

Northern Gateway Transport Framework Summary



ROCHDALE
BOROUGH COUNCIL



Transport for
Greater Manchester

Role of the Transport Framework

The Northern Gateway Transport Framework defines our transport vision for this nationally significant development. It's purpose is to identify and set a plan for delivering the transport infrastructure and services needed to unlock the full potential of the Northern Gateway, enabling sustainable and inclusive growth.

Drawing on evidence from the Northern Gateway Technical Framework Document (TFD) Appendix, the framework highlights key challenges and opportunities associated with the development. The TFD outlines the principles that will shape how people move within, to and from the Northern Gateway, and identifies a programme of transport interventions which prioritises sustainable transport to ensure that new jobs, homes and community spaces are accessible, well-connected, and environmentally responsible.

The framework sets out the required transport infrastructure and services needed to bring the site forward in alignment with the transport vision and the GM Local Transport Plan. It will support sound decision making through the planning process and will be used alongside Supplementary Planning Documents to inform decisions on applications.

The framework is an important tool in making the case for and securing the investment needed to deliver the required transport infrastructure from a number of funding sources.

Northern Gateway Transport Framework Objectives

Outline the transport vision

Define the long-term transport vision for the Northern Gateway development

Define transport principles

Establish a clear set of transport principles that underpin mobility across the site and surrounding area

Delivering the vision

Identify the programme of transport interventions needed to unlock the full potential of the Northern Gateway development

Support planning

Inform and support the planning process and guide developers in preparing transport elements of their planning applications

Guide funding bids

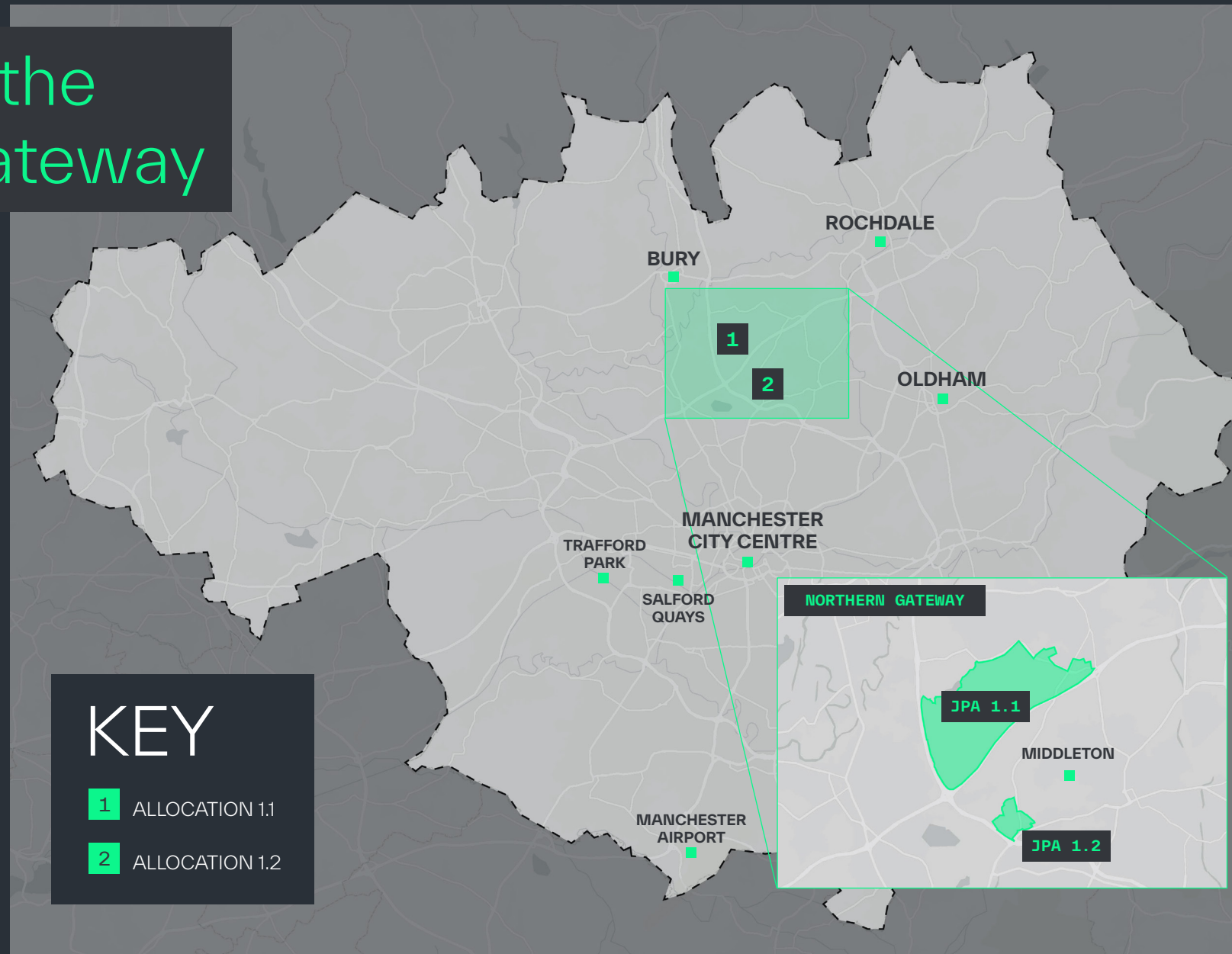
Provide a robust evidence base to guide successful funding bids for infrastructure investment

Stakeholder consensus

Create a single, shared framework that aligns stakeholders around a common understanding and coordinated transport strategy

Introducing the Northern Gateway

The Northern Gateway is set to become one of the largest and most accessible employment and innovation hubs in the region, driving substantial investment into Greater Manchester's world leading advanced materials and manufacturing sectors. It will be complemented by the delivery of new homes and infrastructure, creating new and inclusive communities. Northern Gateway will be a vibrant and dynamic ecosystem where businesses and communities thrive, supported by sustainable transport connectivity and enhanced green and blue infrastructure networks which help adapt to future climate change. It represents a key opportunity to boost the competitiveness of Greater Manchester's northern districts, addressing the disparity in employment opportunities, local housing need and supported by the required infrastructure provision.



Greater Manchester is committed to become a thriving city region where everyone can live a good life. The Greater Manchester Strategy seeks to focus on two interlocking areas; growing our economy and making sure all our people can live well. Central to achieve this ambition is the development of Growth Locations to bring forward development at a scale which can drive transformational change. Amongst the most significant of these is the North East Growth Corridor.

Within the North East Growth Corridor, the Atom Valley Mayoral Development Zone has been designated, bringing together employment-led development opportunities to create a vast innovation mega-cluster. By aligning public and private sector investment, Atom Valley will focus on boosting productivity and advancing new technologies, particularly in advanced manufacturing and materials.

