

# Wigan Borough Transport Strategy

## Executive Summary



**Final Version  
Autumn 2024**



**Wigan<sup>♥</sup>  
Council**

# Foreword

**It is my pleasure to present Wigan Borough's latest Transport Strategy.**

This Transport Strategy is a long-term commitment to strive for a better transport network and create fair opportunities for everyone. It defines our vision for the future, our key transport challenges, and our commitments to address them, as we move towards a new era for the borough, which is known as 'Progress with Unity'. Our aim is to create a more sustainable and accessible transport system to support the travel needs of everyone who lives in, works in or visits the borough.

Continuing to invest in our transport system is vital for our future, and for making all our towns and neighbourhoods flourish for those who live, work and visit them. We need to carefully consider how best to balance the wishes of drivers whilst also delivering improvements to walking, wheeling, cycling and public transport which have less environmental impact.

Tackling the environmental impact caused by emissions from road vehicles has been a key challenge we have faced in the development of this strategy. Poor air quality is considered the largest environmental risk to public health in the UK. We are working with partners to support a range of measures to improve air quality so that people can live happier and healthier lives. This will include areas where people live, where children learn and play, and where transport is having the greatest impacts on the built and natural environment.

The measures include significantly increasing the use of sustainable modes of travel that are supported by a programme of major transport infrastructure improvements. This includes new east-west road infrastructure connecting Wigan town centre with the M6 and M58 to the west and the M61 to the east. This will substantially reduce congestion along the A577 corridor and provide the opportunity to transform existing infrastructure to prioritise sustainable modes of transport.

As a wider plan to support inclusive growth and respond to the environmental changes we face, the strategy will sit alongside Progress with Unity: A New Era for Wigan Borough, the Places for Everyone Plan and the emerging Wigan Borough Local Plan.

It is my pleasure to introduce this Transport Strategy, and I look forward to the work to come with partners and with our communities, to deliver the outcomes our Borough deserves.



**Councillor Paul Prescott**

Portfolio holder for Planning,  
Environmental Services and Transport

A handwritten signature in blue ink that reads "Paul Prescott".

# Background

It is an exciting time for Wigan Council. As Greater Manchester (GM) plans out its next steps to build on its ground-breaking trailblazer devolution deal with government, Wigan too is considering what is needed locally to drive strategic economic growth and prosperity for the people and businesses in the borough. A lot has changed in the last decade, and major events such as the COVID-19 pandemic have accelerated shifts in how we live, in ways which we could never have imagined. Additionally, we are seeing an increasing awareness of the urgent need to tackle climate change.

This has all led to a changing landscape for transport and environmental policy. We want to play our part and make transport part of the solution, as we look to address the defining challenges of a generation. Better connectivity can combat social exclusion; more walking and cycling helps to improve public health and reduce obesity; encouraging the uptake of electric vehicles will help us move towards local and national emissions reduction targets.

The borough's location between Manchester and Liverpool, and close to the M6 and West Coast Main Line Rail (WCML), means Wigan is uniquely positioned to be an influential transport hub for the whole of the North West. In recent years we have secured investment to deliver several major transport projects including Leigh Guided Busway, Wigan Bus Station, and the A49 Link Road. On-going strategic projects include the electrification of the Wigan-Bolton rail corridor which will help to reduce the environmental impacts of the route, and the M6 smart motorway upgrades (J21a-J26), which will help relieve congestion and improve journey time reliability.

Updating our Transport Strategy now, alongside our emerging Wigan Borough Local Plan, will help position us to take advantage of the next opportunities that are approaching. As well as the new devolution deal, we have been operating under bus franchising for more than a year and have adopted the GM 'Places for Everyone' (PfE) Plan. The PfE Plan raises the profile of Wigan-Bolton Strategic Growth Corridor, which is our strategic plan to develop new housing and employment sites between Wigan town centre and the M61.

Within the city-region, Transport for Greater Manchester (TfGM) is responsible for local transport policy and will shortly be resetting the GM Transport Strategy 2040 and associated Delivery Plan. Having an up-to-date borough-focused plan will help us to promote our own priorities within this work and ensure we are contributing towards the GM 'Right Mix' plan. This is the GM vision to change the proportion of trips made by car within the city-region so that 50% of trips are being made by sustainable modes by 2040, with no net increase in motor vehicle traffic as demand grows. This is being delivered through the Bee Network.

