposals to the Strategy

Table 6.1 below details the proposals included in the action plan, linking them to the key issues in Chapter 4 and the Vision objectives in Chapter 5. It indicates how each scheme links to the transport aims and aspirations of the Council and contributes towards achieving the vision.

Proposals	Vision		Scheme Description
	Key Issue (Chapter 4)	Transport Vision Objective	
Walking and Cycling			
Walking & Cycling access to Metrolink Stop / Rail Stations	Maximising the benefits of Metrolink.	Enhance access to Local Amenities	Provide walking & cycle links from existing network to Metrolink
Complete Connect 2 Cycle Network	Encouraging Walking & Cycling	Maximise Cycling and Walking Opportunities.	Provide Strategic cycle network township and neighbouring cent
Improve Pedestrian & Cycle Links to Town Centres	Encouraging Walking & Cycling	Enhance access to Local Amenities	Measures improving walking / cycling connectivity to town centre
Middleton, Manchester Rd / Long St Pedesrianisation	Encouraging Walking & Cycling	Remove traffic from Env. Sensitive areas	Extension of Pedestrianisation in Middleton Town Centre.
Rochdale Town Hall Square Pedestrianisation	Encouraging Walking & Cycling	Remove traffic from Env. Sensitive areas	Removal of parking. Extend pedestrianisation around Town Hall
Boroughwide Replace Underpass with Surface Crossings	Encouraging Walking & Cycling	Enhance access to Local Amenities	Remove underpasses and provide safe walking routes to town c
Home and School Zone Programme	Improving Local Transport Safety	Enhance access to Local Amenities	Traffic management measures to provide safe local ped / cycle
Rochdale PT Interchange Cycle Parking Hub	Encouraging Walking & Cycling	Maximise Cycling and Walking Opportunities.	Provision of a Cycle Hub to serve bus station / Metrolink Stop.
Rochdale Station Cycle Parking Hub (Nye Bevin House)	Encouraging Walking & Cycling	Maximise Cycling and Walking Opportunities.	Provision of Cycle Parking Hub for Health Centre / rail station &
Heywood Town Centre Pedestrianisation & Traffic Man.	Encouraging Walking & Cycling	Remove traffic from Env. Sensitive areas	Pedestrianise Market Street - Provision of access from south / w
Measures to encourage Travel Behaviour Change	Managing Travel Demand	Reduce travel demand	Measures to reduce need to travel eg home working / other than
Connect 3 Proposals			
Middleton Town Centre to Mills Hill Station Cycle Route	Encouraging Walking & Cycling	Enhance access to Local Amenities	Cycle route segregated from Oldham Rd (Middleton to Oldham r
Sustainable access to Key Employment Areas	Encouraging Walking & Cycling	Enhance access to Local Amenities	Pedestrian / Cycle access improvements to Stakehill / Heywood
Littleborough / Smithy Bridge Station Ped / Cycle Links	Encouraging Walking & Cycling	Enhance access to Local Amenities	Improved pedestrian / cycle links to stations from adjacent areas
Roch Valley Way Cycle Trail	Encouraging Walking & Cycling	Enhance access to Local Amenities	Walking / cycle / bridleway route through borough along Roch Va
Rochdale Canal Cycleway	Encouraging Walking & Cycling	Maximise Cycling and Walking Opportunities.	Provision of Rochdale Canal cycle route. Link to Connect 2 route
Middleton Town Centre to Alkrington Woods Cycle Link	Encouraging Walking & Cycling	Enhance access to Local Amenities	Safe cycle link - Middleton Town Centre - Alkrington Woods.
Heywood to Bury Town Centre Cycle Link	Encouraging Walking & Cycling	Enhance access to Local Amenities	Provide a safe cycle route between Heywood & Rochdale Town
Improved Ped / Cycle Links to Rossendale	Encouraging Walking & Cycling	Enhance access to Local Amenities	Provide safe cycle route between Rochdale Cycle Network & Wh
Develop Green Route Network	Encouraging Walking & Cycling	Enhance access to Local Amenities	Deliver local cycle links to local amenities from strategic cycle ne
Future Home / School Zones	Improving Local Transport Safety	Enhance access to Local Amenities	Traffic management measures to provide safe local ped / cycle
Access & Connectivity Improvements to Health facilities	Encouraging Walking & Cycling	Enhance access to Local Amenities	Deliver local cycle links to local health facilities.
Access & Connectivity Improvements to Tourist facilities	Encouraging Walking & Cycling	Enhance access to Local Amenities	Deliver local cycle links to local tourist attractions e.g. Hollingwo
Public Transport - Bus			
Rochdale PT Interchange	Prioritising Public Transport Improvements	Develop PT network to promote modal shift.	New Town centre PT interchange with Metrolink terminus.
Rochdale Town Centre Metroshuttle	Prioritising Public Transport Improvements	Enhance access to Local Amenities	Free Rochdale Town Centre shuttle bus service. Links bus to ra
Heywood Town Centre Bus Improvements	Prioritising Public Transport Improvements	Develop PT network to promote modal shift.	Provide Bus interchange facility to provide a focus and rationalis
QBC Bus Priority Schemes (inc A58, A640)	Prioritising Public Transport Improvements	Provide high quality PT to key destinations.	Measures providing congestion relief and improve bus journey re
Kingsway Business Park Cross Town Bus Service Imps	Prioritising Public Transport Improvements	Improved access to economic growth areas	Cross town bus services linking communities to jobs / local ame
Bus Link Improvements to Other Economic Growth Areas	Prioritising Public Transport Improvements	Improved access to economic growth areas	Improved bus services to local employment areas eg Heywood.
Cross City Bus Corridor (Manchester to Middleton)	Prioritising Public Transport Improvements	Improve access to Regional centre	Bus Priority alonng corridor south of regional centre to Middleton
Community Transport / DRT Links to local amenities.	Prioritising Public Transport Improvements	Enhance access to Local Amenities	Enhance CT / DRT to meet gaps in subsidised network.
Yellow School Buses	Prioritising Public Transport Improvements	Enhance access to Local Amenities	Expand yellow bus service to more of the Borough's schools.

Table 6.1 : Programme of Transport Strategy Projects and links to Aims and Objectives (Cont).