At the heart of Atom Valley lies the Northern Gateway, a major, nationally significant employment site that will attract high-quality businesses and investment. The site straddles the border of the Bury and Rochdale districts, seven miles north of Manchester City Centre. It is strategically positioned near the intersection of the M60, M62 and M66 motorways, with three major cities with international airports and two freight ports within an hour's drive.

In recognition of the cross-border complexities and scale of opportunity Northern Gateway affords, a Mayoral Development Corporation is being established to lead decision-making, engage with public and private partners, and drive investment to regenerate the historically deprived area.

Achieving our vision for Northern Gateway is dependent on delivering sustainable transport access to the area. This requires substantial investment to improve connectivity, prioritising walking, cycling and public transport.

This approach aligns with the Greater Manchester Transport Strategy 2040 which through the Right Mix Vision aims for 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport with no net increase in motor vehicle traffic, by 2040.

1 . 2m

SQUARE METRES OF
EMPLOYMENT FLOORSPEACE

2 , 750

NEW RESIDENTIAL HOMES

21 , 455

GROSS DIRECT FTE
JOBS CREATED

£1 , 490m

GROSS DIRECT GVA
PER ANNUM

The Development Proposition

The Northern Gateway will create a nationally significant employment opportunity with a complementary housing offer across two sites within the wider North East Growth Corridor and Atom Valley.



Heywood / Pilsworth (Policy JP Allocation 1.1)

The Heywood / Pilsworth allocation is the larger, employment focused area within the Northern Gateway. It is located southeast of Heywood and is bordered by the M66 and M62 motorways. The site benefits from being close to existing regionally renowned employment sites at Heywood Distribution Park and Pilsworth.

The plan is to create a major hub for advanced manufacturing, logistics, and industry, generating up to 20,000 jobs. This will be achieved through the development of around 1.2m sqm of high-quality industrial and warehousing space, including an Advanced Manufacturing Park set within an attractive business park setting.

The site will also accommodate new residential communities, delivering around 1,200 homes.

This includes 1,000 homes and a new primary school in the eastern part of the site and 200 homes in the west. These neighbourhoods will be supported by ancillary services and facilities, such as a new local centre, leisure and conference facilities.



It is important that the site includes sufficient new and improved sustainable transport and highways infrastructure to ensure effective integration with surrounding communities, including active travel links and connections to local services, employment opportunities and new development at Simister/Bowlee.

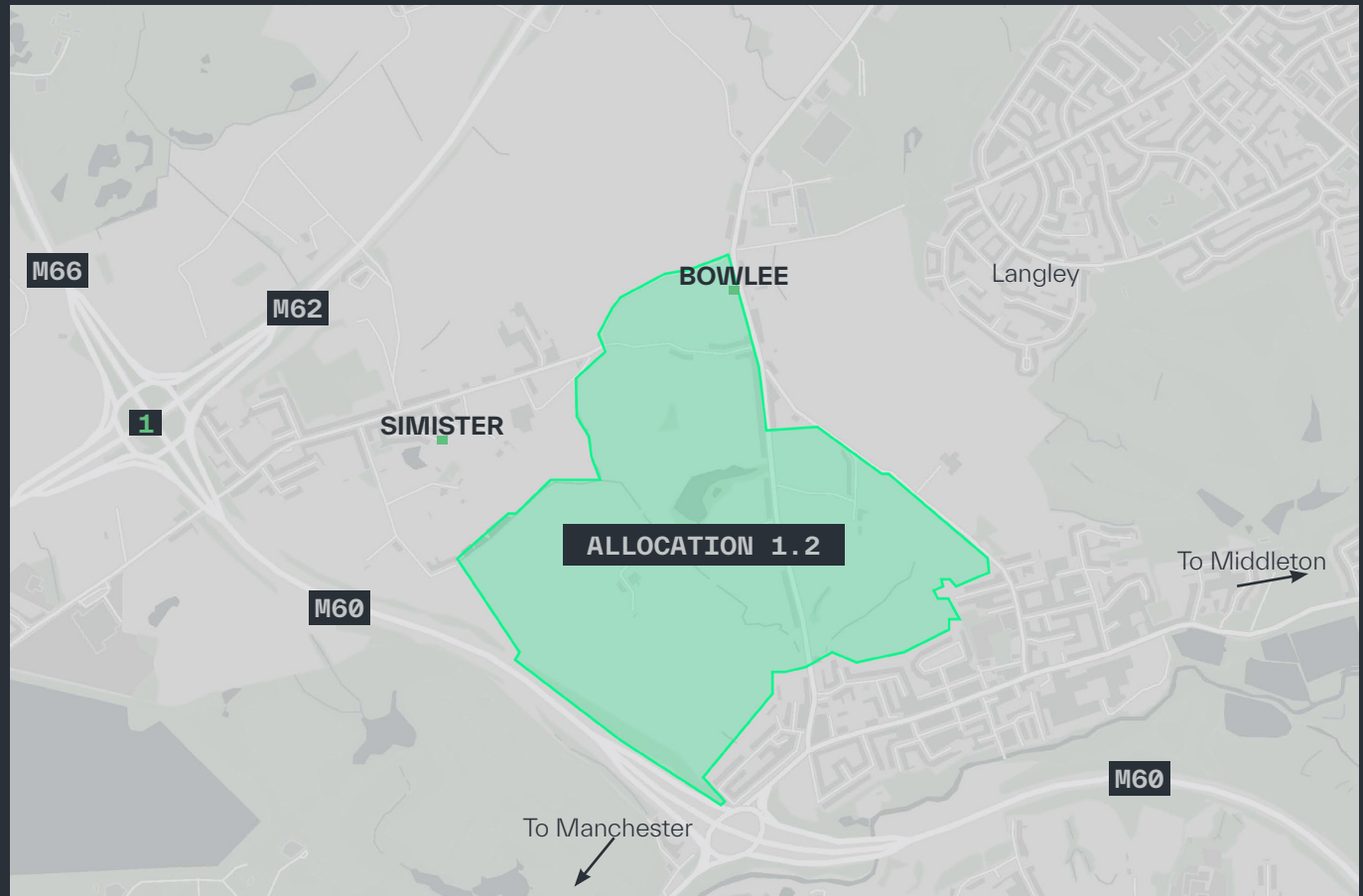
KEY

- 1** PILSWORTH INDUSTRIAL ESTATE
- 2** HEYWOOD DISTRIBUTION PARK
- 3** BIRCH INDUSTRIAL PARK
- 4** SIMISTER ISLAND
(M60 M62 M66 JUNCTION)

Simister and Bowlee (Policy JP Allocation 1.2)

The Simister and Bowlee allocation is major residential-led development. It is located to the south of the Heywood / Pilsworth site across the M62, between the settlements of Simister and Bowlee.