As we set this plan in 2024, we are working to our current understanding of how society has been evolving and may change in the future. There are emerging social trends that are likely to have an increasing impact and there will inevitably be new behaviours that appear during the next decade which we cannot predict today. As one example, we know that climate change is having an increasing influence on national and regional policy, but we cannot foresee exactly what directives this could lead to the next decade.

Within this plan we highlight the main strategic priorities that we wish to promote to improve transport services and connectivity across the borough, as well as highlighting some of the more locally-focused schemes that we will promote to support our town centres and neighbourhoods. We will take forward this plan, with close monitoring and the principle of flexibility, to ensure we deliver the best possible outcomes for the borough.



# Policy Context and Strategy Objectives

We have defined six objectives to provide the framework for the new Wigan Borough Transport Strategy. These are the centre of our focus as we push towards a more sustainable and accessible transport system to support the travel needs of everyone who lives, works and visits the borough.

## 01

A better connected and more affordable transport network that creates the right conditions to support sustainable economic growth, improves quality of life for people, and helps to protect the environment by making a meaningful contribution to Wigan Borough's response and resilience to the climate emergency.

## 02

Strengthen Wigan's role as a national and regional transport hub, supported by the reconfiguration of Wigan North Western and Wigan Wallgate rail stations to create a fully integrated and modern multi-modal transport hub.

## 03

Significantly enhance accessibility to and within the Wigan-Bolton Growth Corridor, to promote regionally significant economic growth and regeneration, and to secure active travel and public transport benefits.

## 04

Improve public transport connectivity between the borough's towns and with its neighbourhoods, and also with neighbouring cities and towns – including Liverpool, Preston, St Helens, Warrington, and Bolton, and with the regional centre of Manchester/Salford, creating a better balance of accessibility across the borough.

## 05

Provide a joined-up network of active travel infrastructure that enables walking, wheeling, and cycling to become the natural choice for short distance journeys within, and between, neighbourhoods, to local centres and schools, and to nearby town and district centres.

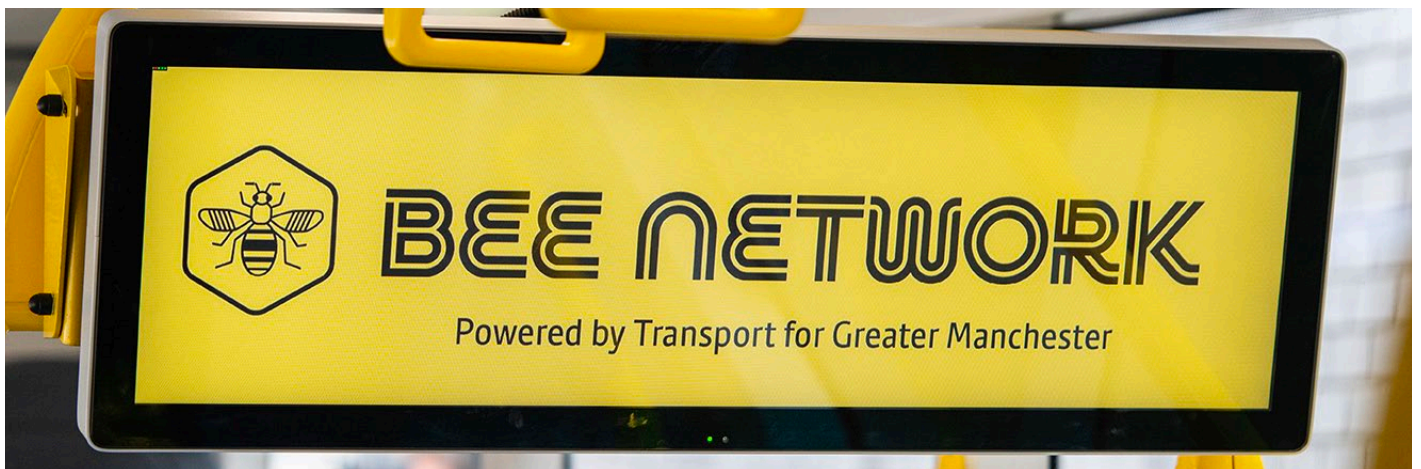
## 06

Ensure that Wigan Borough can take advantage of its proximity to the M6, M61 and M58 Motorways, the West Coast Main Line and the Port of Liverpool for jobs in logistics and related businesses, while minimising the negative impacts of freight on local communities and the environment.