Proposals	Vision		Scheme Description
	Key Issue (Chapter 4)	Transport Vision Objective	
Rail			
Caldervale Line Line speed & capacity Improvements	Getting more from Heavy Rail Passenger Services	Improve selective strategic transport links	Enhance Rochdale Station Frontage & Public Realm. HLOS Rolling stock.
New Calder valley railway Stations (Feasibility Stuidy)	Getting more from Heavy Rail Passenger Services	Develop PT network to promote modal shift.	Explore feasibility of providing new rail stations as more capacity provided.
Northern Hub			
Ordsall Curve (Manchester / Salford)	Getting more from Heavy Rail Passenger Services	Improve selective strategic transport links	Cross City Centre Rail link between Victoria & Piccadilly stations
Rochdale Station - extra platform & loop / turnback	Getting more from Heavy Rail Passenger Services	Develop PT network to promote modal shift.	Rail capacity improvements including new platform at Rochdale Station.
Todmorden Curve Re-instatement (Burnley)	Getting more from Heavy Rail Passenger Services	Improve selective strategic transport links	Re-instate direct rail services from Blackburn & Burnley to Manchester.
Calder Valley Line Electrification	Getting more from Heavy Rail Passenger Services	Improve selective strategic transport links	Electrification of Calder Valley Line in (CP6)
Calder Valley Line HLOS Rolling Stock Cascade	Getting more from Heavy Rail Passenger Services	Develop PT network to promote modal shift.	Modern Calder Valley Line rolling stock - improving capacity / journey times
Littleborough Railway Station - Disability Access Impvts	Getting more from Heavy Rail Passenger Services	Enhance access to Local Amenities	Construct disability / step-free access to station platforms
Rochdale Station Gateway Package			
- Rochdale Station Metrolink / Rail Park and Ride facility	Maximising the benefits of Metrolink and Rail.	Develop PT network to promote modal shift.	Car park (230 spaces) for Metrolink Rail passenger Park & Ride.
- Oldham Road to Lincoln Street Link Road	Maximising the benefits of Metrolink and Rail.	Enhance access to Local Amenities	Short section of road to access Park & Ride site & relieve adjacent junction
- Public Realm Improvements (Car Park to Subway)	Maximising the benefits of Metrolink and Rail.	Safety & Security for Vulnerable Road Users	Improve ped safety and environs in accessing rail station & Metrolink stop.
- Rochdale Railway Station Subway Re-opening	Maximising the benefits of Metrolink and Rail.	Enhance access to Local Amenities	Improve southern ped / cycle access to Railway Station & Metrolink stop.
Mills Hill Railway Station Enhanced Park & Ride	Getting more from Heavy Rail Passenger Services	Develop PT network to promote modal shift.	Increase Park & Ride. Reduce on-street congestion & rail service access.
Mills Hill Railway Station Improved Disability Access	Getting more from Heavy Rail Passenger Services	Enhance access to Local Amenities	Construct disability / step-free access to station platforms
Smithy Bridge Railway Station enhanced Park & Ride	Getting more from Heavy Rail Passenger Services	Develop PT network to promote modal shift.	Consolidate / Increase P & R to meet existing / future demand (if required).
Littleborough Railway Station enhanced Park & Ride	Getting more from Heavy Rail Passenger Services	Develop PT network to promote modal shift.	Increase Park & Ride provision to meet existing and future demand.
Rochdale Railway Station Passenger Facility Improvements	Getting more from Heavy Rail Passenger Services	Develop PT network to promote modal shift.	Improve Station & Ticket Office Envmnt for Passengers / Rail staff.
East Lancs Railway			
New Broadfield Sation, Heywood	Getting more from Heavy Rail Passenger Services	Enhance access to Local Amenities	New Broadfield Station.serving Distribution parks south of Heywood.
Enhanced Heywood ELR Station facilities	Getting more from Heavy Rail Passenger Services	Enhance access to Local Amenities	Enhanced Station building with better facilities & range of income streams.
ELR Extension to Castleton Station	Getting more from Heavy Rail Passenger Services	Develop PT network to promote modal shift.	Small scale rail network capacity increases and turnback facilities.
Castleton Railway Station enhanced Park & Ride	Getting more from Heavy Rail Passenger Services	Develop PT network to promote modal shift.	Increase Park & Ride. Reduce on-street congestion & rail service access.
Heywood to Bury fixed line Shuttle (Rail / Tram Train) (Study)	Getting more from Heavy Rail Passenger Services	Improve access to Neighbouring Centres.	Explore feasibility of new fixed line Heywood- Bury - not affecting ELR.
Enhanced Heywood to Manchester City Centre PT Services	Maximising the benefits of Metrolink & Rail.	Develop PT network to promote modal shift.	Explore options & implement improvements in PT links to regional centre
Metrolink			
Metrolink - Ph 3a (Manchester - Rochdale Station via Oldham)	Maximising the benefits of Metrolink	Improve access to Town Centres	Convert Heavy Rail Line to Metrolink
Kingsway Metrolink Stop	Maximising the benefits of Metrolink	Improve PT links to economic growth areas.	Stop to serve Kingsway Business Park. Part of Phase 3A.
Metrolink - Ph 3B (Rochdale Rail Station-Town Centre)	Maximising the benefits of Metrolink	Improve access to Town Centres.	Extend Metrolink from Rochdale Railway Station to Town Centre.
Metrolink Extension of Bury Line to Middleton (Study)	Maximising the benefits of Metrolink	Improve access to Town Centres.	Feasibility study into extending Metrolink from Bowker Vale to Middleton.
Metrolink Extension (Rochdale to Whitworth) (Study)	Maximising the benefits of Metrolink	Improve access to Town Centres	Feasibility study into extending Metrolink to Whitworth.
Enhanced PT Services (Rochdale to Littleborough) (Study)	Managing Travel Demand	Develop PT network to promote modal shift.	Feasibility study into extending Metrolink to Littleborough.

Table 6.1 : Programme of Transport Strategy Projects and links to Aims and Objectives (Cont).