The site is expected to deliver around 1,550 homes, a new local centre with community facilities and primary school. The delivery of this urban extension will require significant investment in infrastructure, particularly a wide range of public transport improvements to promote sustainable travel and improve linkages to new employment opportunities at Heywood / Pilsworth.



KEY

- 1** SIMISTER ISLAND
(M60 M62 M66 JUNCTION)

Existing Travel Patterns

The Northern Gateway area has strong ties to its surrounding urban centres in Rochdale, Bury, and the Regional Centre, and local centres in Heywood, Radcliffe, Whitefield, Prestwich and Middleton. The area's existing transport network reflects the highly unsustainable nature of the site.



Existing mode shares



4%



88%

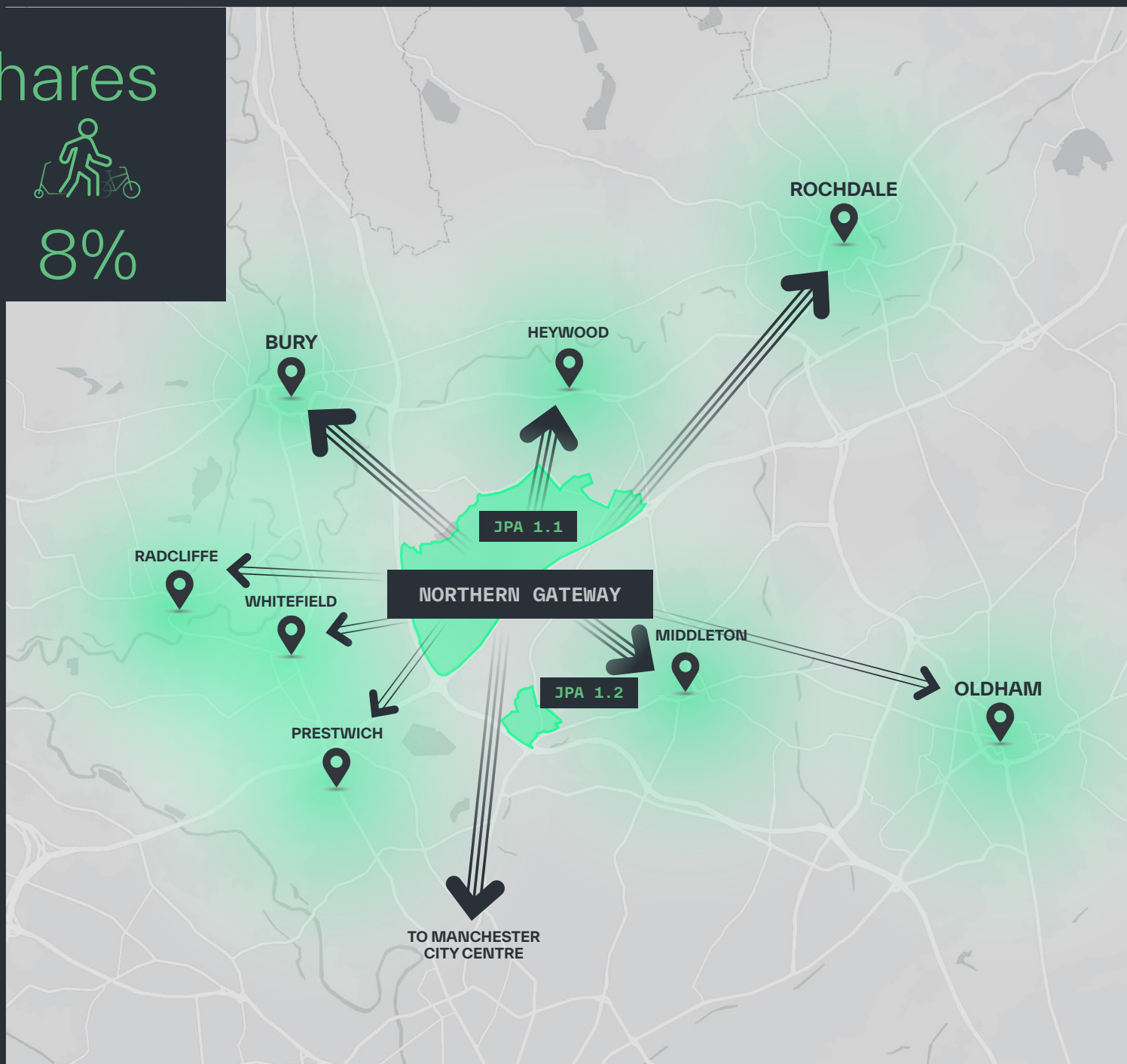


8%

Due to the Northern Gateway being located in close proximity to the Strategic Road network, the area experiences car-dominated travel patterns. At present, the largely undeveloped nature of the site means it is not well-served by public transport. Although neighbouring centres are relatively well served by bus, these services do not route through Northern Gateway directly.

Active travel is also currently challenging around the Northern Gateway development site, due to the area's rural nature and a combination of physical barriers, including a lack of safe infrastructure, challenging topography in parts and severance caused by major roads, rivers and railways.

These travel patterns cannot continue as the site is developed. Significant improvements in public transport and active travel provision will be needed to meet the Places for Everyone objective to boost the competitiveness of the northern districts, ensuring safe access to the site from local communities by a range of transport modes. A vision-led transport strategy is also required to complement wider local, regional and national priorities and to unlock the site in a sustainable and viable way.



The Transport Challenges and Opportunities

Realising the full potential of the Northern Gateway is dependent on a Transport Framework that is responsive to the site's unique challenges and opportunities.

Challenges

- Challenge of promoting sustainable travel in a location dominated by the Strategic Road Network.
- Lack of existing public transport to the site represents a significant barrier to access.
- Poor connectivity to nearby communities due to the absence of safe and dedicated active travel infrastructure.
- Physical barriers like the motorways sever the site from its surroundings, creating isolation, reducing perceived safety and promoting car use for short trips.
- Need to anticipate future travel patterns by considering wider trends like population change, new technology, flexible working and evolving policy.
- Large scale of the site necessitates a carefully planned and phased delivery of transport infrastructure over time.
- Navigating the diverse interests and competing requirements of numerous stakeholders to deliver effective transport solutions.
- Ensuring the affordability and deliverability of upgrades needed to connect the site to the Strategic Road Network.