The six objectives seek to align to the principles of the most recent GMTS2040 and our refreshed corporate policies under the 'Progress with Unity' banner, as well as being in line with the emerging Wigan Borough Local Plan. These objectives shall be reviewed in light of any future changes to these supporting strategies.

# Our Transport Priorities

We have identified 16 transport priorities in the Transport Strategy. These cover a range of travel modes and intervention types, each making a contribution towards our aims to provide greater accessibility, promote sustainable transport, reduce social exclusion and support economic growth.



## Wigan Station Gateway - A modern and unified rail hub in Wigan Town Centre

Our long-term aspiration is for a single 'Wigan Station' serving the town centre, which would replace the two separate stations of today with a fully integrated and modern multi-modal transport hub. Access to all rail platforms and services would be unified within a single station at the heart of the town and with a design that forms better connections to the public realm, access routes and new developments which surround it. There is also the opportunity to use the project to reset how the station faces the surrounding town centre, adapting to changes which new road infrastructure and developments like Eckersley Mill and Wigan Pier will offer. Although the government has cancelled Phase 2 of HS2, we still expect HS2 services to operate to the North West and into Wigan town centre. We see this is a major opportunity and want to be well prepared to capitalise on the benefits for Wigan town centre and the rest of Wigan Borough.

## West Coast Main Line (WCML) rail capacity and service improvements

The WCML is the busiest mixed-use 125 mph railway in Europe. The line is under considerable stress because there is more demand for train services than there are train paths available. Enhancing WCML rail capacity and service improvements remain a priority despite the cancellation of northern sections of HS2. We will work closely with partners in the rail sector and stakeholders along the WCML to secure significant rail capacity improvements and new rail service opportunities on the line between Crewe, Warrington, Wigan and Preston. This includes incorporating the new Golborne station into timetables, and potentially also a further new station in our borough near Standish.

## Wigan-Bolton east-west strategic route

Travelling from east to west within the borough is a challenge for businesses and residents, due to congestion on the road network. There are particular issues on the A577 and A580 corridors. To support our people, and help bring forward large-scale new development sites, we propose new east-west road links through the borough. The M58 Link Road will join the M6/M58 to the existing A49 Link Road, offering relief to the west of Wigan town centre including Pemberton. A longer new route is then planned to join Wigan town centre and the M61, passing through major development sites at South Hindley and North Leigh Park.

These sections would use a blend of public-private finance with developers contributing to the sections which will unlock development. In the PfE Plan, the Wigan-Bolton Growth Corridor is identified to provide a large proportion of the borough's housing and employment needs and this new east-west road infrastructure will be a central element to realising that vision. We will also work to ensure that current routes such as the A577 benefit from any traffic reassignment towards the new links, by improving walking, wheeling, cycling and bus infrastructure.

## Lane Head South Bypass

Initial feasibility work has considered an option to divert traffic away from the A579 Winwick Lane and A572 Newton Road junctions by providing an alternative route to the A580 East Lancashire Road. Pressure in this area is likely to further increase as there is significant development proposed at Parkside. In response, the council has put the scheme forward to TfGM and Transport for the North for round 2 of the Major Road Network funding programme to ensure that existing and future traffic does not continue to adversely affect the Lane Head South community. The council is committed to working with key stakeholders to secure a sustainable solution to these issues.

## Improving rapid transit services in Leigh

The Leigh–Salford–Manchester Busway has proved highly successful since it first opened in 2016. In the short term, the potential of the busway should be fully exploited now that it is part of the franchised Bee Network. This will include consideration of service routes, frequencies and stopping patterns as part of the structured and transparent area-based 'Network Reviews' process that is set out in the GM Bus Strategy.

We are also keen to explore whether there is a case to bring Metrolink to Leigh in the future. There may be an opportunity to connect a route from Leigh town centre to the Atherton line and run as a tram-train service. This could benefit a population catchment that is in an area of the borough not currently well-served by rapid transit options. Implementation of this scheme would be technically complex, and would require additional city centre Metrolink capacity.