Proposals	Vision		Scheme Description
	Key Issue (Chapter 4)	Transport Vision Objective	
Highway Improvements			
Rochdale, Townhead Junction Improvements	Congestion & Sustainable Highway Network Impvts.	Maximise use of existing Transport Network	Capacity imprvements enabling both A58 arms to ope
Rochdale, Relief Road (Wood Street to Drake Street)	Congestion & Sustainable Highway Network Impvts.	Remove traffic from Env. Sensitive areas	Provide short section of new route to carry previous t
Rochdale Town Centre Access / Movement Strategy			
- John Street to Penn Street Improvements	Congestion & Sustainable Highway Network Impvts.	Improve access to Town Centres.	Improve access to proposed Town Centre East Deve
- Rochdale Pioneers Route - Improve Ped & Cycle Links	Encouraging Walking & Cycling	Improve access to Town Centres.	Sign / interpret Pioneers Route for peds/cyclists-Roch
- Pedestrian & Cycle Links to / from Town Centre	Encouraging Walking & Cycling	Improve access to Town Centres.	Provide strategic cycle links from residential areas to
- Rochdale TH Square Rbt Removal & provide Public Square	Encouraging Walking & Cycling	Remove traffic from Env. Sensitive areas	Revise junction to improve town centre public space a
- Rochdale Esplanade - Newgate Loop Road	Congestion & Sustainable Highway Network Impvts.	Remove traffic from Env. Sensitive areas	Provide in / out access for town centre servicing. Not
- Rochdale Town Centre Car Parking Strategy	Managing Travel Demand	Remove traffic from Env. Sensitive areas	Implement parking strategy to meet future town centr
Rochdale, Spotland Bridge Congestion Relief Measures	Congestion & Sustainable Highway Network Impvts.	Maximise use of existing Transport Network	Address congestion issues by maximising use of exis
M62 J18-J20 Hard Shoulder Running	Congestion & Sustainable Highway Network Impvts.	Maximise use of existing Transport Network	Utilise hard shoulder to carry traffic increasing capaci
South Heywood Link Road M62 J19 to Hareshill Road	Tackling Freight Issues	Improve links with National Road Network	Construct short section of new road from M62 J19 to
Heywood, Hareshill Road Improvement	Tackling Freight Issues	Improve links with National Road Network	TM and widening of existing route to accommodate H
M66 J2 to Heywood SPZ Access Improvements	Tackling Freight Issues	Improve links with National Road Network	Improve access to South Heywood industrial areas fr
M66 J3 Congestion Relief & Capacity Improvements	Congestion & Sustainable Highway Network Impvts.	Improve links with National Road Network	Reduce congestion & delay for lorries accessing Sth
M62 Kingsway Business Park Signing Provision	Tackling Freight Issues	Improve links with National Road Network	HA to provide signing to Strategic Employment site fr
Kingsway Business Park to Rochdale TC Connectivity Imps	Congestion & Sustainable Highway Network Impvts.	Improve access to Town Centres.	Congestion relief to improve access btwn TC & Kings
Royle Works - Edinburgh Way Junction Improvement.	Congestion & Sustainable Highway Network Impvts.	Maximise use of existing Transport Network	Improve junction to access key development area.
A58 Congestion Reduction / Capacity Improvements			
Littleborough to Hamer	Congestion & Sustainable Highway Network Impvts.	Maximise use of existing Transport Network	Measures to relieve congestion & pinchpoint delay.
Heywood Improvements	Congestion & Sustainable Highway Network Impvts.	Maximise use of existing Transport Network	Measures to relieve congestion & pinchpoint delay.
Heap Bridge Improvements	Congestion & Sustainable Highway Network Impvts.	Improve links with National Road Network	Measures to relieve congestion & pinchpoint delay.
M62 J21 to Hollingworth Lake Route Improvements	Congestion & Sustainable Highway Network Impvts.	Improve links with National Road Network	Measure to relieve delay in Milnrow for access to / fro
Other Proposals			
Rochdale Town Centre Parking Strategy	Managing Travel Demand	Remove traffic from Env. Sensitive areas	Strategy to revise /manage parking to meet future tow
River Roch Re-opening	Managing Travel Demand	Remove traffic from Env. Sensitive areas	Exposed River Roch in town centre with public realm
Retaining Wall Strengthening Major Scheme	Maintaining the Transport Network	Maintain the integrity if the transport network	Structural maintenace schemes to protect highway ne
Heywood Weight Restriction - (Pilsworth Road)	Tackling Freight Issues	Remove traffic from Env. Sensitive areas	Weight Restriction to promote access to Sth Heyood
Middleton Experimental Weight Restriction	Tackling Freight Issues	Remove traffic from Env. Sensitive areas	Experimental 25t weight restriction to restrict HGV tra
Bridges and Structures Asset Management Plan	Maintaining the Transport Network	Maintain the integrity if the transport network	Plan to assess need & strengthen the borough's struc
Highways Asset Management Plan	Maintaining the Transport Network	Maintain the integrity if the transport network	Plan for the strengthening & maintenance of the high
Street Lighting Asset Mangement Plan	Maintaining the Transport Network	Maintain the integrity if the transport network	Plan / Programme to maintain & upgrade the street li
Develop Heywood Freight Quality Partnership	Tackling Freight Issues	Remove traffic from Env. Sensitive areas	Partnership working to address impact of HGV traffic
Develop a Rochdale Borough Parking Strategy	Managing Travel Demand	Remove traffic from Env. Sensitive areas	Develop & implement a parking regime to meet future

Impact of the Action Plan on Travel in the Borough

The impact of these proposals when delivered by 2026 will reduce peak time congestion by offering sustainable alternatives to car travel, providing competitive journey alternatives and address congestion at pinch points on the network. Rail and Metrolink services will broaden travel choice for many journeys in the Borough offering an improved travel experience. They will be able to carry more passengers to / from more destinations, local amenities and access more job opportunities directly and with greater comfort and convenience. Tram and rail services will also offer more competitive journey times and rail services will offer direct access to Manchester Airport (and destinations in the Midlands and the South) along with employment growth areas south of Manchester City Centre.

Safety and access improvements for active forms of travel will offer wider health benefits and positively contribute to tackling poor air quality, climate change and CO_2 levels. Changes in travel behaviour will make sustainable travel journeys more acceptable. Schools, businesses, health authorities and developers will work more closely with transport bodies and limit levels of motorised traffic. Only in localised areas will levels of private transport journeys be maintained when there is no feasible or competitive sustainable alternative.

The public transport network in Rochdale will focus on two interchanges. In the town centre, the bus interchange will link with the tram terminus, cycle hub with the shopmobility centre attached and taxi ranks. Rochdale railway station will interchange with a tram stop with park and ride provide to serve both, with a link to bus services, a cycle hub and taxi ranks in an area of enhanced public realm. Smart ticketing will be introduced that will be inter-operable between rail, bus and tram and real time information will be available at key transport interchanges.

The Northern Hub proposals will be delivered in full and rail travel in / through the borough will benefit from increased services to a wider range of destinations. Increase in capacity and line speeds an improved Rochdale station and new connections through Manchester and to East Lancashire (via Todmorden Curve) will add to the destinations directly accessible from the borough and accommodate more services. More carriages and more modern rolling stock meet peak time travel demand and passengers will be required to stand for their journeys less often. The Council also aspires for the Calder Valley Line to be electrified at least between Manchester and Leeds.

Increases in park and ride capacity will be provided at railway stations and Metrolink stops to meet existing and future demand through specific schemes (e.g. Rochdale) or as part of larger regeneration proposals e.g. Castleton and there will be direct interchange between East Lancashire Railway and the Calder Valley Line which will be electrified.