Opportunities

- Chance to embed and nurture sustainable travel behaviours from the outset to help achieve The Right Mix transport ambition.
- Potential to deliver sustainable transport links that improve access to jobs for local communities.
- Site's proximity to the Strategic Road Network offers logistical advantages for the movement of both people and goods.
- Proposed scale of the development will create sufficient demand to support significantly improved public transport for the site and surrounding area.
- Designation of the Atom Valley Mayoral Development Zone offers a mechanism to drive change and unlock funding for transport enhancements.
- Opportunity to align the delivery of transport upgrades with the phased build out of the development.

Sustainable Journeys for Growth

Our sustainable vision for transport acceptable for planning seeks to increase the mode share of sustainable modes (walking, wheeling and cycling, and public transport) to 30% alongside full build out of the Northern Gateway sites.

A stretched vision has also been considered to achieve 40% sustainable mode share alongside our full GM Local Transport Plan ambitions and longer-term transport interventions and potential for a greater proportion of advanced manufacturing on the site (up to 30%).



Without Intervention

Highly unsustainable, car dominated development with low levels of walking, wheeling and cycling, and public transport to the site.

Short term (0-5 years)

Early phase development will prioritise walking, wheeling and cycling, local public transport connections to nearby communities and highway access to the site. This will be delivered alongside the initial build out of JPA1.1 and JPA1.2 and will cover the first five years from construction to initial site opening.

Medium Term (5 - 20 Years)

Investment covering a range of walking, wheeling, cycling and public transport enhancements connecting with local centres, and highway improvements to the local and strategic highway network. This planned period covers from initial site opening to full build out of JPA1.1 and JPA1.2.

Long term (20+ years)

Our long term vision of Northern Gateway includes delivery of high-quality walking, wheeling and cycling connections, major enhancement to public transport and improved strategic highway connections across Atom Valley.

Our Vision for a Connected Northern Gateway

Overall mode share targets* by full development build out...

Access to, from, and within the Northern Gateway will be enabled by a **package of sustainable transport measures**, linking communities across Bury, Rochdale and the Regional Centre