## Enhancing the bus network, including growing into the opportunities of bus franchising

Since 24th September 2023, the Wigan Borough has been a part of the first wave of bus franchising in the city-region, with bus services operating under TfGM control. This move to a more publicly-controlled system represents a major shift in policy and should open up many opportunities to provide a more convenient and affordable service for people over time. The launch included 50 new, yellow branded, zero-emission buses being brought into service.

Throughout the first year of franchising, TfGM has gathered information on how the network runs, and some services changes are now being seen on the ground. Early actions in 2023 included the reinstatement of the V2 Guided Busway service from Atherton. Further network improvements have also been announced. For example, the V1 Guided Busway service has been included in TfGM's pilot scheme to trial the operation of 24/7 bus services. Night services along this route began in September 2024 and the results of this pilot will be used to consider the expansion of these services elsewhere across GM. A new '615' service is also being launched in October 2024, operating between Wigan, Whelley, Horwich Parkway and Middlebrook. These are early demonstrations of the franchising powers being used to run additional connections for the benefit of communities that were previously underserved.

A big opportunity of bus franchising is in the simplification of ticket products and fares. Greater Manchester introduced a new fare structure in September 2022 – including a flat rate of £2 for a single fare which has proven popular with customers. Further cheaper weekly, monthly and annual bus fares have also been announced, as well as a 'hopper' ticket that will enable users to use multiple buses within an hour, for the cost of a single fare.

We will support the network by delivering infrastructure improvements to further help bus journey times. We are currently developing 'Quality Bus Transit' corridor proposals to support the Wigan-Bolton and Wigan-Leigh service routes. Over time, we will be pushing TfGM to increase service frequencies (including adding new rapid transit routes), and extend operating hours, across key routes in the borough. We are proud of the success of the Leigh Guided Busway service and will look to build on its success, including through the opening of a new stop and Travel Hub at Mosley Common (linked to new development), and a new Travel Hub in Tyldesley.

We also recognise that some of our residents are highly reliant on services which are run by operators based outside of Greater Manchester, and outside of the new franchising model. We will be continuing to work collaboratively with partners to ensure these services are maintained and strengthened where possible. We are also seeking to improve routes to out-of-borough areas that are less well served at present, such as towards Haydock and Newton-le-Willows.





## Helping our town centres to thrive

Our residents identified 'vibrant and thriving town centres' as a key goal in the Big Listening Project consultation we ran in 2019. We want our town centres to be cleaner and more attractive places for people to spend time, and reducing the impact of traffic can assist in making this happen. Providing easier access to and around our town centres is vital to this, especially for our three largest towns of Wigan, Leigh and Ashton. For each town centre we propose to undertake new infrastructure transport studies to identify the right options that are needed, working with the town Innovation Boards and building on the Strategic Regeneration Frameworks (SRF) where these have been developed. These will look at a range of issues such as how traffic circulates, how bus stops are accessed, how parking is provided, and how businesses are serviced. Around each town centre we will be looking to expand facilities for people to walk and cycle, to make them safer and easier for residents and visitors to move around.

As well as our three largest towns, there are many other local centres around the borough which are important hubs for their communities. While these towns may not have the same number of businesses or scale of economic activity, transport access and parking are still important for us to focus on, to help them to thrive and prosper. In Standish, and Golborne and Lowton, we have already set up an Infrastructure Assessment mechanism where individual developer contributions are collected into a single fund that enables more impactful infrastructure improvements to be developed and delivered.





## Comprehensive borough-wide local active travel network

Walking, wheeling and cycling has been a major focus for national policy, TfGM and Wigan Council over the last five years. We know that encouraging more people to be active can offer health benefits, as well as reduce reliance on cars for people that have access to one. In order for walking, wheeling and cycling to become the natural choice for shorter journeys, an improvement in the quality and extent of our infrastructure is required. Many improvements have already been made (such as on the Mineral Line in Standish and the route to Pennington Flash from St Helens Road), and we are continuing to develop our pipeline of schemes across the borough to make active travel more viable for everyone. As well as investment in key routes to and around our town and retail centres, we have focused on making it easier for people to walk or cycle to schools, and to reduce car dominance in our residential neighbourhoods.