There will be enhancements to bus services accessing employment areas, hospitals, health centres, schools, colleges, shops, community services, and railway and Metrolink stations. There will be an increase in frequency of evening and Sunday services, in urban areas to and from the regional centre and orbital services across Greater Manchester.

A strategic walking and cycle network will link the borough's townships to each other and to neighbouring centres as well as the wider national walking and cycle network building on the Connect 2 network already in place. Local access to employment, training and education opportunities along with other local health and community facilities will allow ease of access to people with impaired mobility as well as pedestrians and cyclists. There will be improvements to school travel safety and security by reducing travel by car, expansion of Yellow Bus schemes beyond current provision. Local Safety will continue to improve with the number of casualties continuing to fall. Demand for travel will reduce as employers become better at resourcing their employees to work remotely and base work performance on project delivery, rather than attendance. More business will be conducted remotely through home working or from local business hubs with access to high speed broadband reducing the need to commute.

Measures to address bottlenecks, maintain the operation, structural integrity and safety of the highway network will continue. Increasingly intelligent traffic control and signalling systems will assist the smooth operation of the highway network influencing driver behaviour and reducing traffic emissions. A network of charging points will be in place and vehicles will become less polluting and more fuel efficient reducing their environmental impact. There will be some selective highway infrastructure improvements to address specific development impacts. Developers will as the main beneficiaries will be expected to fully

fund or part finance these and any supportive measures to protect adjacent sensitive and residential areas from unwanted traffic.

Feasibility studies will have been carried out to bring forward the next generation of projects beyond the lifetime of this strategy. Some of the proposals if there is a suitable business case will come forward sooner and new funding opportunities are introduced.

7. Resourcing the Strategy

This strategy will require considerable resources given the cost of the schemes, particularly provision of public transport infrastructure and is a challenge to deliver. The reason for the refresh three years into the original strategy is that some of the original schemes have been constructed, others are under construction and some have already secured funding commitment. Implementation of much of the action plan will however be through minor projects, but securing major scheme investment is key to delivering the real economic growth central government is seeking and noticeable and recognisable improvements in travel for the borough's travelling public. A range of potential funding sources exist and have been introduced. More will appear in the future as successive governments seek to their aspirations. Some of the current funding sources are outlined below.

GM Local Transport Plan 3 (LTP 3)

This key source of capital transport investment provided a 2008/09 allocation for Rochdale of £3.9 million split between £2.1 million for structural maintenance and £1.8 million for Integrated Transport schemes.

Future provisional LTP block allocations awarded to Rochdale MBC are £4.257 million for 2009/10 (£1.906 million for Integrated Transport and £2.351 million for maintenance) and £4.725 million (£2.021 million for Integrated Transport and £ 2.704 million for Maintenance) in 2010/11.

The current Greater Manchester LTP covers the period 2006/07 to 2010/11 with the 2008 LTP Progress Report detailing performance in delivering the sub-region's transport agenda to date. Initial planning in formulating and developing transport policies for GMLTP3 cover the period 2011/2012 to 2015/2016. Consideration will be given to adjusting the period covered by LTP3 in line with the draft guidance.

Greater Manchester Transport Fund

The Greater Manchester Transport Fund (GMTF) was initiated following the inability to obtain local business and public support for the Transport Investment Fund (TIF) bid in December 2008. It comprises the programme priority major transport schemes (i.e. those costing £5 million or more) that contribute to delivering the objectives of the Greater Manchester Strategy. The current programme runs to 2019 and is funded from :

- DfT grants;
- a "top slice" from the Greater Manchester LTP Integrated Transport Block funding over 9 years from 2010-2011; and
- a combination of borrowings made by GM Combined Authority and third party / local contributions.

The GM Combined Authority (GMCA) will repay the borrowings in full by 2045 from Metrolink net revenues, the application of ring-fenced revenue contributions. The GMTF proposals with the borough are as follows:

- Metrolink Phase 3A (including Manchester to Rochdale via Oldham) (under construction);
- Metrolink Phase 3B (Rochdale Railway Station to Town Centre) (under construction);
- GM Highway Retaining Walls Maintenance (completed);
- Greater Manchester Urban Traffic Control (in progress);
- Rochdale Railway Station Metrolink (and Rail) Park and Ride facility (2013 - 2014);
- Cross City Bus Corridors Package (A664 Middleton to Manchester) (2014 – 2015).

Local Sustainable Transport Fund (LSTF)

The Local Sustainable Transport Fund (LSTF) is a Department for Transport funding initiative targeting projects which stimulate economic growth whilst reducing carbon emissions. A single Greater Manchester bid was prepared which focussed on three core theme:- active travel, smarter travel information and promotion, and network efficiency. The LSTF is an opportunity to accelerate the pace of the ambitions outlined in LTP3.

A 'Key Component' and a 'Large Project' bid were submitted to the DfT. The 'Key Component' bid was based around a programme of measures to support commuter cycling and in July 2001 received an allocation for GM of £4.938 million for both capital and revenue initiatives to be delivered by 2015.

The 'Large Project' bid has focussed on four components:

- Sustainable access to key destinations and transport hubs;
- Supporting sustainable choices;
- Smarter Travel; and
- Enabling community transport.

This bid secured a GM settlement of £32.4 million. The Rochdale MBC bid elements were measure to improve access for pedestrians and cyclists to railway stations and Metrolink stops within the borough. It is anticipated that the Council allocation for this work will be around £850 000. TfGM are also using some of this funding to revise the Demand Responsive Vehicle transport services to / from Kingsway Business Park now that the site development is progressing and the cohort of generated passengers is increasing as more businesses on the site begin to operate. Both LSTF submissions had the support of public, private, and community sectors in Greater Manchester.

Priority Investment Fund (PIF)

To deliver its economic priorities as set out in the Borough Masterplan and Sustainable Communities Strategy, the Council has established a Priority Investment Fund (PIF). Similar to the GM Transport Fund this brings together a number of funding sources to deliver its infrastructure priorities. Many of the short and medium schemes include in this strategy are also in the PIF programme and others that meet the Borough's priorities will come forward as they gain commitment and methods of delivery area identified.

Regeneration Funding

The use of regeneration funding has successfully in Rochdale Borough to assemble and develop Kingsway Business Park with finance from the North West Regional Development Agency (NWDA) before its demise, and Rochdale Public Transport Interchange site using Single Regeneration Budget (SRB)

Securing funding from these sources for transport infrastructure is reliant on the transport infrastructure improvements generating additional economic, housing or other regeneration benefits to enhance overall project performance. Justifying schemes on a pure transport and cost / benefit basis without supporting outcomes will not lead to success. Central government are prioritising schemes that directly deliver economic growth and although reducing routine transport funding are investing in major projects that it perceives will regenerate the economy Potential funding sources include;

Regional Growth Fund – Supporting short term business growth that delivers new jobs in the short term eg Holroyds in Milnrow have secured this but elsewhere this has been allocated to schemes that provide direct access to new employment opportunities.

