

# **Greater Manchester 2040 Transport Strategy Integrated Assessment**

## **Post- Adoption Statement**

### **1 Introduction**

#### **Preface**

- 1.1 The Greater Manchester 2040 Transport Strategy, and associated 5 year Delivery Plan, fulfil the requirements of the statutory Local Transport Plan process and have been adopted as Greater Manchester's fourth Local Transport Plan. As part of the preparation of this suite of documentation, an Integrated Assessment was undertaken which incorporated the statutory requirements of a Strategic Environmental Assessment (SEA), Habitats Regulation Assessment (HRA), Equality Impact Assessment (EqIA) and Health Impact Assessment (HIA).

#### **Greater Manchester 2040**

- 1.2 The Greater Manchester 2040 Transport Strategy sets out the transport strategy for Greater Manchester for the next 25 years to support long-term needs and aspirations. It covers the whole of Greater Manchester, and includes interventions promoted by Transport for Greater Manchester, the 10 District Councils of Greater Manchester, Highways England and Network Rail.

#### **Strategic Environmental Assessment**

- 1.3 Strategic Environmental Assessment is a systematic process of assessment which informed the 2040 Transport Strategy during the drafting stage.
- 1.4 SEA is a statutory assessment which is required under European Directive 2001/42/EC (the SEA Directive). This Directive is transposed into UK law by the Environmental Assessment of Plans and Programmes Regulations (2004). The main output of an SEA is an environmental report in which likely significant effects of the plan and reasonable alternatives are identified.

- 1.5 The SEA for LTP4 has produced and consulted upon an environmental report and this post adoption statement sets out how the SEA was undertaken and whether or not it was effective in improving LTP4.

### **Habitats Regulation Assessment**

- 1.6 Specific requirements have been put in place by the European Commission that relate to the effect of plans on the Natura 2000 network of protected sites. Specifically, the Council Directive 92/43/EEC on the conservation of natural habitats and wild fauna and flora establishes that 'any plan or project not directly connected with or necessary to the management of the Natura 2000 protected site, but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives.
- 1.7 A Habitats Regulations Assessment was carried out alongside the SEA and informed the findings of the Environmental Report. The outcomes of the HRA process are reported alongside the outcomes of the SEA process in this report.

### **Health Impact Assessment**

- 1.8 There is no statutory requirement to undertake a HIA but it provides a useful way to support the health of individuals and communities and helps to address health inequalities. The HIA process is fully reported in the IA report.

### **Equality Impacts Assessment**

- 1.9 The Equality Impact Assessment fulfils the statutory duties of public bodies to ensure the provision of equalities under the Equality Act 2010 and subsequent public sector Equality Duties.

### **Purpose of the Post Adoption Statement**

- 1.10 Article 9 of the SEA Directive requires that information on the plan, as well as how the SEA was taken into account, should be published. As a consequence this statement includes;
- a summary explaining how environmental considerations have been integrated into the plan or programme;

- a description of how the opinions of the public and consultation bodies were taken into account;
- the reason for choosing the plan or programme as adopted, in light of other reasonable alternatives dealt with; and
- the measures decided upon concerning monitoring.

## **2 The IA Process and Consultation**

### **Overview**

- 2.1 Transport for Greater Manchester, on behalf of GMCA, commissioned Atkins consultancy to undertake an Integrated Assessment, with the following programme:
- Commencement: October 2015;
  - IA Key Sustainability Issues Technical Note Consultation: December 2015;
  - Consultation on the draft GM Transport Strategy 2040, Delivery Plan 1 and IA Report: 4 July 2016 to 26 September 2016;
  - Revisions to draft Transport Strategy, Delivery Plan 1 and IA Report: Autumn 2016; and
  - Adoption and publication of final Transport Strategy, Delivery Plan and IA Statement: Winter 2016.

### **Technical Note**

- 2.2 To ensure that the evidence base underpinning the IA of the Transport Strategy was robust and up to date, a review was undertaken of the IA and HRA scoping information that informed the development of LTP3 2011-2016. A formal Scoping Report consultation was not undertaken as this had already been carried out for LTP3 2011-2016 and it was felt that there had been little change in context since LTP3 to warrant a different approach for scoping. Instead, a Technical Note was prepared and consulted upon by TfGM, providing background to the 2040 Transport Strategy and IA development processes and presenting the scoping work for information and comment.

### **Consultation**

- 2.3 Consultation took place on the Integrated Assessment, produced by Atkins, over the same 12-week time period as consultation on the strategy (4 July 2016 to 26 September 2016).
- 2.4 The wide-ranging consultation incorporated awareness raising with local media, digital communication, and meetings of stakeholder groups (including those relevant to the Integrated Assessment process).
- 2.5 The documentation uploaded onto the website included
- The 2040 Transport Strategy Executive Summary
  - Draft 2040 Transport Strategy
  - Draft 5- year Delivery Plan
  - Integrated Assessment Main Report
  - Habitats Regulations Assessment – Stage 1 Screening Report
- 2.6 Letters were also sent direct to the three statutory consultees informing them of the strategy and the Integrated Assessment.