## Enhanced rail service provision, broadening access to rail

Rail connectivity is critical to the success of our borough. Our central position on the WCML gives Wigan fast and direct access to London, Birmingham, Preston, Warrington and Scotland, as well as links to Manchester and Liverpool. In addition to the Station Gateway project in Wigan town centre, we are advancing plans to open a new rail station on the WCML at Golborne which we hope will become the first new rail station to be opened in Greater Manchester since 1999. We will also explore whether other new rail stations could be feasible, such as at Little Hulton on the Atherton line (part in Bolton), Glazebury on the Chat Moss line (in Warrington, south of Leigh) and at Standish on the WCML. The rail line through Wigan and Atherton remains popular, despite the number of stopping services being reduced in December 2022; a change introduced under a broader plan which sought to improve rail service reliability across the north of England. Many of the constraints which impact Wigan rail services are due to the bottleneck in the Castlefield Corridor in central Manchester which requires major infrastructure investment.

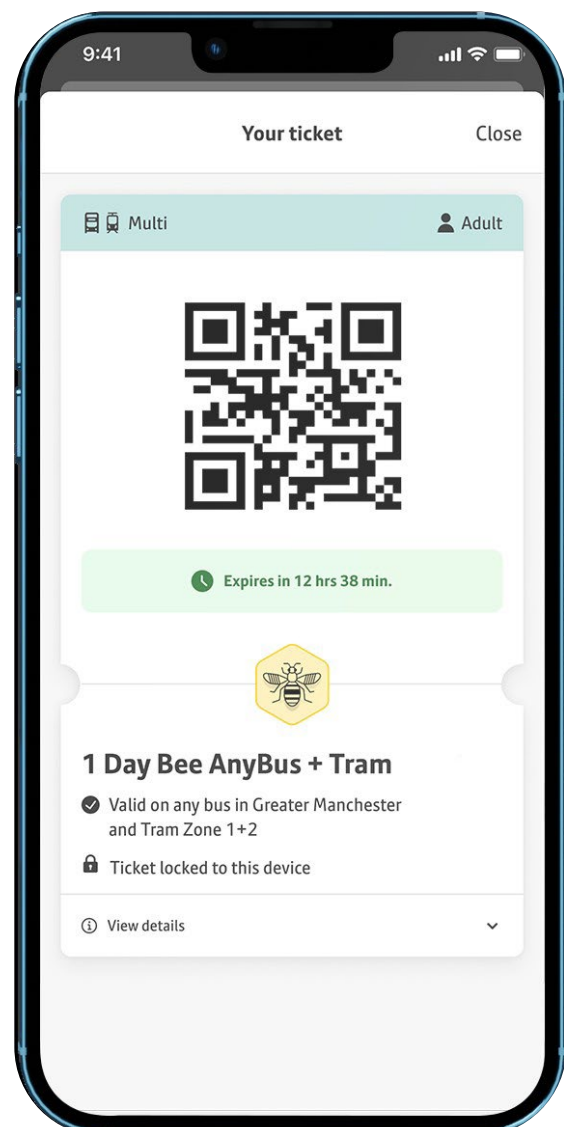
The Department for Transport has established a Manchester Recovery Task Force to identify and oversee a co-ordinated long-term service and infrastructure solution for the corridor. As part of this process, we will push for the early return on previous service frequencies on the Atherton line as a minimum, while in the longer term an Atherton Metrolink/Tram-Train could release capacity on the traditional heavy rail network through Salford Crescent. In a broader North West context, we will work closely with our regional partners to make the case for improved rail service provision with Merseyside and Lancashire, including improved Southport to Wigan connections and the extension of Merseyrail from Kirkby to Wigan Wallgate. We strongly opposed government proposals for ticket office closures and strongly support the continued presence of staff at all rail stations in the borough.

## Improved integration between transport modes

To make public transport more attractive, and a realistic alternative to private car use, it needs to be as simple and cost-effective as possible. This includes making it easy for people to use more than one service or switch between different modes as part of their journey. Devolution powers are already making a difference, with new combined bus/tram ticketing products and cheaper fares made available. Bus franchising will present a further opportunity to better integrate bus service timetables with rail and Metrolink timings (for example, scheduling a bus service to arrive at a rail station shortly before an onward train is scheduled to depart). We are working with TfGM to expand the range of interchange hubs within the borough, including a new Travel Hub based around the Guided Busway stop in Tyldesley. A Travel Hub at the Mosley Common development would be a further facility, and broader opportunities are also being explored around park-and-ride sites which is already an established and popular form of travel interchange. Leigh is one of the largest towns in Greater Manchester to not have a rail station or Metrolink stop and we are keen its bus station is updated into a modern interchange for the town.