European Regional Development Fund (ERDF). - The 2007-13 programme has limited resources particularly capital allocation, therefore opportunities to use access this will be limited.

Homes and Communities Agency (HCA) – A recently established organisation, with a scale of resources and commitment to regeneration that will contribute to transport proposals that are underpinned by regeneration objectives.

GM City Deal "Earnback"

The City Deal for Greater Manchester was announced by central government on Tuesday 20th March 2012 and has the potential to empower the sub-region to maximise its economic growth. The deal makes a range of bespoke agreements between the government and Greater Manchester Combined Authority based on the needs and opportunities of the region's economy. These are geared towards accelerating growth, boosting skills and encouraging local decision-making and increased self-sufficiency.

one of these agreements is the setting up of an "Earnback model" where the government has agreed in principle that up to £1.2 billion invested up front in infrastructure improvements by the Greater Manchester Combined Authority. This will be 'paid back' to the combined authority from the increase in government tax reciepts from real economic growth delivered in the sub-region. It is the first tax increment finance-style scheme in England outside London.

These ‘earned back’ funds will be reinvested in further infrastructure improvements to allow Greater Manchester to reach its economic potential starting with the completion of the GM Transport Fund programme, enabling long-standing schemes such as the South East Manchester Multi Modal Strategy (SEMMMS) and the extension of Metrolink to Trafford Park (combined cost estimate of over £600 million) to be delivered.

This approach is a major shift towards local decision-making by endorsing an Investment Framework will align funding and assets to promote economic growth in the sub-region. It is already used in the GM Transport Fund, which prioritises projects for investment based on their economic impact. Bringing together different funding streams into one pot they can be invested with much greater flexibility.

A key reason for refreshing this strategy is so that it offers an up to date lobbying document through which the Council can lobby for funding its infrastructure investment priorities from the “Earnback model”.

Private and Other Third Party Funding

With public finances being increasingly squeezed and capital funding pots becoming increasingly focussed and fragmented to meet individual government priorities private investment and other third party funding will become increasingly important in delivering new transport infrastructure, particularly through the planning system. There will be a steady flow of small scale capital projects required to ensure that development proposals are delivered and that mitigate impact on the operational efficiency of the transport network. To date these have been through Section 106 agreements and planning obligations that permit the Council to seek additional contributions for off site transport works to service development. For example, the Tesco Store expansion at Sudden contributing to improving Rochdale Town Centre’s public realm to mitigate any potential impact on the town centre economy. The Council while ensuring the level of contribution required is proportionate and directly related to proposals they will be robust pursuit of opportunities to secure such contributions.

In the future, as Local Plans are developed the Community Infrastructure Levy (CIL) may form a more systematic approach to securing developer contributions. The Council is still developing its CIL arrangements and considering the most appropriate methodology for calculating and collecting it.

With infrastructure improvement proposals focussing on delivering economic growth schemes comprise a variety of facets, not just transport improvements. This is opening up the opportunity to be more innovative and imaginatively financing schemes to meet their delivery outcomes. The Council is mixing and matching scheme funding, with for example the Environment Agency and Heritage Lottery Funding to open up the River Roch in Rochdale Town Centre. This will be increasingly common in the future as individual schemes will be required to meet a range of objectives.

8. Implementing the Strategy

This transport strategy is a working document adopted, referenced and used by range of partners who will be responsible for its implementation. Following the consultation process 'buy in' from a range of strategic partners and agencies engaged in delivering this strategy was secured. The same support will be sought for this refresh. Some of the Agencies who will support the Council in delivering this strategy are :

- Rochdale Local Strategic Partnership,
- Transport for Greater Manchester
- Rochdale Borough Transport Group,
- Highways Agency
- Heywood, Middleton, Pennine, Rochdale Townships,
- Rochdale Development Agency,
- Local Chambers of Trade and Commerce,
- NHS Rochdale, Heywood, Middleton PCT,
- Greater Manchester Police,
- Greater Manchester Fire Service,
- Network Rail
- Rail and Bus Operating Companies
- East Lancs Railway Trust
- Sustrans
- Environment Agency
- Canal and River Trust,
- Support the Oldham, Rochdale, Manchester Railway Line Group (STORM),
- Private Sector Investors in the Borough

This process of engagement does not necessarily incorporate all views presented but where practicable, if the Council's considers they add value to the strategy, they have been included. There are policy areas where there are conflicting views and a judgement made in how to recognise or accommodate these.

Transport has a wide-ranging impact and different users of the network have many, varied, conflicting and vociferous views on user priority and how it can be improved. At the strategic level, monitoring and refreshment of this document will be through a variety of agencies reflecting the range of stakeholder interests.

Stakeholders

Transport issues link to all of the other Partnerships overseen by the Local Strategic Partnership Board and the Transport Delivery Group is developing a reporting / monitoring process to ensure this occurs. All proposals contribute in delivering the aims and objectives of the Renaissance Master Plan and as required progress will be reported to the Board responsible for its delivery. An understanding is required across the partnership to recognise the benefits, transport improvements contribute to their wider aims and that opportunities across constituent services and organisations can be exploited to achieve them.

Implementation of the Transport Strategy is through a number of agencies including:

- Rochdale Metropolitan Borough Council
- Greater Manchester Combined Authority,
- Transport for Greater Manchester,
- Regeneration Initiatives eg through Rochdale Development Agency,
- Strategic Partners eg Network Rail, Northern Way,, Highways Agency, GM LEP (Local Enterprise Partnership), Sustrans
- Private Sector including Bus and Rail Operators, Private Developers, Charities, East Lancs Railway Trust, Community Transport Operators,
- Other Third Party Stakeholders including Environment Agency, Canal & River Trust, Local Health Authorities etc.
- Lobby Groups eg STORM, GM Transport Campaign, Travelwatch North West.

The range of bodies responsible for delivering transport across the Borough requires a single body to bring their interests together. The Council's Transport Delivery Group has taken on this role. There will

however be opportunities for transport users to engage with deliverers of transport services through the Rochdale Borough Transport Group which meets quarterly.

The Transport Delivery Group will have a tightly focused remit monitoring the implementation of the strategy and delivery of the action plan..