#### **How the SEA influenced LTP4**

- 2.7 Responses were received from the statutory environmental consultees.
- 2.8 The Environment Agency commented that:
- The infographics are in need of greater explanation;
  - There is a need for a discussion on infrastructure and the natural environment;
  - The value of the natural environment needs emphasising; and
  - There should be a focus on creating an attractive public realm through the incorporation of critical green infrastructure.
- 2.9 Natural England commented that:
- The Habitats Regulation Assessment does not go far enough in its consideration of spatially specific interventions; and
  - There are opportunities for enhancement, rather than just for mitigation of environmental impacts.

- 2.10 Historic England commented that:
- Under the 'environmentally responsible' heading the historic environment also needs to be protected;
  - Environmental impact of motor vehicles should also include impact on the historic environment; and
  - New infrastructure has the potential to impact adversely on the historic environment. Appropriate mitigation needs to be considered at the earliest possible stage of planning.

2.11 It was recognised that implementation of the 2040 Transport Strategy could have implications for the environment of the region, the health of its citizens and visitors to the region and the equality of opportunity for individuals and communities within the region. Therefore comprehensive and robust assessments were undertaken at the same time as the Strategy development, ensuring that these issues were brought to the fore as part of that process.

2.12 For example, a new section was inserted to the Strategy to protect the built and natural environment and specifically the need to protect the environment across a range of issues such as biodiversity, the water environment and flooding, soil and agricultural resources, landscape, townscape and cultural heritage. This commitment to protect the environment, health and equality means that the Transport Strategy includes a number of policies and encourages a range of mitigations to be incorporated into transport schemes which will ensure that the negative effects of these aspects are minimised as much as possible.

2.13 A summarised report on the 2040 consultation methodology and results was taken to GMCA on 28 October 2016.

#### **Reasonable alternatives to LTP4 and their consideration against environmental objectives**

2.14 Two alternatives were developed as part of the strategic alternatives aspect of the Integrated Assessment process. TfGM developed two alternative strategic scenarios in response to delivering the Transport Vision of 'world class connections that support long term, sustainable economic growth and access to opportunity for all'.

2.15 A full description of each of the two alternative scenarios is provided in Appendix A of the main IA report. Alternative 1 considers a ‘Business as Usual’ approach which is the current LTP3 strategy, whereas Alternative 2 takes a ‘Balanced Approach’ with an additional range of interventions identified across all spatial themes. Alternative 2 will also involve proactive identification of opportunities and issues across GM and have an integrated (multi-modal) approach to identifying priorities for different types of travel, as defined by the ‘spatial themes’ of:

- Global Connectivity
- City-to-City links
- Travel to and within the Regional Centre
- Travel Across the Wider City Region
- Connected Neighbourhoods

2.16 Alternative 2 was taken forward in strategy development as the preferred strategy.

**How environmental consideration identified through the SEA process were integrated in the final strategy**

2.17 Following consultation on 2040, there were considerable changes to the document. These are summarised in the following table.

**Table 1: Summary of Key Changes to 2040 Strategy Following Consultation**

Section of document	Change
Part 2 – GM Interventions	The GM-wide interventions, shown at the end of Part 2 have been deleted and incorporated into policies. This was done to remove duplication between the two and to increase clarity.
Part 2 - Policies	Policies are now shown as boxed text, separate from the commentary, rather than as highlighted sections of the commentary. The wording has been altered accordingly. This makes the wording clearer, and enables

	policies to be quoted elsewhere if required
Network Principles	<ul style="list-style-type: none"> <li>• Safety and security have been combined, recognising the overlaps between them</li> <li>• Reliability is now a principle on its own, giving it more prominence</li> <li>• Well maintained and resilient has been added as a new principle, recognising the overlaps between them and giving more prominence to the maintenance issue</li> </ul>
Integrated	Re-structured for increased clarity.
Inclusion	Additional text on public transport services, including access to jobs in the night time economy.
Healthy	Text added relating to access to healthcare and reducing social isolation. Text on Health Devolution strengthened.
Environment	<ul style="list-style-type: none"> <li>• Additional text covering: <ul style="list-style-type: none"> <li>○ alternative fuels and Electric Vehicles;</li> <li>○ value of natural environment;</li> <li>○ need to consider environmental enhancement in transport schemes; and</li> <li>○ Sustainable Urban Drainage (SUDS).</li> </ul> </li> <li>• Reference added to working with the Airport re carbon emissions</li> <li>• Additional policy on green &amp; blue infrastructure</li> </ul>
Reliable	Additional text to reflect that this is now a stand-alone priority
Well-maintained and resilient	Additional text added
Safe and Secure	Added text on link between safety and maintenance, also reference to Casualty Reduction Partnership