## Cost of travel

We recognise how the cost of living has increased since the COVID-19 pandemic, and we are focused on ensuring that travel is affordable and not a barrier to people making the journeys they want to make. This means ensuring that access is provided to no- and low-cost travel modes (such as walking), and that public transport is also as affordable as possible. Through devolution and now bus franchising, TfGM has already been able to make positive changes within integrated ticket products and cheaper fares for single and day travel across bus and Metrolink. It will take longer to integrate rail into this local model but pilots are set to run in 2025 on selected routes within GM (These pilots will not impact the Wigan Borough). We will take and apply a balanced and fair approach to setting the level of car parking charges and time restrictions across our council-owned parking facilities, in a way that ensures our towns are accessible and open to business, but limiting demand for parking to appropriate levels, where good sustainable choices are available.





## **Sustainable infrastructure that unlocks and facilitates delivery of existing land supply and new sites**

Through the process of developing our new Wigan Borough Local Plan, we will be updating many of our planning policies which include details on how developers must consider transport accessibility, and place sustainability at the core of each site. New policies will promote a vision-led rather than forecast-led approach. The approach will place sustainable modes central to new development, rather than being a secondary consideration. Securing developer funding contributions towards complementary infrastructure will be a key aspect of our approach. We have four strategic housing and employment allocations in the PfE Plan at M6 Junction 25, North of Mosley Common, Pocket Nook and West of Gibfield, which will each require their own detailed transport assessment and local mitigation packages. The emerging Wigan Borough Local Plan also includes housing and employment allocations, which will each require local assessments and may require additional infrastructure.

## **Travel demand management measures to encourage sustainable travel options and uptake**

An effective means of reducing the strain on our transport systems is to provide people with support and guidance on how to access and use alternative means of transport or reconsider their need to travel at all. Schemes targeted at behaviour change, such as cycle training and guided walks, have already brought considerable success. We are looking to build on this success with our emerging approach to residential travel plans which includes behaviour change initiatives targeted at development sites and in the surrounding community. This will be funded by increasing the travel plan charge to residential developers, as set out in a new Travel Plans Supplementary Planning Document.

## **Reduce the environmental impact of transport, including through supporting the transition towards and uptake of zero-emissions vehicles**

Reducing the impact which the transport sector has on the environment is a key national priority, with the UK government committed to Net Zero by 2050. Parts of our borough are within the GM Air Quality Management Area (AQMA) and we have specific locations in the borough where additional Air Quality Action Plans are in place to reduce the impacts, where traffic emissions are the main reason an issue has developed. We not only want to encourage people to drive less often where they can, but support the transition to cleaner vehicle technologies which are less harmful to the environment. We are continuing to engage with the Greater Manchester Combined Authority on the GM Clear Air Plan which focuses on securing additional funding to support motorists and business owners to trade-in older and more polluting vehicles, and are exploring public and private partnerships that can help us deliver more on- and off-road electric vehicle charging capacity across the borough. These will be supported by Local Plan policies to promote the use of electric vehicle charging infrastructure and other zero emissions vehicle facilities.



## Invest in and maintain a safe, secure and resilient transport network

Alongside much need investment in improving the transport system, it is crucial to recognise the importance of maintaining the assets we already have. This requires proactive management and investment, to address potholes, replace streetlight bulbs, repaint road markings and clear overgrown vegetation. Network management activities will be increasingly important as climate change impacts have an effect, such as more intense periods of rainfall leading to flooding. Our teams also co-ordinate with other GM boroughs on the planning of roadworks and deliver small network improvement schemes, such as to address safety issues in residential areas. We have been handed powers by government to start to enforce some moving Traffic Regulation Orders in our borough which were previously only enforceable by the police. This will enable us to take action in locations where we have been told there are issues with non-compliance, such as the bus-only restrictions on Market Street in Atherton.

## Support sustained investment in freight networks and infrastructure

Convenient access to the M6, M61 and A580 from many parts of the borough means Wigan is ideally situated to support and benefit from national and global freight distribution networks. Our proposals to improve east-west road links are fundamental to unlocking potential growth in manufacturing and will improve motorway access considerably. We also consider there to be significant opportunities from the new Strategic Rail Freight Interchange planned at Parkside East in St Helens, to the south of Lane Head in Lowton.