9. Key Projects Action Plan

Table 9.1 below lists the key projects that form Rochdale Borough's Transport Strategy identified in Chapter 6. It details an estimated delivery timescale for delivering each scheme with the Short Term (2009-2016), Medium Term (2016-2021) and Long Term (2021-2026) horizons. The table also indicates the potential lead agencies and possible funding sources. Schemes delivered, under construction or with a financial commitment are identified and are indicative of the progress made on deliver since this transport strategy was initially published in June 2010. These proposals are a mix of packages, individual major capital schemes, large revenue schemes or proposed feasibility studies. All are deliverable within the period of this strategy subject to positive decisions from funding and partner agencies.

Table 9.1 Key Projects Action Plan

Project	Priority	Lead Organisation	Estimated Cost	Possible Funding Sources
Completed Schemes since June 2010				
Metrolink Phase 3a (Manchester to Rochdale Railway Station via Oldham) - Feb 2013	Short Term	TfGM	-	GM Transport Fund
Kingsway Metrolink Stop	Short Term	TfGM / RMBC	£2 million	GM Transport Fund, ERDF, RMBC / S106
Retaining Wall Strengthening Major Scheme	Short Term	RMBC	£42.9mill (All GM)	LTP
Middleton Experimental Weight Restriction	Short Term	RMBC	-	RMBC / LTP
Home & School Zone Programme	Short Term	RMBC	-	RMBC / LTP
Littleborough Railway Station Disability Access	Short Term	TfGM / Network Rail		Network Rail / Northern Rail / TfGM
Rochdale Town Centre Modelling	Short Term	RMBC	-	RMBC
Rochdale Station Waiting / Ticket Office Impvts	Short Term	Northern Rail	£400 000	Northern Rail / Network Rail
Connect 2 Cycle Network Imps (Dec 2012)	Short Term	Sustrans / RMBC / Canal & River Trust	£1.8 million	Big Lottery Fund / RMBC / External Funding / S106
Heywood Weight Restriction	Short Term	RMBC	-	RMBC
Schemes under Construction				
Metrolink Phase 3b (Rochdale Railway Station to Town Centre)	Short Term	TfGM	£37 million	GM Transport Fund
Rochdale Public Transport Interchange	Short Term	TfGM / RMBC	£11.5 million	LTP Major Scheme / RMBC
Rochdale, Townhead Junction Improvements	Short Term	RMBC		RMBC
Todmorden Curve Reinstatement	Short Term	Network Rail / Burnley BC	£9 million	RGF / Burnley BC / Private Sector
Schemes with Funding Commitment				
Cross City Bus Corridor (to/from Middleton)	Short Term	TfGM	£54million (All GM)	GM Transport Fund / DfT
Rochdale Rail Station / Metrolink Park & Ride	Short Term	TfGM / RMBC	£1 million	GM Transport Fund / RMBC
Access Imps to Metrolink / Rail Stations	Short Term	TfGM / RMBC	£1 million	LSTF / RMBC
Rochdale Townhead Junction Imp (Phase 3)	Short Term	RMBC	£600 000	RMBC
Northern Hub Capacity Imps - Rochdale Station	Medium term	Network Rail	£17 million	Network Rail
Northern Hub - Ordsall Curve (Manc / Salford)	Medium term	Network Rail	£85 million	Network Rail
M62 J18-J20 Hard Shoulder Running	Short term	Highways Agency	To be Confirmed	Highways Agency
Rochdale Health Centre Cycle Hub (Nye Bevin)	Short Term	TfGM / PCT	£117 000	TfGM

Table 9.1 Key Projects Action Plan (Cont)

Project	Priority	Lead Organisation	Estimated Cost (£'s)	Possible Funding Sources
Proposals				
Rochdale Town Centre				
Rochdale TC Inner Relief Rd (Wood St - Drake St)	Medium Term	RMBC	£2.8 - £4.1 million	RMBC / LTP / S106 / CIL / GM Transport Fund
Rochdale PT interchange Cycle Park Hub	Short Term	RMBC / TFGM	£120 000	RMBC / DfT / TfGM
Rochdale TC Access & Movement Strategy			£3 million	
- John Street to Penn Street	Medium term	RMBC	-	RMBC / HCA / External Funding
- Rochdale Town Centre Subways Replacement	Medium Term	RMBC	-	RMBC / TfGM / External Funding
- Rochdale TC Pioneers Route (Peds / Cycle Spine)	Medium Term	RMBC	-	RMBC / TfGM / External Funding
- Rochdale Town Hall Rbt Removal & Public Square	Medium Term	RMBC / RDA	-	RMBC / TfGM / External Funding
- Rochdale Town Centre Parking Strategy Delivery	Medium Term	RMBC	-	RMBC / TfGM / External Funding
- Rochdale River Roch Re-opening (& support TM)	Short Term	RMBC / EA	-	RMBC / EA / S106 / CIL / HLF / External Funding
- Esplanade to Newgate Loop Road	Medium Term	RMBC	-	RMBC / LTP / External Funding
Improve Pedestrian / Cycle links to Town Centres	Medium Term	RMBC	-	RMBC / LTP / S106 / External Funding
Middleton, Manchester Road - Long St. Pedestianisation	Medium Term	RMBC / Private Sector	-	RMBC / LTP / S106 /CIL / External Funding
Rochdale Station Gateway Package				
- Oldham Road to Lincoln Street Link Road	Short Term	RMBC / RDA	£350 000	RMBC / TfGM / S106 / CIL / External Funding
- Public Realm Improvements (Sara St / Miall St)	Short Term	RMBC / TfGM	£100 000 est	RMBC / RDA / S106 / External Funding
- Rochdale Rail Station Subway Re-opening (Ph 1)	Short Term	RMBC / TfGM / Network Rail / Northern Rail	£300 000 est	RMBC / TfGM / S106 / Network Rail / Northern Rail
- Rochdale Station Cycle Parking Hub (Nye Bevin Hse)	Short Term	TfGM / PCT	£117 000	LSTF
Heywood Proposals				
Heywood Town Centre Pedestrianisation & TM	Medium Term	RMBC	£3.5 million	RMBC / RDA / TfGM /S106 / External Funding
Heywood Bus Interchange	Medium Term	RMBC / TfGM	£500 000	RMBC / GM Transport Fund / External Funding
South Heywood Link Road (M62 - Hareshill Road)	Medium Term	Private Sector	£6 million	S106 / CIL / External funding
Hareshill Road Improvement	Medium Term	Private Sector	£2 million	S106 / CIL / External funding
M66 J2 to Heywood SPZ Route Improvements	Long Term	RMBC / Private Sector	-	RMBC / TfGM / S106 / CIL / External Funding
M66 J3 Congestion & Capacity Improvements	Long Term	RMBC / Bury MBC / HA	-	RMBC / TfGM / S106 / CIL / External Funding
East Lancashire Railway				
ELR Extension to Castleton Station	Medium Term	ELR Trust / RMBC / TfGM	£4 million	RMBC / CIL / S106 / HLR / External Funding
Castleton Station Park & Ride Improvements	Medium Term	RMBC / Private Sector	-	RMBC / External Funding / Network Rail / TfGM
Heywood ELR Station Facility Improvements	Medium Term	ELR Trust / RMBC	-	ELR Trust / RMBC / External Funding
New Station at Broadfield, Heywood	Long Term	ELR Trust / RMBC	£4 million	ELR Trust / RMBC / S106 / CIL/ External Funding
Heywood - Bury Fixed Line Shuttle (Rail - Tram Train) Feasibility Study	Long Term	RMBC / TfGM / ELR Trust	-	RMBC / TfGM / ELR Trust
Heywood, Hopwood Traffic Management Scheme	Medium Term	RMBC	£1 million	LTP
Heywood - Manchester PT Commuter Service Imps	Long Term	RMBC / TfGM / ELR Trust	£25 million est	TfGM / RMBC / Network Rail / External Funding
South Heywood Railfreight Spur / Terminal (Study)	Long Term	Network Rail / TfGM / ELR Trust / RMBC	-	Network Rail / TfGM / DfT / ELR Trust / External Funding.