4% ➡ 20% ➡ 25-30%

Public Transport



8% ➡ 10% ➡ 10-15%

Walking, Wheeling
and Cycling



88% ➡ 70% ➡ 60%

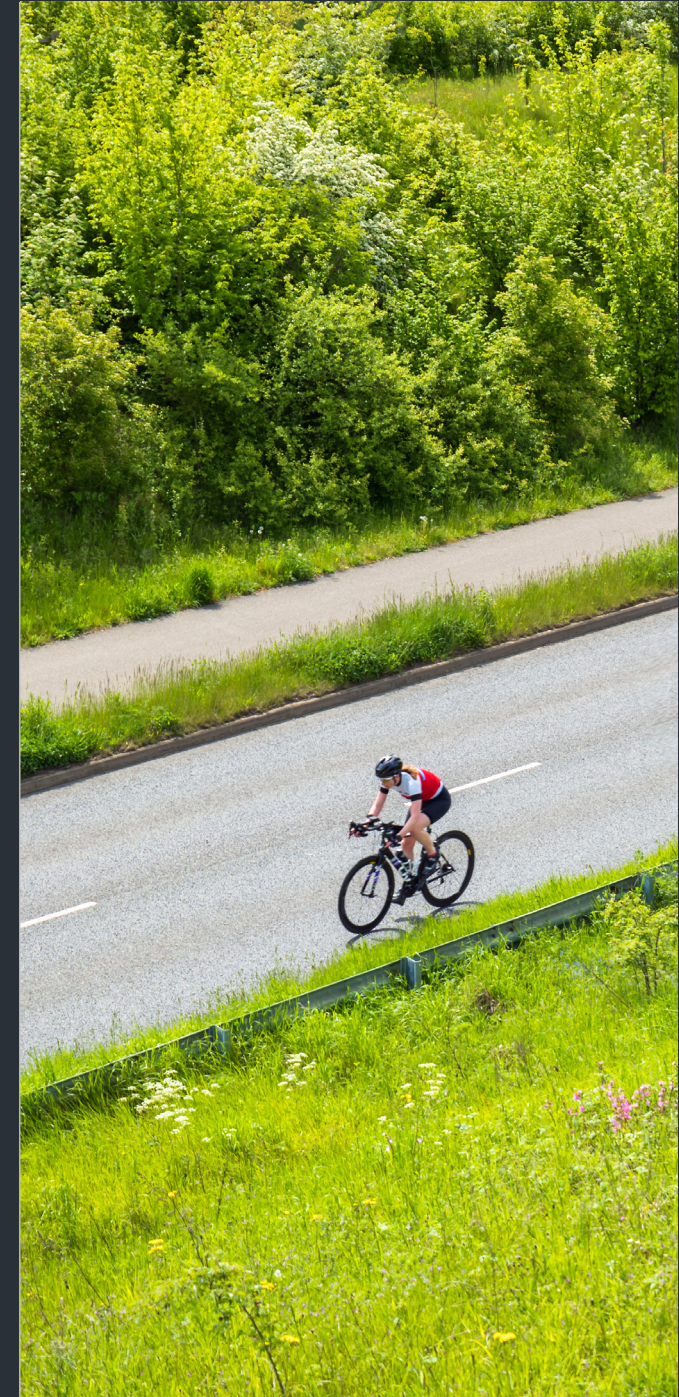
Car Driver and
Passenger

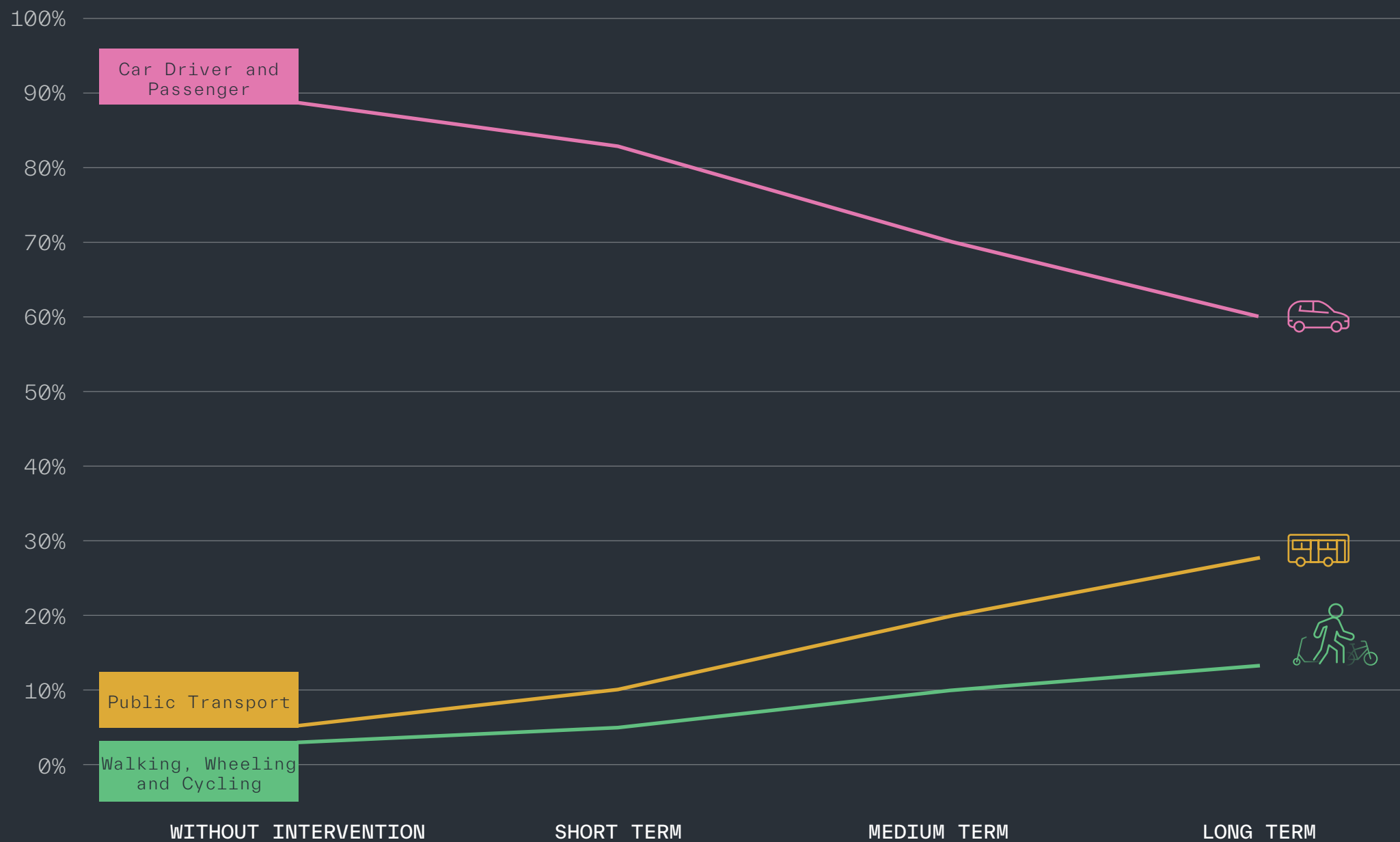
*With associated increases in public transport and active travel for non-work trips at JPA 1.2

We have developed an ambitious transport vision for the Northern Gateway which places sustainable transport at the forefront. The Vision describes the transport connectivity needed to enable transformational growth at the development, whilst supporting the efficient and effective movement of people and goods and protecting our environment.

All transport interventions for the site will need to fully support this vision.

- Direct, frequent and reliable local public transport connections to local communities in Rochdale, Bury and Northeast Manchester, supported by express transit connections to Manchester City Centre and universities, enhancing regional accessibility and opportunity.
- All communities within a 5km catchment of the site to have access to safe, high-quality walking, wheeling and cycling routes to/ from Northern Gateway, creating an inclusive, connected active travel network that supports healthy, sustainable journeys for all.
- Targeted highway improvements that enhance access, mitigate capacity and safety impacts, and prioritise people and sustainable travel by embedding 'Streets for All' principles and well-designed access and parking strategies.
- Overall support for sustainable travel across the Atom Valley area and GM's ambition for zero net increase in car traffic by 2040, enabling transformational growth.





Connecting by
Public Transport

Direct, frequent and reliable local public transport connections to nearby centres in Rochdale, Bury and Northeast Manchester, supported by express transit connections to Manchester City Centre and universities, enhancing regional accessibility and opportunity.

Short Term
(0-5 years)

To ensure exemplar sustainable access to JPA1.1:

- A sustainable transport spine will be provided via Moss Hall Road/ Whittle Lane
- Whittle Lane will be restricted to public transport and active travel to support the sustainable transport spine

Street design across the site will follow Greater Manchester's Streets for All and LTN 1/20 guidance. High quality bus stops through the site and designed in accordance with Greater Manchester's Streets for All Bus Stop Design Guidance. Bus services will be provided for employment trips to and from JPA1.1, as part of the initial site build out. By opening year, it is expected that public transport would serve the five key areas of:

- Bury
- Heywood
- Rochdale
- Middleton
- Manchester

Medium Term
(5-20 years)

Once Northern Gateway developments have been completed, public transport modal share is targeted to be 20%. As JPA1.1 reaches the latter stages of development, a new connection for the west of the site via Castle Road is proposed to enable direct bus access to JPA1.1 from Radcliffe, Whitefield, Prestwich and Bury.

A new travel hub will offer a high quality public transport waiting experience (covered, seating, high quality information) with the potential to include other features including cycle parking, bike share, car clubs and food and drink facilities.

Upon completion of the JPA1.2, public transport connections will need to be provided for residents. This means connections to local centres, such as Middleton and Prestwich, increasing public transport mode share by an additional 2-3%.

Increased build out of both JPA1.1 and 1.2 will enable additional connections to:

- Radcliffe
- Whitefield
- Prestwich (JPA 1.1 and JPA 1.2)
- Oldham

Streets for All improvements will be implemented along the A576 and the M60 Junction 19, which causes severe severance in this location.

Long Term
(20+ years)

In the longer term, our more ambitious stretched vision considers all the wider impacts and schemes aligned to the GM Local Transport Plan and greater job and housing density in and around Northern Gateway. These improvements would support the delivery of the Right Mix target for Northern Gateway, which aims for a mode share of 60% car and 40% sustainable modes (public transport and active travel).

Delivering this vision will require significant transport investment and the implementation of strategic schemes from the Local Transport Plan Delivery Plan, including long-term rapid transit connections.

Long term strategic schemes may include:

- Metrolink extension to Middleton
- Tram-train spur into Northern Gateway
- Metrolink extension from Middleton into Northern Gateway

Prioritising Walking, Wheeling & Cycling



All communities within a 5km catchment of the site to have access to safe, high-quality walking, wheeling and cycling routes to/from Northern Gateway, creating an inclusive, connected active travel network that supports healthy, sustainable journeys for all.

Short Term (0-5 years)



To ensure exemplar sustainable access to JPA1.1:

- A sustainable transport spine will be provided via Moss Hall Road/ Whittle Lane
- Whittle Lane will be restricted to public transport and active travel

Existing Public Right of Way into Northern Gateway will be improved. Street design will follow Greater Manchester's Streets for All and LTN 1/20 guidance to support inclusive and sustainable access.