The growth in online retail has meant just-in-time deliveries have proliferated, adding strain to our road network. We know we can work better with business to improve conditions. This will include working with businesses to identify their freight needs and developing appropriate strategies to align with their requirements and remove barriers. This could include multi-modal freight hubs and new innovative logistics solutions such as new technologies, business models, or the optimisation of existing practices. We are a partner in the GM Freight Forum which is considering the co-ordinated approach at the city-region level and has its own plan.





# Five-Year Delivery Action Plan (2025-2030)

The Transport Strategy outlines the activities that are needed in the next five years to progress our plans. We have followed a similar format to the GM Transport Strategy 2040 in outlining:

## **A. Interventions that we aim to complete within the next five years, for example:**

- Wigan-Bolton rail electrification
- M6 junction 21a to 26 smart motorway upgrade
- Golborne Rail Station
- The #OurFutureAshton project
- M58 Link Road
- Expansion of Electric Vehicle Charging Infrastructure
- Further sections of our walking, wheeling, and cycling pipeline, including schemes near Leigh, in Standish, in Wigan town centre, and on the Whelley Loop Line
- Enhancing the bus network - improving on network coverage, service frequencies and hours of operation

## **B. Interventions that we aim to complete the scheme development and funding approvals for in the next five years, and may start to implement, for example:**

- Wigan Station Gateway – a single, modern Wigan town centre rail station
- East-west strategic road infrastructure, supporting the Wigan-Bolton Growth Corridor
- Further sections of our walking, wheeling, and cycling pipeline, including schemes in Atherton, Tyldesley, Hindley and Pemberton
- Lane Head South Bypass

## **C. Interventions that we will develop options for in the next five years, but are less likely to start to implement in this period, for example:**

- Exploring opportunities to connect Metrolink to Leigh
- Leigh Interchange
- West Coast Main Line rail improvements
- Longer-term sections of our walking, wheeling, and cycling pipeline
- Potential new rail stations, such as at Little Hulton on the Atherton line (part in Bolton), Glazebury on the Chat Moss line (in Warrington, south of Leigh) and at Standish on the WCML
- Strategic road network changes to M6 junctions, including at J24 near Ashton

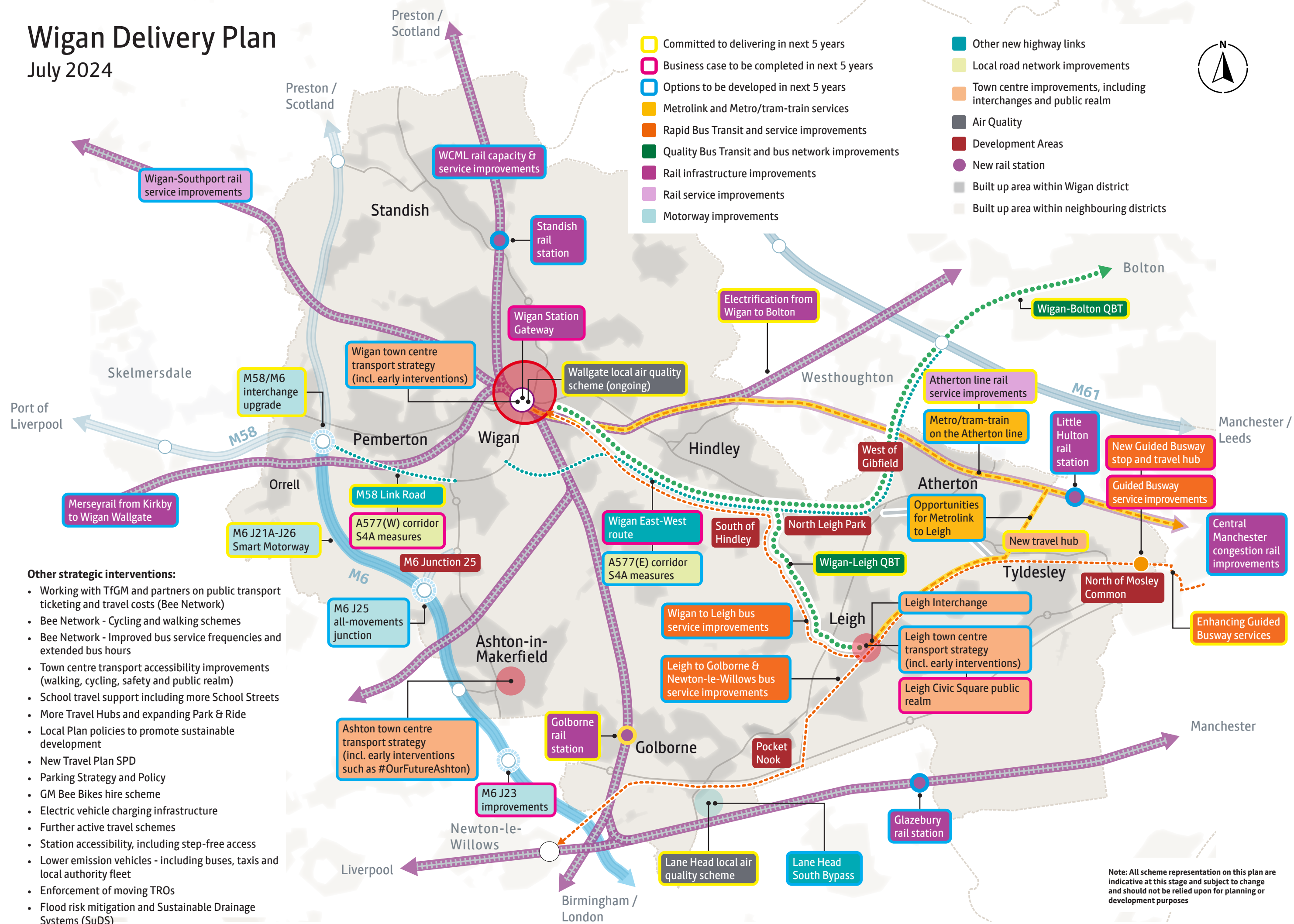
## **D. Interventions that relate to on-going activities so apply in the short-term and will continue into future years, for example:**