Table 9.1 Key Projects Action Plan (Cont)

Project	Priority	Lead Organisation	Estimated Cost (£'s)	Possible Funding Sources
Rail Network & Service Improvements				
Littleborough Railway Station Park and Ride	Medium Term	RMBC / TfGM / Network Rail	-	RMBC / GM Transport Fund / External Funding
Calder Valley Line Rail Electrification	Medium Term	Network Rail	-	Network Rail / DfT
New Railway Stations Feasibility Study	Long Term	RMBC / TfGM / Network Rail	£50 000 est	RMBC / TfGM / Network Rail
Mills Hill Rail Station Disability Access Impvts	Medium Term	TfGM / Network Rail / RMBC	£2 million	TfGM / Network Rail Access for All / DfT
Mills Hill Rail Station Park & Ride / Improved passenger facilities	Medium Term	TfGM / Network Rail / RMBC	-	TfGM / Network Rail / DfT / External Funding
Smithybridge Park & Ride Enhancements	Medium Term	RMBC / TfGM / Network Rail	-	RMBC / S106 / GM Transport Fund / External Funding
Rolling Stock & Rail Capacity Improvements (HLOS)	Medium Term	Network Rail / TOC / TfGM	-	HLOS / Network Rail / DfT
Bus Improvements				
Rochdale Town Centre Metroshuttle	Medium Term	TfGM / RMBC / Ext Funding	£140 000 - £400 000	TfGM / RMBC / External Funding
A58 & A640 Quality Bus Corridors	Medium Term	TfGM / RMBC	-	TfGM / LTP / RMBC / External Funding
Kingsway Bus. Park DRT / Community Transport Imps	Short Term	TfGM / RMBC	-	LSTF / TfGM / RMBC / S106 / External Funding
Yellow School Buses	Short Term	TfGM / RMBC	-	TfGM / LTP
Improved bus links to other employment areas	Short Term	TfGM / RMBC	-	TfGM / LTP / RMBC / External Funding
Improved cross town bus links to local amenities	Short Term	TfGM / RMBC	-	TfGM LTP / RMBC / External Funding
Other Sustainable Transport Schemes				
Connect 3 Proposals				
- Middleton to Mills Hill Railway Station Cycleway	Medium Term	RMBC	-	RMBC / LTP / S106 / External Funding
- Improved Sustainable access to economic growth areas (eg Stakehill, Sth Heywood etc)	Medium Term	RMBC	-	RMBC / LTP / S106 / External Funding
- Roch Valley Way Strategic Walk / Cycle Trail	Medium Term	RMBC	-	RMBC / LTP / S106 / External Funding
- Rochdale Canal Cycleway	Medium Term	RMBC	-	RMBC / TTP / S106 / External Funding
- Middleton TC - Alkrington Woods Cycle Route	Short Term	RMBC	-	RMBC / LTP / S106 / External Funding
- Heywood TC - Bury TC Cycle Link Imps	Short Term	RMBC	-	RMBC / LTP / S106 / External Funding
- Improved Cycle Links to Rossendale	Short Term	RMBC	-	RMBC / LTP / S106 / External Funding
- Littleborough / Smithy Bridge Cycle / Pedestrian Link Improvements	Short Term	RMBC	-	RMBC / LTP / S106 / External Funding
- Develop Green Infastructure links to local services / tourist amenities	Short / Medium Term	RMBC	-	RMBC / LTP / S106 / External Funding

Table 9.1 Key Projects Action Plan (Cont)

Project	Priority	Lead Organisation	Estimated Cost (£'s)	Possible Funding Sources
Other Sustainable Transport Schemes (cont)				
Replace Underpasses with Surface Crossings	Medium Term	RMBC	Not Known	RMBC / LTP / S106 / CIL / External Funding
Develop Council Homeworking Strategy & promote to external partners	Medium Term	RMBC	-	RMBC
High Speed Broadband coverage across Rochdale Borough.	Short / Medium Term	RMBC / External Partners	Not Known	RMBC / Central Govt / External Funding
Future Home / School Zones	Short / Medium Term	RMBC	Not Known	RMBC / LTP / S106 / CIL / External Funding
Future Travel Behavioural Change Measures	Short / Medium Term	RMBC / TfGM	Not Known	RMBC / TfGM / LTP / External Funding
Other Highway Schemes				
M62 J21 Kingsway Business Park Signing	Short Term	HA / RMBC	Not known	HA / S106
Milnrow Network Improvements (M62 J21 - Holl. Lake)	Medium Term	HA / RMBC	Not known	RMBC / LTP / HA / GMTF / S106 / External Funding
Middleton Hilton Fold Lane to Oldham Road Route	Medium Term	RMBC / External Funding	£2 million	RMBC / S106 / External Funding
A58 Capacity Improvements				
(i) Littleborough to Hamer	Medium Term	RMBC / TfGM	£1 million	RMBC / LTP / S106 / CIL / External Funding
(ii) Heywood Improvements	Medium Term	RMBC / TfGM	Not Known	RMBC / LTP / S106 / CIL / External Funding
(iii) Heap Bridge Improvements	Medium Term	RMBC / TfGM	Not Known	RMBC / LTP / S106 / CIL / External Funding
Rochdale, Spotland Bridge Congestion Relief	Short Term			
Develop Heywood Freight Quality Partnership	Short Term	RMBC / Heywood Dist Pk	-	RMBC / Heywood Dist Pk
Bridges & Structures Asset Management Plan	Short Term	RMBC	-	RMBC
Highways Asset Management Plan	Short Term	RMBC	-	RMBC
Street Lighting Asset Management Plan	Short Term	RMBC / PFI	-	RMBC / External Funding
Royle Wks / Edinburgh Way Junction Impvmt	Short Term	RMBC / Ext Funding	Not Known	RMBC / S106 / HCA / External Funding
Rochdale Boroughwide Parking Strategy	Short Term	RMBC	-	RMBC
Feasibility Studies				
Metrolink Extension Bowker Vale to Middleton	Long Term	TfGM / RMBC	Not Known	RMBC / TfGM / External Funding
Metrolink Extension (Rochdale to Whitworth)	Long Term	TfGM / RMBC	Not Known	RMBC / TfGM / External Funding
Enhanced PT Services (Rochdale to Littleborough)	Long Term	TfGM / RMBC	Not Known	RMBC / TfGM / External Funding