Initial walking, wheeling and cycling routes will focus on facilitating journeys to and from the employment site at JPA1.1, providing connections to:

- Bury (including via the Western Access Scheme)
- Heywood (including future-proofing for active travel connections to tram-train)
- Rochdale
- Middleton

Delivering high-quality, direct and safe active travel routes from these areas to support sustainable commuting will therefore be key.

High quality, safe and convenient cycle parking, designed in accordance with LTN 1/20 will be provided for every building on the site.

Medium Term (5-20 years)



As the JPA1.1 is developed, a high-quality east-west cycle route should be provided linking with homes and longer distance routes across Atom Valley. These routes would be complimented by an electric bike hub at Northern Gateway which could be implemented alongside the travel hub.

JPA1.2 is expected to contribute to further increases in walking, wheeling and cycling for a range of trip purposes including education and leisure trips to nearby green spaces such as Heaton Park. The inclusion of community facilities and a primary school is expected to increase short-distance sustainable journeys. Streets around community facilities and primary school should be designed to maximise active travel journeys, adopting applicable Streets for All and school streets design principles.

In the medium term, additional sustainable connections would be likely to serve:

- Prestwich
- Whitefield
- Key rapid transit stops
- Key secondary schools (JPA 1.2)
- Middleton (JPA 1.2)

In addition, Streets for All improvements will be implemented along the A576 and the M60 Junction 19, which causes severe severance in this location.

Long Term (20+ years)



The stretched vision for walking, wheeling and cycling considers full integration with the wider Bee Active Network, delivering a comprehensive and strategic cycling network across Atom Valley. This would enable high-quality active travel connections across the northeast of Greater Manchester, connecting all key communities in the area.

The network would serve all locations outlined in the vision:

- | | |
|-------------|--------------|
| ■ Bury | ■ Whitefield |
| ■ Rochdale | ■ Radcliffe |
| ■ Heywood | ■ Manchester |
| ■ Middleton | ■ Oldham |
| ■ Prestwich | |

In addition, a network of electric bicycles across Atom Valley, including Northern Gateway, Stakehill, Kingsway and key transport interchanges would further enhance sustainable travel options and last-mile connectivity.

Supporting Highway Improvements



Targeted highway improvements that enhance access, mitigate capacity and safety impacts, and prioritise people and sustainable travel by embedding 'Streets for All' principles and well-designed access and parking strategies.

Short Term (0-5 years)



In the short term, two primary highway access points have been identified to support the delivery of JPA1.1:

- Pilsworth Road/Moss Hall Road Junction (south) - serving initial phases of the employment development
- Castle Road - restricted to residential and sustainable journeys, linking to the wider employment development.

Whittle Lane will be restricted to sustainable transport. Street design will follow Greater Manchester's Streets for All guidance as well as LTN 1/20 principles.

The Western Access Scheme will deliver required capacity improvements to the Pilsworth Road/Moss Hall Road Junction (north) and M66 junction 3 as well as a cycle route along Pilsworth Road.

Car parking will be planned in accordance with the vision-led strategy to avoid overprovision of spaces and make best use of available land. Measures to encourage car sharing to be implemented on site. Highway improvements will aim to prioritise active travel and public transport where possible.

Medium Term (5-20 years)



At full build-out, our vision is to reduce car use to 70%, requiring a significant reduction in the current mode share.

To provide adequate highway capacity and facilitate safe sustainable trips, an additional link for general traffic through the South Heywood Masterplan area onto Queen Elizabeth II Way may be required.

Further highway improvements will only be implemented to address significant development impacts (in accordance with NPPF) and in all cases should prioritise safety and permeability for public transport and active travel.

Highway improvements may be required at:

- A6045
- M60 J19
- M62 J19 (potential interim and/or larger scale scheme)
- M66 J2
- Larger scale scheme at M66 J3

Car parking will continue to be managed through a vision-led approach. Should a reconfiguration of the Birch Service Area be required to support any element of the site, overall car parking levels, usage and access will need to be considered in alignment with prevailing policy.

Long Term (20+ years)








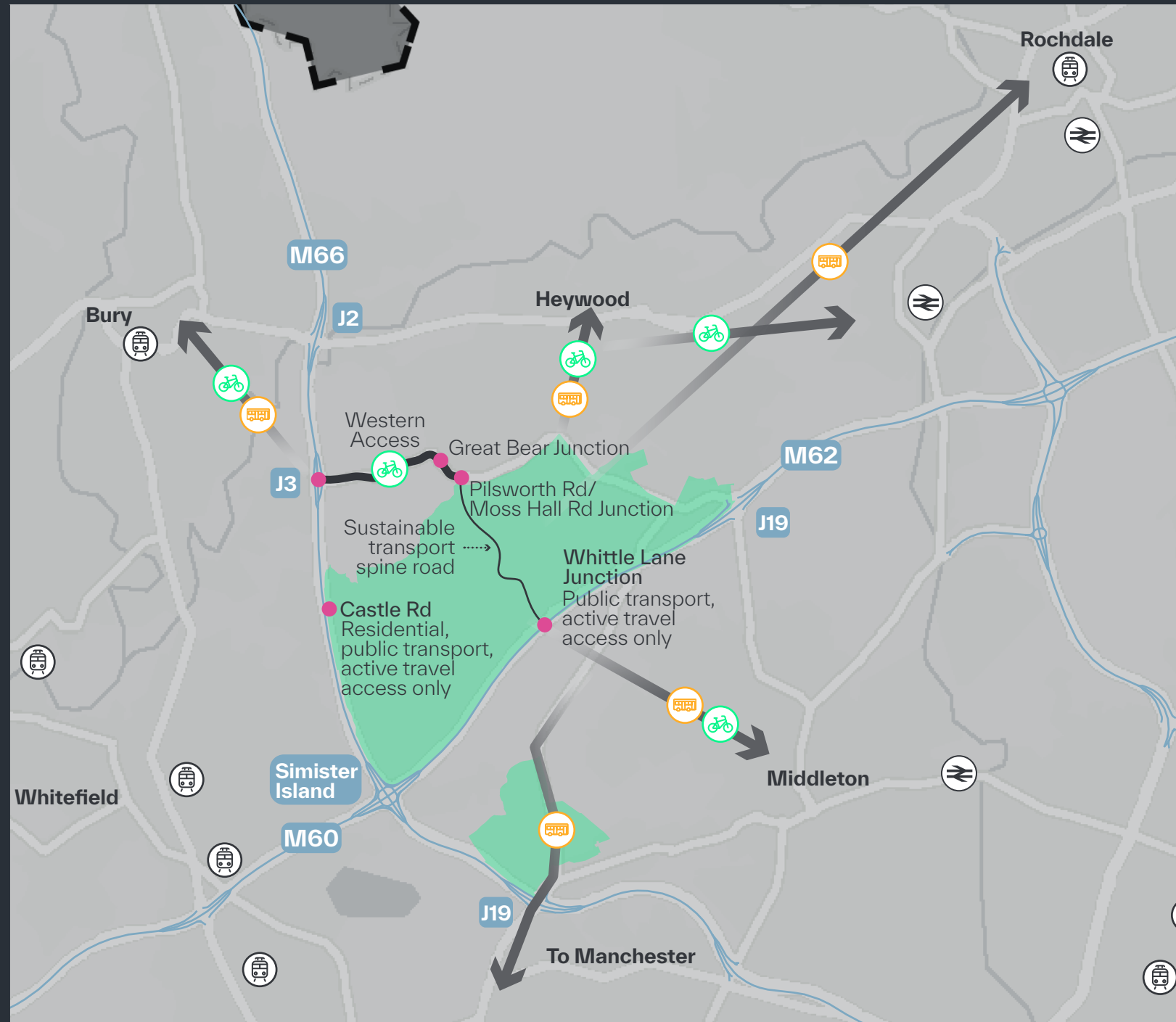
The stretched highway vision targets a 60% mode share for car driver and passenger journeys, driven by major improvements to public transport and active travel as part of the Local Transport Plan. Beyond site build out over 20 years, in accordance with Local Transport Plan aims and objectives, no new highway infrastructure is anticipated to be required beyond the potential medium term highway measures.