- Network management and maintenance activities including repairing potholes and clearing vegetation
- Working with TfGM on new public transport ticketing products and cheaper public transport fares
- Behaviour change programmes, including cycle training and officer-led rides
- Monitoring of air quality issues caused by transport through Air Quality Action Plans

Our Delivery Plan overview summarises our leading transport priorities for the borough and beyond.

# Wigan Delivery Plan

## July 2024





Whilst this updated Transport Strategy sets out our updated plans and investment priorities, we will have to take a dynamic and flexible approach over the coming years as we seek the funding and support that will be needed to make our interventions happen. The funding and delivery of key interventions will require extensive further investigations of delivery constraints, evaluation of value for money, and detailed funding plans.

Management of the Transport Strategy will require strong governance and leadership which will be led through the council's Strategic Transport Board that meet bi-monthly. There will be accountability at the officer level for engaging with partners to develop these scheme ideas into fuller proposals, which will have sufficient detail to be compelling to funding bodies when opportunities arise. TfGM will remain our closest partner when it comes to developing our transport plans, and we will work with them and the other GM boroughs on the next version of the GM Transport Strategy 2040 and City Region Sustainable Transport Settlement (CRSTS) funding programmes. We also recognise that taking forward our plan will rely on strengthening our relationships more widely, with other authorities, transport providers, and statutory bodies.

All local authorities are constrained to some extent by funding, and we face this challenge too. We are working closely with TfGM to understand the funding which the GM devolution deal will provide for transport improvements in the city-region, and will also be identifying other public and private funding sources that can help us deliver our plan.

We are also keen to emphasise that consultation and engagement will be central to how we develop the detail of the interventions. We want our plans to have a positive impact on the lives of our residents and businesses so feel it is critical that we enable our communities to inform the choices and decisions we make. We know it can be hard to please everybody, but we commit to listening to views from all sides of our communities and place the views we hear at the heart of what we do. We also recognise the importance of clear communication and commit to ensure that information about our transport projects is provided clearly, regularly and openly as soon as we have news to share.

Lastly, we recognise there are wider opportunities to add value to society, through the ways that we choose to execute our plans. The council are committed to securing additional social value as a routine part of the works we undertake and the contracts we enter into. We are a partner in the GM Social Value Framework 2020 which sets the agenda locally on how added social value can be pushed across all organisations in the city-region area.