Long Term Aspirations

The opportunity has been taken to consider what major projects the Borough may need to deliver its aspirations, support economic growth and deliver its climate change responsibilities in the medium to long term ie. post 2026. Table 9.1 includes some projects that are initial ideas and feasibility studies will be required to develop proposals and demonstrate a satisfactory business case before the can be progressed., Some of the long term proposals will only be delivered within the life of this strategy if resources permit. All proposals will be subject to public consultation and where possible land will be where practicable, protected through planning policies or land acquisition / dedication agreements.

APPENDIX 1 – Current Transport Investment Plans

1. Network Efficiency

As part of the LTP, monitoring of identified congestion corridors across Greater Manchester is ongoing. In Rochdale Borough a 3.4 mile section of the A58, between A6033 Todmorden Road east of Littleborough and A671 John Street, Rochdale, a key commuter route connecting Littleborough and Wardle to Rochdale town centre and the motorway network to the south.

Between 2006 and 2008 disruption due to improvement work at the key junctions particularly at Sudden and Townhead along the route affected journey reliability. These schemes in the long term along with further works ongoing currently at Townhead have contributed to reducing journey times for all modes including pedestrian and cycle facilities. Other minor improvements at the junction of the A58 with Smithy Bridge Road have also contributed.

Reconfiguration of primary care and NHS services has led to provision of some services at Birch Hill Hospital moving to Rochdale Infirmary. Engagement with the PCT will lead to implementation of measures to improve accessibility to the locations of new service provision. Civil parking enforcement takes place through a rolling programme across Rochdale and specifically along the A58 between Rochdale and Littleborough to improve traffic flow and journey reliability. New facilities at junctions along and adjacent to the A58 have enhance pedestrian and cyclist safety.

The A58 recorded a journey time of 4.04 minutes in 2006/07, a reduction of 0.29 minutes from 2005/06. There has been little change in speed despite this journey time decrease, indicating a reduction in delays particularly between Wardle and Littleborough. There will be further work to accommodate potential increases in travel demand from Kingsway Business Park and other development growth areas proposed in the LDF. Supported by continued civil parking enforcement and school clearway orders, these will assist in tackling local congestion and improving access and safety near schools.

2. Road Safety

Road Safety Targets - Progress in meeting national and GM road safety targets is on track. Rochdale is achieving above the GM LTP2 target at the mid point with a:

- 33% reduction in killed and seriously injured casualties by 2004-06 compared to 1994-98 base.
- 43% reduction in child KSI casualties by 2004-06 compared to the1994-98 base.
- 47% reduction in pedestrian casualties in 2006.
- 39% reduction in pedal cycle casualties in 2006.
- Achieved the target for slight casualty rate with a 30% reduction in 2006.

These trends reflect the structured approach Rochdale MBC has taken in developing the Local Safety Schemes (LSS), underpinned by ongoing best practice reviews, part of an ISO endorsed Quality Management System. This has ensured consistency in assessing and identifying remedial measures. A number of safety engineering schemes at sites where vulnerable road users are at risk have evolved. These contribute to the GMLTP2 headline targets for accessibility and modal shift.

Local Safety Scheme (LSS) – Road Traffic Collision and Casualty rates provide the base evidence to justify LSS improvements. Recently, area wide and route improvements have achieved desired reductions and casualty reduction at junctions. Rochdale Town Centre redevelopment incorporating a new transport interchange and Metrolink provision will reduce pedestrian casualties currently identified in the retail and residential areas of the town. Priority areas include:

- St Mary's Gate
- Drake Street
- College Road
- Manchester Road

The Council has achieved safety improvements through installation of interactive and solar powered signs across the borough at key points on the network. These support an ongoing commitment to reducing energy consumption. Provision of speed camera signs and mobile speed camera sites have raised awareness, reduce vehicle speed and encouraged environmental sustainable driving behaviour.

Education, Training and Publicity - The Road Safety Unit provides Primary Schools with specifically designed education and training programmes. These emphasize the skills required for safer independent travel, and assists in reducing car journeys to school. This includes National Standard level 2 cycle training aimed at Year 6 pupils, with a range of innovative and interactive road safety programmes in High Schools, to address local safety including car related criminal issues.

Appendix 2 – Contacts

Peter Rowlinson – Service Director Planning and Regulation
Rochdale Borough Council,
Floor 3, One Riverside,
Smith Street
ROCHDALE
OL16 1YH
Tel: (01706) – 924307
Email:- peter.rowlinson@rochdale.gov.uk

Steve Reay

Highways and Engineering Service
Rochdale Metropolitan Council
Floor 4, One Riverside
Smith Street,
Rochdale
OL16 1YH
Tel:- (01706) – 924
Email:- steve.reay@rochdale.gov.uk

Lisa Houghton – Network Improvement Team Leader
Highways and Engineering Service,
Rochdale Metropolitan Borough Council,
Floor 4, One Riverside,
Smith Street,
ROCHDALE
OL16 1YH
Tel :- (01706) – 924609
Email:- lisa.houghton@rochdale.gov.uk

Richard Chapman – Strategic Transport Policy Co-ordinator
Planning and Regulation Service,
Rochdale Metropolitan Borough Council,
Floor 3, One Riverside,
Smith Street
ROCHDALE
OL16 1YH
Tel: (01706) – 924361
Email:- richard.chapman@rochdale.gov.uk

Glyn Henry
Highway and Engineering Service,
Rochdale Metropolitan Borough Council
Floor 4, One Riverside,
Smith Street,
ROCHDALE
OL16 1LQ
Tel: (01706) – 924560
Email: glyn.henry@rochdale.gov.uk