Highways	<ul style="list-style-type: none"> <li>• New section of 'Streets as places' (reflecting progress in developing the draft GM Highways Strategy)</li> <li>• Statement added that we will work with Highways England to ensure new development doesn't worsen traffic conditions</li> </ul>
Walking and Cycling	<ul style="list-style-type: none"> <li>• Additional text on safety and security</li> <li>• List of priorities for cycling investment added</li> </ul>
Public Transport	<ul style="list-style-type: none"> <li>• New version of 'Interchange categories' map</li> <li>• New text on reasons why Private Hire Vehicles are not allowed in bus lanes</li> </ul>
Goods and Servicing	Ambition statement revised to reflect environmental issues
Regional Centre	<ul style="list-style-type: none"> <li>• Additions to text to ensure that specific Salford Quays issues are included (reflecting issues in draft MediaCityUK and The Quays Strategic Framework)</li> <li>• Clean Air Zone feasibility study added to interventions (this was previously shown as a GM wide intervention, which has now been deleted)</li> </ul>
Wider City Region	Section on New Development re-drafted (to reflect the strategic locations in Draft GM Spatial Framework)
Measuring Performance	KPI table revised to show KPIs in relation to outcomes and the challenges outlined in the Vision



<b>Other Environmental Changes</b>	
Green and Blue Infrastructure	Policy added on need to enhance green and blue infrastructure network to enable increased use for walking/cycling
Policy 10 should refer to resilience	New policy on Climate Change covers this
Policy 12 should be more ambitious re enhancement	Amended to reflect need to enhance (where feasible) the natural environment or in the case of flood risk actively reduce
Section on Resilience (Policy 13 para 85).	Amended to mention increases in extreme weather due to climate change in this section (as well as under 'Environment')
Suggestion for new policy covering role of green and blue infrastructure in mitigation / water quality / flood risk	Covered by including wording on enhancement within policy 12
Need to say how impact on natural environment of new GMSF infrastructure will be assessed	Covered in the Delivery Plan
Need commitment that GMSF infrastructure will not impact on designated sites	Delivery Plan says schemes will be subject to Environmental Assessment

### **3. Monitoring of the Strategy**

- 3.1 Table 2 overleaf sets out the key performance indicators that will be used to measure the extent to which the desired outcomes of the strategy are being achieved.
- 3.2 Progress against these indicators will be reported in the annual update of the Delivery Plan.

**Table 2: Performance Monitoring Framework**

<b>Vision</b>	<b>Challenge</b>	<b>Desired Outcome</b>	<b>KPI</b>
Supporting sustainable economic growth	Growth could result in increased congestion	Reduced congestion	Journey speed by mode
	Growing economy requires access to wide pool of labour	Better access to skills & markets	Sustainable transport catchment population of the Regional Centre & other major employment locations
	Businesses require reliable journey times for deliveries and workers	More reliable journey times	Journey reliability by mode
	Networks need to cope with adverse weather, ageing infrastructure and increased demand	Resilient and well maintained network	Satisfaction with road maintenance
	Developing a transport system that compares well to that of leading European cities	People see GM as a good place to visit & invest	Perceptions of GM as a place to live, visit, do business
Improving quality of life	Good access is needed to jobs and training so that transport is not a barrier to opportunity.	Better access to jobs/training	Sustainable transport catchment population for key locations - employment / colleges
	Centralisation of services and changes in retailing can make it harder for some people to access education, healthcare, shopping etc	Better access to services	Sustainable transport catchment population for key locations -town centres/hospitals
	Encouraging people to improve their health through greater levels of activity	More people travelling actively	No. of walking & cycling trips
	Reducing the number of serious casualties on the roads and the amount of crime and anti-social behaviour on the transport network.	Improved safety and personal security	KSIs split by vulnerable groups, Perception of personal security by mode
Partnership	Increasing the use of sustainable transport to reduce the	More people	Mode split

	negative impacts of car use.	travelling by non- car modes	Traffic growth levels
	Economic and population growth will increase the demand for travel, and increase harmful emissions	Reduced emissions of CO <sub>2</sub> , NO <sub>2</sub>	CO <sub>2</sub> emissions, NO <sub>2</sub> emissions
	Making the best use of existing infrastructure to help reduce environmental impacts.	Accessible locations prioritised for new development	% of new homes having >level 4 accessibility to the public transport network <sup>1</sup>
	Protecting the natural and built environment from the impacts of transport.	Infrastructure designed and maintained to minimise environmental impact	N/A – assurance is via approved Project Management Procedures

<sup>1</sup> Based on Greater Manchester Accessibility Levels (GMAL) in the AM Peak period. See <http://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf> for further information.