Delivering the Vision

Short Term

KEY








-  WALKING, WHEELING & CYCLING INTERVENTIONS
-  HIGHWAYS INTERVENTIONS
-  PUBLIC TRANSPORT INTERVENTIONS
-  BUS SERVICE
-  TRAM STOP
-  RAILWAY STATION

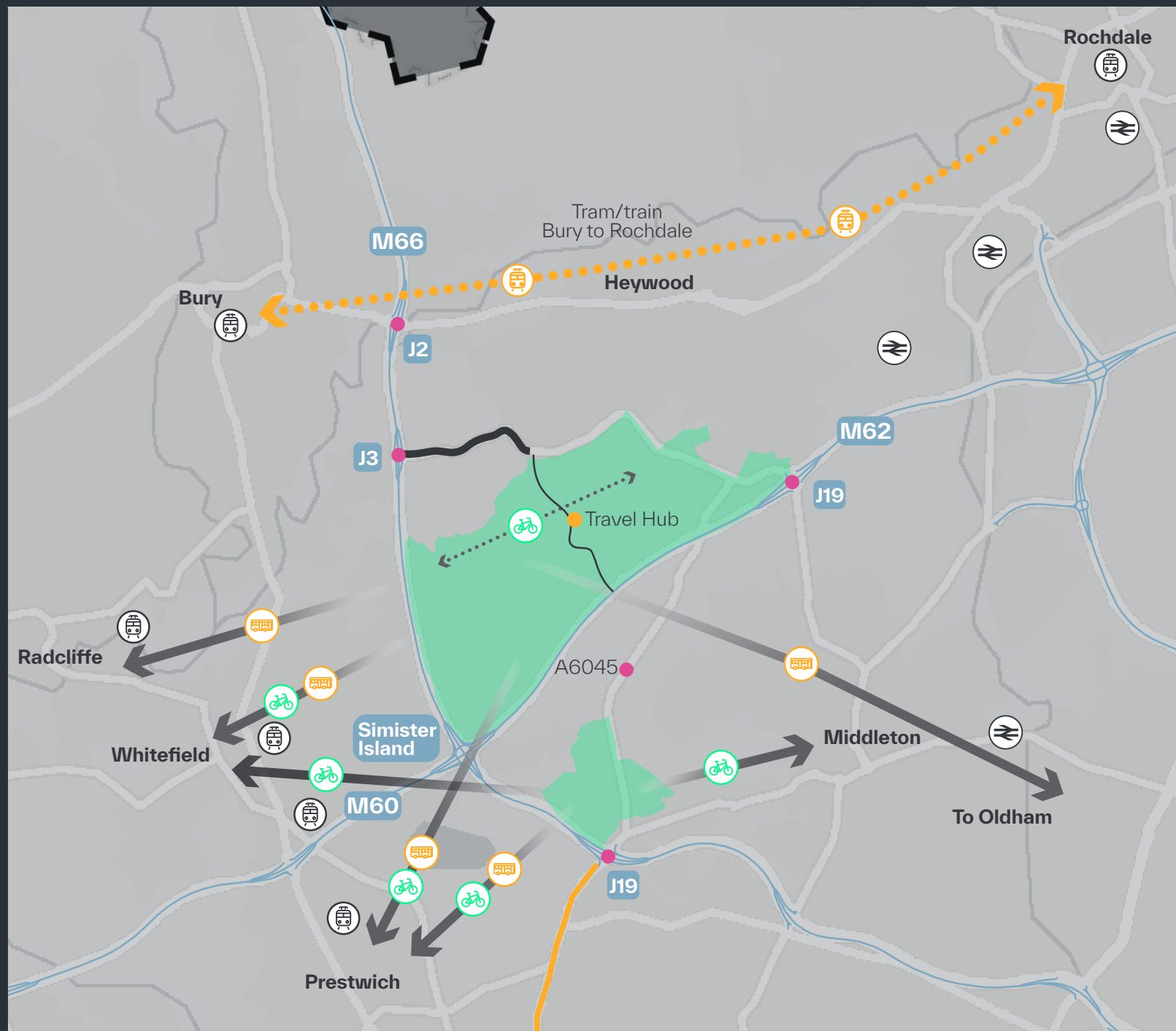


Delivering the Vision

Medium Term

KEY








-  WALKING, WHEELING & CYCLING INTERVENTIONS
-  HIGHWAYS INTERVENTIONS
-  PUBLIC TRANSPORT INTERVENTIONS
-  BUS SERVICE
-  TRAM-TRAIN SERVICE
-  TRAM STOP
-  RAILWAY STATION

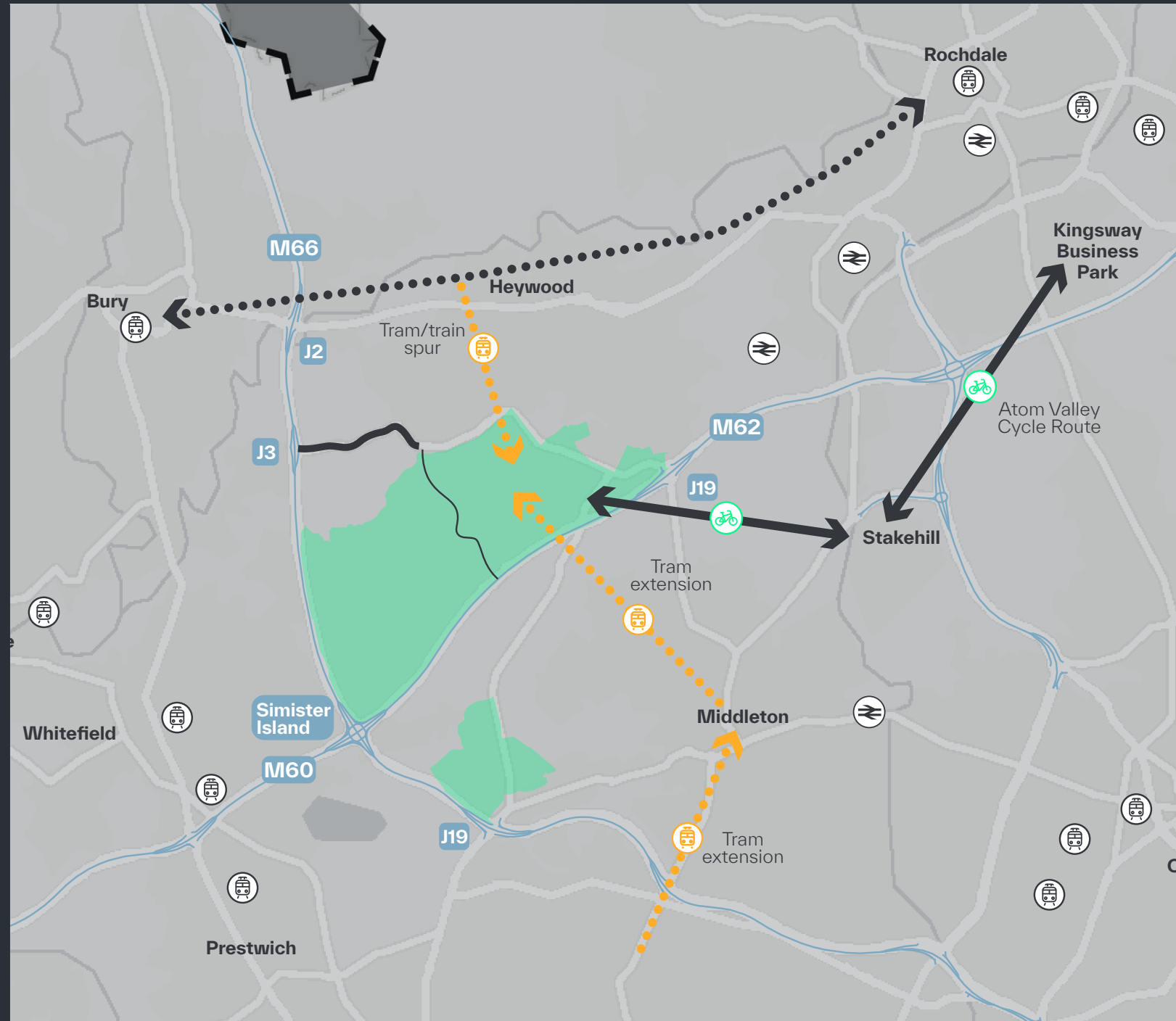


Delivering the Vision

Long Term

KEY

-  WALKING, WHEELING & CYCLING INTERVENTIONS
-  HIGHWAYS INTERVENTIONS
-  PUBLIC TRANSPORT INTERVENTIONS
-  BUS SERVICE
-  TRAM-TRAIN SERVICE
-  TRAM STOP
-  RAILWAY STATION



Category	Intervention	Timescales		
		Short	Medium	Long
Public Transport	Bus connections to key local centres (Bury, Heywood, Rochdale, Middleton, Manchester)	●		
	Transport Hub	●		
	High quality bus infrastructure on routes through site including bus and active travel only link on Whittle Lane	●		
	Additional bus connections to Radcliffe, Whitefield, Prestwich and Oldham		●	
	Tram-Train from Bury-Heywood-Rochdale		●	
	Metrolink extension to Middleton			●
	Quality Bus Transit scheme extension into Northern Gateway		●	
	Rapid Transit from Manchester to Northern Gateway			●
Walking, wheeling and cycling	High quality walking, wheeling and cycling infrastructure on routes through the site, north-south via Spine Road	●		
	High quality walking, wheeling and cycling infrastructure on routes through the site, east-west via South Heywood		●	
	Walking, wheeling and cycling routes towards Bury, Heywood, Rochdale, Middleton	●		
	Additional walking, wheeling and cycling connections to Prestwich, Whitefield and Key rapid transit stops		●	
	Full integration with Bee Active Network including connections across wider Atom Valley			●
	Electric bike hub at Northern Gateway		●	
	Network of electric bicycles across Atom Valley			●
Highways	Two primary highway access points at Pilsworth Road / Moss Hall Road Junction and Castle Road	●		
	Car Parking Strategy to manage parking and encourage sustainable journeys.	●		
	Western Access (with cycle and bus friendly design principles) including initial M66 J3 upgrade	●		
	Potential M66 J2 / J3		●	
	M62 J19 upgrade		●	
	M60 J19 upgrade		●	
	Multi-modal solution for A6045/A576		●	

Making it Happen

We can't deliver this vision on our own. We will need to work closely with a range of public and private sector partners to achieve our ambitions for transport. Funding for transport improvements is likely come from a combination of developer contributions and public sector funding linked to the site viability assessment and, in the case of public sector funded schemes, a valid business case.

Given the scale of the site, full delivery is expected to take place over a 20-year period. Development is expected to come forward in a phased approach alongside necessary transport infrastructure provision. A flexible approach is needed to be responsive to opportunities, as the phasing and density of development may change over time depending on the needs of future occupiers. Determining the scale of the mitigation required, and bringing the most effective transport interventions forward at the right time will be crucial for the sustainability of the site from the outset. An evolving phasing strategy for interventions as more detail on the development proposals becomes available will be presented in the Transport Framework Technical Appendix, which is a live document.



What's Next?

The Northern Gateway represents an opportunity for the whole city-region to bring forward development at a scale which can drive the transformational change we want to see across the conurbation. This Northern Gateway Transport Framework provides a clear and ambitious vision for supporting this in a sustainable way, which will benefit residents and businesses.

The successful realisation of this vision now depends on a focussed effort to refine the programme and delivery arrangements.

Key priorities are:

- Further develop the phasing strategy for schemes aligned with development timescales
- Further develop schemes and commitments to funding across the public and private sectors
- Monitor evolving needs as sites and projects come forward
- Refine the Transport Programme
- Engage with Delivery Partners
- Establishing Delivery Arrangements



Atom
Valley

Bury
Council



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